

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
Policy 29: Site HS13: ORDSALL SOUTH			
REF002	Resident	<p>I see the formal notification of the consultation of the above development have been sited on the lamp posts around Ordsall. 1) not against new housing in Ordsall 2) We have an Industrial estate sited on West Carr Road where if the HGV's follow the stated route they go past the infants school twice therefore twice the risk An accident occurring. 3) Could you not consider moving the industrial estate say onto part of the airfield at Gamston therefore taking all HGV's out of Ordsall and significantly reducing the risk to members of the public. 4) If this were done there would be a large brownfield site that could then be used for housing instead of using greenfield areas. 5) a lot of talk about affordable housing but it does not appear to be what would call affordable, if the proposed development were to go ahead make it affordable with more emphasis put on smaller single storey (bungalows) where those who are trapped in 3-4 bedroom detached or semi detached houses could afford to move into releasing those houses onto the market.</p>	<p>The Local Plan seeks to provide a balance between the need for employment and housing. Within Retford there are several areas of employment that have been protected for that use. In addition, there are employment areas that are expanding such as Randall Way off North Road.</p> <p>In terms of housing, the Council is required to find land within more sustainable parts of the District. Retford is the District second largest town and therefore should take additional growth over the plan period.</p> <p>However, it is also important that the Local Plan identifies local issues in terms of infrastructure, flooding and drainage or the environment.</p> <p>Following feedback from the community, the Council is reconsulting on revised proposals for Ordsall South. This will provide more detail in terms of design, layout and associated evidence base such as transport and flooding. This consultation will be in Summer 2021.</p>

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1638182	Resident	<p>This site is proposed for residential development and is also identified as a 'green gap'. 1. The land on the east side of Ollerton Road (adjacent to Lansdown Drive) is extremely visible on the approach into Retford from London Road as it is elevated. This is acknowledged by BDC. The existing properties on Lansdown Drive are obtrusive in the landscape from the A638 (London Road) between Eaton and the entrance into Retford. Any new development on here (even single storey) will be very visible. Surely it would make more sense to use this land for the country park rather than built development? The land is already enjoyed by a significant number of walkers etc. and it would be great to make a feature of the site frontage onto the river. All new built development could then be located on the west side of Ollerton Road where the land is flatter and less prominent. 2. Do not understand why the policy fails to mention traffic mitigation measures for the village of Eaton. 800 new dwellings in this location will have a huge impact on the village as anyone living on the new site who travels to Markham Moor in order to get to Newark or Lincoln will drive through Eaton in order to reach the A638. Eaton village has no pedestrian facilities and has a single width hump back bridge. The village REALLY isn't suitable for high volumes of additional traffic. This should be addressed before any new properties are proposed on site HS13.</p>	<p>It is important that landscape quality is preserved where appropriate. The Council recognises the importance of the Idle Valley and views from the area towards Eaton and the wider Countryside. The development at Ordsall South is partly located within a Green Gap and this means that the development will be subject to more detailed design codes. This particularly relates to layout, density and the position of the associated Green Infrastructure.</p> <p>Traffic and transport impacts are included within the revised Policy for the site and are linked to a set of evidence base prepared alongside this plan. The Retford Transport Assessment identifies the relevant transport mitigation measures needed to accommodate the level of development on the site.</p>
1644872	Resident	Highly supportive of this development. In desperate need of housing for the elderly it's nice to see this included in this plan.	Noted. Thank you for your comment.

REF007	Resident	<p>Regarding the proposal itself, biggest objection is a potential increase in vehicular activity. No doubt that any planners will do all they can to cater for this on the development itself, however, introducing 1000 - 2000 cars onto the road infrastructure of Ordsall will not be without consequence. Live adjacent to the proposed site and can say, with confidence, that the majority of traffic from this area heads into Ordsall in the direction of Babworth every morning then returns in the evening on their daily commute. There is frequently congestion at the following sites:</p> <ul style="list-style-type: none"> • Shops on Welbeck Road where there is insufficient parking • The mini-roundabout at the junction of West Hill Road and Worksop Road, where there have been a number of vehicle collisions. • Outside both entrances to Ordsall Primary School • The Nursery on Welbeck Road. Also a number of other vehicle "pinch points" in Ordsall: • Ordsall High Street - it is never two way because of parked cars. • The narrow Bridge at the intersection of Ordsall High St and Goosemoor Lane • The single lane priority railway bridge on West Carr Road. <p>Increased traffic, will without doubt, negatively impact all of these sites, also the single lane bridge in Eaton Village, for traffic heading toward Markham Moor. What are the plans for improving these sites and easing congestion that will inevitably occur? The increased traffic generated by 800 households doing at least the weekly shop in Retford will also be felt throughout the town, especially as there are only two main routes to the supermarkets, both of which pass through some of the pinch points above. Has BDC conducted a traffic survey and does it have a plan to ease congestion on these roads before it happens? Lived alongside the Wilcon estate (adjacent to Ollerton Road), whilst it was being built in the 1990s, have no wish to repeat several years of noise, mess, dust, roads works and construction traffic again. The</p>	<p>As part of the preparation work for the Local Plan, the Council has produced a Transport Assessment for Retford. This includes investigating the existing traffic issues, flow and capacity of the road network. It then looks at the impact of the proposed growth and determine the scale of the impact and what parts of the network will need improvement. Any improvement proposed will be in the form of physical improvement or a financial contribution. Mitigation is proposed as part of the Infrastructure Delivery Plan for Retford.</p> <p>Development can only pay for the impact it will cause and not solve wider traffic or road capacity issues.</p> <p>In addition, major new developments must provide a net-gain in biodiversity, so the proposals include a significant level of green infrastructure, such as a country park, which will help create new habitats for local wildlife as well as a recreation space for the community.</p> <p>The proposed allocation at Ordsall South and the Bassetlaw Garden Village are being planned strategically so any impacts are investigated at an early stage which is involving all the relevant statutory stakeholders.</p>
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residents of Ordsall have had to endure at least six significant housing developments in recent years, each one causing anxiety and disruption for protracted periods, sometimes a number of years. Why should the same residents tolerate a huge and invasive building project that looks to vastly increase the size of Ordsall and disrupt village life for many years? The last proposal for building upon part of the land designated for this current proposal was rejected because of local opposition, what has changed such that this land can now be included within an even larger housing development? The boundary line abuts approximately 100 homes and affects the outlook of at least as many more, how does BDC intend to address the concerns of the residents in these homes? One of the joys of living in this area is the diversity of wildlife. There is presently a community of bats present on Brecks Lane (adjacent to the proposed building boundary), also a large number of songbirds resident in the mature hedgerow to the East of Retford Golf Club practice field. Additionally, there are many birds and mammals present in the woodland area alongside the proposed development. These include owls, foxes, badgers, two types of woodpecker and many others that will be disturbed by building work. Has BDC completed a full ecological survey yet, if so, what is the plan to protect these declining species? At a loss to understand why BDC is considering imposing 800 new homes upon the residents of Ordsall, when there is a new garden village proposed only a few miles away, could this not be increased to accommodate a controversial project such as this? In total opposition to this proposal in its present form, especially with regard to the large number of proposed dwellings. This will without doubt irreversibly change the character of our community which I have enjoyed for the last

		<p>34 years, the "village feel" and identity of Ordsall will be altered considerably, if not lost permanently.</p>	
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REF012	Resident	<p>Secondly your presentation contains some very specious points: to address Retford housing needs; Retford doesn't need further housing, above all the district of Ordsall where there have been some 1000 plus houses built in recent years. Nature Reserve?that really is a sop to modern thinking and somewhat ironic when you consider the amount of environment and wild life which will be destroyed by this development in a very rural area edged by several copses.....and one assumes that all the public footpaths in the proposed area will be honoured and preserved. Acknowledge comments that if this plan goes ahead attention will be given to the mini-roundabouts in the area and traffic calming measures in Ordsall High Street.....but, and this is a huge 'but', these measures would be totally inadequate. All roads are already saturated especially at peak times. The main access road to the site is only a country lane and needs complete revision including road widening. Any infrastructure improvement MUST be done prior to the commencement of any building. If not, as have seen with recent promises and housing projects in the area, it will not get done or only in a very superficial and inadequate way. In connection with that, when much, if not the majority, of the traffic resulting from this development would pass through the already congested Ordsall roads and narrow bridge to go to Retford or Worksop the proposal is laughable. Unless the shops in the plan include all those in Welbeck Road, Ordsall.....i.e. a Coop, Post Office, Pharmacy, Men's and Ladies hairdressers and Fish shop, that already overwhelmed and dangerous community area, the existing shopping area would become untenable</p>	<p>The Local Plan is looking at housing need for the next 15-20 years. As part of its calculation, it does include previous developments across the town. Retford is the second largest settlement in Bassetlaw so therefore it does need to take its fair share of future housing growth.</p> <p>The proposed allocation at Ordsall South is a long-term site due to its scale. The type of housing on site will include a good mix of housing types, including accommodation for older people, specialist housing for those with disabilities and affordable housing for younger people.</p> <p>The Council has produced a Transport Assessment for Retford. This includes investigating the existing traffic issues, flow and capacity of the road network. It then looks at the impact of the proposed growth and determine the scale of the impact and what parts of the network will need improvement. Any improvement proposed will be in the form of physical improvement or a financial contribution. Mitigation is proposed as part of the Infrastructure Delivery Plan for Retford.</p>

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		<p>and certainly a public safety hazard. Whereas a cursory survey would suggest this an ideal spot for development, a thorough examination and first hand knowledge of the district shows this is not so. It would destroy a rural environment, destroy habitats, create a serious public hazard in Ordsall and ruin a community. Think again BDC, think again. Footnote: as an 86 year old non native to Ordsall I am NOT a NIMBY!!!</p>	<p>Development can only pay for the impact it will cause and not solve wider traffic or road capacity issues.</p> <p>In addition, major new developments must provide a net-gain in biodiversity, so the proposals include a significant level of green infrastructure, such as a country park, which will help create new habitats for local wildlife as well as a recreation space for the community.</p>

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REF017	Resident	<p>As a resident of Ordsall am concerned about the plans to develop land behind my property on River View, Ordsall is in danger of becoming a giant housing development with little or no thought for the people who live in the area, the infrastructure can barely cope with the amount of traffic in the village at the present time and the construction of further housing will cause constant problems. Suffer total grid lock whenever there is a problem on the A1. There is very little parking near the few shops we have on Welbeck road, and this will become reduced even further when the proposed construction of flats adjacent to the Coop goes ahead (this is another planning master piece instead of creating parking for the local shops you have reduced the on street parking and will make the road junction with Ollerton road more dangerous). The proposed access to the new development is via Bankside/Farm View, who came up with this plan has never tried turning right onto the High Street from the Farm view junction it is only by good fortune that there has not been a serious accident, adding further traffic will only make the situation worse. West Hill road comes to a virtual standstill outside of the Primary school twice a day with people parking on pathways and double parking this will only get worse with a further influx of young families. No plans of the planned construction site are available but at the top of River View is all bungalows and the preference of house builders is to construct three storey properties not only will we be overlooked but there will be a loss of light into our properties. The hedge row behind us is a haven for wildlife and we even get the occasional Bat flying over our garden,</p>	<p>Impacts to neighbouring properties is an important part of the considerations for new development. Land at Ordsall South will include a good mix of property types and the layout of these will be planned to have the least impact to adjoining properties in terms of impacts to private amenity.</p> <p>Any traffic impacts will be mitigated through improved access and contributions towards improving the wider network within the area. Traffic calming measures and infrastructure will form part of the proposals for High Street area of Ordsall. New walking and cycling infrastructure is also planned as well as a new and improved bus service.</p> <p>Land at the proposed Garden Village is being planned alongside Ordsall South so that the infrastructure impacts can be assessed strategically. A separation between both developments will be maintained.</p>

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REF020	Resident	<p>Attached a letter that have sent to all our local councillors who feel need to have an input into the plans you have for development of South Ordsall. Not entirely opposed to some development of the land, but definitely not to increase the whole population of Retford by over 7% in that one development and definitely not, when the same policies and consideration that are being applied to the Bassetlaw Garden Village are not being applied to the development at Ordsall. There are a few areas of importance Bassetlaw Council are failing to mitigate for or even consider and these should be at the forefront:</p> <ul style="list-style-type: none"> • The world as a whole is working hard to mitigate the effects of climate change by sourcing new forms of renewable energy and new ways to feed our over-populated planet. Currently the UK import 46% of our food and this is rising. Given also that we are leaving Europe and are entering uncertain times with regard to imports/exports - surely the agricultural land we have should be protected, enhanced and used to feed us. • Why are Bassetlaw Council not fighting for the residents already here by making our area sustainable, both in power and food. Take away the farms and you are not only removing jobs from local farmers and residents, but also taking away the potential business from our local area by removing the possibility of business diversification - food processing, local produce. After all, Retford is a famous Market Town and that is where our heritage lays. If managed and nurtured correctly, this could be where our future lays too. It seems a shame that our own Council, who we vote in to represent us, protect us and help us to be sustainable, is removing one of our greatest assets! Utter madness and extremely short sighted. Removing our greatest asset will create an area where residents are having to commute out of the area to work. Should be working on making what we already have the best it can be - people will 	<p>The Local Plan is proposing growth for the next 15-20 years. As part of its proposals for Retford, there are other developments allocated on brownfield sites across the town. However, there isn't enough brownfield land to accommodate the projected level of growth for Retford and therefore greenfield land is needed. As Ordsall South is located directly adjoining the existing built form, it is considered a logical and sustainable area to accommodate future development.</p> <p>Due to its size and scale, there will be significant investment in infrastructure so that impacts are appropriately mitigated.</p> <p>The development should be low-carbon using sustainable construction methods and materials. The inclusion of new landscaping, trees and a country park will provide a net gain in biodiversity and help maintain some of the key views towards the Idle Valley, Eaton and the wider countryside. Access to the countryside and other parts of Ordsall will be improved through improvements to the walking and cycling infrastructure in the area.</p>
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then want to come into the area to invest in sustainable business - bring wealth. The current proposals are based on Government predictions to provide for people not already resident here. By following these plans, are taking away the very assets needed for our future generations to enable them to sustain their own local population. • Why are Bassetlaw Council removing areas of beauty and habitats for a diverse range of wildlife. The area you are looking to develop has unobstructed views right the way to Eaton and on a good day, Clumber. Have hawks, owls, birds of prey, rabbits, deer, partridge, pigeons, frogs, toads, newts, geese, ducks, snakes, bats, buzzards, hares, herons, swifts, crows, magpies, hedgehogs, foxes to name but a few and countless insects and grubs. Have areas of wetland and natural springs (Marsh lane) and the land adjacent, areas of sandy land, loamy land and clay, have areas of forest, hedgerows and shrub, marshy land and dry areas; all alongside our agricultural land - once this is built on, it is gone! • How can you justify increasing the population of people, that are already unable to feed and removing areas of natural diversity such as these? This is the polar opposite of what you should be encouraging! An increase in housing and people doesn't generate jobs. Why are you altering our area into a built-up urban sprawl! would be better investing in what we already have? If you create an outstanding area of natural beauty with a rich and diverse agriculture, can create jobs through encouraging leisure visitors, recreational business that enhance the nature and area that already have, nature reserves, woodland walks, cafes, processing and sale of local produce. With this comes wealth and sustainability for our already resident population and encourages others to invest. Once have these, can naturally increase the population and housing to accommodate need in line and beside our rich and diverse

local area. Currently your proposals mean the local community become poorer through the mismanagement, development and lack of diverse thought before making unsustainable, environmentally, economically, thoughtless and damaging plans.

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REF020	Resident	<p>Personally, feel like am preparing myself for a bereavement. To my neighbours and others within the Ordsall community, feels like the proposals are stripping us of the benefits we already have and have grown accustomed to within a rural community and offering nothing in return. Almost like someone stealing a valued asset. The current residents are losing something they hold very dear. There are no benefits to the current, local resident community through these proposals as already have everything the new proposals offer. The proposals take away our local assets with nothing in return - other than negatives. Further congestion on already congested roads making the area less desirable, commuting more difficult, further danger to pedestrians, poorer air quality and noise pollution. More strain on an already strained infrastructure - traffic jams, sitting vehicles, pollution. On rush hours, school times and work times, it can take over 45 minutes travelling from Ordsall, into Retford and longer if commuting from one side of Ordsall to the other - it is okay saying you are going to encourage public transport, this is not convenient, not used and expensive - you can only encourage but not enforce - creatures of habit, busy lives, convenience is key! The documents accessible through the Planning Website are dated 2014. Is there an up to date Infrastructure Capacity Study? Biodiversity, Geodiversity report? Has there been a detailed investigation and consideration taken to road capacity? There are so many questions and so little time - it is such a shame that this period of consultation is happening now, when the communication methods for the region's largest aging population has been</p>	<p>The Council has undertaken a Transport Assessment for Retford which looks at the existing traffic issues and the capacity of the road network. This assessment also identifies what impacts new development will have on the network and what mitigation is required.</p> <p>The assessment also includes improvements to public transport include new bus routes through the site and an increase in frequency of other services.</p> <p>A development of this scale must provide a net-gain in biodiversity with the creation of new habitats. These include a country park which will see significant level of planting, trees as well as recreational benefits for the community.</p> <p>Further consultation on this site and its proposals is planned for Summer 2021.</p>

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REF020	Resident	<p>Grade 2 Very good quality agricultural land - This land has minor limitations which affect crop yield, cultivations or harvesting. It can support a wide range of agricultural and horticultural crops but there can be some reduced flexibility on land within the grade, which causes difficulty in the production of more demanding crops e.g. winter harvested vegetables and arable root crops. This land is high yielding but may be lower or more variable than Grade 1. (http://www.lra.co.uk/services/soil-survey-soil-mapping/agricultural-land-grades) Having been resident in this area for nearly 20 years and having benefited from wandering the farm tracks have seen the crops and yield from this land. A good percentage of this land is now turned to grazing for cattle and sheep, however the land is a mix of both arable and cattle. According to: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/847722/fbs-businessincome-statsnotice-21nov19.pdf This is one of the few areas within UK farming where there has been an increase in profit. It seems coincidental that over the last 5 years, this land has been turned to grazing for cattle, which unlike its previous use, grazing profit per ha has dropped - 23%. The land lends itself to diversification to the latest upcoming and profitable crops. https://www.fwi.co.uk/arable/crop-selection/market-opportunities/the-new-crops-that-could-soon-profit-uk-farmers</p>	<p>The Council prioritises the use of brownfield land where possible and has allocated several brownfield sites within Retford. However, there isn't enough brownfield land within the town to accommodate the required development. Therefore, the use of greenfield land is necessary. However, the revised Policy for Ordsall South includes substantial and detailed development requirements for the site to deliver a sustainable scheme.</p>

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REF020	Resident	<p>The vision will be achieved by meeting the following objectives: 1. To locate new development in sustainable locations and through new settlements that respect the environmental capacity of the District, support a balanced pattern of growth across urban and rural areas, makes best use of previously developed land and buildings and minimises the loss of the District's highest quality agricultural land. New settlements: development on land South of Ordsall is not a new settlement - it is urban sprawl on an already over developed village. The development will take a village on the outskirts of a 'currently' small market town to a substantial sized development. Retford currently has around 22000 residents, the proposed development of 800 houses will increase the population of Ordsall by roughly 1600 (based on 2 persons per household average), this is an increase of 7% of the overall population of Retford within this one development. Makes best use of previously developed land and buildings: The proposed land is active agricultural land. There is a very small area of land that is not actively and currently agricultural - this is likely accounting to poor land management and blocked drainage where on occasion there is sitting water. Currently lends itself perfectly to an area enhanced for wetland and wildlife, conservation and nature. It is thought that historically, this land was used to water horses and that a hand water pump was removed by farmers within the last 15 years. It is questionable that, when the land was recently bored, that</p>	<p>Land at Ordsall South is directly adjacent to the existing built form of Retford. Therefore when assessing the potential for development on the edge of settlements it is considered more appropriate to identify land that has the potential to connect to existing infrastructure and make improvements where necessary.</p> <p>In addition, the Council prioritises the use of brownfield land where possible and has allocated several brownfield sites within Retford. However, there isn't enough brownfield land within the town to accommodate the required development. Therefore, the use of greenfield land is necessary. However, the revised Policy for Ordsall South includes substantial and detailed development requirements for the site to deliver a sustainable scheme.</p>

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		this was done on the dryer peripheries of the plot and not where locals suspect an underground spring.	
1656296	Resident	<p>Concerns about the proposal which is considerably larger than the previous 2013 consultation. After the 2013 consultation the preferred site was for a development off Lansdown Drive which is still part of the current plans. The Lansdown site is a continuation of the relatively new housing site. The site is in line with the boundary of Retford and will not exceed the current building line, it would also insure that Eaton remains separate from Ordsall. 800 new homes will obviously increase traffic through the old village of Ordsall including navigating a narrow bridge. 800 new homes will see a substantial increase in vehicles, maybe 1600 as most homes have 2 cars Ordsall has only on street parking for the local post office, chemist and convenience stores. Likewise Retford is lacking in parking for shoppers, which will need to be improved for the town to prosper. 20% of the housing will be for the 65+and 20% for people with disabilities. The development will be out of town away from the shops, public transport, medical services and the social activities that these groups attended during the day and in the evening.</p> <p>The proposal suggests that public transport will be within a 20 minute walk the above groups will be 40% of the inhabitants and would possibly find it difficult to carry shopping etc that</p>	<p>The Core Strategy Site Allocations Document identified part of Ordsall South as a proposed development allocation back in 2010. This was subject to public consultation and it was considered a suitable area at that stage. However, the Site Allocations document was never formally approved and therefore didn't form part of the adopted Core Strategy in 2011.</p> <p>Since then, the majority of development in Retford has been on brownfield land such as Thrumpton Lane, London Road or to the north of the town around Tiln Lane.</p> <p>The emerging Local Plan is looking to 2037 and seeking to plan for the future needs of the town. The Local Plan is supported by an Infrastructure Delivery Plan and other infrastructure related documents that provide the necessary evidence to support</p>

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		<p>distance. Will public transport be available into the late evening and on Sundays which isn't at the present time. The development will increase the local workforce, where will the employment opportunities be created. The local school has limited availability at present, will the new school be built prior to the completion of the development. Will the medical hub be up and running during construction of the development. Retford medical centre is on a small site and again with limited parking which will need improvement. The limited width of the roads proposed for access onto the development. The cycle lanes again the width of the roads and the current on road parking being used for the properties in and around Ordsall. The proposal includes a country park, sport amenities, allotments, community spaces who will be financially responsible for maintaining them and the running cost involved. Will this development merge with the new garden village ST4, has the proposer a legal right to all the land required.</p>	<p>the proposed sites, their infrastructure and the proposed policies.</p>
1655416	Resident	<p>Traffic Ordsall is a village, with narrow roads and a narrow bridge, Betty's Bridge, onto Goosemoor Road. Ordsall Road and West Carr Road currently have significant levels of 'on road' parking which brings problems with car and pedestrian safety. The burden of 800 properties worth of additional cars through Ordsall and South Retford, and potentially through Eaton is a nightmare for local residents. The consideration given to green space in the plan is welcomed. Where are all the people coming from to warrant the need for 800 properties? Where will the children go to school? What about</p>	<p>The Council has undertaken a Transport Assessment for Retford, This looks at the existing issues and the impact of future development on the road network. It also identifies mitigation in Ordsall and Eaton to reduce traffic flow and speeds in those areas.</p> <p>At present existing health and education establishments can take additional capacity.</p>

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		the facilities for doctors, dentists and healthcare professionals?	However, land has been safeguarded on site for future social infrastructure use in case there is a need for new health or education services.
REF038	Resident	<p>In principal my views remain the same about High Street, Goosemoor Bridge, Ollerton Road/Welbeck Road, West Hill Road, flooding of the River Idle, a reminder of my previous contact with you is detailed further below. Are you proposing creating 800 dwellings alongside and to the rear of the Gleneagles estate or are the 800 dwellings including using the site on the opposite side of Jockey Lane which sides on to Southgate, River View, Hill View and Bankside? If not, how many dwellings are proposed for the smaller site, running alongside Southgate, River View, Hill View and Bankside? Surprised that you haven't given the two proposed development sites different reference numbers. Where would access be gained to the new dwellings to the field at the side of Southgate and the Bankside estate? Should the fields be used at the side of the Bankside estate, then strongly propose that the boundary hedgerow is retained in its current format as it's a haven for a large variety of birds and wildlife, including Bats? Should the smaller site gain planning permission then propose that bungalows be built in the field where there are already existing bungalows on the Bankside estate? As the bungalows have very small rear gardens on River View & Hill View, should houses be built in the small field it would block light entering the bungalows,</p>	<p>The Council has undertaken a detailed Strategic Flood Risk Assessment. This looks at existing flooding and drainage issues within the area and identifies appropriate mitigation as part of the development.</p> <p>For Ordsall, the issue is surface water flooding where water runs off the fields into the area and can lead to large areas of standing water.</p> <p>The Flood Risk Assessment identifies the need for onsite water storage capacity Which could be incorporated into the country park and other green infrastructure provision.</p> <p>The development area covers land both sides of ollerton Road. The amount of development will vary and will be phased over the plan period to enable it to be developed alongside the infrastructure and in a sustainable way.</p>

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Policy 29: Site HS13: ORDSALL SOUTH		<p>unless they were built far enough away from the existing boundary. This has been proven by the owners of the bungalows at the bottom of River View that are now overshadowed by the houses on Southgate. Would also like to propose that a footpath is incorporated at the side of this existing hedgerow. With regard to the development to the side/rear of Gleneagles estate, is it possible to put the exit roads to come out on the main Retford to Worksop road, the A620? If the access/ exit roads come out on to Jockey Lane then the automatic choice of getting into Retford would be via High Street/Goosemoor bridge or possibly via Eaton village, both of which would be unable to cope with the additional volume of traffic that is generated by the development. Please find below my previous comments submitted to you and they continue to remain the same: High Street Vehicles park on High Street at all times of day making this a single lane road over most of the length of the road making it difficult driving conditions in both directions. This is a busy road and not suitable for increased volumes of traffic that the development will generate. This was confirmed when a planning request for a chemist shop on High Street was refused in 2014 due to concerns about increased traffic levels. Goosemoor Bridge The bridge which links Ordsall to Goosemoor Lane & on to London Road is inadequate for today's traffic, it's bad enough with the current volume of cars that are using it but also buses & heavy commercial vehicles. On a positive note the new pedestrian footbridge is a big improvement. Not sure how old this bridge is but certain it was built many years ago before the significant</p>	<p>The development must provide a net-gain in biodiversity and the creation of the country park will provide new habitats for local wildlife.</p> <p>The Council has also produced a transport assessment for Retford which looks at the existing traffic issues and provides recommendations for improvements for development and their impacts.</p>

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
Policy 29: Site HS13: ORDSALL SOUTH		<p>development of Ordsall. Ollerton Road/Welbeck Road The area around the Post Office/Co-op and the other small shops is congested every single day with very limited off-road parking. Further housing development in or around Ordsall will make this situation significantly worse. There are numerous children using this area both to and from school and using local facilities. Please don't wait for a bad accident to happen before action is taken here. West Hill Road During morning and afternoon school times the main road in and out of Ordsall along West Hill Road is reduced to single line traffic due to parked cars either dropping off or collecting pupils at Ordsall Infant & Junior School. This is a difficult road to negotiate at these times of day and problems will obviously become more acute when traffic volumes increase. Increased Potential for Flooding of the River Idle The fields at the bottom of Bankside frequently flood. High Street regularly floods when we have persistent rain as the drains cannot cope. As understand it, the main sewer runs down High Street and even though there have already been several completed housing developments, no changes to the main sewer have been undertaken. Surely building yet more houses on the fields will only lead to more flooding problems on High Street and further into Retford and the surrounding villages further down the Idle Valley. The more fields that are built on, surely the more drainage problems we will have.</p>	

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Policy 29: Site HS13: ORDSALL SOUTH			
REF043	Resident	<p>The first objection that come to mind is the huge increase in traffic, onto an already busy road. Ordsall only has 3 main 'outward' roads, namely, West Hill Road, which already has a school, plus large Newland and Rosedale developments feeding onto it, making this an exceptionally busy road already-leading up to a mini roundabout, which also has to deal with heavy traffic from the main Retford to Worksop Road- A20. The next 'outward' road is West Carr Road, which now also has a large housing development feeding on to it, and that already busy road leads to an already very awkward roundabout, which has a large comprehensive school, plus a Special Needs school joining it. The other main 'outward' road, leading up to the busy London Road, is Ordsall High Street- a narrow road which is already almost single line traffic, due to parked cars, and which encompasses an historic old narrow bridge, which was never built to accommodate modern traffic. Ordsall has seen a huge amount of redevelopment over recent years, with over 1,000 houses being built in recent years so has had more than its share for its size, and this very large development would be far too much for the infrastructure it has. Indeed, its rural situation will be almost destroyed, and the ethos of the place taken away. The proposed large development is also going to be situated on land that is already liable to flood- we see the flooded fields in the winter months. My plea for Ordsall is that it has not the infrastructure for this huge development, and will be 'swamped' by it, bringing chaos to its existing roads, and the residents living here.</p>	<p>The Local Plan seeks to allocated land for future development over the next 15-20 years. Existing development has been factored into the evidence base and the distribution of growth across the District.</p> <p>The evidence base includes a Transport assessment which looks at existing traffic issues and provides recommendations for mitigation for future development and their impacts.</p> <p>A similar assessment has been done for flooding which looks at existing issues and provides recommendations for mitigation for future development and their impacts.</p>

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
Policy 29: Site HS13: ORDSALL SOUTH			
REF046	Resident	<p>Para 7 14.1 Does Retford NEED more houses. Ordsall definitely does NOT- after 1000 plus extra homes in about the last 10 years.</p> <p>14.6 Western boundary country park would be excellent if it ever happens! 14.9 Yes- a vital aim but I question 10% biodiversity net gain when so much habitat etc. is to be destroyed. Are you even aware of the deer in the copses owls, foxes, bats and badgers?</p> <p>14.11 Active travel and transport will depend hugely on 7.14.12 and 13. An immense amount of road and access work would be vital for public safety BEFORE building starts.</p>	<p>The Local Plan seeks to allocated land for future development over the next 15-20 years. Existing development has been factored into the evidence base and the distribution of growth across the District.</p> <p>The net-gain in biodiversity will be significant. The creation of a country park will provide new habitats for local wildlife as well as a recreational benefit for local people.</p>
REF047	Resident	<p>The Local Plan aims to achieve a pattern of development which minimises the amount of travel by car and supports the vitality and viability of town centres. Concentrating so much development in Ordsall would disproportionately increase the amount of travel by car and do little to benefit Retford town centre. The proposed site is as far from the town centre as it is possible to get within Retford and it is unlikely that anyone would cycle or walk to the town centre from there. There are sites closer to the centre where new housing would generate less travel by car and would be of more benefit to the town centre.</p> <p>The Draft Plan suggests that an extensive range of community facilities would accompany the Ordsall development. Not all of these are likely to materialise. 800 new houses may be insufficient for even one small shop to be viable within the development and the enhancements proposed for the existing shopping centre seem to be confined to improved paving. The long term financing and viability of the proposed</p>	<p>The Local Plan allocates growth to Retford which has been distributed across several sites. Brownfield land is seen as a priority and a number of sites have been allocated. However, there isn't enough suitable brownfield land to accommodate the requirement for Retford and therefore some greenfield land is needed.</p> <p>The land at Ordsall South provides an opportunity to create a comprehensive and sustainable development where new homes, infrastructure, services and green spaces can be planned together over the plan period. The development will be phased and will form part of a masterplan for the site including the delivery of infrastructure.</p>

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Policy 29: Site HS13: ORDSALL SOUTH			
		<p>country park is questionable. Bassetlaw District Council is unlikely to adopt and run it, and it is hard to see this as a realistic prospect. The improved cycling facilities suggested include a cycle lane down Brecks Road where parked cars already restrict the width of the carriageway and it is hard to see how meaningful cycle lanes could be created here and on other road in the area without displacing from the kerbside the cars of residents who have nowhere else to park. The additional traffic generated by 800 new houses would put a lot of strain on local roads. It may be possible to expand the capacity of the roundabouts on Babworth and London Roads, but there is little, if any, scope to improve roads within Ordsall itself. Bottlenecks at the river bridge on Goosemoor Lane and the railway bridge on West Carr Road would become more congested and dangerous and even the river bridge at Eton would be affected. If additional housing is to be provided in Retford on the scale envisaged it should be distributed more evenly around the town and more should be provided on sites within walking and cycling distance of the town centre. However, if the scale of house building proposed is reduced, the proposed Ordsall extension could be removed from the Plan without wider implications for the Plan as a whole</p>	<p>As part of the evidence base for the Local Plan, a Transport Assessment for Retford has been prepared. This look at existing traffic issues and provides recommendations for developments and their impacts.</p>
REF060	Notts County Council	<p>The Policy should include measures to successfully limit through traffic via Eaton as the route is historic in nature and would not be considered suitable for a significant increase in traffic.</p>	<p>Traffic calming and preventative measures have been included within the Policy as a result of the recommendations within the Retford Transport Assessment.</p>

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Policy 29: Site HS13: ORDSALL SOUTH			
1664654	Resident	In the Transport and Movement section, no consideration appears to be given to the impact this large development will have on the nearby village of Eaton - specifically a substantial increase in through traffic. There is reference to a traffic management scheme in Orsdall Old Village but question whether Goosemoor Lane bridge or Eaton bridge are suitable for a development of this size and the associated traffic. Believe this site would lead to a serious reduction in the quality of life for Eaton residents. Increasing traffic levels on Main Street, with a narrow bridge and lack of footpaths will increase the risk of accidents, and increase levels of pollution and noise.	The Transport Assessment for Retford has identified an increase in traffic flow through Eaton. However, this will be mitigated through Traffic calming and preventative measures aimed to deter people from using Eaton as a link between Ollerton Road and Gamston. The majority of traffic heading South will travel to the A1 at Elkesley.
1664685	Resident	Serious concerns about the resulting increase in traffic through Eaton from a development of 800 dwellings to the south of Ordsall. The narrow, single-file bridge has been damaged by vehicles twice in the past five years. In January 2018 it was closed for 4 weeks for repairs causing significant disruption to residents, and it then had to be repaired again in 2019 following an incident which resulted in a vehicle crashing through the bridge wall and ending up in the river. The bridge is not built for the volume of traffic that exits the A1 at Elkesley, travels down Jockey Lane and through Eaton towards Retford, or that travels through the village to and from Ordsall. Counts of traffic by residents in 2019 showed an average of 113 vehicles travelling through the village between 8 and 9am, and 117 between 4 and 5pm. Any increase in traffic from the proposed development will further exacerbate the problem, particularly as travelling through	The Transport Assessment for Retford has identified an increase in traffic flow through Eaton. However, this will be mitigated through Traffic calming and preventative measures aimed to deter people from using Eaton as a link between Ollerton Road and Gamston. The majority of traffic heading South will travel to the A1 at Elkesley.

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Policy 29: Site HS13: ORDSALL SOUTH			
		<p>Eaton is currently the preferred route for Ordsall residents to access the A1 southbound rather than via the Elkesley bridge. Not only is the bridge unsuitable for the volume of traffic, but also the road through the village. There are no footpaths alongside the road, and with vehicles often parked alongside it, pedestrians have no choice but to walk into the path of the traffic. Do not allow my children to walk unaccompanied through the village for fear of an accident. Understand from the consultation event on 15th December that a 'traffic management scheme' would be in scope for Eaton should the proposed development be approved but concerned whether this would be sufficient to reduce the significant increase in the volume of traffic what would result from the development.</p>	
1664699	Resident	<p>As a resident of Eaton, very concerned about the impact of the Ordsall South development on the volume of traffic through the village. No mention of this in the plan, which seems to take the view that people will only travel locally. Given the current high volume of traffic through the Eaton, know that many people who live in Ordsall use the road through Eaton to access the A638 to travel to Markham Moor to access the A1 for work or other purposes (including to go to McDonalds as evidenced by the volume of takeaway litter along the road through Eaton and along Ollerton Road). This is currently the fastest route to access the A1 southbound rather than the Elkesley Bridge or Apleyhead junctions. This will be exacerbated if a further 800 dwellings were to be built to the south of Ordsall, not only with regard to the number of</p>	<p>The Transport Assessment for Retford has identified an increase in traffic flow through Eaton. However, this will be mitigated through Traffic calming and preventative measures aimed to deter people from using Eaton as a link between Ollerton Road and Gamston. The majority of traffic heading South will travel to the A1 at Elkesley.</p>

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Policy 29: Site HS13: ORDSALL SOUTH			
		people with cars travelling to and from the development, but also the volume of deliveries to residents. The road and bridge are too narrow to accommodate the current levels of traffic, and the issue is made worse given that there is no path through the main part of the village meaning that pedestrians have to walk along the road. Already worried about this for my young children and have serious concerns that the problems will get far worse if the development is approved.	
REF071	Minerals and Waste, NCC	The Southern area of this proposed allocation falls within the MSA/MCA for brick clay. As per Policy SP7, any applications will need to demonstrate the need for non-mineral development and where this is shown, the applicant should consider the feasibility of prior extraction and so prevent the unnecessary sterilisation of the mineral resource. Eecommend that Policy ST29, as per other policies within the draft plan, highlight the presence of the MSA/MCA and that any future application will need to demonstrate the need for non-mineral development in this area and if this can be demonstrated, consider prior extraction so to prevent the sterilisation of the resource.	This has been added to the revised Policy For Ordsall South.
REF089	Resident	Could the footway along Ollerton Road be widened to include a shared cycleway? Rather than a marked cycleway along the roads to the senior school and leisure centre, could it be a cycleway at the path level protected by the road kerb? There is no mention of a contribution to Education in this Plan or the Infrastructure Delivery Plan.	The revised Policy for Ordsall South include the necessary improvements to transport infrastructure including improvements to walking and cycling infrastructure and public transport. This includes Ollerton Road. Education provision will come via financial contributions and forms part of

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Policy 29: Site HS13: ORDSALL SOUTH			
			the revised policy for Ordsall South and the Infrastructure Delivery Plan.

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Policy 29: Site HS13: ORDSALL SOUTH			
REF095 - Pictures attached	Resident	<p>The houses that are proposed to be built are on land behind Bankside. This area holds a great deal of surface water which drains down to the dyke which takes water from Gamston and Eaton. It carries on below the gardens at the bottom of Bankside, under the river Idle and between two fields which runs alongside our garden and property before entering a culvert and under a driveway a neighbours garden and under the road on the five arches bridge. What the majority of people don't realise is that this culvert has collapsed which is something we have been asking the IDB to act on for the best part of 10 years. After two attempts at installing flaps it was deemed as a problem with the fall at the other end going into the river Idle therefore a problem for the Environment Agency. Dispite another meeting with the IDB and the EA where the EA refused to help nothing was resolved! Lack of funds was to blame but we were told it would be done in 2 to 3 years (we are now in year 3) the last person we had dealings with has now moved on so we are back to square one! The dyke in question sits with deep water in it all year round, so hence when we have any rainfall and flooding it cannot hold any more water without being full in a short space of time and cannot drain away. The job of the IDB is conveyance of water but in this case it doesn't happen. As I write this, literally the water is lapping at my door, dangerously close to the house, our two fields, garden and outbuildings are underwater. The EA wont help by maintaining the river, the IDB wont repair the culvert and our neighbours (Goosemoor produce) refuse to repair their riverbank (the EA have said they are not responsible for it) pushing the water into our fields and</p>	<p>The Council has prepared a Flood Risk Assessment which identifies the issues with flooding and drainage and provides recommendations for future mitigation where required. For Ordsall, the issue is surface water flooding where water runs into Ordsall off the surrounding fields.</p> <p>The assessment recommends that new water storage capacity is developed as part of the scheme where the flow of water is also sent away from the built up area.</p> <p>In addition, the Council has produced a Transport Assessment for Retford which identifies the existing traffic issues and provides recommendations for mitigation for development and their impacts. This includes both on and offsite improvements to the area.</p>

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Policy 29: Site HS13: ORDSALL SOUTH		<p>garden. The dyke in question and surrounding fields below Bankside is flooded. How can you propose to build further housing when already houses in the area are in danger of flooding. Further housing will push this situation over the edge resulting in the five houses on Goosemoor Lane to flood along with houses on High Street and All Hallows. Goosemoor Lane would be closed once again as it was before for 3 days. In favour of improvements to infrastructure and progress, always told, not at the mercy of other households that it could affect downstream. If these plans are passed without extensive work done to both the culvert and without working with the EA to solve the problem of the present flooding there will be major issues for so many people in the vicinity. Asked a question about the speed of traffic coming on and off the bridge in view of the fact that we have had one fatality. The reply was that there would be traffic calming methods in old Ordsall. Since the bridge was renovated the speed of traffic coming off and on the bridge has increased considerably making it dangerous for pedestrians and school children on the narrow path. There has been several non reported incidents where people have been clipped by cars. Still nothing is done to reduce everyones speed. It is an accident waiting to happen. At the other end of Goosemoor Lane going up to Whitehouses Road the entrance to Goosemoor produce is so dangerous. Despite someone being killed there last year, cars park on the road next to the entrance and on the path blocking it for anyone in a disability buggy or with a pushchair. Neither the owners or highways have made any</p>	

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Policy 29: Site HS13: ORDSALL SOUTH			
		improvements. Further traffic will increase the risk to life unless speed cameras are put in place.	

REF097	Gamston with West Drayton and Eaton Parish Council	<p>This proposal was considered a far less favourable option for the development of new housing in the Bassetlaw District. Councillors appreciate (d) the need for some development of housing in the Retford area and conceded that Ordsall South might be a suitable choice for a gradual and contained level of development. HOWEVER • The proposal to deliver ‘at least 800 dwellings during the plan period to 2037’ is way too high! It was considered that a much more realistic target would be for between 100 and 200 (Not 250?) houses built in a time scale which would allow (ed) the current and future infrastructure to support these dwellings to be both in place and effective. This would ensure (ensuring) the needs of the residents could be met.</p> <ul style="list-style-type: none"> • Graver concerns were raised considering the impact of traffic associated with this development in terms of through traffic impacting on local villages especially Eaton. There is also concern regarding the issue of parking both on site as seen with the problems on the recent development on the old Bridon site and in Retford town centre itself. • Any residential development would produce significant additional traffic putting local roads under even more stress than at present. There is limited scope to improve the existing road system and progressively to accommodate the upgrading of these routes. • The two old bridges at Ordsall and Eaton which are very narrow and struggle with the amount of traffic passing through each village/settlement at present. • Recently Notts Highways/Via have been involved in devising and enhancing existing traffic measures in Eaton, following instances of speeding and antisocial behaviour – reckless parking. Even with recent improvements this has only had a negligible impact in terms of controlling the speed and volume of vehicles using the village as a ‘cut-through’ from major ‘A’ roads. To improve this situation will require substantial 	<p>The Council are required to deliver new housing and employment by National Policy. Its job it to distribute this growth to sustainable locations across the District. As Retford is the second largest settlement in the District, then it should take its fair share.</p> <p>A number of areas around Retford have been considered, but Ordsall South is considered appropriate in terms of its location and being close to existing infrastructure and services.</p> <p>Impacts from new development will be mitigated via physical improvements or by financial contributions such as health and education.</p> <p>Impacts to traffic have been assessed through the Retford Transport Assessment. This does provide recommendations for improvements to Eaton through traffic calming and preventative measures.</p>
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investment to reduce / manage the enormous amount of increased traffic.

- Improvements for cycle and pedestrian traffic may be difficult to achieve without restricting much-needed kerbside parking on High Street in Ordsall and additional pavements for walking in the village of Eaton. In Eaton this situation is already compromised by no pavements and the fear of drivers speeding through this route on their way to Ordsall. The Council was strongly disappointed that the Transport Strategy 3 was not in place prior to this consultation as it forms a fundamental basis for the whole plan and the infrastructure which leads to the way for allocating land.
- How can any item on Policy St29 (5) page 105 be justified without the above being in place? Councillors also discussed the absolute need to protect the nature of the rural communities /villages that would be impacted on by the proposed development within the draft plan. In proposing the Ordsall South development, Bassetlaw Council is more prepared to satisfy its own targets over and above the Government targets than to ensure that the residents of Ordsall and such villages as Eaton and other rural communities enjoy healthy and pleasant lives in areas of open countryside and agricultural land. Councillors appreciate that some local communities have to suffer in order for major residential developments as suggested in this Draft Plan. However, it was unanimously agreed that it would be more sensible and indeed beneficial to residents for the BDC to increase the number of houses to be built in the Bassetlaw Garden Village from the start thus being able to reduce the number of buildings in inappropriate sites such as the Ordsall South site.

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
Policy 29: Site HS13: ORDSALL SOUTH			
REF106	Water Management Consortium	<p>The Boards are primarily concerned with the rate of flow and volume of water to our network of maintained watercourses, therefore the Boards support the preference for sustainable drainage systems (SUDS) and recommends that SUDS are incorporated into all developments where feasible. SUDS should be designed to mimic the pre development 'greenfield' surface water regime and must be agreed with the Lead Local Flood Authority. The Boards recommend including in this section that drainage design needs to take into account climate change by allowing for an expected increase in the volume of rainfall, when assessing the storage and conveyance requirements for potential development sites. The site lies partially within the Board's district, the Board maintained Ordsall Drain is located to the eastern side of the site. The Board's consent will be required prior to any works in, under, over or within 9 metres of the bank top of the watercourse. The Board requires an easement strip along the Board maintained watercourse in order to allow for continued maintenance and future works. The Board's consent will be required prior to any increases in surface water discharge from the site being made to any watercourse, other than a designated main river. Reports of flooding to the North of the site have recently been received by the Board on land adjacent to Goosemore Lane.</p>	<p>The Council has prepared a Strategic Flood Risk – Level 2 for the site and it identifies the existing issues with surface water drainage and the</p> <p>This assessment provides recommendations for the scale and location of the Sustainable Urban Drainage Systems on site and the need for onsite water storage.</p>

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
Policy 29: Site HS13: ORDSALL SOUTH			
REF107	Resident	<p>1. Retford whilst being a Market town and continuing to increase in population does still not support enough industry and local businesses to warrant having a larger population than it can support. Whilst you would hope that residents buying their own properties, on a new development, would be financially stable enough to support them you also have to be aware of the fact that the property may be beyond their means, plus the residents taking on social developments may have also extended themselves financially, then it would be naïve to think that a development of 800 houses would be free of tenancy problems.</p> <p>2. In agreeing this development, thought should be given to Brickyard Lane and Jockey House Lane which both lead from the A1. It is already well known, and documented, that when the A1 suffers from a serious accident, roadworks or closure, then all traffic is diverted along these roads, through Retford causing massive congestion through Ordsall, currently causing residents problems with exiting the estates already in Ordsall and creating gridlock in the town centre. Considering that my investigations show that currently to build roads averages out at £10,000,000 a mile and probably 4 miles of road to the A1 will need this upgrade and that a roundabout costs in excess of £2.6 Million pounds then the council, plus county council, will be looking in excess of £42.6 million pounds being required for the road infrastructure alone.</p> <p>3. The land to the rear of the Gleneagles estate, which will be greatly affected by this development, rises up quite steeply. If the development goes ahead how would the developers, and the council, alleviate this problem. If by the laying of an</p>	<p>Retford does provide local employment opportunities and sites that accommodate employment have been protected through this plan. Others are extending like those off Randall Way. The town also has good rail links to other destinations so it makes it easier for people to access jobs outside of the town and travel in a sustainable way.</p> <p>The development will incorporate a good mix of housing types and tenures with provision for affordable homes – these are houses that are below market value and homes to accommodate the elderly or disabled.</p>

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Policy 29: Site HS13: ORDSALL SOUTH		<p>underground drainage system is undertaken then this would have to be on a grand scale in order to take away the run off from heavy rain, thawing of ice and snow etc, as the run off has the potential to cause massive flooding problems on the Gleneagles estate which has a system currently that was never designed for a new development to latch onto. If the developers decide to level the ground to the rear of the Gleneagles Estate then that would be thousands of tons of soil and spoil having to be taken away, once again causing traffic problems or being redistributed around the adjoining land. There was originally behind Sunningdale two ditch systems for water run off but one of these has vanished in recent years. Neither of these ditches were ever cleared and over the years have become blocked by fly tipping. The current ditch and drainage system could not cope with a development of this size. 4. Within the plan currently proposed see that a school is to be included close to a new wetland's nature reserve. One would assume that this would be a Primary School with pupils, maybe from nursery age, up to 11yrs of age. Suggest that with all the best will in the world building a wetlands area close to a primary school is an accident waiting to happen. Children of a young age being of an inquisitive nature could wander off into this environment leading to a possible fatality. Appreciate this area could be fenced off but as Retford already suffers from bad maintenance to fenced off areas one could only assume that vandalism of this area will occur leaving breaches in the said fencing which will leave the area open to access by children.</p>	

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Policy 29: Site HS13: ORDSALL SOUTH			
REF122	NNLCRP (North Notts & Lincs Community Rail Partnership)	This site is situated on a potential walking and cycling route from the Garden Village. Extending the path through this site to Bankside would encourage access to the existing path between Church Road and Century Road enabling walkers and cyclists to reach Retford station via the subway off Tunnel Road. Recommend this path be constructed early in the development of this site. Such a path would be covered under Policy ST29 paragraph 5.iii.	Where opportunities exist for the improvement of existing routes on site, these will be incorporated into the relevant site policies. Future improvements to the links between the Garden Village and Ordsall South will be subject to review through the review of the Local Plan.
REF127	Lincolnshire County Council, Archaeological Planning Advice	Each site has been consulted on in relation to archaeology and where potential has been identified, welcome the inclusion of the advice provided.	Noted. Thank you for your comment.

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
Policy 29: Site HS13: ORDSALL SOUTH			
REF121	Harris Lamb on behalf of Muller Property Group	<p>The land in MPG's control that was refused planning permission extends to just over 7 hectares in size. However, MPG also control an additional 12 - 13 hectares as part of the same landholding, totalling just under 20 hectares. A site location is attached. MPG note the Council's intention to allocate land at Ordsall South, Retford (HS13) for 800 dwellings. MPG wish to object to the draft allocation on the basis that if allocated and developed accordingly, then it would have an unacceptable impact on the Green Gap between Retford and Eaton. MPG's wider land holding to the north east of Retford is not affected by a Green Gap policy and could accommodate development without eroding the separation between settlements. In landscape terms, this is considered a significant benefit of MPG's site over the Council's preferred allocation. In light of the ability of MPG's site to accommodate development, the size of the HS13 allocation should be reduced, thereby limiting the impact of the development on the Green Gap between Retford and Eaton. The work undertaken in support of the outline planning application at MPG's site confirmed that there would be limited landscape and visual impact and as such, MPG contend that its site would provide an alternative, less constrained site than the HS13 site. In addition, the land to the north of Bigsby Road is slightly closer to the town centre than the HS13 allocation. MPG, therefore, suggest that the size of the HS13 allocation is reduced so that it limits the impact on the Green Gap between Retford and Eaton and that instead the land to the north of Bigsby Road is allocated</p>	<p>Ordsall South partly lies within the proposed Green Gap to the South of Retford. A Green Gap does not preclude development, it means that development must be appropriate to its location and setting. The design of this site is key to maintain important views south towards Eaton and the River Idle. It also means that the density of development should reflect its location.</p> <p>In order to achieve these measures, the developers must produce a masterplan that demonstrates how they have considered the Green Gap designation in their design. This forms part of the Policy requirement for the site.</p>

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Policy 29: Site HS13: ORDSALL SOUTH		<p>for housing instead, and by doing so the overall housing requirement for Retford could still be met in a more sustainable way, with less impact (particularly landscape impacts). Welcome the opportunity to discuss the land to the north of Bigsby Road, Retford as consider it is relatively unconstrained as evidenced by the Officer's assessment of the recent planning application on part of MPG's land holding. Consider it is suitable for development and could make a significant contribution to meeting Retford and the District's housing needs over the Plan Period.</p>	

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REF126	Retford Cycling Campaign	<p>We refer you to the Bassetlaw infrastructure plan: https://www.bassetlaw.gov.uk/media/6065/idp-part-2-nov-2020.pdf (as of 12th Jan 2021), which should be read in conjunction with our views below as it refers to the Retford maps and details from page 42 onwards (at the time of writing). Acknowledge these are draft plans, and share our compliments, in principle, on the good work done by all councillors, officers, and third parties that put this together. Don't claim these pros and cons to be our ideas alone - we are influenced by the local community, our surveys, and conversations with a wide range of people and organisations. Grateful for those who share their ideas with the public, and ourselves, and where practical and possible we reference these individuals and organisations below. HS13: Ordsall South, Retford Pro's - provision of cycle and walking routes, which have been missed on many of the newer estates - some connectivity planning for the proposed development north of the North Road development - integration with the wider cycle network - that in our view, require improvements and maintenance to modern standards - has potential to encourage and assist people to use alternative healthy, sustainable transport, and for those that do not have a choice (e.g. children, people with disabilities) - opportunity to create a cyclepath bridge over the river idle, to link up with Goosemoor lane bridleway Con's - lack of detail in the design to provide comfort that proposed walking and cycling routes and infrastructure will be integrated, fit for purpose and work with modern design standards</p>	<p>The Council has produced a Walking and Cycling Audit for Retford. This looks at the wider network throughout the town and identifies a set of recommendations. However, not all recommendations will be made through the Local Plan as this can only deal with the direct impact of its proposed growth. Any new or improved walking and cycle routes required as part of allocated development will be included within the relevant site allocation policy.</p> <p>The broader improvement measures will have to be sought through discussions with Nottinghamshire County Council, Sustrans and other bodies via grant funding.</p>

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Policy 29: Site HS13: ORDSALL SOUTH		<ul style="list-style-type: none"> - lack of information on safety and educational awareness, e.g. contributions to support education for adults and children, as well behavioural design change e.g. speed at junctions, and mixing of modes of transport, e.g. foot, cycle and bus - mention of cycle markings, rather than segregated cycle routes/tracks as per LTN 1/20 - with this being a greenfield site, there is plenty of time and provision for increased space for segregated routes for cycles and pedestrians - not clear how mobility scooters, and carers and parents with buggies will be catered for - no specific mention of a provision for cycle parking, storage or hire - reducing enablement people of all ages to take on cycling 	
REF142	Retford Branch Labour Party	<p>The Retford Labour Party was disappointed to note that high level discussions had taken place with Developers at the following locations: 1. Peaks Hill Farm 2. Apleyhead 3. High Marnham 4. Bassetlaw Garden Village However, no mention is made of any discussion/meeting with regard to the Ordsall South (800+ houses) Development. This is poor, and the Party notes that extensive Infrastructure improvements were gained at Peaks Hill Farm (1000 houses) with a new single carriageway road being built to link the development to the A60. The Retford Labour Party expects to submit all these</p>	<p>The Local Plan has evolved throughout its production with land being considered at various stages. Where land has been made available and it is considered suitable for development, the Council has continued to work with landowners and/or developers about their proposals. This includes land at Ordsall South.</p>

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Policy 29: Site HS13: ORDSALL SOUTH			
		<p>concerns to the Inspector in due course.</p> <ul style="list-style-type: none"> ● If the Plan is to go ahead at Ordsall South with 800+ dwellings, it is essential that highway mitigations take place, and the three logical improvements are loop roads away from town to the A620 at Babworth, to the A638 between Eaton and Retford, and to the A1 via Jockey House. If none are delivered, there will be 850 dwellings in Ordsall joining with the already unhappy residents from Ordsall, cheated already by back word from previous intensive developments in Ordsall and cancelled highway improvements. ● The Labour Party expects the Plan to secure a significant highways mitigation for the 800+ development, using the metrics of the Peaks Hill Farm development, or a significant reduction in the numbers of dwellings. 	<p>All major sites will need to demonstrate that the development provides a sustainable extension to a settlement or new settlement in relation to the Bassetlaw Garden Village.</p> <p>Land at Ordsall South is being comprehensively planned and various evidence base assessments have now been produced. These have helped form a revised policy for the site and identify what infrastructure improvements are required.</p> <p>The Council believe it is important to understand local opinion and have considered the responses to its consultation and other consultation undertaken in the area. Due to the additional work undertaken, the Council are undertaking further consultation on this during Summer 2021. This will enable the community to see the further advanced proposals for the site and the associated evidence base such as plans for flooding and transport.</p>
REF146	Elkesley Neighbourhood Plan Group	The planned 800 house development will have a major impact on the traffic using Jockey Lane, Brick Yard Lane and also moving through Elkesley – road improvements will be needed to accommodate this but not mentioned in the Local Plan. When leaving the A1 from the southbound carriageway to	The impact of the new development at Ordsall South will have a limited impact on Elkesley village. The large majority of traffic moving South along Jockey Lane will be

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		enter Elkesley it is barely long enough and could do with modifications as has been recognised for the exit from the A1 to the A57/A614 at Apleyhead.	travelling to access the new A1 junction with Elkesley and not to access the village.
REF153	Natural England	Note the provision of the Country Park in connection with this allocation and the provision of a multi-functional green infrastructure network across the site. Suggest that opportunities should be taken to increase the biodiversity of these areas and link to the wider Nature Recovery Network. Note that the golf course adjacent to this site is particularly important for Lowland heath priority habitat, which is rare in Nottinghamshire and could present an opportunity for expansion into the Country Park to create a mix of habitats.	It is expected that the Country Park will provide a large net gain in biodiversity with substantial tree planting and areas for natural green space. Opportunities will be explored to maximise the potential to link to, and extend the Nature Recovery Network.
REF169	Resident	para A.5a iii HS13 Ordsall South: there are several proposals (including Brecks Road) to provide a “marked cycle lane” along connecting streets. However, this appears to have failed to take account of the DfT’s design standard LTN 1/20 and is inadequate for a new state-of-the-art major greenfield development, which should have an ample provision of segregated cycle and foot paths incorporated into its design from the outset. A development of this scale will necessitate a complete review of the cycling needs and routes in Ordsall, perhaps to be carried out in conjunction with the proposal at A.5a ii 4 for a traffic management scheme in Ordsall old village, to correspond with ST56 A.3c, page 169. No mention or provision is made for a walking and cycling link between this site and the Garden Village at Apleyhead to correspond with the references in ST3, paragraph 5.3.34, page 42 and	The Council has produced a Walking and Cycling Audit for Retford which identifies issues and recommendations for development. Where development is required to provide new or improved walking and cycling infrastructure, then this will be identified as a policy requirement for the relevant site.

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		ST56 A.3a, page 169; this needs adding. This Policy should also extend to making provision for a new cyclepath bridge over the River Idle, perhaps in the vicinity of Bank Side in Ordsall, linking to Goosemoor Lane and the recently improved bridleway (East Retford BW34) to Thrumpton Lane.	
REF032	Resident	Object to the proposed planning of Ordsall South. Do not agree that there should be any building of houses beyond the current boundary of Retford; strongly feel that the existing boundaries of Retford and Ordsall should be maintained with no further expansion given. This area needs to be protected in order to avoid the town losing its geographic identity and resulting in the area merging with areas such as Eaton. The proposal would have a huge effect on the wildlife in those fields and surrounding areas. There would be massive increase of traffic in the area, not only would this be detrimental to the environment but also to the health and safety of the current residents that live in the area. This would have an overall impact on climate change, due to the increase environmental damage and decrease of wildlife in the area. Retford as a whole cannot cope with any further increase of traffic. This proposed area, South of Ordsall, is agricultural land and should remain so. The fields to the south of Ordsall also flood when there is heavy rainfall. If this area was to be	The Council is required, by National Planning Policy, to plan for more homes across the District. To do this in a sustainable and reasonable manner, the Council has undertaken a series of detailed evidence base. Firstly, it is looked at the amount and type of housing and employment development that is needed over the plan period. This is then distributed around the District in accordance with local need and infrastructure constraints. For Retford, as the District's second largest settlement, it is important it takes its fair share – particularly as there is high-demand for housing within the town.

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			within the relevant policy. These are also identified within the Council Infrastructure Delivery Plan.
REF172	Elkesley Parish Council	The planned 800 house development along with a country park will have a major impact on the traffic using Jockey Lane, Brick Yard Road, and Old London Rd. Noted that there is no provision for road improvements along this stretch of highway to accommodate lighting, footpaths, cycle lanes, which promote a healthy lifestyle and would go a long way to expanding the area that villagers within Elkesley can travel without using a motorised vehicle. Would like to see provision within the plan as these improvements will be needed to ensure that safety of the public and to ensure the outlying settlements are not disadvantaged whilst new areas are being developed.	The Council envisages no direct negative impact on traffic into Elkesley village from the proposed Development at Ordsall South. The majority of the traffic heading South will be to access the A1.
REF178	Councillors, East Retford South, Bassetlaw District Council	Section 7.14.1 states: 'The site will have good access to a range of employment, retail and community facilities within the wider planned development and Retford itself.' It must therefore be assumed that the majority of employment opportunities for future residents of Site HS13 lie not only beyond the immediate local area, but beyond even the boundary of Retford. Given the gap between future employment opportunities within Retford and the growth in its projected population, adequate transport links to alternative employment locations are a major consideration. The Bassetlaw plan suggests at ST29 Sec 5. that development of HS13 be supported by a Transport Assessment and Travel Plan, informed by Local	The strategy for the Local Plan proposed improvements to transport infrastructure more widely including the potential for a new railway station at the Bassetlaw Garden Village, improved bus services and walking and cycling infrastructure. This will help the community access jobs and services in a more sustainable way. The Council have considered the responses to the local survey that was undertaken. This information has been useful and has

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
Policy 29: Site HS13: ORDSALL SOUTH		<p>Highways Authority advice ii. The impact on surrounding highways...including; 1. North Rd/Babworth Rd roundabout; 2. Goosemoor London Rd mini roundabout; 3. Ordsall/Babworth mini roundabout; 4. Ordsall Old Village. The scope of the suggested programme of works is too limited and ignores the obvious implications to the wider area south of the site, namely the route through Eaton village to the A638 and the link to the A1 via Ollerton Rd/Brick Yard Lane/Jockey Lane. The Impact on the natural environment is of great concern to many residents, second only to the issue of traffic. Residents are concerned about the loss of natural habitat for sky larks, owls and bats; they value the hedgerows on the sites and would prefer to see these retained. Many comments referred to the regular flooding of the eastern edge of HS13, and to the frequent impact this has on low lying areas of Retford further downstream. The occurrence of frequent flooding already causes considerable issues both locally within Ordsall and further on into Retford. This dire situation can only be exacerbated by development along the watershed of the Idle valley. Of those who are supportive of the proposal to develop HS13, eco technologies such as solar roof panels and rainwater harvesting were popular. Should the site come forward for development, the green buffer around the site, and particularly between the southern edges of the existing settlement boundary and the northern edges of the proposed development, should be wide enough to preserve the open aspect currently enjoyed by residents. When asked what potential land use they would like to see on HS13, out of 15 options available the three most</p>	<p>helped inform the proposals for the site and the revised policy.</p> <p>The proposals for the site include a comprehensive and sustainable development that includes a mix of housing types and tenures, new services and facilities, green spaces, a county park, new wildlife habitats, flood prevention measures and transport infrastructure.</p> <p>The development will be phased alongside the provision of new or improved infrastructure over the plan period.</p>

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Policy 29: Site HS13: ORDSALL SOUTH		<p>popular choices were (1st) A Nature Reserve to protect local landscape and wildlife, (2nd) New green spaces for community use eg Parks and playing fields, and (3rd) Land for tree planting and enhancing biodiversity. Residents would like further details as to the ongoing management and maintenance of a Country Park, its financial sustainability and legal ownership. They greatly value the amenity of the open countryside and the easy access onto it via well used public rights of way and other longstanding routes. The residents of Ordsall value the landscape in which the community sits, and enjoy the natural environment around them. The development of the open land to the south of Ordsall was only supported by 65 residents, 13.1% of the total respondents. Policy ST29: Sec 4. a) Make provision for public realm improvements in Ordsall Local Centre ... This is particularly welcome. The Local Centre is extremely well used, and parking continues to be an issue for both nearby residents and for those using the shops and services. Investment in improvements, coupled with new facilities within HS13 to serve the immediate needs of its residents, will be a positive gain for Ordsall. Doubts remain, however, as to whether a second local centre would be sustainable, given the close proximity of the newer Ordsall local centre to the preexisting and long established Ordsall local centre. Local residents have concerns over the capacity of the local Primary school being exceeded if HS13 is developed. Anecdotal evidence from those using the school suggest that although 'basic need' provision maybe adequate for current use, the capacity within school for assemblies, dining, PE, Drama etc is</p>	

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Policy 29: Site HS13: ORDSALL SOUTH		<p>already stretched. Growth in pupil numbers requires more than desks in classrooms if children are to experience a full curriculum. Type of Homes: Survey responses show support for the suggested mix of housing types with Sheltered homes and bungalows being particularly popular. However, most people do not want to see a development of 800 on the site. 67% would prefer to see a development of under 100 homes, with only 20 people supported a development of 800. Overall, 20% are in favour to some extent of seeing HS13 coming forward for development, 23% are unsure, and 57% oppose all development on this site. Conclusion: There are clearly some potential benefits to the inclusion of HS13 in the local plan. However, there are obvious concerns around the impact on existing services, infrastructure, the natural environment including flooding, and traffic. Whilst there is some provision in the plan to mitigate the impact of development, and some potential gains for the local community, there is anxiety that what is promised is not always what is delivered. Further, the lack of employment opportunity with easy reach of Retford, and the policies promoting Retford as a retirement enclave cannot be supported. On balance, we do not support the bringing forward of HS13 into the Bassetlaw Local Plan.</p>	
REF182	Anglian Water	SUPPORT Anglian Water is the water undertaker for Retford and has no objection to the principle of residential development on this site.	Noted. Thank you for your comment.

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REF207	Resident	<p>The main concern with this proposal is the risk of flooding, the land between Marsh Lane and Bankside has natural springs and as the name Marsh Lane suggests is marshy and floods. Over recent years there are several times each year when our gardens are underwater and with more land built on this will only increase. Currently the footpath is not accessible as it is under water. The footpath was initially for parishioners to go between Ordsall Church and Eaton Church; it was not designed for the constant use of walkers, runners and cyclists as a consequence this is being eroded and destroying the lawned area of the gardens this passes through. This is the current situation without the proposed building of more housing. The wildlife in this area is wide and varied, listed below which have concerns will be lost, not listed the normal wildlife which can be found. Bats, Barn Owls, Little Owls, Buzzards, Lapwings, Sparrow Hawks, Frogs, Toads, Hares, Foxes, Deer There used to be Kingfishers along the dyke but due to the constant flooding have been lost. I walk, run and cycle in the area but don't feel safe at times due to the amount and speed of the traffic which will only increase. There have many incidents recently and in some places such as Eaton there are not even footpaths. Have the residents in Eaton been made aware of this proposal as the increased traffic will be going through their village. There are 2 old narrow bridges one entering Ordsall from London Road and the other in Eaton. The one in Ordsall is sometimes closed due to flooding and the one in Eaton closed due to traffic accidents and the need for repairs If the planning does go</p>	<p>The Council has prepared a Strategic Flood Risk Assessment (Level 2) for this site. It recognises the risk of surface water flooding to the area and provides recommendations on how the development could reduce the threat of surface water runoff from the site into neighbouring residential areas. This includes flood mitigation measures such as sustainable drainage systems and onsite water storage. The provision of green infrastructure such as the country park will also provide opportunities for water storage.</p> <p>Any development at Ordsall South will have to demonstrate that it will not increase the risk of surface water flooding on the site or to nearby areas.</p>

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		ahead the housing should be for the high end market to attract money and investors to the area.	
REF197	Resident	how long will the subsidised bus service run for? Will it run at times allowing people who work in Retford's retail and hospitality sectors to get to and from work?	This will be dealt with at the planning application stage and form part of a legal agreement. The development will occur in a number of phases so any contributions towards infrastructure will also be phased appropriately.
REF201	Severn Trent	<p>Severn Trent are generally supportive of Policy 29, in particular the reference to the use of SuDS within bullet point 1.d).</p> <p>Recommend that there is a reference to the drainage hierarchy. The site is situated on a ridge line, but both the east and west boundaries of the site are indicated to be adjacent to watercourses, therefore no connection of surface water to the sewerage network shall be permitted. It is vital that this is picked up within a site wide drainage strategy, so that development is not delivered in small parcels that are not able to utilise a sustainable outfall. Severn Trent would recommend that Water Efficiency design and Water re-use is outlined within policy 29 to ensure that development is carried out in a sustainable way, making the most of the resources available. Recommend that the 110 l/h/d water efficiency standard is incorporated to ensure that developers understand that what is expected from them from the outset. Ordsall South is located within a within Source Protection Zone (SPZ), please refer to the Protection of Groundwater sources section of our response.</p>	These recommendations have been included within the revised Policy for Ordsall South.

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1666086	Resident	This has to be the most ridiculous suggestion of all. The road infrastructure is insufficient to cope with the current new housing never mind adding to it with such large development. No mention of a new school, have any of your officers ever visited Ordsall Primary at the beginning and end of a school day? It is carnage. The houses from this new development would presumably want to access Retford town centre via the south entrance to the town. The bridges over the river Idle at Ordsall and Eaton are narrow and unsuitable for heavy traffic, the bridge at Eaton is single lane only and been damaged several times in recent years. Parked cars on the High Street in Ordsall mean it can be slow and difficult to travel along so I am not sure why traffic calming measures are needed?	The Council has prepared a Transport Assessment for Retford which looks at the existing traffic issues and provides recommendations to improve the road network through new development. This includes both onsite and offsite road improvements to Ordsall and Eaton.
1668443	Resident	The land this is being planned for is often waterlogged. How will this effect and already very low water pressure? The view from my garden, which was the reason we purchased our home, will be destroyed,	The revised Policy for Ordsall South will incorporate mitigation measures for flooding and drainage measures.
1669723	Resident	Would like to know how you plan to integrate at least 1200 cars onto the roads in ordsall. At the moment it's very difficult to cross the roads particularly near the site of the planned build and on ollerton road. It's fine to say you will improve the roundabouts but what about the roads leading to the said roundabouts. And if you do a country park where will all the traffic go. Will you also build the infrastructure at the same time as the house building or will we have to petition for them after the building finishes like with the crossing outside the school by persimmon. Understand this land has already been	The Council has prepared a Transport Assessment for Retford which looks at the existing traffic issues and provides recommendations to improve the road network through new development. This includes both onsite and offsite road improvements to Ordsall and Eaton.

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		purchased by builders if this why you change plans to build at bevercotes traffic wise this would have been much better.	
1670177	Resident	<p>As a resident of Ordsall, object to the proposal for 800 houses to be built in "Ordsall South" on the outskirts of the built up area. Disagree with the statement in the draft plan that this would be a "sustainable and wellintegrated" development as it is outside the established boundaries of Ordsall, which were already extended into the countryside by recent building off Ollerton Road. The number of houses proposed would overwhelm and dramatically change the character of Ordsall, which is still absorbing the new developments on the former Bridon Ropes site and elsewhere. Unavoidably, the "Green Gap to Eaton" will be reduced, significantly affecting the access of Ordsall and Retford residents to open countryside. There is very little consideration of the aspiration in the Plan for "biodiversity net gain" with no detail on a "country park" and a "green buffer" and feel this development would reduce the "easier access to better quality green space" described in the "Spatial Strategy: Green and Healthy". The increase in traffic from a development of this large size would lead to large increase in congestion on the narrow local roads, insufficiently considered in sections 7.14.12 and 7.14.13. For example, work on the roundabouts will not improve this situation and would lead to Ollerton</p>	<p>The Council is required, by National Planning Policy, to plan for more homes across the District. To do this in a sustainable and reasonable manner, the Council has undertaken a series of detailed evidence base. Firstly, it is looked at the amount and type of housing and employment development that is needed over the plan period. This is then distributed around the District in accordance with local need and infrastructure constraints. For Retford, as the District's second largest settlement, it is important it takes its fair share – particularly as there is high-demand for housing within the town.</p> <p>As part of the process, the Council looks at the availability and suitability of land around the town. There are some areas where existing natural or infrastructure constraints are too significant to warrant</p>

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		<p>Road/Jockey House Lane being used even more often as a "rat run" to access the A1 than occurs at present. The risk of flooding in Retford from the Idle river would be increased by runoff from building on Flood Zone 1 land adjacent to areas acknowledged to be in Flood Zone 2 and 3. These fields by the river flood regularly at present and the amount of water would increase. Object to this proposal for too large a development, in the wrong place on a green field site with a severely detrimental impact on Ordsall and the other communities south of Retford.</p>	<p>development. These tend to be within areas where there are historical, environmental or flooding issues. The Council prioritises the use of brownfield land where possible and there are recent examples of this in Retford such as the developments on former industrial areas at Thrumpton Lane. However, there isn't enough suitable brownfield land within Retford to take the required housing growth. Therefore greenfield land is required. Ordsall South is located directly adjoining the existing built form of Retford and provides an opportunity to deliver a sustainable urban extension which includes land for new homes, affordable housing, shops and services, sport facilities and a new country park to provide recreational and environmental benefit.</p> <p>Where development requires improvements to infrastructure such as Transport or flooding, then these will form part of the development requirement within the relevant policy. These are also identified within the Council Infrastructure Delivery Plan.</p>

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1670113	Resident	Believe that with building these houses the road network in ordsall will not cope. Currently goosemore bridge is old and even struggles for large vehicles. Eaton bridge to the east is weight limited so your putting up to 800 houses increasing capacity in a small village and not upgrading road networks. Recipe for disaster. Strongly appose the plans	The Council has prepared a Transport Assessment for Retford which looks at the existing traffic issues and provides recommendations to improve the road network through new development. This includes both onsite and offsite road improvements to Ordsall and Eaton.
1670841	Resident	The land in first hand experience is already wet to the point that in mid summer, tractors cannot pass over a large area around the middle of the field, due to sinking to there axles. And putting 800 houses on said field with 800 roofs catching water will no doubt increase the flooding potential of the area around us. With the new potential houses there could be up to and more than 1600 more vehicle on a inadequate surrounding roads. And recent history tells us all that developers will soon rid themselves of planned obligations to financially contribute to surrounding highway's. And the plan to turn beautiful existing countryside with existing walks into a man made country park with walks on footpaths and cycle routes? Terrible thinking. Would building more house's at the planned site bassatlaw garden village be a far more realistic, safer, and above all a better option due to the planned houses being built are obviously aimed at people not from this area and are no doubts commuting using the A1.	<p>The Council has prepared a Strategic Flood Risk Assessment (Level 2) for this site. It recognises the risk of surface water flooding to the area and provides recommendations on how the development could reduce the threat of surface water runoff from the site into neighbouring residential areas. This includes flood mitigation measures such as sustainable drainage systems and onsite water storage. The provision of green infrastructure such as the country park will also provide opportunities for water storage.</p> <p>To address traffic and transport, the Council has prepared a Transport Assessment for Retford which looks at the existing traffic issues and provides recommendations to improve the road network through new development. This includes both onsite and offsite road improvements to Ordsall and Eaton.</p>

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
Policy 29: Site HS13: ORDSALL SOUTH			
1671151	Resident	<p>The number of houses proposed for ordsall south (800) is far too high. The arterial routes into retford from these roads will place an enormous burden on ordsall road, and the combined traffic from the ordsall south and garden village on babworth road, hospital road and ordsall road are in excess of what a small undeveloped road can take. Small improvements to the mini roundabout on babworth road will not mitigate this. Babworth road serves a primary school and 2 secondary schools and yet there is no safe cycle route on hospital road. Some areas within bassetlaw have better developed road systems which are much more suitable. The sharing out of the housing requirement does not reflect the prior development spending on these areas or the suitability of sites, putting a higher burden on areas which have not benefited from infrastructure spending. i would like to see a much lower assignment of houses to ordsall south, due to the large number of houses already planned for the garden village at five lane ends.</p>	<p>The Council has prepared a Transport Assessment for Retford which looks at the existing traffic issues and provides recommendations to improve the road network through new development. This includes both onsite and offsite road improvements to Ordsall and Eaton.</p> <p>Existing health and education provision can be accommodated within existing facilities. However, an area of land has been safeguarded on the site for future social infrastructure if it is required.</p>
1671525	Resident	<p>Object to the proposal being considered further in its current form. The reasons for this are: 1. It would appear that part of the housing in this proposal is to be built on land believed to be at risk of flooding. 2. No consideration has been taken into account of the infrastructure required to service this proposal. 3. The local road infrastructure will not support this proposal in its current form. 4. No account appears to have been taken of the effects that this will have on other nearby villages such as Eaton, Gamston and Elkesley such as increased traffic, noise and pollution.</p>	<p>Existing infrastructure capacity has been assessed through the Councils Infrastructure Delivery Plan and the Local Plan evidence base. Various detailed assessments have been undertaken to investigate local issues such as flooding and traffic. These help to understand existing issues and identify appropriate mitigation for development where it is required.</p>

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
Policy 29: Site HS13: ORDSALL SOUTH			
			Any required infrastructure improvement form part of the revised Policy for the site or through other policies within the Local Plan.
1669725	Resident	How are you going to integrate at least 1200 cars on the roads in ordsall. It is hard at present trying to cross the roads particularly near the proposed site and all along ollerton road. It is alright saying you are going to improve the roundabouts but what about the road leading up to said roundabouts. Why do we need a country park bringing again more traffic when climber ruffled and sherwood ar so close by. Will the infrastructure be built alongside the house build ar will we have to petition as we did with the crossing outside the school. Understand the land has already been purchased by builders is this why you changed from bevercotes to ordsall would have thought bevercotes would have been the better option	<p>The Council has prepared a Transport Assessment for Retford which looks at the existing traffic issues and provides recommendations to improve the road network through new development. This includes both onsite and offsite road improvements to Ordsall and Eaton. Other assessment look at other parts of the District and assess the impacts of all proposed development on the road network include those between Retford and Worksop.</p> <p>The Location of the Garden Village has changed due to impacts to protected ground nesting birds at Bevercotes. The proposed location at Morton has less planning constraints and is closer to both Worksop, Retford and has the potential to provide wider infrastructure improvements such as a new railway station.</p>

1671392	Resident	<p>object to the element of the plan which covers the area where I live. 1. Principle of the development</p> <p>The proposal is to create 800 new homes in Ordsall. This is a massive development and will hugely change the area. This would be a massive development in any area in fact and the numerous impacts should be fully considered. Although there are government requirements in terms of development, nowhere is there an expectation that such a large number of properties are placed in a single area. Smaller developments should be considered across the region. 2. Transport and accessibility</p> <p>Ordsall is currently accessed via 4 main routes. Two of these have the same basic source (Babworth road), one comes across a very narrow bridge at Goosemoor and the final access route is via narrow and unlit country lanes from the A1 and Eaton. None of these roads are suitable for significant increase in traffic that would be caused by a development of 800 homes. Average car ownership per household in the East Midlands is 1.33, so this could result in over 1000 additional cars using these 4 access roads. The roads currently are barely adequate for existing usage and the additional level with significantly impact on travel times, congestion and pollution. Given the narrow bridges and roads and the fact that the access roads pass a primary school there will be an increased risk of accidents. As we have seen, any incidents on the A1 sends a significant increase of traffic through Ordsall and any road closures of the existing routes, due to roadworks or flooding, causes gridlock. Significantly increasing the number of cars in the area can only make this worse. Whilst there are hopes that public transport links can mitigate this, the reality is that the current public transport links don't mitigate the current issues and proportionate increases will be unlikely to impact positively. Education East Midlands area averages just</p>	<p>The Council is required, by National Planning Policy, to plan for more homes across the District. To do this in a sustainable and reasonable manner, the Council has undertaken a series of detailed evidence base. Firstly, it is looked at the amount and type of housing and employment development that is needed over the plan period. This is then distributed around the District in accordance with local need and infrastructure constraints. For Retford, as the District's second largest settlement, it is important it takes its fair share – particularly as there is high-demand for housing within the town.</p> <p>The Council has produced a Transport assessment for Retford which looks at existing traffic issues and provides recommendations for development in terms of mitigating any adverse impact it proposes.</p> <p>Similarly, a Flood Risk Assessment has looked at existing flooding a drainage issues and provided recommendations for improvements. Particularly towards surface water runoff and the provision of onsite water storage facilities.</p> <p>The development will incorporate a new Local Centre within the development which</p>
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over 2 children per household. Allowing for the intended 160 homes for older residents, this would suggest an additional 1200 children at various ages will be new to the area. There is not going to be sufficient capacity in the current schools to accommodate this and there is no sign of additional education provision in the plan.

Shopping There are currently 3 general stores in south Ordsall, a couple of pubs, a takeaway, a chemist and a hairdresser. The shops are generally busy and have inadequate parking for their customers. A significant increase in custom is likely to make this far worse, increasing the risk of accidents and pollution. Whilst the current plans allow for some retail development it remains to be seen how viable these are.

Employment The plan anticipates increased employment resulting from the development. This “build it, they will come” notion is ill conceived and unrealistic. Retford has had significant additional property development in the past few years (in Ordsall at the Bridon site for instance) without there being any significant local employment. There is nothing to suggest that the new development will have greater impact. If that is the case the occupants of the new properties will be commuters either entirely by car or by train or bus. This will increase traffic flow at the pinch points at rush hour times.

Drainage There is already a significant drainage problem with the proposed development land, as I write this they are significantly waterlogged and the river is subject to flood warnings. Increased development will significantly increase runoff into the river and will result in downriver flooding.

Wildlife In the fields subject to the proposed development have seen all manner of wildlife including deer, foxes, rabbits, kestrels, insects. These will inevitably be pushed further afield by the development. The proposed development will have a

will provide opportunities for local retail, community space and businesses to establish.

In addition land has been safeguarded on site for future social infrastructure such as health and education if it is required.

serious detrimental impact on Ordsall and therefore object to this part of the plan.

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
Policy 29: Site HS13: ORDSALL SOUTH			
REF066	Resident	<p>As a resident of Eaton, very concerned about the impact of the Ordsall South development on the volume of traffic through the village. There is no mention of this in the plan, which seems to take the view that people will only travel locally. However given the current high volume of traffic through the Eaton, know that many people who live in Ordsall or to the worksop side of eaton and surrounding areas use the road through Eaton to access the A638 to travel to Markham Moor to access the A1 for work or other purposes (including to go to McDonalds as evidenced by the volume of takeaway litter along the road through Eaton and along Ollerton Road). See traffic increasing for access to Rampton and the power stations and then we have traffic from Markham moor side of the A638 using eaton as a cut through for Ranby prison and also for employment in Worksop. This is currently the fastest route for Ordsall residents to access the A1 southbound rather than the Elkesley Bridge or Apleyhead junctions. Why go the long way, on a road that is badly pot holed and no street lighting , when a direct route is available . This will be exacerbated if a further 800 dwellings were to be built to the south of Ordsall, not only with regard to the number of people with cars travelling to and from the development, but also the volume of deliveries to residents. The road and bridge are too narrow to accommodate the current levels of traffic, we have parking issues due to volumes of people using the river for dog walking and general recreational purposes and the issue is made worse given that there is no path through the main part of the village meaning that pedestrians have to walk along the road. Already worried about this have serious</p>	<p>The Council has prepared a Transport Assessment for Retford which looks at the existing traffic issues and provides recommendations to improve the road network through new development. This includes both onsite and offsite road improvements to Ordsall and Eaton.</p>

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
Policy 29: Site HS13: ORDSALL SOUTH		concerns we have a serious accident waiting to happen, and a parish council that does not appear to see how big an issue this is, and that the problems will get far worse if the development is approved.	

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
Policy 29: Site HS13: ORDSALL SOUTH			
REF039	Resident	<p>800 homes at Ordsall South is a very large housing development which will have a great and permanent impact on the neighbourhood, local environment and amenities etc. It is disappointing to learn projects of such size are even being considered let alone proposed in modern times and believe the effects of such will only be negative for the area and environment. It is concerning how such large scale changes to areas and peoples lives can be made by the decisions of relatively few people.</p> <p>The Bassetlaw area has seen much growth in recent years, with many new housing developments already built in and around Retford and Worksop. These continue rapidly in some areas such as Gateford and Shireoaks and clearly many more planned. There is a clear approach to increased urbanisation with little thought to the long term consequence of current policy.</p> <p>Live in unprecedented times with great changes ahead with regard to how we live, work and travel. The need for traditional urban areas for shopping and office space is declining rapidly as the need for open natural space increases which will likely create opportunities for repurposing and potential for much more decent quality residential areas to replace some urban areas, with all facilities close by. This will be more apparent in larger towns and cities countrywide. Am an Ordsall resident and am concerned the traffic on Main St is already busy at peak times and any planned alterations (traffic calming etc) will only be negative for residents. There are at least 4 long term empty homes close to ours and question how many more in the Bassetlaw area. What is being</p>	<p>The Bassetlaw Local plan has been progressing for a few years and has been evolving over that time. The Council has to considered a series of options across the District and then provide a strategy on how the growth is to be delivered.</p> <p>Additional growth is a requirement by National Planning Policy and it is the Councils responsibility to distribute that growth accordingly across the District.</p> <p>For Retford the strategy involves allocating both brownfield and Greenfield Land. This largely because there isn't enough brownfield land to accommodate Retford's need.</p> <p>These sites have been considered alongside other options but provide the most sustainable option for the plan.</p> <p>In addition, assessments on local infrastructure capacity have also taken place to determine whether additional provision is needed as part of the developments.</p>

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
Policy 29: Site HS13: ORDSALL SOUTH		<p>done to reduce these empty properties and look at other resourcefully efficient ways to increase homes in the area without further building on open land. Question the need for such rapid growth (highlighted by some official comments) and believe this to be more about commercial/political progress than a genuine need for housing. A measured approach of multiple, small scale plans spread across the region, would surely have a lesser and fairer impact. Any future development on open farmland should always be kept to a minimum with much greater emphasis on the natural environment and the look and feel of the area. This has to become a priority with undeniable evidence of natural and environmental decline worldwide (there were Skylarks in these fields last summer, now in rapid decline due to habitat loss like so many other species). There are a number of open footpaths on the site with far-reaching views which, even if retained would become closed urban stile alleys and lose most of their appeal for people and nature. This again, will only be negative. Other developments nearby do not sit well in the landscape, especially when viewed from the southern approach to Retford. A much larger tree planting scheme should become the norm, which should effectively cloak the development and in time contribute to woodland and biodiversity to have a positive impact on the area, rather than another bland very large housing plan which will likely do the opposite.</p>	

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
Policy 29: Site HS13: ORDSALL SOUTH			
REF070	Resident	<p>As a resident who has lived adjacent to open country side for 36 years fear for the wildlife that could be lost due to this development. Appreciate the need for housing also feel the need for our bio diversity in the form of many species of birds, hedgehogs, frogs , toads, butterflies, bees and may other species that are reliant on the established hedgerows that adorn the proposed area. Would like to see that a green corridor of a considerable size is made available for the protection of our wildlife along the hedgerows that lead from ollerton road up past the houses that already back on to the fields and who already have many species of wildlife in the hedgerows and gardens feel in the 21st century with the emphasis being on climate change and bio diversity that this should be an intrinsic need in the planning of such a big area. propose at least a 20 metre green corridor alongside the gardens off glen eagles way</p>	<p>A development of this scale must provide a net-gain in biodiversity. The development will incorporate a significant level of green infrastructure which will provide habitats for local wildlife and recreational benefits for the community.</p> <p>These will be supported by a network of new green corridors and walking and cycling opportunities that will help connect the green spaces and areas of the site together.</p>

REF072	Resident	<p>As a resident and a Parish Councillor of Eaton extremely concerned about this proposed development NOW even though it is not due to commence until 2027. Appreciate that Bassetlaw District Council is being encouraged by the Government to provide an enormous amount of new housing in the next 16 years. However consider that this rate is almost double what is required using the Government's recommended method of calculation. This is supposedly justified by employment growth which is expected to result in substantially increased inwards migration. Have reservations about the scale of the increase in employment planned for and consider that it is enormously over-ambitious. The scale of house-building proposed in the Ordsall South proposal seems excessive and suggest that this proposed site should be totally abandoned. Have considerable reservations about this development in terms of: - Additional traffic would produce an enormous amount of additional traffic putting local roads under even more stress than at present. There is limited scope to improve the existing road system and progressively to accommodate the upgrading of these routes. There are 2 old bridges at Ordsall and Eaton which are very narrow and cannot cope with the amount of traffic passing through each village/settlement in 2021. Recently Notts Highways/Via have been involved in devising and enhancing existing traffic measures in Eaton following instances of speeding and antisocial behaviour. Even with recent improvements introduced this has only had a negligible impact in terms of controlling the speed and volume of vehicles using the village as a 'cut-through' from major 'A' roads. The mini-roundabouts at the north end of Ordsall and at Whitehouses are even now exceptionally congested with no opportunity to make alternative new/enhanced roadways for the proposed Ordsall South development. - Cyclist and</p>	<p>The Council has produced a Transport Assessment for Retford which identifies existing traffic issues and provides recommendations for development in terms of mitigation required.</p> <p>For Eaton, there are traffic calming and preventative measures as part of the mitigation package.</p> <p>The site will provide new infrastructure in terms of homes, local services, public transport and green spaces. The green spaces will provide significant opportunities for wildlife and recreation.</p> <p>Flood Management proposals are also being incorporated.</p> <p>Existing education and health provision can accommodate the proposed development. However, an area of land has been safeguarded on site for social infrastructure such as health and education facilities if they're required in the future.</p>
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pedestrian usage Improvements for cycle traffic may be difficult to achieve without restricting much-needed kerbside parking. As there is only a very small area with a pavement, anybody walking in or through Eaton has to negotiate an increasing number of dangerously driven vehicles cannot walk in the village. There is no way that this situation could be improved as the existing road through the village is so narrow.

- Additional facilities If the Ordsall development goes ahead, there must be arrangements in place to secure the funding and provision of all the additional retail, health and community facilities. understand that the proposed school as mentioned in the Plan has been abandoned thus putting much pressure on existing school provision becoming overloaded and disrupted whilst further expansion takes place. Usually the health, educational, infrastructural facilities appertaining to a new residential site are not built until the housing programme is well-developed so yet again existing residents would have to suffer with over-used facilities and services until Bassetlaw Council provides the supporting services. Over a period from 2027 to 2038 this could result in absolute chaos.

- Protection of Rural countryside Strikes me that Bassetlaw Council is more prepared to satisfy Government targets than to ensure that the residents of Ordsall and such villages as Eaton and Gamston enjoy healthy and pleasant lives in areas of open countryside and agricultural land. If the scale of house-building in the Retford and District part of the Draft Plan was reduced, perhaps there would be no need for the 800 houses to be added to Ordsall. This development would not become a blot on the surrounding countryside causing immeasurable challenges to local road networks, services and most importantly the indigenous population. Appreciate that some local communities have to suffer in order for major residential

developments as suggested in this Draft Plan. Would be MORE SENSIBLE for the Council to increase the number of houses to be built in the Bassetlaw Garden Village as the infrastructure would already exist and could be tied in with the proposed development. This would be preferable to tagging a huge residential development on to the southern area of Retford where there are insufficient services and an unviable road infrastructure. It brings to mind the saying that the Ordsall South development would be 'Like a carbuncle on the face of an old friend!'

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
Policy 29: Site HS13: ORDSALL SOUTH			
REF082	Resident	<p>Having participated in the on line event regarding Ordsall South yesterday evening it was apparent that there is very little detail forthcoming. No doubt this is because the plans are not yet drawn/submitted by developers. What was apparent the lack of an up to date understanding of this part of Ordsall/Retford. General questions submitted were not answered in my opinion and the impression from the facilitator was that this development is a fait accomplis regardless of what local residents concerns and objections are. Hope that this is not the case and BDC are not wasting mine and others' time. It was disappointing not to have been able to view the introduction to the on line event. This was apparently due to a technical hitch. Sure we were told it would be sent on to us. Nothing ever arrived. Received an email response in regards to the questions asked on the online consultations. Many questions again were not answered sufficiently and merely deferred to further further transport studies etc. This information would be imperative from the outset. What has also become apparent is that many local residents are completely unaware of these plans. Fastening notices to the odd lamppost is not a particularly effective way of drawing attention to this development taking into account we have been in some kind of lockdown for months. Not many people are out and about to see the odd notice that's been put up. Not everyone uses social media nor read the local magazine which contained a short article. Maybe a more effective way would be to write to each household in Ordsall and inform residents seeing as this plan will affect most if not all of them in one way or another. Either</p>	<p>The consultation in January introduced the principle of development at this site. As the Local plan process proceeds, more detail will become available. The proposed consultation over the summer, will provide residents with up to date information about the proposed layout and evidence base such as infrastructure, transport and flooding.</p> <p>The Council is hoping that through the easing of lockdown measure, it can hold a series of public events in the community.</p>

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
Policy 29: Site HS13: ORDSALL SOUTH			
		you want a consultation in the true sense and engage with the local residents or you don't.	

REF082	Resident	<p>Live in a road overlooking the fields planned for this 800 house development and to say am disappointed with the plan to build here is an understatement. Moved here five years ago after 30+ years living on the outskirts of London. My intention being to retire to my rural roots. You can call this Nimbyism if you wish but do not personally wish to be swamped by a massive housing estate and all of the issues that will bring to this area. TRAFFIC/HIGHWAYS - the proposed site has one road in and one road out along Ollerton Road/West Hill Road. One direction towards Ordsall and Retford (an alternative route via a narrow and already busy High Street/All Hallows Street/Goosemoor Bridge) the other towards the A1 and Elkesley. This is a country road and doubt would manage an increase in through traffic which will be generated by an 800 house development. There is already an issue with speeding motorists coming into Ordsall along this route despite there being clearly displayed 30mph signs and a warning matrix on the way into Ordsall. The same for the route over Goosemoore Bridge. When asked how traffic would be managed safely, the response was that the mini roundabout at Babworth would be updated and possibly a oneway system through the High Street! A high street that is narrow with dangerously narrow pavements already and used as a cut through/race track by local boy/girl racers. So one suggestion (a one way system) will create a nice circuit for these idiots to use. Without any doubt Eaton village would be another cut through. A small village with a small country road leading to it and through it. This will cause significant issues running through the village. The ridge in Eaton gas been hit a number of times and was faulty recently repaired. There has already been one fatality in recent months. Any increase in traffic will undoubtably increase the risk of more. Both Ordsall and</p>	<p>The Council is required, by National Planning Policy, to plan for more homes across the District. To do this in a sustainable and reasonable manner, the Council has undertaken a series of detailed evidence base. Firstly, it is looked at the amount and type of housing and employment development that is needed over the plan period. This is then distributed around the District in accordance with local need and infrastructure constraints. For Retford, as the District's second largest settlement, it is important it takes its fair share – particularly as there is high-demand for housing within the town.</p> <p>As part of the process, the Council looks at the availability and suitability of land around the town. There are some areas where existing natural or infrastructure constraints are too significant to warrant development. These tend to be within areas where there are historical, environmental or flooding issues. The Council prioritises the use of brownfield land where possible and there are recent examples of this in Retford such as the developments on former industrial areas at Thrumpton Lane. However, there isn't enough suitable brownfield land within Retford to take the required housing growth. Therefore greenfield land is required. Ordsall South is</p>
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Eaton have small bridges that will struggle to cope with a rise in traffic volume. Both areas flood regularly and often render the roads impassable and are therefore closed to traffic. Closures of the A1/M1 north and southbound result in traffic being diverted through Retford on a regular basis. This causes complete gridlock. What are the contingencies for this? Ordsall is often the only route in and out! This will only get worse with an increased volume of traffic from the new development. More traffic also equates to poor environment through exhaust emissions etc. Again not good for local residents to have to endure. More danger to residents in terms of accidents causing serious injury or fatality. FLOODING - it is well known that Ordsall is prone to flooding in particular the High Street and Goosemore Lane both of which are often closed to traffic for days or weeks on end due to flood water. In fact on old maps these areas are described as marshes so clearly have flooded for centuries. The fields/ditches to the east side of Bank Side have flooded three times in the last five years. They have in the last week flooded again and it's only December. This has encroached on the footpath bisecting the gardens on Bank Side along with the adjacent field making it impassable for much of the footpath. This has prevented it from being used or those having the will to trudge through the shin deep water have been forced into the adjacent fields. There are natural springs running down the fields adjacent Bank Side which already cause saturated ground in that area, draining into the ditches. Where will this water be diverted when the fields (marshland/flood plain) is already saturated/flooded? No amount of pipe work or drainage is going to deal with the additional run off water. There is nowhere else for it to go other than already saturated ground. Come and have a look at the fields adjacent to Bank Side at present if you need any convincing. Concrete, tarmac

located directly adjoining the existing built form of Retford and provides an opportunity to deliver a sustainable urban extension which includes land for new homes, affordable housing, shops and services, sport facilities and a new country park to provide recreational and environmental benefit.

Existing employment area of the town have been protected for such uses and some are expanding such as Randall Way off North Road.

Retford has a good train service to other destinations and therefore provides the opportunity for residents to travel further afield for employment in a sustainable manner.

The development will incorporate a significant level of new and improved green spaces and walking and cycling infrastructure that will provide space for wildlife and for recreation by the community.

Where development requires improvements to infrastructure such as Transport or flooding, then these will form part of the development requirement within the relevant policy. These are also identified within the Council Infrastructure Delivery Plan.

and paving this area will only compound the issue. Suggest that you have a look at the fields between Bank Side and the River Idle and the extent of the flooding at present. We are only in the middle of January. Imagine what this area will be like in March! This is becoming an increasingly frequent occurrence. No amount of drainage is going to be able to deal with this volume of water. It has nowhere to go!

WILDLIFE/ENVIRONMENT - there is a good variety of flora and fauna supported by the fields, remaining woodland, hedges and River Idle. Have ducks, swans, frogs, toads, newt, a wide variety of garden and farmland birds, herons, egrets, red kites, buzzards, sparrow hawks, kestrels, bats (need proof feel free to pay me a visit on summer evenings), badgers, deer, foxes, rabbits etc are all supported by our current environment. Stealing more land will severely effect their ability to survive going forward. Creating a "country park" and a "wetlands area" is no replacement for natural environments. Gradually eroding our nature by developing in these areas by removing hedges, fields and trees. We already have a wetlands area due to the significant flooding. It is of note that during the first COVID lockdown and more recently lockdown 3, there was an increase in footfall utilising the footpaths in and around this area. This caused a significant amount of damage to footpaths, farmers' fields and river banks with discarded litter being an issue too. An increase in the local population is going to compound this issue. The amount of plastic bottles, food wrappers, plastic bags, clothing and dog muck was beyond a joke. This is without doubt going to increase in the years to come. Don't want to live on the edge of such an area. Lost count of the number of times cleared up litter that has been left by inconsiderate individuals. Currently the footpaths in the area are under water due to the flooding. Something that happens

with in reading regularity. CURRENT RESIDENTIAL AREAS - living on the Bank Side/Farm View estate have a safe area to live and peace and quiet. There is a good mixture of older and younger residents. Access/egress is via Farm View. Any increase in traffic would devastate this small estate. There is a suggestion that access to the new development would be via Bank Side. How do you intend to compensate residents for the damage and reduction in property value this will cause?

SERVICES - A development of 800 dwellings will draw a population of some 2,000 to 3,000 people. Services in BDC, NHS, NCC etc are already stretched. Judging by the potholes in the road your stretched services will be even more stretched. How do you intend to provide for this extra capacity without reducing services for current residents? No such services will be included in this new development. What services will be made available or improved upon for current residents? It is my understanding that this area had been put forward for development as it is a 20 minute walk into Retford. Now unless you are intending to have 50k Olympic race walkers moving into this new development then there is no way on this earth that anyone will be able to make that distance in 20 minutes. This is a fallacy. Also how many people do you think are going you be encouraged on to a bicycle? Think you need a bit of a reality check. Have the other housing estates encouraged a greater uptake of cycling? Like to see the statistics! A few questions would like answered 1. What safeguards are in place to ensure that developers complete the estate that authority is given for. Developers promise the earth and rarely deliver what are in the plans eg The Brambles estate in Retford. Allegedly large sums of money change hands to allow developers to get out of clauses! 2. What services are going to be provided/improved to current Ordsall residents? 3. What will be the increase in council tax to pay

		<p>for this? 4. How will you compensate me for loss of value on my property and disruption to my environment in terms of pollutants and noise? 5. How will BDC ensure current services are not stretched further? 6. What employment/businesses have been brought into Retford from the numerous estates that have been built over the last five years? 7. How many dwellings one recently built are currently vacant? 8. How will you pay for an increase in the need for policing? Notts Police are already stretched. 9. What consultation has taken place with the Environment Agency and NRA? A development of this size will devastate this area and it will not be an improvement. There are numerous housing estates that have been built around Retford and only one actually fits in with the town itself. That being Blossom Grove. The remainder stand out like a sore thumb. Stand alone housing estates do not create a harmonious community. Retford is at serious risk of becoming a soulless commuter town for workers travelling to the big cities for their employment. A housing estate of this size will severely effect the countryside and its plants and animals. It will be hugely detrimental to the plants and animals. It will place a huge pressure on local roads and infrastructure in this whole area. These roads are country roads, not London Road or North Road. They will not cope with the huge increase in traffic</p>	
REF100	Resident	As a resident of Eaton can only envisage more and more traffic coming - at speed - through the village if this building work goes ahead, even in the short term if fewer houses are	Traffic calming and preventative measures for Eaton village have been identified within the Retford Transport Assessment.

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
Policy 29: Site HS13: ORDSALL SOUTH			
		built than the 800 envisaged. The main road through Eaton is already a rat run for commuters, putting extra strain on the historic bridge over the River Idle.	
REF110	Resident	Resident of Eaton and am strongly against the size of development laid out in this Draft for the extension to Ordsall however accept that some more restrictive development must be allowed. The complete lack of consideration to the effects this would have on the village of Eaton is inexcusable at this stage. The fact that a key policy on transport has not been included does not sit well with myself as it has been stated more than one infrastructure is the key to land allocation so how can this be omitted.	The Local Plan provides a strategic plan for the District. It recognises the importance of individual settlements through the provision of design and character. Eaton is considered a rural settlement and its character will be preserved through various policies within the Plan.

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
Policy 29: Site HS13: ORDSALL SOUTH			
REF110	Resident	<p>Item 2 it states (a) Deliver at least 800 dwellings during the plan period to 2037 My question is why is the words “at least” included? While accepting there is a justification for some development in the Retford area and the site at Ordsall south would be an obvious choice for a gradual and contained level of development 800 is way in excess for the time scale of this plan. 100 - 250 over the time would be more in keeping and would enable the integration and improvements to all infrastructures including waste, roads, schools and retail. The plan make reference to maintaining sightlines to the hamlet of Eaton but there is nothing in the plan that indicates Eaton would be protected from the development of Ordsall South. Would a large area be allocated for parking with in the area for visitors to the country park at Whisker Hill as you indicated you would like this to be a destination point with Bassetlaw ? and has consideration been given to the effects of the incoming traffic on the local roads. Item 3 point 4 Would it not be a better buffer if you consider moving the country park on HS13 to wrap round both the West and South Boundaries ensuring a softer break between agricultural land and Development ? Item 3 point 5 Have addressed parking for non residential development however following the complete lack of sufficient parking per household the development at Bridon which has caused issues with emergency services being unable to get can you ensure this is included in the masterplan. Item 5 point 2 How come there is no note of financial contribution to any traffic calming / management in the village of Eaton be it traffic lights at the narrow bridge or</p>	<p>The term ‘at least’ applies to all allocated sites as issues to do with viability and delivery may change of the plan period. Ordsall South is a long term site due to its scale and the delivery of this site will be phased over the plan period.</p> <p>The development applies to the directly to the south of Ordsall up towards the Golf Corse. Vehicular access to the site will be via Ollerton Road which will form part of its improvements.</p> <p>Traffic and other impacts to infrastructure have been assessed and a number of recommended mitigation measures have been identified, including traffic calming and traffic preventative measures within Eaton village.</p> <p>Wider improvements to the network are also proposed along with improvements to walking and cycling infrastructure.</p>

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Policy 29: Site HS13: ORDSALL SOUTH		<p>development of calming measures along the length of Main St. The fact this has been omitted cannot be down to the lack of the Transport Assessment as none of the point shown in this point should appear!</p> <p>Item 5 There is no reference to the bridges crossing the River Idle am sure with your local knowledge are not built to cope with either your plans of improved walking and cycling routes let alone the huge increase in traffic. Can you explore the possibilities, If this development was to go in its current format a feasibility study as to the merits of building a new road down Marsh lane and across to either Goosemore or London roads to ensure your wish of a safe route to Retford town centre could be made by all users. Item 7.14.13 At what time in the process of this plan would you expect to see plans being put forward to improve the traffic using Ordsall High St along side pedestrians and cyclists it my concern</p>	

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Policy 29: Site HS13: ORDSALL SOUTH			
REF161	Residents	<p>Concerned about the extent and positioning of the Ordsall South proposal: 1. The effect on surface water run off from the development on the River Idle and the flood plain. Doubts that the full extent of the impact on the local drainage and flooding will be appreciated. The River Idle has been in flood for some time and is already problematic threatening housing and transport on Goosemoor Lane. Climate change will certainly add to this and it is unlikely that the system will cope with further run off. The eastern area of the development bordering the dyke is currently again under flood; the flood plain and fields bordering Goosemoor Lane have not drained nearly all year following high rain levels last year and the ground remains saturated with expectation of further flooding. The culvert draining the dyke water into the river has been blocked for some time adding to the extent of the flooding. The information suggests that a flood management plan will be developed including best ways to manage surface water run off. Would have expected that before development plan approved that a robust flood management plan be in place. 2. The transport routes to the new development. Understand that the transport assessment (Bassetlaw Transport Study) concluded that there is no need for a new road to feed the development from the east and central Retford. The main centres to the east of Retford are and will be major areas for employment. Central Retford will still provide employment, entertainment, schooling and shopping. The transport will result in excessive traffic on Goosemoor Lane or through Eaton. Neither of these routes are suitable for additional usage. They are already dangerous</p>	<p>The Strategic Flood Risk Assessment identifies that there are surface water runoff issues within the area. It recommends that the development incorporate sustainable urban drainage infrastructure as well as onsite water storage capacity which will be design to hold water and prevent it from simply running off into the neighbourhood.</p> <p>The Retford Transport Assessment assessed the existing issues and traffic capacity on the road network and has provided a series of recommended highway mitigation measures as part of the development of the site. These include both onsite and offsite measures.</p>

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Policy 29: Site HS13: ORDSALL SOUTH			
		roads with cars spreading and difficulties negotiating the bridges. It is inconceivable that this was not identified by the study.	

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Policy 29: Site HS13: ORDSALL SOUTH			
REF176	Councillor, Bassetlaw District Council	It is recognised that the council has an obligation to build housing stock and that it makes sense to develop on a wide space of land, as opposed to several smaller areas. It is encouraging that much thought has gone into this development, with the aims that it should be a sustainable living environment with green space, including a country park, although further detail on who would be responsible for maintenance of the park is needed. There has been consideration to walking and cycling, which should be integrated within a wider network. Better cycling infrastructure is welcomed, however many residents in Ordsall need to use street parking (for example, Brecks Road) and this should be taken in account. Ordsall was once a small village which has grown over the years. An additional 800 houses, which would see upward of 2000+ new residents, needs to ensure that appropriate infrastructure is in place. A convenience shop and a recycling centre has been included on the plan; detailing of what a health centre means (for example, a new surgery, a satellite doctor surgery, pharmacy) should be clarified. A risk assessment on what this could mean for the police, ambulance and fire services should also be carried out, for instance, will funding for an additional community police officer be required? It should be ensured that there are enough school places for families who may settle in the area. 800 new houses will also see more stress on roads, which would already benefit from improvements, and it is encouraging that contributions to improve the roundabouts have been noted. However, there are already bottlenecks at the river bridge at Goosemoor Lane and the	<p>The maintenance of green spaces will form part of planning agreements.</p> <p>A significant level of green infrastructure will be incorporated into the development. Part of this will include a network of new and improved walking and cycling infrastructure that will help connect green spaces and places together. It'll help encourage residents to walk to facilities and to nearby areas. Connection to the wider countryside and local services and facilities will also be improved.</p> <p>The Retford Transport Assessment has assessed the current traffic issues and road capacity within the area. It has provided a series of recommendations for mitigation measures to help improve the road infrastructure within the area. These include both onsite and offsite measures.</p> <p>In addition, the Strategic Flood Risk Assessment has identified that there are surface water runoff issues within the area and it has provided recommendations for new drainage and water storage infrastructure on site. These will help to</p>

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Policy 29: Site HS13: ORDSALL SOUTH		<p>railway bridge at West Carr Road. Additionally, Goosemoor Lane is also subject to flooding which also restricts an access point. Flooding has become an increasingly serious problem in Bassetlaw, including parts of Ordsall. Although there are no plans to build in flood zones 2 and 3 on the site, leaving these for green space with dwellings located in flood zone 1 as the preferential area, floods can still cause disruption to residents, even if their homes are not flooded. An example would be if Goosemoor Lane was to flood and block an access point, which in turn adds more stress to other areas. Been suggested that the housing allocation is twice that recommended by the government to allocate housing need. With this in mind, is a development of quite this size and scale required for Ordsall? If this development is to go ahead, work should not begin until arrangements are in place to ensure the future of the needed infrastructure and community facilities are secured.</p>	<p>reduce the threat of surface water runoff into Ordsall or the new development.</p> <p>Existing education and health infrastructure can accommodate the projected development at this site. However, the allocation has safeguarded land for additional social infrastructure such as health and education facilities if they're required in the future.</p>

REF183	Resident	<p>You enthuse over this site but the words could apply to almost any proposed developments – “sustainable”, “well integrated”, “open spaces and community use”, etc. What you seem to ignore is the impact of flooding – including on residents gardens – as well as having no firm proposals for traffic management. For context: Retford is a town with two main water routes: River Idle crossed by road bridges at Goosemoor Lane, Albert Road, Bridgegate and Amcott Way; Chesterfield Canal with road bridges at Hospital Road, Carolgate, Arlington Way, Grove Street, Leverton Road and Welham Road. The town is also crossed by the East Coast railway line with road bridges at Babworth Road and London Road and three crossing points for non-motor vehicles. The railway line from Sheffield to Lincoln is crossed by road bridges at Ordsall Road, Ollerton Road, London Road with level crossings at Thrumpton Lane and Grove Lane. Any development in Retford has to take into account the traffic capacity of these crossings. Transport and Movement all you say is “Development should be supported by a Transport Assessment and Travel Plan”. This should have been done before this site is proposed for development. A meeting I attended, in my time as a Councillor, with the Council Leader on 10 October 2012 indicated his preference for developing land on Ollerton Road, Ordsall so there has been more than enough time for detailed work to have been done. Residents can have no faith in BDC based on past performance. When the council was looking to develop land at Newlands it commissioned a traffic study which recommended traffic lights at the Ordsall Road/Babworth Road junction – a condition eventually agreed at Planning Committee but later overturned on developer application. This traffic study did</p>	<p>The development of this site will be locally distinctive. A masterplan for the site is being prepared and this will detail the layout and scale of development. This site is particularly sensitive as it an edge of settlement development and therefore its impact on the environment and the proposed Green Gap will need to be carefully considered through the design of the site.</p> <p>The development of the Local Plan has included an evidence base which looks at the impact on the environment, the capacity of infrastructure and the type of housing that is needed and where.</p> <p>The evidence base and the recommendations that come as a result of it provide the detail to inform the proposed policy for the site and the Infrastructure Delivery Plan.</p> <p>Transport infrastructure has been assessed through the Retford Transport Assessment and this details what measures are required to the existing network in order to accommodate the scheme. This assessment provides up to date information that has been agreed by the County Council.</p> <p>Similarly, the Flood Risk Assessment provides a series of measures to reduce the</p>
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not look at the impact this development would have as regards traffic through “Old Ordsall” – High Street, All Hallows Street, Goosemoor Lane River Bridge or Ollerton and Welbeck Roads where the shops are. There are errors – there is no North Road/Babworth Road roundabout; there is no Goosemoor London Road mini roundabout. There is a roundabout where Hospital Road meets North Road; there is a mini roundabout at the London Road /Whitehouses Road junction. More information needs to be provided as to how you will get a marked cycle lane along the whole of Brecks Road. Need to be clearer on what is meant by “a traffic management scheme in Ordsall Old Village” – is this a euphemism for a one way system? It will not be much use looking at “a subsidised high frequency bus service” if a traffic management scheme means people living further away from bus stops. When work to High Street and a diversion using All Hallows Street and Ollerton Road was in place people found it more difficult to use the bus as stops were further away. This was a particular difficulty for people if they had mobility issues. That diversion also put more traffic along Ollerton Road which as you are probably aware is particularly congested at the Welbeck Road junction. It also added to the length of a journey (0.7 mile) which does not help a green agenda. So how much traffic do you think High Street, All Hallows Street, Ollerton Road and the Goosemoor Lane River Bridge can take? This needs to be addressed before you decide to allocate more land for housing in Ordsall. Affordable Homes the council needs to be much clearer and open. Developers often receive permission to build and then come back with an argument that sites are not viable with the provision of affordable housing. These need to be published for transparency. In my time as a councillor was asked about a development at Whitehouses where the developer sought

impact of surface water flooding to the community.

The benefit of planning for growth is that infrastructure improvements will form part of the sites requirements through policy. Due to the out of date Core Strategy and the lack of allocated sites for development means that the District has been subject to speculative developments where not all infrastructure has occurred with development.

to lift the condition for 8 affordable houses. Asked for that to go to Planning Committee so that there was accountability but it would be much better if all such requests were done in public. Flooding At 7.14.10 you recognise how close the River Idle is to your proposed site. It is not clear that you are aware of current and past flooding at the eastern edge of your proposed site allocation. The Ordsall to Eaton footpath crosses several private gardens which have again been flooded and on occasion the footpath has been unavailable to most unless in the possession of wading equipment. Unless they have already done so it may be a good idea for elected members and officers to walk this route now to see the impact of water running off your proposed site - know that Cllr. Clarkson is aware of flooding issues as recently met him on the flooded footpath. "A Flood Risk Assessment will be required" should be done before allocating not when planning applications are made. Residents have seen an increase in flooding and while some of this may be as a result of climate change the growth of housing and hard landscaping that has taken place in Ordsall must be a contributory factor.

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Policy 29: Site HS13: ORDSALL SOUTH			
REF117	Barton Wilmore on behalf of land owners	<p>Our client owns a substantial proportion of land to the western side of the allocation (to the west of Ollerton Road). The remaining land within the allocation, including those to the east of Ollerton Road, are owned by two other landowners. All three landowners are in a collaboration agreement to promote the land for development which is being led by our client who has a demonstrated experience in promoting land through the planning process as with its land at Harworth. Landownership is straightforward for this proposed allocation with a clear commitment from all parties to ensure delivery. The Site was put forward as part of the Local Plan 'Call for Sites' and has been promoted through the Council's previous Local Plan consultations. It benefits from excellent connectivity to Retford, which itself benefits from two rail links and existing public transport. Retford has a strong housing market and the site allows for ease of 'out-commuting' to the A1 and higher order employment locations, without all traffic travelling through the Town Centre of Retford. As such, Ordsall South represents a highly logical site for residential-led development. Noting the context, our comments on the draft Local Plan correspond with the headings and relevant sections of the Draft Local Plan. Appended are: • Development Framework Document (Barton Willmore December 2020); • Transport and Access Strategy (Development Transport Planning Ltd); and • Landscape baseline assessment (Barton Willmore). These form the baseline for development at Ordsall South, alongside these submissions. Reiterate our client's desire to collaborate with the Council, Members and stakeholders at</p>	Noted. Thank you for your comment.

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Policy 29: Site HS13: ORDSALL SOUTH			
		Ordsall South to deliver a high quality residential development that the District can be proud of.	
REF117	Barton Wilmore on behalf of land owners	Welcome Policy ST29 and HS13 "Ordsall South". The land to the south of Retford is a sustainable and attractive location for housing development and will underpin the success of the housing market within the District. The strategic location of the Site benefits from access to the A1 and highways connects to the surrounding settlements without having the need to pass through the centre of Retford. Committed to working with the Council to deliver this project. The baseline documents form the case for development at Ordsall South, alongside these planning submissions. The documents provided demonstrate that the allocation can accommodate the number of homes required by the Council's spatial strategy and that there are no 'show-	These comments have been addressed, where relevant through the focussed consultation document, specifically Policy 29 Part 1 a) ii); Part 4 a) and Part 4 b).

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
Policy 29: Site HS13: ORDSALL SOUTH		<p>stoppers' to delivery. The accompanying Development Framework provides a conceptual design for land uses, a streets hierarchy and landscape strategy, including identifying a number of high-level design principles which the landowners are committing to ensure that Ordsall South is a high-quality development. The Landscape Assessment sets out how the allocation does not impact upon the wider countryside. There are no national or local landscape designation affected and the report concludes that development would be framed within the existing built form of Retford. The Site is suitable for development as it is largely devoid of any significant landscape features and the land is largely flat. The report also sets a strategy of planting and landscape features which will be used to add a rich variety and demarked southern boundary to Retford. The network of PRowS will be enhanced, and a new community country park provided. Transport and Access Strategy addresses movement for vehicles, cycling and pedestrians. It considers the opportunity of the site to link with existing bus routes that serve Ordsall and access the existing mainline railway stations. The report identifies possible access points into the site. It demonstrates that development of the site can be brought forward in a sustainable way, without resulting in unnecessary traffic movements through Retford Town Centre. Turning to the Policy working wish to make the following comments: Part 1 a); recognise the Council's comments about a Retford – Eaton 'Green Gap'. Address this in the landscape report. Do not agree that a Green Gap policy is</p>	

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Policy 29: Site HS13: ORDSALL SOUTH		<p>justified (see our comments on ST40), recognise that Eaton is a separate hamlet and that good design would not wish to 'swallow' such a settlement. In the case of Eaton, there is a considerable distance between, the hamlet and the allocation plus a river. Allocation at HS13 does not affect the character of that place. Part 1 a) ii): do not support delivery of 15-20 dwellings per hectares. This is an extremely low net ratio and would result in the inefficient use of land. 30 dwellings per hectare is more normal without comprising the requirement for large areas of public open space and a country park in this location. The criterion also conflicts with Policy 32 which requires 30 dph in Retford. Part 1 c): The site is largely Flood Zone 1 and an FRA will be provided as part of the Council's validation requirements. There is no need to have this criterion. Part 2 a): support the delivery of at least 800 homes by 2037. This is achievable for a site in an established housing market. Part 2 b): support the stated mix of accommodation. Part 3 a): support the identified Green Infrastructure strategy of the site including the 23Ha country park and woodland areas. This is a significant planning benefit and will allow for biodiversity net gain. It is also a good opportunity to involve the community and other stakeholders to deliver a significant benefit for Retford. Part 4 a): The Local Centre and sentiment that this is only of small scale is accepted. The convenience store must be Use Class E, as F2a can only be provided where it is more than 1km away from another facility. That could not be achieved given existing facilities in Ordsall. Part 4b): should be deleted. There is no justification for s106 monies to go to public realm at Ordsall Local Centre from a housing allocation,</p>	

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
Policy 29: Site HS13: ORDSALL SOUTH		<p>especially when the allocation already requires facilities on site as well. Part 5: object to part 5 as it is a shopping list of funding requests for projects elsewhere. Highways report identifies that there is a need for connectivity to existing infrastructure and for some local highway improvements. This is accepted and discussions will advance with Nottinghamshire County Council as Highways Authority. Parts a) iii) 4 suggest unspecified off-site public realm improvements which are not reasonably related to the site. Part B): Welcome further discussion with the Council regarding the Ordsall South Masterplan Framework, including who is responsible for producing this and the Council's internal approval process of such a document.</p>	