

**Bassetlaw Local Plan 2020-2037: Publication Version
Addendum Regulation 19 Consultation January 2022 –
February 2022**

AD-NRF Responses 014-026

REFERENCE NUMBER	ORGANISATION	PARTICIPATING IN HEARING SESSIONS
AD-NRF014	Residents	Not indicated
AD-NRF015	Resident	Not indicated
AD-NRF016	Resident	Not indicated
AD-NRF017	Resident	Not indicated
AD-NRF018	Sport England	Not indicated
AD-NRF019	Elkesley Parish Council	Not indicated
AD-NRF020	The Coal Authority	Not indicated
AD-NRF021	Gladmans	Not indicated
AD-NRF022	Environment Agency	Not indicated
AD-NRF023	Resident	Not indicated
AD-NRF024	Fisher German on behalf of The Hospital of the Holy and Undivided Trinity	Not indicated
AD-NRF025	Resident	Not indicated
AD-NRF026	Resident	Not indicated

AD-NRF014



[REDACTED]

From: [REDACTED]
Sent: 09 February 2022 16:09
To: The Bassetlaw Plan
Subject: FW: Proposed Traveller's site on Blyth Road

External Message - Be aware that the sender of this email originates from outside of the Council. Please be cautious when opening links or attachments in email

From: [REDACTED]
Sent: 09 February 2022 15:10
To: [REDACTED]
Cc: 'thebassetlawplan@bassetlaw.gov.uk' <thebassetlawplan@bassetlaw.gov.uk>
Subject: Proposed Traveller's site on Blyth Road

To whom it may concern.

We are [REDACTED] situated approx. 400yards from the proposed Traveller's site on Blyth Road.
We have several concerns we would like to raise.

[REDACTED] we are concerned that having a Travellers site so near to us will be extremely detrimental to our business, because of the public's perception of travellers, and the recent articles in the press and media relating to Dogs and Cats being stolen.
Customers are already asking whether their animals will be safe with us following the rumours already circulating regarding the proposed traveller's site.

Over the 5 years we have lived here we have had some dealing with the male person that occupies the land at present, this has included having to return horses to the site that have been loose on Blyth road, and his dogs running loose up and down the road and this resulting in one of his dogs that had escaped from his land being run over and killed directly outside our gate, this had a detrimental effect on our business, as local people thought it was a dog that had escaped from our kennels. We pride ourselves on having excellent security for the animals we board on site. Following this very upsetting incident with his dog the male person became very angry and was threatening repercussions for the driver involved, whilst we understand he was very upset, but we found him extremely intimidating. Loose animals on a very busy Road could cause serious accidents.

We feel that if a traveller's site was to be developed on the land it would destroy the business, we have spent the last five years building up.

There is also Heather Lee pampered pet grooming parlour directly opposite the proposed site and we regularly take dogs there on behalf of customers and speak regularly to Catherine, she already reports losing customers due to their fear of leaving their dogs opposite the site as it is at present, so we feel if the proposed traveller's site goes ahead this will destroy both businesses.

During the 5 years we have lived on Blyth Road we have seen the development of symmetry Park, Starbucks Coffee, KFC, and the development of the industrial site behind us, which is being built at present, we are starting to feel this area of Blyth has had enough development and is becoming unrecognisable as the area we moved too. whilst we understand the need for some development to increase jobs, we are starting to feel like this part of Blyth is becoming a bit of a dumping ground.

At this stage we do not give permission for our names and the business name to be shared with the public and the owner of the proposed travellers site.

Kind Regards

A black rectangular redaction box covering the signature of the sender.

AD-NRF015



[REDACTED]

From: [REDACTED]
Sent: 10 February 2022 17:42
To: The Bassetlaw Plan
Subject: Plan gypsie site at north Blyth

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To whom it may concern
I refer to Local Plan 2020-2037
Addendum January 2022

My name is [REDACTED]
And I have recently moved in to [REDACTED]
[REDACTED]

I have many reasons why I am objecting to this proposal
But below are a few

[REDACTED]
Some of the goings on over the road is nothing short of disgraceful and fear for my girls
One of my other concerns is that I have started a breeding program with an endangered dog breed which is called a English Toy Terrier
I'm in the process of asking people not only in the Uk but Europe aswell to join this program
There is no way that people will entrust me with the beloved dogs when they see over the road
I ask you to please take my views in mind when making your decision
Many Thanks
[REDACTED]

AD-NRF016



[REDACTED]

From: [REDACTED]
Sent: 11 February 2022 12:56
To: The Bassetlaw Plan
Subject: 16 Peaks Hill Farm Site HS1

External Message - Be aware that the sender of this email originates from outside of the Council. Please be cautious when opening links or attachments in email

Good afternoon

I wish to lodge my objection to the 16 Peaks hill farm site HS1.

My objections are as follows

1. Increase the housing on Peaks Hill Farm by 80 without increasing infrastructure.
2. Increasing Carlton Forest for employment by 5ha without increasing infrastructure.
3. You have deleted developer contributions from the plan So nothing will be done towards roads , health , education , social care etc. Again, no development or increase of infrastructure.
4. You have deleted the word infrastructure from the plan ... so no constructive support behind the plans . Just build house and no regard to the outcome to residents .
5. You have deleted the concept plan from the Peaks Hill farm so basically anything will go.
6. You have reduced the green woodland from 18.3 to 7.6 ha, reducing further what was initially kept as green space for the people and wildlife.
7. Deleted keeping hedgerows
8. You have changed an on-site primary school to an off site facility. Again, removing the burden of infrastructure away from the developers so everyone will struggle.
9. You have deleted appropriate financial contribution towards road improvements . So over 1080 house with no road improvements. There are already major queues at the cannon crossroads, especially up Carlton road. Making it difficult to get off Eddison park avenue. Without road improvements this will only get worse.

The town currently has 2 GP surgerys at capacity. 2 secondary schools at capacity. How can another 1080 homes be catered for? Portland is proposing to extend but only by 30 children per year. Surely more will be needed with 1080 more homes?

Kind regards

[REDACTED]

AD-NRF017



From: [REDACTED]
Sent: 12 February 2022 13:37
To: The Bassetlaw Plan
Subject: RE: OBJECTION TO THE REVISED PROPOSED DRAFT BASSETLAW PLAN JANUARY 2022

Importance: High

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OBJECTION TO THE PROPOSED DRAFT BASSETLAW PLAN JANUARY 2022

SATURDAY 12 FEBRUARY 2022

Dear Sirs,

I write yet again giving my reasons and objection to the proposed plan to build more dwellings in Ordsall South. The number of 1250 dwellings was absolutely ludicrous and now I have received a letter saying that you have changed the proposed plan and have increased the number of houses by another 80. WHAT ARE YOU TRYING TO DO TO ORDSALL SOUTH?! It's too late once the houses have been built and you realise that the old, narrow roads in Ordsall South will not/cannot cope with more traffic. Only this last week 2 lorries have been stuck on Goosemoor Bridge.

You have had several responses from me prior to this email and my views remain the same as previously emailed to you and I repeat:

High Street and Goosemoor Bridge barely copes with the traffic as it is. The majority of houses have 2 cars, another 1330 dwellings = the possibility of another 2660 cars using High Street and Goosemoor Bridge and in some cases the road to and through Eaton.

Retford to Eaton Green Gap – there may well be some “green” land between Ordsall and Eaton but the road infrastructure cannot and will not cope with the extra volume of traffic, the possibility of up to 2660 vehicles on narrow roads.

Both the bridges at Eaton and Goosemoor are not suitable for such heavy traffic. Goosemoor Bridge is unable to cope as it is.

Cllr. Jo White states “increasing the number of properties in the Ordsall South site was something we really didn’t want to do”. The plan was thrown out in 2014 to build on this land and the headline in the Retford Times from **Jo White** said something on the lines of “**Ordsall South cannot cope with this amount of new housing**” and now you are actually wanting to build hundreds more houses than was put forward in 2014 and November 2020.

I appreciate that the Government puts local councils under pressure and apparently there is a shortage of housing, but you don’t have to look too far to find more suitable areas in Retford that have better road infrastructures than Ordsall South. How many more houses with their vehicles do you expect “old” Ordsall to cope with?

I walk around a large area of the roads in Ordsall South most days of the week, cars are parked most of the way on one side of High Street making it only passable for 1 car to drive either up or down at a time, therefore causing traffic to queue to get either up or down. Cars elsewhere parked half on the road and half on the pavement making

it impossible for me as a pedestrian to walk on the pavement and having to walk on the main road. This is bad enough on the housing estates but when it's occurring on Ordsall Road (the road where the school and rugby club are), it's very dangerous.

I can see if this plan goes ahead that it will be the same as other developments in Ordsall that have been built – the houses will go up but the roundabouts, traffic lights, green areas etc that are promised will be forgotten about. It's too late once the housing has gone up and you realise the area cannot cope.

I ask again, what happened to the idea of a Garden Village?

The fields at the bottom of Bankside frequently flood. High Street regularly floods when we have persistent rain as the drains cannot cope, if the farmland close by is built on, where will that rainwater go that would have drained into the fields? As I understand it, the main sewer that 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, the roads off 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.

If the plan goes ahead, and I fear it will, you say that Retford has a relatively high proportion of older people. If the plan gets the go ahead, will consideration be given to build bungalows for the older people on the smaller area of HS13 i.e. Hill View & River View, where there are already bungalows backing on to this area? The majority of these bungalows have small back gardens and bedrooms overlooking the field?

Ollerton Road/Westhill 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 lots of children using this area both to and from school and using local facilities. I say again, 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.

Can you advise me please, is the council making sure that any future houses to be built in any part of Bassetlaw that the houses will be environmentally friendly, i.e. insulation, air source heat pumps, solar panels etc.?

Should you need further clarification on any of my comments please do not hesitate to contact me.

Please acknowledge receipt of this email.

Yours faithfully,



AD-NRF018



[REDACTED]

From: [REDACTED]
Sent: 14 February 2022 16:33
To: The Bassetlaw Plan
Subject: 20220214 Bassetlaw Local Plan 2020-2037: Regulation 19 Publication Version Addendum

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Thank you for reconsulting Sport England on the Addendum. We would not wish to raise any issues with the proposed deletions and additions. In particular we are content with the rewording of policies ST3 and ST4.

Regards [REDACTED]

[REDACTED] Planning Manager [REDACTED] [REDACTED]

Please Note my working days are Monday to Thursday

We have updated our Privacy Statement to reflect the recent changes to data protection law but rest assured, we will continue looking after your personal data just as carefully as we always have. Our Privacy Statement is published on our [website](#), and our Data Protection Officer can be contacted by emailing [Gaile Walters](#)

From: [REDACTED]
Sent: 18 October 2021 11:56
To: thebassetlawplan@bassetlaw.gov.uk
Cc: [REDACTED]
Subject: 20211018 Bassetlaw Local Plan 2020-2037: Regulation 19 Publication Version

Thank you for consulting Sport England on the above,

I hope following assessment of the whole plan, confirmation that the plan is considered as far as Sport England is concerned

- Legally compliant
- Sound and
- Complies with the duty to co-operate

We would take this opportunity to confirm that the following policies are supported.

ST3
ST4

HS 4 - protection of Playing field
HS13 – On site or off site contributions to outdoor and indoor sport as informed by evidence

ST35
ST39
ST44
ST45

ST46
ST47
ST55

Regards [REDACTED]

[REDACTED] Planning Manager [REDACTED]

Please Note my working days are Monday to Thursday

We have updated our Privacy Statement to reflect the recent changes to data protection law but rest assured, we will continue looking after your personal data just as carefully as we always have. Our Privacy Statement is published on our [website](#), and our Data Protection Officer can be contacted by emailing [Gaile Walters](#)

From: [REDACTED]
Sent: 18 October 2021 10:49
To: [REDACTED]
Subject: Bassetlaw Local Plan Reg19 Word forms
Importance: High

Hi [REDACTED]

As discussed over the phone, please see the attached response forms to this email.

Thank you for flagging up the ESB form issue as well, we are looking into it to make sure it is resolved!

Please note that on the Part B Form the formatting is inaccurate.

Question five (5), should be numbered question six(6), question six(6) should be numbered question seven(7) and question seven(7) should be numbered question eight(8).

If you have any further questions, please do not hesitate to get in touch!

Kindest regards,

[REDACTED]

[REDACTED]

[REDACTED]

Please note this information is given at officer level only and does not prejudice any future decision made by the Council.



[REDACTED]

AD-NRF019



[REDACTED]

From: [REDACTED]
Sent: 15 February 2022 10:27
To: [REDACTED]
Subject: FW: Bassetlaw Local Plan 2020-2037: Publication Version Addendum consultation
Attachments: Elkesley Parish Council Objection to Travellers Site Brough Lane 2022.pdf
Importance: High

Please register and acknowledge

Thanks

[REDACTED]

[REDACTED]

Planning Policy Manager
Bassetlaw District Council

Queens Buildings
Potter Street
Worksop S80 2AH

Tel: 01909 533495

From: [REDACTED]
Sent: 15 February 2022 09:57
To: [REDACTED]
Cc: [REDACTED]
Subject: Re: Bassetlaw Local Plan 2020-2037: Publication Version Addendum consultation
Importance: High

External Message - Be aware that the sender of this email originates from outside of the Council. Please be cautious when opening links or attachments in email

Good Morning everyone

Please find attached Elkesley Parish Council's objection to the "Traveller Site" on Brough Lane being included in the Bassetlaw Local Plan 2020-2037: Publication Version Addendum. As discussed previously, the Parish Council does not believe this site is the right location and hope this report clarifies some of the reasons regarding it's unsuitability.

[REDACTED] I wonder if you would pass this onto whoever you feel should need a copy but isn't included on the distribution list please.

Kind regards

[REDACTED]
[REDACTED]
Elkesley Parish Council
[REDACTED]

This email is only for the use of the addressee. It may contain information which is legally privileged, confidential and exempt from disclosure. If you are not the intended recipient you must not copy, distribute or disseminate this email or any enclosure to anyone other than the addressee. If you receive this communication in error please delete it

On 10 Jan 2022, at 09:49, [REDACTED] wrote:

Hi [REDACTED]

Many thanks for taking the time to meet us last week.

As discussed the Council is currently consulting on the Bassetlaw Local Plan 2020-2037: Publication Version Addendum. This includes the policy relating to gypsy and traveller provision. The Addendum, supporting documents and representation forms are available on the Council's website www.bassetlaw.gov.uk/bassetlawplan

If any residents would prefer a paper extract of the gypsy and traveller policy, a paper copy of the representation form and guide to completion I can make arrangements for the parish council pack to be sent to you. If you could give me an idea about how many copies you would like we'll get them sent as soon as possible.

If I can be of further help please let me know

Thanks

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Tel: 01909 533495

[REDACTED]

Objection to Proposed Site Allocation GT005 Brough Lane, Elkesley



Prepared by Planning With People on behalf of Elkesley Parish Council

13 February 2022

Overview

- 1.1 The Parish Council wish to object in the strongest terms to the proposed allocation of GT005 as a gypsy and traveller site as proposed in the Bassetlaw Local Plan Publication Addendum January 2022 on the basis that the site does not constitute sustainable development. It is
- 1) outside the development boundary of Elkesley village
 - 2) accessible from Brough Lane a single-track lane that is unsuitable to accommodate the vehicular movements that accrue from the location of 9 pitches
 - 3) indicated to be in an area at high risk of surface water run off
 - 4) has previously been refused permission on the grounds of its unsuitability for one motor home – nothing has changed
 - 5) that the proposed allocation of GT005 is contrary to the 2015 guidance on Planning Policy for Travellers Sites
 - 6) that the assumption in the Local Plan Addendum that the site can be 'formalised' is contrary to the usual site assessment process that considers the suitability of sites for land use planning purposes.

Inadequate Access from Brough Lane

- 1.2 Brough Lane is a Byway open to all Traffic (BOAT) which is defined as '*A way where there is a right for vehicular and all other traffic, but the way is used mainly for the purposes for which footpaths and bridleways are used.*'¹

Image 1 is taken from Google maps street view and shows that in 2009 the site was part of the open countryside.

¹ <https://uk.practicallaw.thomsonreuters.com>

Image 1 GT005 as it was in 2009 looking west along Brough Lane



- 1.3 The image also shows Brough Lane, it is narrow intended only for agricultural vehicles. This is confirmed by image 2. Note also the blue sign saying unsuitable for motor vehicles.

Image 2 looking south - junction where Brough Lane meets Lawn Wood Lane



Image 3 close up of road sign



Image 4 access to Brough Lane from Coalpit Lane



Planning History of the Site

- 1.4 In 2014 planning permission was refused (see 14/00710/FUL) for the use of a site for one motor home. The committee report noted that

'The site is located in open countryside .. and is served by Brough Lane which is a single truck access with no street lighting pedestrian facilities or passing places.

Site is located in open countryside, outside, where development is strictly controlled except in certain exceptional circumstances. The proposed residential use does not fall within any of the define exceptional circumstances and the access arrangements to the site are unacceptable in highway safety terms. As such the proposal would be country to existing local and national planning policies and the principle is therefore not acceptable.

The highway authority commented as follows *'the highway authority have objected to the proposed development on Highway safety grounds due to the inadequate access width, no street lighting, no pedestrian facilities and no passing places.'*

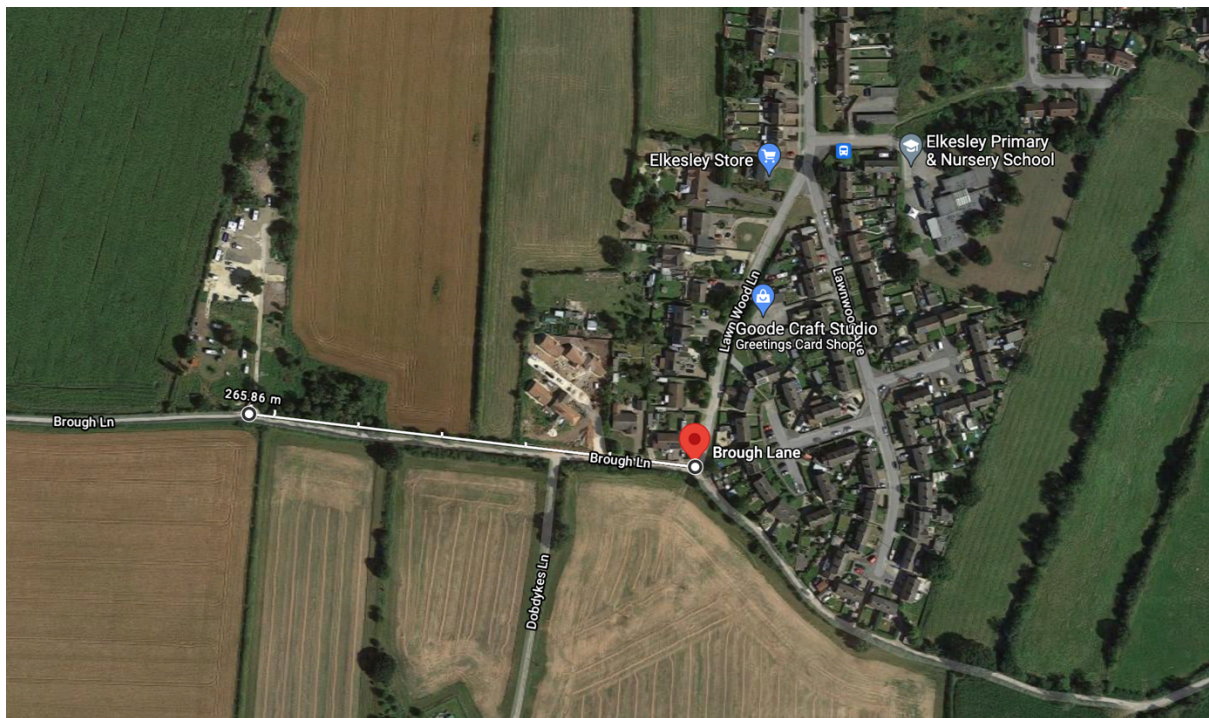
- 1.5 The site was changed ownership in 2014 and there is evidence from correspondence (see email at Appendix A from the parish clerk in 2014) that there was already unauthorised activity on the site. The parish council raised concerns about this matter to BDC again in 2019 – see Appendix B.

Recent Permission and Highway issues on Brough Lane

- 1.6 In 2016 planning permission was won on appeal for the erection of 4 dwellings on the eastern edge of Brough Lane. The reasons for the inspector's decision are relevant to the allocation of GT005. At para 20 the inspector describes Brough Lane is 'a *'valued local recreational asset used by ramblers, runners, horse riders, children as a route to school, along with farmers. I understand that it forms part of a wider route of public rights of way. It is single width with banks on either side and lacks footpaths. There is no speed restriction or lighting and the surface is uneven.*
- 1.7 At para 21 the inspector opines *'The appeal proposal would increase activity on Brough Lane but only on its initial eastern section for a limited distance. Given the modest scale of the scheme for 4 dwellings the increase in the volume of traffic would not be great. Moreover, the appeal scheme incorporates the widening of the site access (including improvements to visibility) and alterations to Brough Lane (including its widening on the north side along the site frontage to allow a passing place, re-surfacing up to the appeal site access, and the provision of a turning head for tankers visiting the sewage works).'*
- 1.8 The planning conditions required Brough Lane to be upgraded for the 55.38 m necessary to access the housing site for 4 new dwellings. The Gypsy and Traveller site is 265.86m along Brough Lane and the pitch number is 9. The proposed allocation of the site in the Local Plan is not tied to any condition about improving Brough Lane even though the number of vehicle movements are likely to be greater than that for the 4 dwellings.

Image 5 shows the distance along Brough Lane to the proposed site allocation GT005. Note also the location of the access to the housing site under development (Google earth 8/7/20).

Image 5



- 1.9 Image 6 shows the distance from the alternate entrance along Brough Lane to the proposed GT005 is 654m so this does not provide an improved access for the additional vehicular movements.

Image 6



Site Location

Outside the Development Boundary

- 1.10 Image 5 and 6 show that the site is in the open countryside, 210m from the edge of the village in the open countryside. Development in the open countryside is contrary to national and local policy. Local Plans must be prepared with the objective of contributing to the achievement of sustainable development. This site is not considered to be sustainable.

In an area at risk of flooding

- 1.11 Image 7 is taken from the Environment Agency's surface water flood risk mapping. Image 8 is the site overlaid with the flood risk map.² and shows that the site is located in an area of high risk of flooding. This is contrary to the planning policy for travellers 2015 guidance which at para 13a) specifically advises local planning authorities to ensure that their policies '*do not locate sites in areas at high risk of flooding ... given the particular vulnerability of caravans*'³.

Image 7⁴

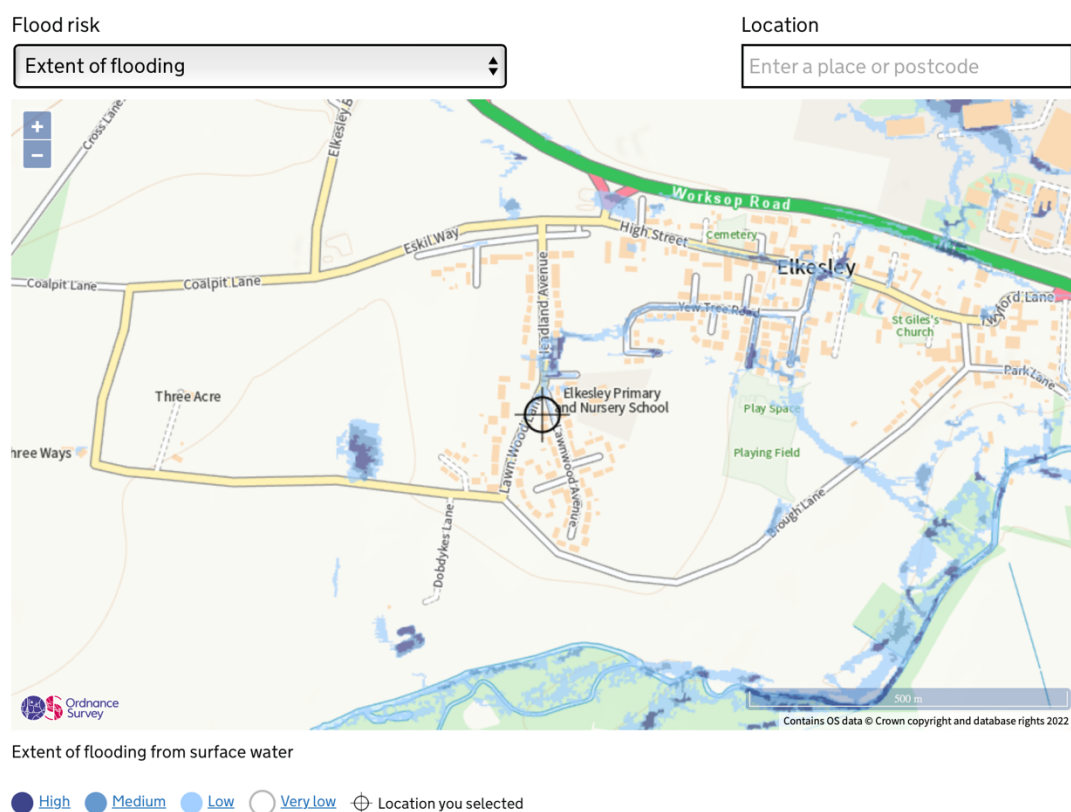


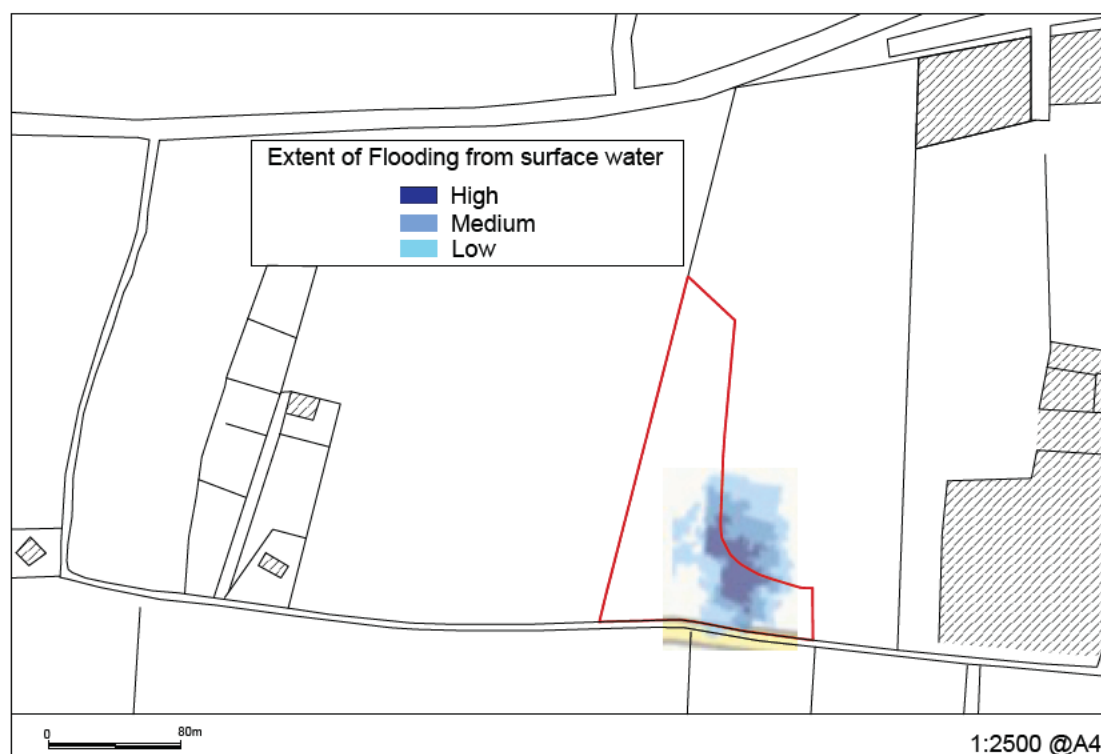
Image 8 is an overlay of the site on the flood plain.

² Map overlay provided by the Parish Council

³ Map from <https://check-ong-term-flood-risk.serv.ce.gov.uk/map?eastng=468346.19&northng=375358.55&map=SurfaceWater>

⁴ <https://www.gov.uk/government/publications/planning-policy-for-traveller-sites>

Image 8



Site Assessment Process

- 1.12 The GTAA November 2019 makes no reference to the Brough Lane site. The GTAA Update Addendum November 2021 includes an assessment on page 2 'Implications of potential Land Supply on meeting need identified in the 2019 GTAA.' Brough Lane is listed as a site that needs 'formalising'. This approach is taken forward in the Local Plan Addendum.
- 1.13 Brough Lane is an unauthorised encampment. The Parish Council have raised concerns about the suitability of Brough Lane as an access road. This was seen in the planning conditions required by highways to secure the permission for the 4 bungalows 50 metres along Brough Lane. It is expected that this should be a requirement for the allocation of 9 pitches 200 meters further along Brough Lane.
- 1.14 The Parish Council do not think that an appropriate site assessment has been undertaken regarding the suitability of the site. The 2015 planning policy for travellers⁵ advises that '*criteria should be set to guide land supply allocations where there is identified need.*' Rather, the Parish Council contend that because it has been in use since 2017 BDC seek only to 'formalise' this use. The Parish Council have asked BDC to take enforcement action against the unauthorised encampment but they have failed to do so. Merely because the site is being used as a Gypsy and Traveller Site does not mean it is suitable for such use.

5

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/457420/Final_planning_and_travellers_policy.pdf

- 1.15 Correspondence from the Parish Council to BDC raising concern about the unauthorised use since 2014 is at Appendices A and B.

Conclusion

- 1.16 It is the view of Elkesley Parish Council that the proposed site allocation GT005 is contrary to national and local policy and does not constitute sustainable development. The site is in the open countryside, access from Brough Lane is evidently inadequate and the site is at risk of flooding. BDC have not undertaken a thorough site assessment and seek through the site allocation process to formalise the use of the land even though that use is unsuitable.
- 1.17 The Parish Council request that the site is removed from the Local Plan and enforcement action is taken to remove the unauthorised encampment.

Appendix A

Correspondence from the Parish Council requesting enforcement action be taken

From: [REDACTED]
Date: Thu, Jun 26, 2014 at 9:00 AM
Subject: Re: application 14/00710/FUL Site West of Pepperly Hill, Brough Lane, Elkesley
To: planning@bassetlaw.gov.uk <planning@bassetlaw.gov.uk>
Cc: [REDACTED]

[REDACTED]

Re: Application 14/00710/FUL

Location: Site West of Pepperly Hill, Brough Lane, Elkesley
Proposal: Site motor home on non-domestic land for site security

The Elkesley Parish Council has considered the above application and has strong objections for the following reasons:

Material Considerations:

- 1) The site is not within the village envelope
- 2) The site is not allocated for development in the partially developed neighbourhood plan which should hold some weight
- 3) A previous application for development was refused by BDC due to the site not having suitable access

Other concerns over the application:

The application states the applicant's name and address as the land on the North side, Brough Lane, DN22 8AP - **this site is vacant and not occupied by the applicant**, the post code belongs to residents at the other end of Brough Lane near Low Street.

The application states that work has not started - this is incorrect as work has been carried out on the site which the Enforcement Officers are aware of and told him to cease any further work; further work has been carried out since the Enforcement Officer's visit - photos available.

The application states the reason for the siting of the motor home is for site security and states that trespasses have been lighting fires - local residents reported that the only fire there was lit by the applicant; the police have not received any complaints of trespasses/fires or children causing a nuisance.

Ownership of the land - We have been informed that the applicant does not own the land. A resident has contacted the owner of the site in London who confirmed that he still owned the land. We were informed that the owner contacted the applicant and told him to clear off the site; the applicant then dumped the horses in a farmer's field but he has since returned to the site.

The Parish Council has contact details of the resident who can confirm the ownership of the land if required.

We hope you will take the above into consideration.

Regards

[REDACTED]
Parish Clerk
Elkesley Parish Council

Appendix B



22nd January 2019

Planning Enforcement
Bassetlaw District Council
Queen's Buildings
Potter Street
Worksop
S80 2AH

Dear sir/Madam

Travellers Site Brough Lane Elkesley.

Elkesley Parish Council would like to make comment regarding the above site prior to any Planning Enforcement measures being agreed.

The site does not have planning permission and would not conform to the Elkesley Neighbourhood Development Plan, as it is outside the Elkesley Village Development Boundary.

Lawnwood Lane is a single track road that leads to Brough Lane. This area already has issues with congestion at certain times of the day, adding more vehicles from this site, is only compounding the problem. Brough Lane is a National Trail and part of the "Robin Hood Way". It's an area that is frequently used by villagers for walking their dogs and by children riding their bikes, along with tourists walking the "Robin Hood Way", it is a well used village amenity. We are already seeing extra vehicles travelling at speed, which increases the risk significantly for villagers and visitors.

This site is quite clearly an unsuitable location for any development and would not be supported by the Parish Council, and we would ask for this to be taken into consideration before making any agreement with the site owners.

Yours faithfully

Parish Clerk

0750 485 0295
elkesleyclerk@gmail.com
www.elkesleyvillage.org.uk

Parish Clerk

AD-NRF020



From: planningconsultation@coal.gov.uk
Sent: 15 February 2022 12:10
To: The Bassetlaw Plan
Subject: Bassetlaw - Local Plan 2020-2037: Publication Version Addendum Consultation
Attachments: Consultation-Response-PPO-012-670-121.docx

External Message - Be aware that the sender of this email originates from outside of the Council. Please be cautious when opening links or attachments in email

Dear Planning Policy

Following the policy consultation on 06 January 2022, please find attached our comments relating to the above policy.
If you would like to discuss any of the issues raised, please contact us.

Regards

Planning and Local Authority Liaison team

T: 01623 637119

E: planningconsultation@coal.gov.uk

W: <https://protect-eu.mimecast.com/s/R8dsCKZVvs2jZArSM0kDZ?domain=gov.uk>

Making a better future for people and the environment in mining areas. Like us on https://protect-eu.mimecast.com/s/Kz_hCL8VwTRJloYIqf_0t?domain=facebook.com title="Like us on Facebook">Facebook or follow us on <https://protect-eu.mimecast.com/s/sWnuCMQVxfqQvo6UJTzgf?domain=twitter.com> title="Follow us on Twitter">Twitter and <https://protect-eu.mimecast.com/s/1AQECN96ys02wnMcRNl6r?domain=linkedin.com> authority?trk=company_name" title="Join us on LinkedIn">LinkedIn.



The Coal
Authority

Bassetlaw District Council - Local Plan 2020-2037: Publication Version Addendum Consultation

Contact Details

Planning and Development Team
The Coal Authority
200 Lichfield Lane
Berry Hill
MANSFIELD
Nottinghamshire
NG18 4RG

Planning Email: planningconsultation@coal.gov.uk
Planning Enquiries: 01623 637 119

Date

15th February 2022

Dear [REDACTED]

Local Plan 2020-2037: Publication Version Addendum Consultation

Thank you for your notification received on the 6th January 2022 in respect of the above consultation.

The Coal Authority is a non-departmental public body sponsored by the Department of Business, Energy & Industrial Strategy. As a statutory consultee, The Coal Authority has a duty to respond to planning applications and development plans in order to protect the public and the environment in mining areas.

Our records indicate that within the Bassetlaw District area there are some recorded coal mining features present at surface and shallow depth including; mine entries, fissures and reported surface hazards. These features may pose a potential risk to surface stability and public safety. Consideration will need to be given to the risks posed by these features if new development proposals come forward in areas where the recorded features are present. Any formal planning application submitted for development in these area would need to be supported by a Coal Mining Risk Assessment.

This current consultation relates to a number of changes proposed to the Local Plan, as set out in the Publication Version Addendum. I can confirm that the Planning team at the Coal Authority have no specific comments to make on the changes proposed.

Please do not hesitate to contact me should you wish to discuss this further.

Yours sincerely



Development Team Leader (Planning)

AD-NRF021



[REDACTED]

From: [REDACTED]
Sent: 15 February 2022 15:43
To: The Bassetlaw Plan
Subject: Bassetlaw Local Plan 2020-2037: Publication Version Addendum consultation - Gladman Development's Representations
Attachments: Bassetlaw Local Plan 2020-2037 Publication Version Addendum January 2022 - Gladman Developments r.pdf

External Message - Be aware that the sender of this email originates from outside of the Council. Please be cautious when opening links or attachments in email

Good afternoon,

Please find attached Gladman Development's representations to above consultation.

It would be appreciated if you could confirm receipt of the representations by responding to this email.

Many thanks,

[REDACTED]

[REDACTED]

Promotion and Policy Planner



T: 01260 288 981 | [REDACTED]
www.gladman.co.uk



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Bassetlaw District Council Local Plan 2020 - 2038

Publication Version Addendum

January 2022



[gladman.co.uk](https://www.gladman.co.uk)



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1 INTRODUCTION

1.1 Context

- 1.1.1 Gladman welcome the opportunity to comment on the Bassetlaw District Council Local Plan Publication Version Addendum consultation and request to be updated on future consultations and the progress of the Local Plan.
- 1.1.2 Gladman Developments Ltd specialise in the promotion of strategic land for residential development and associated community infrastructure and have considerable experience in contributing to the development plan preparation process having made representations on numerous planning documents throughout the UK alongside participating in many Examinations in Public.
- 1.1.3 The Council will need to carefully consider its policy choice and ensure that the proposed approach positively responds to the revised National Planning Policy Framework (2021). There will also be a need to take consideration of changing circumstances associated with national planning policy and guidance over the course of the plan preparation period, including the Government's emerging proposals for the planning system.
- 1.1.4 Gladman Developments are promoting the former Bevercotes Colliery site through the local plan making process. The Local Plan Publication Version Addendum takes steps to positively secure the regeneration of Bevercotes Colliery through allocating the site for employment uses. Indeed, the site offers significant economic and regeneration opportunities for the overarching economy strategy of the Plan in a key logistic sector corridor and through the implementation of extant planning permission for 253,960 sq.m of B8 development.
- 1.1.5 Gladman looks forward to engaging further with the Council as the plan preparation process progresses.

1.2 Plan Making

1.2.1 The National Planning Policy Framework sets out four tests that must be met for Local Plans to be considered sound. In this regard, we submit that in order to prepare a sound plan it is fundamental that it is:

- **Positively Prepared** – The Plan should be prepared on a strategy which seeks to meet objectively assessed development and infrastructure requirements including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development.
- **Justified** – the plan should be an appropriate strategy, when considered against the reasonable alternatives, based on a proportionate evidence base.
- **Effective** – the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities; and
- **Consistent with National Policy** – the plan should enable the delivery of sustainable development in accordance with the policies in the Framework.

2 PUBLICATION VERSION ADDENDUM JANUARY 2022

2.1 Background

- 2.1.1 The Bassetlaw District Core Strategy and Development Management Policies Document were adopted in December 2011. The Council previously were working towards a Site Allocations Plan; however, the Council took the decision to withdraw the Plan and began working towards a new Local Plan.
- 2.1.2 Following the Council's Regulation 19 consultation, new evidence and responses made during the 2021 consultation the Council have proposed a number of focussed changes to the plan, including the allocation of the former Bevercotes Colliery for employment uses in Policy ST7.
- 2.1.3 Gladman are in general support of the Local Plan Publication Version Addendum document and provide specific comments on the focussed changes below.

2.2 Plan Period

- 2.2.1 Gladman support the proposed extension to the plan period up to 2038 to ensure that the Local Plan will plan for a period of 15 years upon the date of adoption as required by the Framework¹.

2.3 Policy ST7: Provision of Land for Employment Development

- 2.3.1 Policy ST7 builds on the Council Plan aspirations and capitalises on the District's locational advantage by promoting employment locations with proximity to the A1/A57 strategic road network and local labour, which also provide strategic connectivity to the M1, the wider East Midlands region and South Yorkshire.
- 2.3.2 Gladman welcome the allocation of the former Bevercotes Colliery, which benefits from extant planning permission for redevelopment to B2 and B8 uses, for 42 hectares of employment land. The redevelopment of the former colliery will remediate and reclaim a significant brownfield site which aligns with the Strategic Objectives of the Plan while also enhancing habitats for nature and wildlife including designated Local Wildlife Sites, which through continual improvement will help realise the areas' full biodiversity potential. However, it is noted that the planning committee 1st paragraph (see appendix 1) and the

¹ NPPF (2021) Paragraph 22

application documents both refer to a net developable area of 43Ha, rather than the 42Ha that has been listed within ST7. Accordingly, Gladman consider that if the extant permission were being used to inform this figure for the local plan, as Gladman suspect was always the intention, that 43Ha would be the most appropriate figure to be used.

- 2.3.3 The allocation of the site supports the economic aspirations of the district through providing a flexible support of employment land which meet the increased employment and logistics demand along the A1 and A57 corridors as identified by Iceni in the A1 Corridor Logistics Assessment Final Report (August 2021).
- 2.3.4 It may be prudent to provide further policy wording to guide proposals for Bevercotes Colliery, similar to the Strategic Employment Site guidance set out for proposals at SSEM001: Apleyhead Junction.

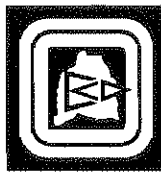
3 CONCLUSIONS

3.1 Summary

- 3.1.1 Gladman welcomes the opportunity to comment on the Bassetlaw District Council Local Plan Addendum Version January 2022 and have provided comments on a number of the focussed changes that have been the Council have made to the Local Plan and hope these representations are informative and useful as the Local Plan progresses towards Examination in Public.
- 3.1.2 The Local Plan is taking positive steps to meet their economic aspirations through the allocation of a flexible range of employment sites, including the former Bevercotes Colliery which is situated in a key location for logistic development the A1 and A57 alongside being approximately 17 miles from the M1. As above, Gladman consider that the net developable area of the extant permission should be 43Ha, rather than the 42Ha, which has been currently proposed within ST7.
- 3.1.3 Gladman request to be kept informed regarding any updates in the emerging Plan process and the opportunity to appear at future Examination in Public hearing sessions

APPENDICES

Appendix 1 Bevercotes Colliery Planning Committee Report



BASSETLAW

DISTRICT COUNCIL
NORTH NOTTINGHAMSHIRE

PLANNING COMMITTEE

AGENDA

Meeting to be held in
Ballroom,
Retford Town Hall,
on
Wednesday, 19th August 2009
at
6.30 p.m.

(Please note time and venue)


**(Please turn off mobile telephones during meetings - In case of emergency
Members can be contacted on the Council's mobile telephone.)**

(Photographs or tape recordings during the meeting are not permitted.)

Bassetlaw-Serving North Nottinghamshire

District Council Offices, Potter Street, Worksop, Notts. S80 2AH

BASSETLAW DISTRICT COUNCIL
INDEX FOR PLANNING COMMITTEE 19th August 2009

Sheet No.	Ref No.	Applicant	Location	Pages
				Recom. Decision
a1	09/05/00002	Gladman Development Ltd	BEVERCOTES COLLIERY, BOTHAMSALL	GTD 17-94
a2	59/09/00035		REDHOLME, DONCASTER ROAD, CARLTON IN LINDRICK	GTD 95-112
c1	01/07/00304		FORMER BRIDON ROPES WORKS, OLLERTON ROAD, ORDSALL, RETFORD	113-126

ITEM SUBJECT OF A SITE VISIT

Schedule: a
Item No: 01

Application No: 09/05/00002 **Application Type:** Full Planning Permission

Proposal: REDEVELOPMENT OF SITE FOR STORAGE AND DISTRIBUTION
USE

Location: BEVERCOTES COLLIERY, BOTHAMSALL, RETFORD

Case Officer: [REDACTED]

Tel No: 01909 533475

THE APPLICATION

The former Bevercotes Colliery is located approximately 17km (11 miles) to the south-east of Worksop and 8 km (5 miles) south of Retford with an existing access from the B6387, approximately 1 km (3/4 mile) from its junction with the A1 at the Tuxford Bridge Junction. The site is approximately 80 hectares (200 acres) in size with a net developable area of approximately 43 hectares. The former colliery site comprises areas of hard standing, with all previous buildings having been removed, and the former coal stocking area with an existing spine road and bridge over the old railway line, which bisects the site from north to south. The periphery of the site is heavily wooded and provides tree screening to the site.

The colliery was closed in October, 1993, and was subsequently identified in the Bassetlaw Local Plan as an Employment Allocation (E23). Policy 2/11 stated:-

"At Bevercotes Colliery permission will be given for development which would secure the comprehensive restoration or redevelopment of the area for either recreation, leisure and tourism, or, alternatively employment uses."

The original application was submitted in March, 2005, and subject to extensive consultation at that time. The application was, however, held in abeyance at the direction of the Highways Agency in order that the Highways Agency could conclude its design works for the A1 junction and the associated improvement works at Elkesley. The direction was continually renewed until late 2008 when the possibility of a phased development of the site was considered acceptable, subject to conditions. The original application was supported by an Environmental Statement, which, as a result of the significant time delay, became out of date.

In January, 2009, the application was effectively re-submitted, with an appropriate up to date Environmental Statement and associated documentation and plans, reflecting the basis of the revised position of the Highways Agency. A full re-consultation exercise was subsequently undertaken based on the January, 2009 submission. The current application makes provision for the site's comprehensive development on a phased basis for the redevelopment of the site for storage and distribution use and associated infrastructure. The application seeks permission for 253,960 square metres of warehousing and storage (with ancillary offices) comprising:-

Unit A1 - 27,169m² including 1,150m² of offices
- 177m by 147m by 16m (eaves) and 18.2m (ridge)

- Unit A2 - 24,496m² including 976m² of offices
 - 160m by 147m by 16m (eaves) and 18.2m (ridge)
- Unit B - 115,323m² including 2,626m² of offices
 - 401.2m by 280.9m by 16m/29m (eaves) and 18.2m/31.2m (ridge)
- Unit C - 66,994m² including 1,418m² of offices
 - 281.2m by 233.2m by 16m (eaves) and 18.2m (ridge)
- Unit D - 19,978m² including 605m² of offices
 - 137.2m by 141.2m by 16m (eaves) and 18.2m (ridge)

The site would be developed in two main phases. Phase 1 would comprise Unit A1 only, which would be served by an improved access and new light controlled junction on the B6387.

As part of the Phase 1 development the B6387 junction would be implemented, Unit A1 constructed, the completion of the cut, fill and plateauing for the area of Unit A2, mitigation works and planting around phase 1, management and enhancement of the retained woodland adjacent to the B6387 and associated drainage for Unit A1. As part of Phase 1 there would be a HGV routing restriction to avoid HGV's either accessing or leaving the site via the northbound slip roads on the A1.

The development of Phase 2 of the site would be dependant upon the delivery of an improved A1/B6387 junction. The Highways Agency are currently progressing with the Elkesley junction improvements and they have identified that Twyford Bridge would be the next junction to be improved. Phase 2 would comprise the development of Units A2 (an extension of unit A1), Unit B, Unit C and Unit D.

Parts of the site have been designated as SINC's and have attracted TPO's and as such a thorough assessment of the site has been undertaken, as set out in the Environmental Impact Assessment, and appropriate ecological mitigation has been identified. The application would require a Section 106 Legal Agreement to secure off-site works, highway improvements, rights of way contributions, ecological mitigation, Integrated Transport Contributions include Travel Plan measures and a lorry routing agreement.

DEVELOPMENT PLAN AND OTHER MATERIAL CONSIDERATIONS

The East Midlands Regional Plan (Regional Spatial Strategy) policy 1 states that development should meet core objectives and the strategic planning issue centres on whether this is a suitable location for development of this scale and character.

The East Midlands Regional Plan policy 19 indicates that regeneration activity should be focussed, amongst other areas, upon the Northern Sub-Area.

The East Midlands Regional Plan policy 20 requires that employment land reviews are kept up-to-date. This site was rated "amber" on market scores and "red" on sustainability scores.

The East Midlands Regional Plan policy 21 states that when allocating sites priority should be given to sites which can be served by rail freight.

Planning Policy statement /Delivering Sustainable Development emphasises the Government's commitment to the principles of sustainable development and shaping new development patterns in ways which minimise the need to travel.

Planning Policy Guidance Note 4 : Industrial and Commercial Development and Small Firms sets out the Government's consideration of industrial and commercial development, emphasising the need for development plans to take account of the locational demands of business and wider environmental objectives.

Planning Policy Statement 9 : Biodiversity and Geological Conservation sets the principles and policies that apply to the protection of biodiversity and ecological conservation through the planning system.

Planning Policy Guidance Note 13 : Transport sets out the objectives to integrate planning and transport at the national, regional, strategic and local level and to promote more sustainable transport choices both for carrying people and for moving freight.

Planning Policy Guidance Note 16 : Archaeology and Planning sets out the Government's policy on archaeological remains on land, and how they should be preserved or recorded both in an urban setting and in the countryside.

Planning Policy Statement 23 : Planning and Pollution Control is intended to complement the pollution control framework.

Planning Policy Guidance Note 24 : Planning and Noise guides local authorities on the use of their planning powers to minimise the adverse impact of noise.

Planning Policy Statement 25 : Development and Flood Risk sets out the Government's aim to ensure that flood risk is taken into account at all stages in the planning process.

Bassetlaw Local Plan policy 2/11 states:-

"At Bevercotes Colliery permission will be given for development which would secure the comprehensive restoration or redevelopment of the area for either recreation, leisure and tourism, or alternatively employment uses."

Bassetlaw Local Plan policy 6/1 states:-

"Planning permission will not be granted for development which would harm a site of Special Scientific Interest, a Local Nature Reserve or a site of importance for nature conservation, unless other material considerations outweigh those of nature conservation.

Bassetlaw Local Plan policy 6/3 states

"Planning permission will not be granted for development that will have a significant detrimental effect upon the appearance and amenity of the countryside."

Bassetlaw Local Plan policy 6/9 states:-

"Planning permission for development which would adversely affect trees, hedgerows or woodlands which contribute significantly to the appearance of the area will only be granted where all reasonable opportunities to incorporate them into the development and to avoid or minimise the adverse effects of development are taken."

Bassetlaw Local Plan policy 6/25 states:

"Planning permission will not be granted for development that:

- a) would itself be at risk from flooding elsewhere unless satisfactory compensatory or alleviation measures are proposed; or
- b) would give rise to substantial changes in the characteristics of surface water run-off, unless adequate measures are taken to offset any harmful effects on the drainage system, or
- c) would have an adverse effect upon the integrity of tidal or fluvial defences.

Bassetlaw Local Plan policy 6/27 states:-

"Planning permission will be granted for development on land which is contaminated or unstable only if adequate precautions are taken to ensure that there will be no risk to the public or future occupiers of the site or adjoining land and that there will be no risk of pollution or other adverse environmental effects."

Bassetlaw Local Plan policy 7/1 states:-

"Planning permission will be granted for development only if facilities that will encourage, and safely and conveniently accommodate, pedestrian, cycling and public transport movements are provided where it is practical and reasonable to do so."

Bassetlaw Local Plan policy 7/3 states that development should make provision for the parking of vehicles, including bicycles and motor cycles.

Bassetlaw Local Plan policy 7/8 states:-

" Planning permission will not be granted for development likely to sever the route of a disused railway line where there is a reasonable chance that it can be brought back into railway use or into use as a footpath, bridleway or byway open to all traffic."

The impact of the development on road safety will need to be considered when making a decision in this case.

Previous decisions of the Council concerning development of this site will need to be considered when making a decision in this case.

RELEVANT PLANNING HISTORY

June, 1995 – Planning permission was refused for change of use to showground for exhibitions, gatherings etc and Sunday/Bank Holiday retail markets and alter access. A subsequent appeal was withdrawn in March, 1996.

January, 2001 - outline planning permission was granted to erect buildings for B2 (general industrial) and B8 (warehousing) employment uses and alterations to existing access.

May, 2004 - Planning permission was granted for the variation of conditions 3 and 4 of PA 1/9/99/6 to remove the requirements for a roundabout, which will be replaced by a T junction to enable access within the Bevercotes Colliery site.

March, 2004 - Approval of Reserved Matters was granted to erect a warehouse building (B8).

RESPONSES OF STATUTORY BODIES

The HIGHWAYS AGENCY have agreed to partial development of this site subject to conditions enabling the phase 1 development of Unit A1. A future junction improvement, to be undertaken by the Highways Agency with contributions from the developer, will allow for full development of the whole site.

A copy of their comments in full and a copy of correspondence in relation to the A1 junction improvements follow this report.

NOTTINGHAMSHIRE COUNTY COUNCIL COMMUNITIES (HIGHWAYS) has no objection to the proposed development subject to the imposition of conditions and appropriate legal agreements. A copy of their comments in full follow this report.

NOTTINGHAMSHIRE COUNTY COUNCIL COMMUNITIES (SPATIAL PLANNING) has no objection in principle on strategic planning grounds. A copy of their comments in full follow this report.

NOTTINGHAMSHIRE COUNTY COUNCIL COMMUNITIES (RIGHTS OF WAY) have no objection in principle subject to the imposition of conditions and appropriate legal agreements. A copy of their comments in full follow this report.

NOTTINGHAMSHIRE COUNTY COUNCIL COMMUNITIES (ARCHAEOLOGY) has no objection in principle subject to the imposition of conditions. A copy of their comments in full follow this report.

NOTTINGHAMSHIRE COUNTY COUNCIL COMMUNITIES (LANDSCAPE RECLAMATION) has no objections in principle. A copy of their comments in full follow this report.

THE ENVIRONMENT AGENCY has no objections in principle subject to the imposition of conditions. A copy of their comments in full follow this report.

NOTTINGHAMSHIRE COUNTY COUNCIL COMMUNITIES (NATURE CONSERVATION) has no objections in principle subject to the imposition of conditions and appropriate legal agreements. The ecological impacts have been given due consideration and sufficient mitigation/compensation measures have been put in place, such that there will be no significant impact in nature conservation interests. A copy of their comments in full follow this report.

NATURAL ENGLAND is satisfied with the information provided to be able to lift its objection to the development. A copy of their comments in full follow this report.

SEVERN TRENT WATER have no objections subject to the imposition of conditions.

ANGLIAN WATER have no objections.

THE COAL AUTHORITY have no objections.

THE COUNCIL'S ENVIRONMENTAL HEALTH OFFICER has raised no objections.

OTHER COMMENTS RECEIVED

NOTTINGHAMSHIRE WILDLIFE TRUST originally submitted a holding objection to the proposed but now have no objections subject to the imposition of conditions and the completion of a legal agreement. A copy of their comments in full follow this report.

THE RAMBLERS ASSOCIATION have no objections.

ELKESLEY PARISH COUNCIL have strong objections to the application, expressing concerns about traffic volumes, noise and pollution. A copy of their comments in full follow this report.

BOTHAMSALL PARISH COUNCIL have objected to the application, expressing concerns about traffic, noise and access. A copy of their comments in full follow this report.

GAMSTON WITH WEST DRAYTON AND EATON PARISH COUNCIL object to the application, expressing concern that the development is too large to be supported by the infrastructure, traffic issues, wildlife issues and public transport issues. A copy of their comments in full follow this report.

MARKHAM CLINTON PARISH COUNCIL does not object in principle but expresses concerns about noise, access, traffic and the A1 junction. A copy of their comments in full follow this report.

A copy of the comments of a DISTRICT COUNCILLOR follow this report.

LETTERS OF OBJECTION have been received from 4 LOCAL RESIDENTS AND A TRAFFIC CONSULTANT acting on behalf of one of the local objectors. Copies of their comments in full follow this report.

The APPLICANT has submitted various DOCUMENTS IN SUPPORT of the application including a PLANNING, DESIGN AND ACCESS STATEMENT, ENVIRONMENTAL STATEMENT - A NON-TECHNICAL SUMMARY and AN ENVIRONMENTAL STATEMENT - VOLUME 1 MAIN DOCUMENT AND VOLUME 2 APPENDICES, copies of which can be inspected in the Planning Services Department.

CONSIDERATION OF PLANNING ISSUES

The main issues to be considered when determining this application are the relevant planning policies concerning this development, the impact on road safety and traffic, ecological matters and mitigation, the impact on the amenity of local residents, the impact on visual amenity and the environmental issues set out in the Environmental Statement.

The site is bounded by the B6387 and to the north by West Drayton Avenue. To the east lies the restored colliery spoil tip owned by the County Council and run by the Forest Enterprise. The River Meden forms the site's southern boundary. The application site is generally flat, comprising the former Bevercotes Colliery site, with approximately 35 hectares of hard standing and significant areas of plantation trees. The trees around the periphery of the site range in height from 16-27 metres and provide screening to the site. A railway line ran into the site from the west and the spine road bridges over the former railway line and an internal access road.

Three areas of the site have been designated as SiNC's of county value, the railway line, the south-western and western plantation and eastern portion of the site. There is a TPO covering parts of the site on the basis that the woodlands contributed to the general landscape of this part of Bevercotes. The existing bridleway runs along the spine road then it runs to the eastern boundary.

The original application was submitted in March, 2005 but has been held in abeyance at the direction of the Highways Agency until late 2008 when they agreed to partial development of the site. As such, the application was effectively re-submitted in January, 2009 with an updated Environmental Statement. The application proposes the development of a new distribution part comprising four warehouse units totalling 253,960m², associated facilities and infrastructure including habitat enhancement and mitigation.

In planning policy terms, the site is allocated for employment use in the Local Plan and has been the subject of an outline planning permission for general industrial and warehousing use and then a subsequent reserved matters application for one building. The sites close proximity to the strategic road network and proximity to Worksop, Retford, Tuxford and Ollerton lends itself to distribution uses in line with the requirements of PPG4 and PPG13. The principle of development is therefore acceptable in general terms as a previously developed, allocated site with planning history. In broad terms, the principle of providing employment-related development in Bassetlaw is supported, and is a priority for Regional and sub-regional policies. Although desirable, it is not feasible to safeguard a rail-based facility due to prohibitive costs in relation to alignment, signalling, rail gauge and sidings. However, the enhancement and preservation of the railway SiNC would be a more beneficial use of the rail corridor. As such, the County Council have raised no objection in principle on strategic planning grounds and it is considered that there are no overriding policy reasons why the application should not be approved.

With regard to the impact of road safety, the application is supported by a Transport Assessment detailing existing highway conditions, transport policy, development proposals, traffic flows, site access and junction assessments and travel plan measures. The Highways Agency have agreed to partial development of the site and issued a direction that conditions be attached to any planning permission. The site would be developed in two main phases. Phase 1 would comprise Unit A1 only with a HGV routing agreement restricting HGV's entering and leaving the application site via the north bound carriageway of the A1. A future junction improvement, to be undertaken by the Highways Agency with contributions from the developer would enable the full phase 2 development of the site. The Phase 1 development would be served by an improved light controlled junction from the B6387 and improvements to the spine road through the site. Due to the size of the site and the association of Phase 2 with the completion of the A1 Twyford Bridge Junction improvement, the developer is seeking an extended 5 year permission as part of the application.

The proposed development includes the provision of a new bridleway route around the western perimeter, a new link along the B6387 and a contribution to improve public rights of way, which has been the subject of discussions with the County Council who support the proposal.

The Integrated transport Contribution would comprise a contribution to the A1 Twyford Bridge Junction, a 7 year bus subsidy of £75,000 per annum (less receipts) triggered in phase 2, provision of bus stops and bus turnaround, a travel plan, car park for ramblers within the site, a lorry routing agreement, the B6387 traffic light junction, a new bridleway route around the western perimeter, extinguishment of the existing bridleway and a contribution towards local bridleway and footpath improvements. The County Highway

Authority have raised no highway objections to the proposed development subject to the imposition of conditions and a legal agreement. As such, it is considered that the highways issues have been adequately addressed in the application.

With regard to ecological issues, in order to deliver a comprehensive redevelopment of the site there will inevitably be environmental impacts and the loss of wildlife habitat on the site and the Council will need to balance this loss against the potential employment opportunities that may arise from the development. This is an increasingly significant issue and consultations with Natural England, County Nature Conservation and the Nottinghamshire Wildlife Trust have been undertaken to inform any recommendations made. Extensive mitigation proposals form part of the planning application and the degree to which they can be seen as justifying the loss of habitat has been carefully considered.

The proposals include the creation of significant areas of new habitat and the management and enhancement of the retained woodland habitats, including the areas of designated SINC and TPO's. The retained area represents approximately 37 hectares, which has never benefitted from active management to increase biodiversity, offering the potential for ecological benefits. Despite the loss of trees to maximise the developable area and loss of habitat, both Natural England and the County Nature Conservation officer now have no objections to the proposed development, subject to the imposition of conditions and a legal agreement to secure a Mitigation, Habitat Enhancement and Management Plan and contributions to off-site ecological mitigation, namely setting land aside for ground nesting birds. It is considered that the proposed development includes sufficient ecological mitigation to justify the loss of habitat in this instance. The mitigation measures would be secured via a legal agreement.

With regard to the landscape character and the visual impact of the proposed development would be screened by a substantial belt of trees, approximately 46m deep along the B6387. To the south, south-west and south-east significant areas of plantation woodland would be retained and managed providing valuable habitat and acting as a screen to the proposed development. To the north-east, an area of plantation woodland would be retained and the former spoil tip which has been reclaimed act as a screen. Notwithstanding the height of the proposed buildings, generally 18.2m high to the ridge and 16m high to the eaves, with the exception of the high bay portion of Unit B, which would be 31.2m high to the ridge and 29m high to the eaves, it is considered that the visual impact would be softened by the existing trees when viewed from distance. The site has an established planning history, was previously developed and is allocated for employment development. The type and size of buildings proposed is typical of current warehousing developments and the well established tree belt, between 16 and 27 m high, would provide an effective screen.

With regard to the potential impact on the residential amenity, the Council's Environmental Health Officer has raised no objections in principle to the proposed development. The site is allocated for employment development and there are reasonable separation distances from the site boundary and nearby residential properties. Other legislation exists to control noise disturbance and statutory noise nuisances.

The Environmental Statement addresses a number of other issues including water resources/drainage/flood risk, contamination, archaeology, noise, air quality, sustainability and the social and economic context. The principal consultees in respect of these issues, including the Environment Agency, Severn Trent Water, Anglian Water the Coal Authority and the County Archaeologist have raised no objections to the proposed development subject to the imposition of appropriate conditions.

It is **RECOMMENDED** therefore that if planning permission is to be granted for this application that the permission be subject to the developers entering into a legal agreement under the provision of Section 106 of the Town and Country Planning Act, 1990 to secure:-

- 1) Integrated Transport Contribution consisting of
 - a. year bus subsidy and bond
 - b. provision of bus stops/bus turnaround
 - c. implementation of a travel plan. minibus service
 - d. provision of ramblers car park
 - e. provision of new bridleway route and roadside link
 - f. contribution to footpath/bridleway improvements
- 2) Provision of off-site highway improvements in association with A1 Twyford Bridge Junction.
- 3) Submission of a HGV lorry routing agreement.
- 4) Financial contribution to delivery and maintenance of off-site provision for ground nesting birds through Forestry Enterprise.
- 5) Submission of a Mitigation, Habitat and Management Plan.

RECOMMENDATION

GRANT Subject to conditions

- 1) Time limit to be agreed
- 2) Development limited to submitted plans
- 3) Highway Agency conditions as directed
- 4) Various highway conditions as requested
- 5) Environment Agency conditions as requested
- 6) Details and colour of facing materials to agree
- 7) Details of landscaping to be agreed
- 8) Details of boundary treatments to be agreed
- 9) Details of surface and foul water disposal to be agreed
- 10) Details of hard surfacing to be agreed
- 11) Details of lighting scheme to be agreed
- 12) Details of dust suppression to be agreed
- 13) Details of noise and vibration mitigation to be agreed
- 14) Details of construction method statement including hours of construction to be agreed
- 15) Scheme of archaeological mitigation to be agreed
- 16) Details of footpath/bridleway construction to be agreed
- 17) Provision of new bridleway and footpath link
- 18) Details of ramblers car park to be agreed
- 19) Protection of trees during construction
- 20) Ecological survey works to be updated as required
- 21) Provision of ecological protective fencing as required
- 22) Submission of Mitigation, Habitat and Management Plan
- 23) Details of contamination and remediation to be submitted and agreed
- 24) Travel Plan to be submitted

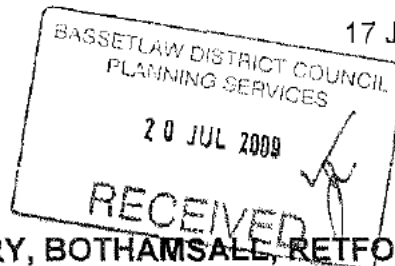
Our ref: K696738
Your ref: 09/05/00002

Owen Walters
Planning Manager
C3
4 Broadway
Broad Street
Birmingham B15 1BL

[REDACTED]
Bassetlaw District Council
Development Control
Queen's Buildings
Potter Street
Worksop
S80 2AH

Direct Line: 0121 678 8345
Fax: 0121 678 8211

17 July 2009



Dear [REDACTED]

**A1 BEVERCOTES COLLIERY, BOTHAMSALE, RETFORD (REF 09/05/00002)
REDEVELOPMENT OF SITE FOR STORAGE AND DISTRIBUTION USE**

I refer to additional information concerning the above planning application received by the Highways Agency on 10 July 2009.

It would appear that the only additional information submitted are three documents dated 07/07/09 which relate to the internal layout of the development and local road network. These issues will not have any effect upon the trunk road network and I can therefore confirm that there are no changes to the Highways Agency's original TR110 response with conditions issued on 17 March 2009.

Yours sincerely,

[REDACTED]
Network Operations East Midlands
Email: owen.walters@highways.gsi.gov.uk

Our ref: K696738
Your ref: 09/05/00002

C3
5 Broadway
Broad Street
Birmingham B15 1BL

IMAGE

[REDACTED]
Bassetlaw District Council
Development Control
Queen's Buildings
Potter Street
Worksop
S80 2AH

Direct Line: 0121 678 8345
Fax: 0121 678 8211
Email: [REDACTED]

17th March 2009

Dear Mr Askwith

**A1 BEVERCOTES COLLIERY, BOTHAMSALL, RETFORD (REF 09/05/00002)
REDEVELOPMENT OF SITE FOR STORAGE AND DISTRIBUTION USE**

I refer to your letter dated 11th February 2009 regarding the above application which has recently been amended.

As stated in our previous letter, the Highways Agency can agree to partial development of this site, subject to conditions. A future junction improvement, to be undertaken by the Highways Agency with contributions from the developer, will allow for full development.

Please find attached a TR110 form, which directs that any planning permission granted include the conditions stated.

Yours sincerely

[REDACTED]
[REDACTED]
[REDACTED]
Planning Manager
NO East Midlands

09/05/00002 17 03 09

TR110 (May 2007)


Developments Affecting Trunk Roads and Special Roads
Highways Agency Response to an Application for Planning Permission

From: Divisional Director, Network Operations, East Midlands, Highways Agency.

To: Bassetlaw District CouncilCouncil's Reference: 09/05/00002

Referring to the notification of a planning application dated 18th March 2005, your reference 09/05/00002, in connection with the A1, Bevercotes Colliery, Bothamsall, Retford, notice is hereby given under the Town and Country Planning (General Development Procedure) Order 1995 that the Secretary of State for Transport:-

- a) ~~offers no objection;~~
 - b) ~~recommends that planning permission should either be refused, or granted only subject to conditions~~
 - c) directs conditions to be attached to any planning permission which may be granted;
 - d) ~~directs that planning permission is not granted for an indefinite period of time;~~
 - e) ~~directs that planning permission not be granted for a specified period (see below).~~
- (delete as appropriate)

Signed by authority of the Secretary of State for Transport**Date:** 17/03/09**Signature:** **Name:** **Position:** Planning Manager

The Highways Agency: **C3,**
5 Broadway,
Broad Street,
Birmingham,
B15 1BL

Condition(s) to be attached to any grant of planning permission:

Condition 1

Phase 1 of the site shall comprise a maximum gross internal area (GIA) of 26,910m² (unless otherwise agreed in writing with the Local Planning Authority in consultation with the Highway Authority).

Condition 2

Phase 1 of the site shall not be occupied until the applicants have agreed in writing with the Local Planning Authority and the Highways Agency a HGV routing plan, which will restrict HGV's entering and leaving the application site via the northbound carriageway of the A1. This will require HGV's to be directed further north on the A1 and turnaround onto the southbound carriageway at the Apleyhead roundabout at the junction of the A1 and the A614.

Furthermore, the site shall not be occupied until the applicants have agreed in writing with the Local Planning Authority and the Highways Agency the design and location of a sign at the site exit requiring vehicles entering and leaving the site to do so in accordance with the routing plan referred to above, and for the sign to have been erected in accordance with the approval. The sign shall be displayed at all times until the Twyford Bridge A1 junction improvement has been completed.

Note: It is recommended that the lorry routing restrictions be a requirement within a S.106 Agreement and that the developer should include the lorry routing restrictions within any lease granted for phase 1 floorspace and use all reasonable endeavours to make sure that the restrictions are adhered to.

(The HGV routing restrictions will not be required for subsequent phases once the Twyford Bridge A1 junction improvement referred to below has been completed.)

Condition 3

No development, subsequent to Phase 1, within the application area shall be first occupied or otherwise brought into use until the proposed junction improvement scheme, as shown in principle on drawing number 718050-P-0002 Rev A (or otherwise agreed in writing by the Local Planning Authority in consultation with the Highways Agency), has been completed by the Highways Agency. The applicant should enter into a Section 278 agreement with the Highways Agency to design a scheme in accordance with the principles within drawing 718050-P-0002 Rev A prior to the commencement of phase 1.

Note: The HA has now agreed the majority of the detail for the junction improvement with the developer and this is shown in principle on drawing reference 718050-P-0002 Rev A referred to above, which has been prepared by the HA's consultant Mouchel Parkman. The delivery of this junction is a highway requirement for phase 2 (and any subsequent phases) and will need to form the basis of a S.278 Agreement. The HA consider that the S.278 Agreement would need to be completed prior to the commencement of phase 1. The junction improvement will be jointly funded by the HA and the developer.


Reason(s) for the direction given at c), d) or e) overleaf and the period of time for a direction at d) or for any other 'holding' direction:

To ensure that the A1 trunk road continues to serve its purpose as part of a national system of routes for through traffic in accordance with Section 10 (2) of the Highways Act 1980 by minimising disruption on the trunk road resulting from traffic entering and emerging from the application site and in the interests of road safety.

IMAGED

Our ref:
Your ref:

Alan Darby
Renewal and Improvement Works
Sponsor
C3
5 Broadway
Broad Street
Birmingham B15 1BL


Principal Planner (Development Control)
Bassetlaw District Council
Queen's Buildings
Potter Street
Worksop
Nottinghamshire
S80 2AH

Direct Line: 0121 687 4165
Fax: 0121 678 8559

20 July 2009

Dear 

**REDEVELOPMENT OF SITE OF FORMER BEVERCOTES COLLIERY,
BOTHAMSALL, RETFORD, NOTTS & A1 TWYFORD BRIDGE JUNCTION
IMPROVEMENT**

Thank you for your letter of 8 July addressed to Mr Graham Littlechild.

Following a recent reorganisation of the Agency's Network Operations Directorate in the East Midlands, Graham is no longer responsible for the A1 in Nottinghamshire. Matters relating to the operation of the A1 fall to Mr Kamaljit Khokhar, Route Performance Manager, whilst I continue to be responsible for sponsorship of the schemes on the A1 at Elkesley and Twyford Bridge.

The Agency notes the District Council's aspiration for full redevelopment of the former Bevercotes site and the associated improvement of the A1/B6387 Twyford Bridge junction.

I can confirm that the Agency does indeed intend taking forward the Elkesley and Twyford Bridge improvements separately. This follows the announcement of a preferred route for the Elkesley scheme in July 2008 which does not rely on or include improvements at Twyford Bridge. The Agency hopes to publish draft Orders for the Elkesley scheme later this year, and that is likely to be followed very shortly by a new consultation on improvements at Twyford Bridge.

The Agency, in substantially agreeing with the prospective developer of the former Bevercotes site, Gladman, an acceptable layout of an improvement at Twyford Bridge (drawing 718050-P-0002 Rev A refers), believes that it has facilitated the development the District Council seeks. It is for the developer to bring forward the agreed or a similar scheme entirely at its own cost and to do so in a manner which avoids the need for the Secretary of State to invoke his powers of compulsory purchase. The Agency is ready to negotiate with Gladman the terms of the section 278 agreement which is a condition of a first or any phase of development of the Bevercotes site.

23 JUL 2009

RECEIVED

DTA



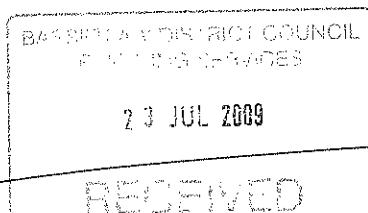
INVESTOR IN PEOPLE

Department for
Transport

However, the Agency understands that Gladman may be unprepared or unable to bring forward such a scheme due to costs and/or issues relating to land acquisition. It is for that reason that the Agency proposes to bring forward options for the improvement of the junction substantially at the public expense. The Agency's designs are still under development, but it seeks to consult on options which may be developed independently of the Bevercotes scheme, since the developer has yet to make any financial commitment to a shared-cost scheme, but which will accommodate the traffic demands of Bevercotes by means of additional works to be funded by Gladman. Those developer-funded works might be undertaken at the same time as or subsequently to the Agency's works.

The Agency hopes to launch a three-month consultation at the end of this year. If that programme is achieved, then the Agency would hope to be able to advise the Secretary of State on a preferred route during the summer of 2010, though a decision on the preferred route might necessarily be deferred until after the parliamentary recess. The scheme will be considered a Nationally Significant Infrastructure Project (an NSIP) under the Planning Act 2008, and as such the Development Consent Order (DCO) regime under that Act will replace the established scheme of orders under the Highways Act. This brings some uncertainty to the programme, since the Infrastructure Planning Commission (IPC) established under the 2008 Act has yet to commence taking DCO applications and the relevant regulations have yet to be published, but the Agency would hope to be able to make a DCO application in the summer of 2011. On that basis, a start of works in late 2012 might be achievable depending on the completion of the statutory procedures. This programme accommodates the Agency's desire first to complete the works at Elkesley; those works are scheduled to be completed in the second half of 2012.

In relation to funding, because the scheme is being taken forward as a sub-£10 million Local Network Management Scheme (LNMS), funding is, during the early preparatory stages, bid for and allocated annually within the Agency. Therefore funding has been secured for the current stage of scheme preparation only, and there is no assurance of funding for any subsequent stage. However, initial indications are that the economic case for the scheme is likely to be strong (this is still subject to assessment), and as such the case for funding the scheme, against other Highways Agency schemes regionally, would appear also to be strong. As the District Council notes, the Agency does aspire to restore the national speed limit along the A1, though any publicly-funded scheme will need to compete against other schemes on its own merits. The Agency will be better placed to comment on the affordability and value for money of the scheme and hence the likelihood of its securing continued funding once the consultation process has been completed and the favoured scheme and its costs are known. I stress that the Agency's plans do not preclude the developer bringing forward his own privately-funded scheme in the agreed form at any time.





I hope that these observations are of assistance, but please let me know if there is anything further I can do to help.

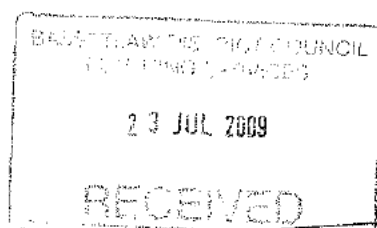
Yours sincerely,




Renewal & Improvement Works Sponsor
Network Operations Directorate East Midlands - Area 7



cc:




 Principle Planner (Development Control)
 Bassettlaw District Council
 Queens Buildings
 Potter Street
 Worksop
 Nottinghamshire
 S80 2AH

29th July 2009

Dear 

Application Reference : 09/05/00002
Redevelopment of Site for Storage and Distribution Use
Former Bevercotes Colliery, Bothamsall, Retford

I refer to the recent letter dated 20th July 2009 addressed to you received from Alan Darby, Highways Agency and thought it beneficial to clarify to situation in respect to funding and timing.

Condition 3 of the TR110 response dated 22nd August 2008 from the Highways Agency (HA) states;

Condition 3

No development, subsequent to Phase 1, within the application area shall be first occupied or otherwise brought into use until the proposed junction improvement scheme, as shown in principle on drawing number 718050-P-0002 Rev A (or otherwise agreed in writing by the Local Planning Authority in consultation with the Highways Agency), has been completed by the Highways Agency. The applicant should enter into a Section 278 agreement with the Highways Agency to design a scheme in accordance with the principles within drawing 718050-P-0002 Rev A prior to the commencement of phase 1.

Note: The HA has now agreed the majority of the detail for the junction improvement with the developer and this is shown in principle on drawing reference 718050-P-0002 Rev A referred to above, which has been prepared by the HA's consultant Mouchel Parkman. The delivery of this junction is a highway requirement for phase 2

VAT No. 872 0102 61

Gladman Development Services Limited, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

(and any subsequent phases) and will need to form the basis of a S.278 Agreement. The HA consider that the S.278 Agreement would need to be completed prior to the commencement of phase 1. The junction improvement will be jointly funded by the HA and the developer.

Gladman would be happy to accept this condition, as drafted by the HA and would commence further discussions and the S.278 Agreement after a committee resolution. At this stage it is impossible to determine the exact level of contribution that will be required from both parties until after a public consultation on a number of different options, finalising the proposed junction design and the full construction drawings have been prepared and costed i.e. nobody yet knows how much it will cost nor how much of this cost will be an extra cost to cope with "our" traffic.

As per the recent letter from the HA it is not appropriate for Gladman to fund all of the A1 Twyford junction works for the reasons set out by the HA. Also, from a planning perspective because the HA have already committed to upgrade works to increase the speed of the A1 which will go ahead with or without an allowance of the traffic from our site, the tests within circular 05/2005 – 'Planning Obligations', could not be met for a greater contribution to be sought from Gladman. Regardless of funding, any works to the junction would be likely to have to follow the completion of the Elkesley A1 junction works, which could be the same timetable that the HA envisage for the jointly funded A1 Twyford Bridge works proposed as part of this application.

Should you have any further queries then please do not hesitate to call me.

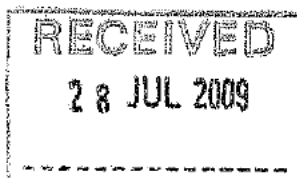
Yours sincerely

[Redacted Signature]

[Redacted]
Planning & Development Manager
[Redacted]

Tel 01260 288932

cc. [Redacted] – Highways Agency



Nottinghamshire
County Council
Communities



TOWN AND COUNTRY PLANNING ACTS

HIGHWAY REPORT ON PROPOSALS FOR DEVELOPMENT

(to be sent to District Council within 21 days of receipt of application)

DISTRICT Russettlow

Date received 11/02/009

OFFICER

by D.C. 6/03/09

PROPOSAL: REDEVELOPMENT OF SITE FOR STORAGE
AND DISTRIBUTION USE

D.C. No. 1/9/05/2(3)

LOCATION: BEVERCOTES COLLIERY, BOTHAMSALL,
RETFORD

Easting 469253

APPLICANT: GLADMAN

Northing 373904

IMAGED

Observations

This is a full application for redevelopment of the former Bevercotes Colliery site to provide a distribution park of 4 warehouse buildings and ancillary offices. This is split into units A1 storage and distribution of 27169sqm; unit A1 A2 Linkage of 24496sqm; unit B of 115323sqm; unit C of 66994sqm and unit D of 19978sqm. The proposal is for two phases of development with phase 1 gross internal area 27169sqm.

Comments

Initial highway comments on the above application were made on 6th March 2009 and the applicant has supplied additional supporting information.

1. The red line plan does not include the full access junction works?

Highway works will be required on the B6387 a proposed traffic light junction is shown on indicative Road Layout drawing 2460/ EH001/ B

2. It is stated in (ES 4.4.11) vehicular links to the proposed development will be primarily by the A1 for all HGV movements. This was a Highway Agency condition letter dated 22nd August 2008 copy Transport Assessment Appendix B. Highway Agency condition 2 was proposing a HGV routing plan by section 106 agreement and any building lease agreements. How will this be enforced?

3. The Design and Access Statement (DS) Paragraph (2.2.3), Environmental Statement Paragraph (12.1.5)(2) and (12.5.5) state that HGV movements will be restricted to avoid either accessing or leaving the site via the northbound slip roads on the A1 for Phase 1. How is this to be enforced?

HGV routing plans were provided on 3rd June 2009 showing on plan 1 phase 1 access and egress from the A1 using the southbound slip road only. This will require a section 106 agreement with the local planning authority for 2 HGV routing agreements to cover the construction stage of the phase 1 development and during phase 1 occupation. The first HGV agreement for the A1 southbound and northbound HGV traffic is to be in force until the highway agency measures at Twyford Bridge have been undertaken and signed off by the local planning authority.

The second HGV routing agreement on plan 2 is for the route for HGV's travelling to and from Bevercotes Distribution site using the B6387. All HGV's are only to turn right on

leaving site onto the B6387 then proceed to the A, on site signage to remind drivers will be required. This will require a section 106 agreement with the local planning authority for a HGV routing agreement to cover the construction stage of the phases of development and site occupation.

4. The Design and Access Statement Paragraph (2.2.3) states that signage will be introduced to confirm that the estate road does not offer a vehicular route to Bevercotes and beyond. Physically this is clearly possible and may prove to be a convenient route for those who work at the site and live locally. How are these movements to be prevented?

Phase 1 and phase 2 road gate locations are shown on Master Plan drawing 2460/BEV/101/C

IMAGED

5. The Design and Access Statement Paragraph (2.14.1) and (Appendix 16) – “the Interim Travel Plan to be agreed before planning application determined” this has not been submitted?

6. Environmental Statement Paragraph (4.2.4) suggests that the opportunity to travel by sustainable modes will be achieved by the Travel Plan. This has not been included to assess how realistic this is in practice?

Copy of interim travel plan received on 24th March 2009 with updated version received 25th June 2009

7. The Design and Access Statement Paragraph (2.14.3) - The County's Planning Contributions Strategy requires a contribution of £6000 per 1,000sqm of B8 development in this location, (£1,523,760). However, this can be discounted where the Developer opts to directly provide transport measures to benefit both the users of the development and existing transport users. The proposal to run a shuttle does not upgrade existing public transport frequency along the B6387. There are no submitted measures identified to justify why a Planning Contribution Strategy payment should not be paid or discount be sort?

A meeting on 1st May 2009 between developer and Nottinghamshire County Council to discuss the existing public transport service and measures to integrate service provision with potential site needs of 5% employees travelling by public transport. A period of 7 years supported travel is proposed following a development trigger of 71643sqm.

8. Environmental Statement Paragraph (4.6.6) and (4.7.4) proposes a private shuttle bus to Retford railway station. How is this to be secured, at what frequency, and how many employees is it likely to benefit?

A private shuttle mini bus is required to be operated by the developer to meet public transport 5% employee targets up to the site development trigger of 71643sqm. This will need to be incorporated into a section 106 agreement with the local planning authority as part of the travel plan proposals for this site.

9. Environmental Statement Table 12.2 ES (4.2.1) and TA (12.4.1) based upon gross internal area 251276sqm proposes a total of 913 parking spaces. Nottinghamshire County Council parking standards should be 1 space / 120sqm and it is proposed a parking level based upon 1 space / 275sqm? This is 1181 short of the maximum number of spaces (2094) required in the County Parking Standard. There is no justification for this reduction. The maximum standard

is based on employ density data for this type of facility and targets for them driving to work contained in the RSS. The maximum figure is therefore already challenging?

Supporting information by ashleyhelme associates provided 11th May 2009 on the car parking profile based upon a 3 shift system gave a maximum occupancy demand of 812 vehicles.

10. Environmental Statement Table 12.5 suggests that 82% of HGV will travel north on the A1 and 18% south. However, no explanation has been provided as to why there should be such a difference?

Supporting information by ashleyhelme associates provided 11th May 2009 on HGV traffic distribution along the A1 concluded 50% north and 50% south.

11. EA (3.4.1) the bridleway runs along the spine road. Plan 5 shows no change to the bridleway which runs down the centre of the existing road and no bridleway crossing point? Plan 6 shows changes to the bridleway with a crossing point proposed but this location is just off the roundabout and visibility splay has not been shown safeguarded? The comments of Nottinghamshire County Council rights of way officer Mr James Russ are required.

Nottinghamshire County Council Rights of way team will be making a separate consultation response.

12. The proposal is for access off the B6387 there is no proposal drawing showing how far street lighting, kerbing and drainage provision is to extend on the B6387. The highway authority will be seeking improvements to the B6387 due to the increase in traffic particularly HGV traffic.

This will be subject of detailed highway design.

13. The first phase of the development it is proposed will be served by a ghost island right turn facility with a deceleration lane whilst the second phase will be accessed via a roundabout. Indicative plans are included in (ES Appendix 12A) plans 5 and 6 respectively. Due to the high proportion of HGV traffic to serve this site and the high speed approaches on the B6387, construction time period of the roundabout increased if traffic from phase 1 is in place; it would be preferable for the installation of the roundabout to serve phase 1 rather than later phases.

It is the view of Nottinghamshire County Council highways that any site access junction arrangements that are agreed be constructed from the very beginning of any redevelopment, so that it is already in place for any future phased site development including the necessary construction vehicles.

14. The second phase of the development it is proposed will be served by a roundabout as shown on indicative plan (ES Appendix 12A) plan 6 this plan shows proposed horizontal alignment but does not include vertical alignment details or gateway proposals along the B6387 to the junction from the A1. There is no information provided for the internal road layout except plan 2460/BEV/101 this road must comply with the Nottinghamshire County Council Highway Design guide for an industrial road.

The proposed left turn junction to unit B does not have denoted its visibility splay for approaching vehicles and this junction looks too close to the roundabout for a exiting right turning HGV?

IMAGED

The indicative drawings for junction drawing 2460/EH001/B on the B6387 which is now for a traffic light controlled junction and indicative master plan drawing 2460/BEV/101C Design details in accordance with Nottinghamshire County Council highway design guide April 2009 are required to be submitted for the approval of the local planning authority.

15. Plan 6 shows street lighting is proposed, this will require a traffic regulation order to raise the speed limit back from 30 mph to 60mph or the speed considered necessary for the B6387. The speed along the B6387 is currently the national speed limit including the approaches to the A1 and a reduction cannot be guaranteed (TA 12.4.5) proposes 40 – 50 mph?

A traffic regulation order is required at developer's expense as part of detailed design

IMAGED

16. The environmental statement has not considered the highway implications regards timing of junction implementation and HGV control measures for the construction phase?

It is the view of Nottinghamshire County Council highways that any site access junction arrangements that are agreed be constructed from the very beginning of any redevelopment, so that it is already in place for any future phased site development including the necessary construction vehicles.

Conditions

In view of the above additional information the Highway Authority has no objection to the application subject to the following conditions 1-9 to ensure appropriate access and site arrangements are provided:

1. B6387 Off-Site Highway Works in Nottinghamshire (i.e. Subject to S278)
No development shall commence on any part of the application site unless or until a suitable traffic signal layout has been provided at the junction Bevercotes Lane with the B6387 as shown for indicative purposes only on the attached plan 2460/EH001/B to the satisfaction of the Local Planning Authority.

Reason: To enable vehicles to enter and leave the public highway in a slow and controlled manner and in the interests of general Highway safety.

Note to applicant

In order to carry out the off-site works required you will be undertaking work in the public highway which is land subject to the provisions of the Highways Act 1980 (as amended) and therefore land over which you have no control. In order to undertake the works you will need to enter into an agreement under Section 278 of the Act. A traffic regulation order is required at developer's expense as part of detailed design to increase speeds back to national speed limit following installation of street lighting as part of junction works.

2. B6387 junction visibility.

No part of the development hereby permitted shall be brought into use until the visibility splays of 215 metres from the back of the predicted vehicle queue at the proposed traffic lights are provided in accordance with details to be first submitted and approved in writing by the Local Planning Authority. The area within the visibility splays referred to in this Condition shall thereafter be kept free of all obstructions, structures or erections exceeding 260mm metres in height.

Reason: In the interests of Highway safety

3. No part of the development hereby permitted shall take place until details of the new road have been submitted to and approved in writing by the Local Planning Authority including longitudinal and cross sectional gradients, street lighting, drainage and outfall proposals, construction specification, provision of and diversion of utilities services, and any proposed structural works. The development shall be implemented in accordance with these details to the satisfaction of the Local Planning Authority.

IMAGED

Reason: To ensure the development is constructed to adoptable standards.

4. Parking/Turning/Servicing

No part of the development hereby permitted shall be brought into use until the parking/turning/servicing areas are provided and are surfaced in a bound material with the parking bays clearly delineated in accordance with plans to be first submitted to and approved in writing by the Local Planning Authority. The parking/turning/servicing areas shall be maintained in the bound material for the life of the development and shall not be used for any purpose other than the parking/turning/loading and unloading of vehicles.

Reason: To ensure that vehicles entering and leaving the site may pass each other clear of the highway. To ensure that adequate off-street parking provision is made to reduce the possibility of the proposed development leading to on street parking problems in the area and enable vehicles to enter and leave the site in a forward direction, all in the interests of Highway safety.

5. Public Rights of Way (Diversion Orders) where detailed design still needs to be approved. The development will require the diversion of a public right of way and no part of that development hereby permitted or any temporary works or structures shall obstruct the public right of way until approval has been secured and the diversion has been constructed in accordance with a detailed design and specification first submitted to and approved in writing by the Local Planning Authority.

Reason: The proposed development requires a public right of way to be diverted. No part of the development hereby permitted or any temporary works shall obstruct the public right of way until an Order has been secured.

Note to applicant

The proposed development will require the stopping up or diversion of a public right of way. **The grant of planning permission for this development does not authorize the obstruction or the stopping up or diversion of this public right of way/highway and an unlawful obstruction to the right of way/highway is a criminal offence and may result in the obstructing development being required to be removed.** A separate application for an Order stopping up or diverting the public right of way/highway will be required. **This is a separate legal process and the applicant will need to contact the following (please cite the application no.): For a Public Right of Way (footpath/bridleway)**

Countryside Access
Planning Services
Communities

Trent Bridge House
Fox Road
West Bridgford
Nottingham, NG2 6BJ

Note to applicant

In order to carry out the off-site works required you will be undertaking work in the public highway which is land subject to the provisions of the Highways Act 1980 (as amended) and therefore land over which you have no control. In order to undertake the works you will need to enter into an agreement under Section 278 of the Act.

IMAGED

6. Details of measures to prevent the deposit of debris upon the adjacent public highway shall be submitted and approved in writing by the Local Planning Authority prior to any works commencing on site. The approved measures shall be implemented prior to any other works commencing on site.

Reason: In the interests of Highway safety.

Note to applicant

Prevention of Mud on the Highway, it is an offence under S148 and S151 of the Highways Act 1980 to deposit mud on the public highway and as such you should undertake every effort to prevent it occurring.

7. Travel Plans

The Interim travel plan dated 25th June 2009 gives details of the Gladman travel plan coordinator responsible for conducting employee travel survey questionnaires, to fulfill objectives and targets 3 months after occupation of a unit. No part of the development hereby permitted shall be occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include a named travel plan co-coordinator and set out proposals (including targets, a timetable and enforcement mechanism) to promote travel by sustainable modes which are acceptable to the local planning authority. It shall include arrangements for monitoring of progress of the proposals 6 months after first occupation with follow up monitoring and review 1 year after initial reporting.

The Travel Plan shall be implemented in accordance with the timetable set out in that plan unless otherwise agreed in writing by the Local Planning Authority. The local planning authority shall be advised of any change to named planning coordinator within the travel plan.

The Gladman workforce mini bus service will require inclusion within a section 106 agreement as part of travel plan proposals, to achieve the 5% public transport target until the development trigger of 71643sqm is reached for introduction of public transport.

Reason: To promote sustainable travel.

Note to applicant

Advice regarding travel plans can be obtained from the Travel Plans Officer at Nottinghamshire County Council Trent Bridge House, Fox Road, West Bridgford, Nottingham, NG2 6BJ

8. Planning Contributions Strategy

The site satisfies minimum criteria in terms of site area referred to in the Planning Contributions Strategy (March 2007) or such replacement or amendment as may from time to time be in force. It is proposed a contribution to the enhancement of the public transport facilities once a development trigger of 71643sqm has been reached. The developer is to give 3 months notice of development trigger being reached and pay a £300000 bond payment to cover failure to comply with the terms of the agreement. The agreement would be for a period of 7 years at a payment of £75000 per annum index linked to the retail price index from the date of signing the section 106 agreement.

The contribution towards public transport needs to be secured via a Section 106 Agreement and as such the granting of planning permission should be withheld until a Section 106 Agreement has been completed securing payment of contributions.

Reason: To promote sustainable travel.

9. HGV routing plans were provided on 3rd June 2009 showing on plan 1 phase 1 access and egress from the A1 using the southbound slip road only. This will require a section 106 agreement with the local planning authority for 2 HGV routing agreements to cover the construction stage of the phase 1 development and during phase 1 occupation. The first HGV agreement for the A1 southbound and northbound HGV traffic is to be in force until the highway agency measures at Twyford Bridge have been undertaken and signed off by the local planning authority.

The second HGV routing agreement on plan 2 is for the route for HGV's travelling to and from Bevercotes Distribution site using the B6387 for both phase 1 and phase 2. All HGV's are only to turn right on leaving site onto the B6387 then proceed to the A1. On site signage to remind drivers will be required and inclusion of the routing plans within leases and travel plan. This will require a section 106 agreement with the local planning authority for a HGV routing agreement to cover the construction stage of the phases of development and site occupation.

HGV routing agreements should be entered into with the local planning authority to protect minor roads from the predicted high level of HGV movement to and from the site and specifically to direct this traffic to the A1 and utilise the A1 road network.

Reason: To ensure HGV vehicles are directed to the principal highway network.



Principal Officer (Development Control)

Your Ref 09/05/00002
Our Ref BCB
Please reply to [REDACTED]
Tel [REDACTED]
Fax 0115 977 2807
e-mail [REDACTED]
Date 29 July 2009



**Nottinghamshire
County Council**
Communities Department

Bassetlaw District Council,
Development Control Section,
Queen's Buildings,
Potter Street,
Worksop,
Nottinghamshire,
S80 2AH

County Hall, West Bridgford
Nottingham NG2 7QP

F.a.o. [REDACTED]

Dear Sir,

Redevelopment of site for storage and distribution use – Bevercotes Colliery, Bothamsall, Retford.

Further to our recent telephone conversations and email correspondence regarding the above site, the applicant has requested that, prior to a comprehensive response from our Highways Development Control team covering all issues relating to highways matters on this site, I contact you with confirmation of the agreements reached to date regarding the Nottinghamshire County Council elements of the s106 agreement, including the Integrated Transport Contribution.

Following extensive discussions, measures to improve the local bus services in the vicinity of the site by way of a financial contribution have been agreed subject to final details being approved at the s106 drafting stage in which the detailed mechanism for the arrangements discussed will be established. A contribution towards local footpath and bridleway improvements and the establishment of a bond to secure the provision of the bus service improvements in the event of default by the developer have also been agreed subject to the drafting of the s106. A HGV routing plan will also be finalized at the drafting stage. It is understood that any other elements of the s106 agreement, namely the contributions to the Forestry Enterprise, will be dealt with by Bassetlaw District Council.

I should point out that this letter, therefore, confirms the agreement of matters relating to the Nottinghamshire County Council elements of the proposed s106 agreement, subject to its detailed drafting. The situation regarding all other issues relating to highways will be confirmed by Robert Castle in our Development Control section in due course.

If you require any further clarification, please do not hesitate to contact me.

Yours faithfully,

[REDACTED]
For Service Manager Spatial Planning

This document is unsigned as it is electronically forwarded. If you require a signed copy, then please contact the sender.

Your Ref 09/05/00002
Our Ref BAS092
Please reply [REDACTED]
to [REDACTED]
Tel [REDACTED]
Fax 0115 977 2807
e-mail [REDACTED]
Date 20th May 2009



Nottinghamshire
County Council
Communities Department

Bassetlaw District Council,
Development Control Section,
Queen's Buildings,
Potter Street,
Worksop,
Nottinghamshire,
S80 2AH

County Hall, West Bridgford
Nottingham NG2 7QP

[REDACTED]
Dear Sir/madam,

Redevelopment of site for storage and distribution use – Bevercotes Colliery, Bothamsall, Retford.

I refer to your letter dated 11th February 2009 requesting strategic planning observations on the above proposal and my response of 25th March containing comments on strategic planning issues.

I understand that a travel plan is being negotiated for the proposal and subject to this being satisfactory to yourselves and the County Council as highway authority; this would overcome my concerns over accessibility of the site to the labour market.

In view of the aspects constraining a rail facility on the site, I have referred to paragraph 2.4 of the applicants D&A statement, which concludes "it has been considered that the enhancement and preservation of the Railway SINC would be a more beneficial use of the corridor" (than reinstatement for freight use). I have also had regard to the concerns expressed by the County Council's Nature Conservation team over partial loss the SINC. In view that only safeguarding for rail freight was being suggested, this would not, in my view warrant refusal of such a proposal.

Similarly, in paragraph 3.3.1, and in a telephone conversation with the applicants agent, it is indicated that the positioning of buildings "has had regard to the position of the old mine shafts." This being so it may not be possible to consider the arrangement that would allow for safeguarding a rail freight facility. I have no record of mine shafts to know that this is the case.

In summary, it appears it would not be feasible to obtain appropriate alterations and conditions to safeguard a rail-based facility as mentioned in my earlier letter. I expressed concerns in that letter, but these did not amount to an objection to the proposal, especially so now in the light of the above.

I would therefore reiterate my previous comments " ... when taking the history of the site into consideration, the long standing allocation for employment use, and its treatment in the Regional study, I have no objection in principle on strategic planning grounds."

Yours faithfully,

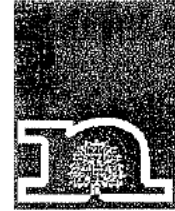
[REDACTED]
For Service Manager Spatial Planning

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2006-2008
Sustainable Energy
2006-2007
Environmental Award for
Best in Business Group

Your Ref 09/05/00002
Our Ref BAS092
Please reply to [REDACTED]
Tel [REDACTED]
Fax 0115 977 2807
e-mail [REDACTED]
Date 25 March 2009



Nottinghamshire
County Council
Communities Department

Bassetlaw District Council,
Development Control Section,
Queen's Buildings,
Potter Street,
Worksop,
Nottinghamshire,
S80 2AH

County Hall, West Bridgford
Nottingham NG2 7QP

[REDACTED]
Dear Sir/madam,

Redevelopment of site for storage and distribution use – Bevercotes Colliery, Bothamsall, Retford.

Thank you for your letter dated 11th February 2009 requesting strategic planning observations on the above proposal. I have the following comments to make, on strategic planning issues.

The proposal is subject to Planning Policy Statements 1 (Delivering Sustainable Development), 7 (Rural development, PPS7) and 4 (Industrial and Commercial Development...). The relevant strategy is the East Midlands Regional Plan (March 2009) (EMRP). The Nottinghamshire and Nottingham Joint Structure Plan (February 2006) (JSP) has now been superseded by RSS8.

I note that the proposal is at a location which is allocated in the Bassetlaw Local Plan and has been subject to outline permission for a similar proposal, albeit smaller, which has now lapsed. I also note that the District Council is currently preparing a local development framework. I understand that part of the evidence base for this includes an assessment of employment sites, updating an employment land review undertaken in 2007.

In broad terms the principle of providing employment-related development in Bassetlaw is supported, and is a priority for Regional and sub-regional policies. The strategic planning issue centres on whether this is a suitable location for development of this scale and character. In this regard the broad context for Regional policies is set in Policy 1: Core objectives, of which sections b,e,f & i are relevant. Policies 19,20 & 21 of the EMRP deal with employment development and set a context for the planning of such proposals as the subject of this application.

Policy 19, Regional Priorities for Regeneration, indicates that regeneration activity should be focussed, amongst other areas, upon the Northern Sub-Area. It also states that regeneration must conform with the strategy of urban concentration (Policy 3).



2005-2006
Sustainable Energy
2006-2007
Culture and Sport for
Went to Green Group

Policy 20 requires that employment land reviews are kept up-to-date to inform the allocation of sites. An employment land review was undertaken in the Northern Sub-region in 2007, following the publication of the Draft RSS but prior to the issue of the EMRP, and this site was rated 'amber' on market scores and 'red' on sustainability scores in that Review, and identified with constraints to development. However, it was not proposed for release (i.e. non-employment use) by the consultants.

The proposal is for storage and distribution with a single large user being a principal occupier. EMRP policy 21 sets out preferred broad locations for Strategic Distribution sites; this proposal site is not within one of those. The policy provides a set of criteria which should be relevant to allocations in LDFs. The absence of suitable rail-based access and good access to labour are the most significant criteria not met by this proposal.

Policy 21 was informed by the East Midlands Strategic Distribution Study (emda, 2006), which, it should be noted, included this site in existing supply at that time. The study suggested that the existing supply at non-rail linked sites (i.e. including this site) is likely to be adequate for the early years of the RSS (i.e. 2006 on). There was no indication of over-supply in the study, which in the main concerned itself with safeguarding existing and identifying new sites.

Consequently I would consider while if this site were being proposed as a new allocation for an LDF it is unlikely that it would be supported, when taking the history of the site into consideration, the long standing allocation for employment use, and its treatment in the Regional study, I have no objection in principle on strategic planning grounds.

Nevertheless, the proposal raises certain concerns that should be addressed. In particular I am concerned that the rail access and access to labour are significant shortcomings in the proposal. This is especially in the light of the applicant's claim that the proposal enables comprehensive development of the site.

While this site may not need to fulfil the needs of a Strategic Rail Freight interchange, i.e. be large enough to handle full length 775m trains with appropriately configured on-site rail infrastructure and layout, I consider that the safeguarding of rail access and rail-based freight handling for the long-term should be sought. On first sight the present building arrangement would allow for trains of about 700m, although no infrastructure is proposed. I note that switching of the two largest buildings (A & B) with slightly larger separation might retain potential full rail access with little compromise.

In addition, the above study identified means of safeguarding strategic logistics sites. These included a presumption against B1 and B2 uses and against warehouses less than 10,000m². The latter could be considered if they were infill plots, or containing a use that needs to be located nearby, or providing significant rail freight potential which serves to underpin the success of the site.

Consequently, I consider that your authority should consider appropriate alterations and conditions to safeguard a rail-based facility and maintain accessibility of the labour force. It is for you to consider whether failure to do so warrants refusal of the proposal. Further discussions on the details and specific requirements that would be involved would best be



undertaken with Jim Bamford, the County Council's Rail Manager, who also has responsibility for regional matters (contact: 0115 977 3172) .

Incidentally, I would point out that safeguarding a strategic rail-based facility may not require alterations to the proposal that are either costly or detrimental to the marketing of the proposal, and indeed, make good sense in the long-term. Consequently I would strongly advise contacting Mr Bamford to explore those strategic requirements and assist any negotiations that may be required.

I understand that the comments from the County Council's Nature Conservation unit and Landscape and Reclamation team have been sent to you by email; if this is not so please contact me or them directly. I would ask that those comments are considered seriously, and any further queries addressed to the relevant officers.

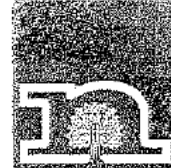
I would also point out that previous discussions have taken place with the County Council's Access team; I am unclear whether their comments have been sought on this resubmission. Further to this the applicants mention, in para. 4.10.2 of the Environmental Statement, various planning obligations that have been discussed. I trust that you will ensure that the relevant signatories, including the County Council, are fully aware of the details involved. If you wish to know which officers to involve in this work then please contact myself or Matthew Jackson (0115 977 4543).

Yours faithfully,


For Service Manager Spatial Planning

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Your ref -
Our ref PSP.JR/BOTHEMSALL/BW14/301.IY.5
Tel (0115) 977 4965
e-mail [REDACTED]
Date 22 July 2009



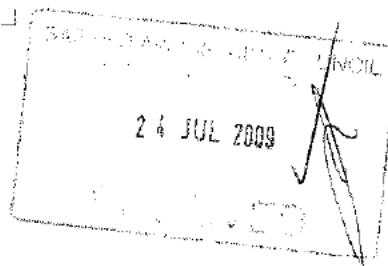
**Nottinghamshire
County Council**
Communities Department

[REDACTED]
Planning Services
Bassetlaw District Council
Queens Buildings
Potter Street
WORKSOP
Nottinghamshire S80 2AH

Trent Bridge House
Fox Road
West Bridgford
Nottingham NG2 6BJ

Corporate Director
Tim Malynn

IMAGED



Dear [REDACTED]

**BEVERCOTES COLLIERY, BOTHEMSALL, RETFORD, REDEVELOPMENT OF
SITE FOR STORAGE AND DISTRIBUTION USE, REF: 09/05/00002**

Thank you for consulting me about the above development at Bevercotes Colliery. As part of the development a public bridleway will require diverting, as a result of this I have been in discussion with Chris Still of Gladman in order to discuss and agree a suitable package to lessen the negative impact of the development on the Public Rights of Way network.

I will start off by stating that this department has no objection to the proposed diversion route of the bridleway. However, this is on the condition that the specification method of construction and of the alternative bridleway route is agreed with the Countryside Access Team prior to construction.

This department has no objection to the provision of a car parking facility for the ramblers/horse-riders. This is on the condition that the details of the car-park in relation to the design, particularly in relation to construction materials and size of the car park are agreed by the Countryside Access Team prior to construction.

The design of this proposed link will also need to meet the approval of Nottinghamshire County Councils Highways Department to ensure that it meets all safety requirements, although I have been assured by Nottinghamshire County Councils Accident Investigation Unit that a minimum of 0.5m of grass verge between the metalled highway and the proposed surfaced link will be sufficient.

Gladman has agreed to provide an additional £8000 to be spent on improvement work on the surrounding Rights of Way network including a stone surfaced roadside link between the diverted bridleway and the surrounding Rights of Way network within the highway verge of the B6387. The remainder of the £8000 should be spent on other local improvements to the surrounding Rights of Way. It

has been agreed that this amount will be a minimum of £4000. This link and the additional local improvements are seen as important due to the expected increase in traffic on the B6387 as a result of the development. It is also disappointing that Gladmans are unable to contribute a greater amount towards improvements to the surrounding Rights of Way network as this could provide a valuable off-road link to the site for future employees and encourage more sustainable transport.

In summary, Nottinghamshire County Council Countryside Access has no objection to the proposed development on the following conditions: -

1. A surfaced bridleway link is to be provided around the western perimeter of the site as detailed on drawing number 101.
2. A car parking facility is provided at the southern end of the access road for horse riders and ramblers.
3. That £8000 is provided for local Rights of Way improvements. This should include the provision of a stone surfaced link between newly diverted bridleway and the existing Rights of Way network with a minimum of £4000 for local improvements.
4. That the design and specification of all newly provided paths and car parks is agreed and approved with Nottinghamshire County Council Countryside Access.
5. That the link within the highway verge of the B6387 meets the safety requirements of Nottinghamshire County Councils Highways Department.
6. That no structures are placed either on the existing or proposed bridleways. On drawing 101 the detailed phase 2 road gates at the southern end of the access road would not be acceptable.

I hope this makes sense. If you have any questions regarding this please do not hesitate to contact me.

Yours sincerely



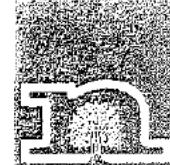
Area Rights of Way Officer

Your ref
Our ref
Tel
e-mail
Date

09/05/00002
EPD.CR.09/00815 (file with 05/00595)

(0115) 977 2418

Tuesday, 21 July 2009



DA

**Nottinghamshire
County Council**
Communities Department

Trent Bridge House
Fox Road
West Bridgford
Nottingham NG2 6BJ

Corporate Director
Tim Malynn

Principal Planner (Control)
Bassetlaw District Council
Queen's Buildings
Potter Street
Worksop
Nottinghamshire
S80 2AH

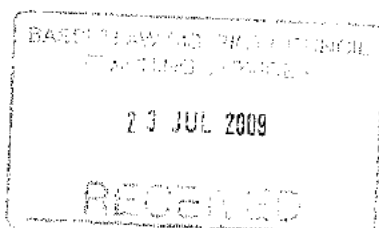
Dear Sir,

**PLANNING APPLICATION NO 09/05/00002
LAND AT BEVERCOTES COLLIERY, BOTHAMSALL, RETFORD**

Thank you for your request for comments on the archaeological implications of this proposal. I have checked the application site against the County Sites and Monuments Record, and have no observations or recommendations to make regarding the amendments to the above proposal. However, the previous comments made by my colleague Elaine Willett (Ref EPD.EW.05/00595) on the 17th August 2005 still apply.

Yours faithfully,

Assistant Archaeological Officer

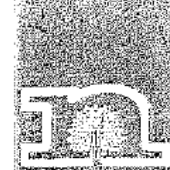


Your ref
Our ref
Tel
e-mail
Date

09/05/00002
CSD.CR.09/00295 (file with 05/00595)

0115 977 2418

Thursday, 5th March 2009



**Nottinghamshire
County Council**
Communities Department

✓
MS

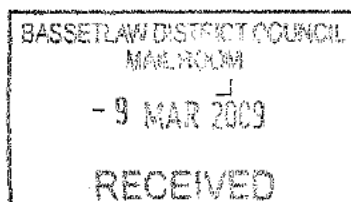
Principal Planner (Control)
Bassetlaw District Council
Queen's Buildings
Potter Street
Worksop
Nottinghamshire
S80 2AH

IMAGE

Trent Bridge House
Fox Road
West Bridgford
Nottingham NG2 6BJ

Corporate Director
Steve Calvert

DA



Dear Sir,

**PLANNING APPLICATION NO 09/05/00002
LAND AT BEVERCOTES COLLIERY, BOTHAMSALL**

Thank you for your request for comments on the archaeological implications of this proposal. I have checked the application site against the County Sites and Monuments Record and have the following comments to make.

The application site is located within a landscape of late Medieval and early Post-Medieval seigniorial activity. Haughton deer park encompasses the entire application site, as well as a significant area of land beyond it. This park was attached to Haughton Hall, now a scheduled monument directly to the south of the application site, and was in use at least as early as 1509. This park would have provided a safe and enjoyable landscape within which to hunt deer, among other animals. Over several hundred years this park appears to have developed features that are characteristic of landscapes designed specifically for the enjoyment of an aristocratic household, such as that at Haughton Hall. These features include avenues of trees, a duck decoy (also a scheduled monument), a lodge and various ponds and other water features. In addition to this park, Haughton Hall had its own chapel, again a scheduled monument directly south of the application site.

The application site constitutes one part of a much larger, seigniorial site. It is possible that archaeological remains of features associated with this Medieval deer park, including deer leaps, water channels, ponds or buildings, might survive within the application site. As I have mentioned, several such features do survive within the vicinity of the application site and they are of sufficient importance to be designated as scheduled monuments. It is possible that similar features may be exposed and destroyed during the course of the proposed development.

It is likely that some areas of the application site have undergone significant levels of ground disturbance in connection with this site's use as a colliery. However, it can often be the case that archaeological remains do survive beneath areas of tips, hard standing or, in this case, plantation trees. If archaeological remains do survive here,



they may be able to provide us with extremely valuable information about the Medieval and Post-Medieval development of this high-status, aristocratic landscape over time. They might also provide us with evidence of the level of survival of archaeological remains beneath former colliery sites, and the condition that we might expect those archaeological deposits and features to survive in.

A medium to high potential exists for additional archaeological remains to exist within the proposed plot. Due to the archaeological interest of this area, as well as the nature and extent of the proposed development it is my recommendation that if planning permission is to be granted this should be conditional upon two things. Firstly, upon the applicants submitting for your approval and prior to development commencing details of a scheme of archaeological mitigation of the site and secondly, upon the subsequent implementation of that scheme to your satisfaction. A condition such as the following may be appropriate:

"No development shall take place within the application site until details of a scheme of archaeological mitigation have been submitted to and approved in writing by the LPA."

"Thereafter, the scheme shall be implemented in full accordance with the approved details."

This scheme should be drawn up and implemented by a professional archaeologist or archaeological organisation. I will be happy to advise on the nature and extent of such a scheme, or to provide further advice or comment as required.

I would also be grateful if I can be notified as to the outcome of the application.

Yours faithfully

A large black rectangular redaction box covering the signature and name of the Assistant Archaeological Officer.

Assistant Archaeological Officer

IMAGED

03 MAR 2009

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Dave Askwith - Bevercotes Colliery - Redevelopment as a Distribution Park - Planning Application No 09/05/00002

From: [REDACTED]
To: [REDACTED]
Date: 12/03/2009 14:34
Subject: Bevercotes Colliery - Redevelopment as a Distribution Park - Planning Application No 09/05/00002
CC: [REDACTED]

Hi [REDACTED]

Further to our telephone conversation earlier this week, please see my comments below. I have read my colleague David Mills's comments (memo dated 11th August 2006) and the relevant sections of the amended application for the above site.

The Landscape and Reclamation Team at Notts County Council do not have any objections to the planning application, but would make the following comments:-

1. It should be a planning condition that all vegetation/woodland areas/trees to be retained should be protected during construction to BS 5837:2005 (Trees in Relation to Construction) - fencing should be erected before work starts on site and be maintained for the duration of the works. Tree root zones should be protected - no trafficking of vehicles, storage of materials or plant to be carried out within this zone. No excavations or changes of level to be undertaken within the protection zone.

2. The proposed habitat and mitigation proposals are generally acceptable, but we would make the following comments regarding the proposed planting (Appendix 8I):-

1.0 Woodland Edge Mix Planting - it is proposed to plant at 900mm centres. We would recommend planting at 2000mm centres to allow maintenance and to avoid unnecessary thinning. *Cornus alba* should be substituted with the native *Cornus sanguinea*.

2.0 Woodland 'Mix' Planting Mix - it is proposed to plant at 1500mm centres - again, we would recommend planting at 2000mm centres.

Cotoneaster x watereri is an ornamental species and should be substituted with a native species in keeping with the Sherwood Character Area.

4.0 Secondary Tree Planting - *Acer plat.* 'Emerald Queen', *Platanus hispanica* and *Tilia tomentosa* should be substituted with native species.

5.0 Hedge Planting - *Viburnum lanata* and *Viburnum opulus* should be replaced with native species in keeping with the Sherwood area - *Prunus spinosa* and *Corylus avellana* would be suitable. The percentage of *Crataegus monogyna* could also be increased.

6.0 & 7.0 Shrubs - the applicant has provided a list of ornamental shrubs intended for planting to the peripheries of car parking areas etc. This would not be in keeping with this rural location - we would recommend tree planting as shown within grass verges.

The applicant should refer to the recommended species list for the Sherwood Character Area (Nottinghamshire County Council Landscape Guidelines, 1997) - if you would like me to photocopy and forward to you in the post please let me know.

We would be happy to comment on detailed planting plans when these are submitted.

The applicant should submit proposals for the establishment maintenance of the landscaping - we recommend that this should be for at least 5 years. The applicant should also submit details of the proposed maintenance and future management of the existing woodland on the site.

Please let me know if you have any queries regarding the above.

Regards,


Communities
Nottinghamshire County Council

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Nottinghamshire - your four star 'excellent' County Council - the highest rating available for council services

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creating a better place



Environment
Agency

Head of Planning Services
Bassetlaw District Council
Queens Buildings Potter Street
Worksop
Nottinghamshire
S80 2AH

Our ref: LT/2009/108208/02-L01
Your ref: 09/05/00002
Date: 09 July 2009

[REDACTED]

Dear Sir

**REDEVELOPMENT OF SITE FOR STORAGE AND DISTRIBUTION USE -
AMENDED PROPOSAL FORMER BEVERCOTES COLLIERY SITE,
BOTHAMSTALL, RETFORD**

I refer to your letter dated 7 July 2009.

From the Environment Agency's perspective the amendments proposed are minor and the conditions and informatives detailed in my letter dated 5 June 2009 remain applicable

[REDACTED]

MR STUART TAYLOR
Planning Liaison Officer

Direct dial 0115 8463654
Direct fax 0115 9817743
Direct e-mail [REDACTED]

IMAGED

Environment Agency
Trentside Offices, Scarrington Road, West Bridgford, Nottingham, NG2 5FA.
Customer services line: 08708 506 506
Email: enquiries@environment-agency.gov.uk
www.environment-agency.gov.uk

End



✓
MSP

Head of Planning Services
Bassetlaw District Council
Queens Buildings Potter Street
Worksop
Nottinghamshire
S80 2AH

Our ref: LT/2009/108208/01-L01
Your ref: 09/05/00002

Date: 05 June 2009

IMAGED

FAO [REDACTED]

Dear Sir

**REDEVELOPMENT OF SITE FOR STORAGE AND DISTRIBUTION USE -
AMENDED PROPOSAL FORMER BEVERCOTES COLLIERY SITE,
BOTHAMSTALL, RETFORD**

Thank you for referring the above application which was received on 16 February 2009 and I apologise for the lengthy delay in replying which was due to an

The Agency has no objections, in principle, to the proposed development but recommends that if planning permission is granted the following planning conditions are imposed:

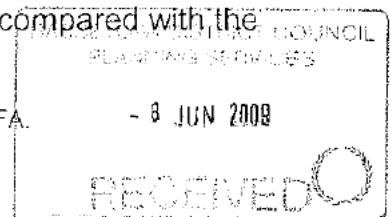
CONDITION

Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

- The drainage scheme will need to consider utilising sustainable drainage techniques or SuDS;
- Any surface water run off from the site shall be limited so there is a reduction of run-off from the site;
- The system must deal with the surface water run-off from the site on site up to the critical 1% + 20% for climate change Annual Probability of Flooding (i.e. 1 in a 100-year flood + 20%) event. Drainage calculations must be included to demonstrate this (e.g. MicroDrainage or similar sewer modelling package calculations which include the necessary attenuation volume). It is suggested that the scheme states the current discharge rate compared with the

Environment Agency
Trentside Offices, Scarrington Road, West Bridgford, Nottingham, NG2 5FA.
Customer services line: 08708 506 506
Email: enquiries@environment-agency.gov.uk
www.environment-agency.gov.uk

Cont/d..



attenuated rate with an allowance for climate change demonstrating that there is a 20% reduction overall.

REASON

To prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity, and ensure future maintenance of the SuDS scheme.

CONDITION

Finished floor levels are set no lower than 23.76m above Ordnance Datum (AOD).

REASON

To reduce the risk of flooding to the proposed development and future occupants.

CONDITION

Any facilities for the storage of oils, fuels or chemicals shall be sited on impervious bases and surrounded by impervious bund walls. The volume of the bunded compound shall be at least equivalent to the capacity of the tank plus 10%. If there is multiple tankage, the compound shall be at least equivalent to the capacity of the largest tank, vessel or the combined capacity of interconnected tanks or vessels plus 10%. All filling points, associated pipework, vents, gauges and sight glasses must be located within the bund or have separate secondary containment. The drainage system of the bund shall be sealed with no discharge to any watercourse, land or underground strata. Associated pipework shall be located above ground and protected from accidental damage. All filling points and tank/vessels overflow pipe outlets shall be detailed to discharge downwards into the bund.

REASON

To prevent pollution of the water environment.

CONDITION

Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from parking areas and hardstandings shall be passed through an oil interceptor designed and constructed to have a capacity and details compatible with the site being drained. Roof water shall not pass through the interceptor.

REASON

To prevent pollution of the water environment.

CONDITION

Vehicle loading or unloading bays should be drained to the foul sewer.

REASON

To protect the water environment.

CONDITION

The discharge of any chemically treated water from refrigeration, air conditioning or heating systems must be discharged either to foul sewer or disposed of by a registered waste disposal contractor.

REASON

To prevent pollution of the water environment.

CONDITION

Penstocks/cut off valves are to be installed on the surface water drainage systems to protect controlled waters from polluting discharges should a spillage occur on the site.



Environment
Agency

REASON

To protect the water environment.

CONDITION

No development approved by this permission shall be commenced until a scheme for the disposal of foul and surface waters has been approved by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details.

REASON

To prevent pollution of the water environment.

The Agency would wish to be involved at an early stage regarding the detailed surface water drainage proposals for this scheme.

IMAGED

INFORMATION:

A separate consent is required from the Agency under the terms of the Water Resources Act 1991 for any proposed sewage or trade effluent discharge to a watercourse or other controlled waters, and may be required for discharge to a soakaway. (Controlled waters include rivers, streams, underground waters, reservoirs, estuaries, and coastal waters).

Site operators should ensure that there is no possibility of contaminated water entering and polluting surface or underground waters.

No rainwater contaminated with silt/soil from disturbed ground during construction must drain to the surface water sewer or watercourse without sufficient settlement.

The applicant should ensure that an accurate site drainage plan is available, detailing in particular the locations of:

- i. buildings and storage areas
- ii. the foul and surface water sewers
- iii. inspection chambers
- iv. oil interceptors
- v. soakaways for surface water
- vi. sealed sumps
- vii. bunded areas, giving details of the products stored and quantities

Any vehicle washing should be undertaken in a designated washbay and not on unmade ground or in areas which discharge to surface water drains. The washbay should be impermeable and be isolated from the surrounding area by a raised kerb and the effluent should be directed to foul sewer or to a sealed sump for off site disposal by a waste disposal contractor.

A suitable stock of absorbant materials should be kept on site in order to deal with any leaks or spillages.

The River Meden is designated 'Main River', any works in, under, over or within 8.0m of the River Meden requires the prior written Consent of the Environment Agency under the terms of the Water Resources Act 1991 and Land Drainage Byelaws.

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- 8 JUN 2009

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ENVIRONMENT AGENCY

There is a statutory two-month period in which to determine such Consents and a fee of £50 per Consent may be charged. Applicants are encouraged to engage in pre-Consent discussions with the Development Control Team, on 0115 846 3675.

The Agency needs to compile reports to meet DEFRA high level targets and consequently a copy of the required decision notice should be forwarded following determination of the application.


Yours sincerely



Planning Liaison Officer

Direct dial 0115 8463654

Direct fax 0115 9817743

Direct e-mail 

Your ref 09/05/00002
Our ref CSC.NC/RH12
Tel (0115) 977 4557
e-mail [REDACTED]
Date 22 July 2009



**Nottinghamshire
County Council**
Communities Department

Trent Bridge House
Fox Road
West Bridgford
Nottingham NG2 6BJ

Corporate Director
Tim Malynn

Mr D Askwith
Development Control
Bassetlaw District Council
Queen's Buildings
Potter Street
Worksop
Nottinghamshire S80 2AH

IMAGED



Dea [REDACTED]

Re: Redevelopment of site for storage and distribution use - Bevercotes Colliery, Bothamsall, Retford

Thank you for consulting the Nature Conservation Unit of Country Parks and Conservation Group on this matter. Since our last correspondence, dated 3 March 2009, additional information has been submitted by the applicant (upon which we commented directly to Chris Still of Gladman's). The main points arising from this are as follows;

1. I am now happy that all the necessary survey work has been completed, although I note that the invertebrate survey is an interim report submitted in advance of the completion of all survey visits. Of particular note is the continued presence of a small population of great crested newts at the site. In addition, the invertebrate report considers the site likely to be of county-level importance, whilst the badger report indicates that badger activity at the site has declined since the last survey. Woodlark and little ringed plover continue to be recorded on the site, on the pit head/stocking yard.
2. All survey reports propose specific mitigation measures, which are welcomed (and in the case of the great crested newts, vital when applying for a licence). However, for the sake of clarity and future reference, the Outline Mitigation, Habitat Enhancement and Management Plan, previously submitted, should be updated to include these more detailed recommendations. I would be content to see such an update made a 'prior to commencement' **condition** of any permission granted.
3. A reasonable population of smooth newts (plus low numbers of frog and toad) were also encountered during the great crested newt surveys. Although not statutorily protected, good practice dictates that steps should be taken to minimise the impacts of the development on these species. I therefore request that the updated Mitigation, Habitat Enhancement and




Management Plan includes measures to protect these species (e.g. through trapping and translocation). This should be made a **condition** of any permission granted.

4. Should development not commence within 2 years of permission being granted, I request that all surveys should be refreshed to ensure that information about the site is accurate, and to allow the Mitigation, Habitat Enhancement and Management Plan to be updated if necessary. This should be made a **condition** of any permission granted.
5. Previous comments relating to requested **conditions** (for the use of protective fencing and the submission of a detailed landscaping scheme incorporating my comments) still stand.
6. The applicant has committed to a **S106 agreement** to fund off-site habitat creation/enhancement works on the adjacent pit tip site, which is managed by the Forestry Commission. This is welcomed, and we would be happy to advise on the scope and content of such an agreement. The S106 should also provide for the long-term management of retained and created habitat within the development area itself.

Subject to the above, I am content that the ecological impacts arising from this development have been given due consideration, and that sufficient mitigation/compensation measures have been put in place, such that there will be no significant impact in nature conservation interests. I am therefore content for this application to be granted planning permission.

Yours sincerely



Senior Nature Conservation Officer

Your ref: 09/05/00002
Our ref:
Contact: [REDACTED]
Tel: 0115 977 4557
Fax: 0115 977 2414
e-mail: [REDACTED]
Date: 3 March 2009

[REDACTED]
Development Control
Bassetlaw District Council
Queen's Buildings
Potter Street
Worksop
Nottinghamshire S80 2AH

Dear [REDACTED]

**Re: Redevelopment of site for storage and distribution use -
Bevercotes Colliery, Bothamsall, Retford**

Thank you for consulting the Nature Conservation Unit of Country Parks and Conservation Group on this matter. We have the following comments regarding nature conservation issues:

Main issues

A significant proportion of the development site is locally designated as a Site of Importance for Nature Conservation (5/2165 – Bevercotes Colliery). This SINC extends beyond the development site boundary and is centred on the restored pit tip adjacent. However, approximately 21.5ha, or 15% of the SINC would be impacted upon (largely through direct loss) as a result of the development. It is understood from the Nottinghamshire Biological and Geological Records Centre that this part of the SINC is designated primarily because of its breeding bird interest.

Previous surveys have confirmed the ecological value of the site, and whilst some updated survey work has been submitted with this application (namely that for badgers, water voles, bats, and reptiles), further survey work is required (identified in the ES as being for breeding birds, amphibians and invertebrates). Survey work for amphibians is particularly important, as great crested newts are known to be present on the site, yet have not been surveyed for 5 years. It is indicated that this further survey work will take place during 2009; however, PPS1 and PPS9 both require planning decisions to be based upon up-to-date information on the environmental characteristics of the area. Furthermore, paragraph 99 of Government Circular: Biodiversity and Geological Conservation – 'statutory obligations and their impact within the planning system', states that:

"It is essential that the presence or otherwise of a protected species, and the extent that they may be affected by the proposed development, is established before

planning permission is granted, otherwise all material considerations may not have been addressed in making the decision. The need to ensure ecological surveys are carried out should therefore only be left to coverage under planning conditions in exceptional circumstances..."

We therefore request that a decision on this application is **deferred** until such a time that this additional information has been submitted, in order to allow all material considerations to be available, covering;

- Great crested newts
- Breeding birds
- Invertebrates

Furthermore, for those species where updated survey work has been carried out, there is a need for further survey in advance of development;

- Updated water vole surveys are required, as detailed in Section 6 of the document entitled Appendix 9C 'Water Vole and Otter Survey Report', in advance of any works that affect the River Meden as detailed in Section
- Updated badger surveys are required, as detailed in Section 6 of the document entitled Appendix 9B 'Badger Survey Report'
- Updated bat surveys are required, as detailed in Section 5 of the document entitled Appendix 9D 'Bat Survey Report'

These additional surveys should be made a **condition** of any permission granted, and the scope and phasing of the surveys should be consistent with the recommendations in the relevant report highlighted above.

Mitigation and compensation

We welcome the submission of an Outline Mitigation, Habitat Enhancement and Management Plan. This plan should be updated in light of the further survey work required, as detailed above, and the production of a completed document should be made a **condition** of any permission granted. In addition, post-development monitoring should be included in this plan to ensure that the mitigation works that have been undertaken are meeting their objectives.

The use of protective fencing to safeguard areas of retained habitat, as detailed in section 8.11.8 of the ES (Chapter 8 – Landscape Character and Visual Impact Assessment), should be made a **condition** of any permission granted. To this end, the submission of a plan showing where such fencing will be installed should be made part of this condition.

In order to fully compensate for the impacts of the development, the applicant is proposing to fund off-site habitat creation/enhancement works on the adjacent pit tip site, which is managed by the Forestry Commission. This is vital, in order to ensure that impacts on ground nesting birds present that use the development site are fully addressed, and will need to be incorporated into a **Section 106** agreement, as highlighted in section 4.10.2 of the ES (Chapter 4 – The Proposed Development). The scope and extent of these off-site works should be agreed prior to the determination of the application to ensure their suitability. In addition, a means for

ensuring the implementation of the measures identified in the Outline Mitigation, Habitat Enhancement and Management Plan should also be incorporated into the S106, again as highlighted in section 4.10.2 of the ES.

Landscaping scheme

Although it is stated that detailed planting proposals will be prepared, a proposed species list is presented in Appendix 8L of Chapter 8 – Landscape Character and Visual Impact Assessment. We are concerned that a number of species suggested in this list are not appropriate, and request that this be rectified prior to the submission of a detailed landscaping scheme, which should be secured by **condition**. In order that any information submitted in the future is acceptable, the following changes should be made to ensure that habitat creation and enhancement works meet their full potential;

"Woodland 'edge mix' planting" - The following species should be removed from this mix;

<i>Castanea sativa</i>	- not native to the area
<i>Cornus alba</i>	- not native to the UK (from East Asia)
<i>Pinus sylvestris</i>	- not a broad-leaved species
<i>Salix eleagnus</i>	- not native to the UK (from South Europe)

- Suitable replacements would include *Crataegus monogyna*, *Prunus spinosa*, *Cornus sanguinea*, *Salix cinerea*, *Salix caprea*.

"Woodland 'mix' planting mix" - The following species should be removed from this mix;

<i>Alnus incana</i>	- not native to the UK (from continental Europe)
<i>Cotoneaster x watereri</i>	- not native to the UK
<i>Tilia tomentosa</i>	- not native to the UK (from South-east Europe)

- Suitable replacements would include *Alnus glutinosa*, *Fraxinus excelsior*.

"Primary tree planting" - The following species should be removed from this mix;

<i>Fagus sylvatica</i>	- not native to the area
<i>Tilia cordata</i>	- a rare species, the significance of which is being eroded by being made a common planted species

- Suitable replacements would include *Acer campestre*, *Fraxinus excelsior*.

"Hedge planting" - The following species should be removed from this mix;

<i>Viburnum lantana</i>	- not native to the UK
-------------------------	------------------------

- Suitable replacements would include *Prunus spinosa*.

It is assumed that "Secondary tree planting", and "Shrubs" relate only to ornamental planting areas within the main development area, which is acceptable.

Additionally, we request that all planted stock should be of certified native genetic origin, and of local provenance (from seed zone 402, as identified by the Forestry Commission Practice Note 8 – Using Local Stock for Planting Native Trees and Shrubs), to ensure that stock is genetically suited to the area, and to maximise nature conservation benefits. Ideally, this should be incorporated into the landscaping condition.

Summary

In summary, there are a number of issues related to this application which we believe can be satisfactorily dealt with by condition. However, it is vital that updated survey work is submitted for certain species (particularly great crested newts) prior to the determination of this application, and we have therefore requested that a decision on this application is **deferred** until such a time that this updated survey work has been submitted and any necessary changes to the Outline Mitigation, Habitat Enhancement and Management Plan have been made.

We hope these comments are of use to you, but if you require any further information, please do not hesitate to contact us.

Yours sincerely,



Senior Nature Conservation Officer

From: [REDACTED]
To: <planning@bassetlaw.gov.uk>
Date: 17 July 2009 17:18
Subject: fao: [REDACTED]

✓
cas reply.

Planning Application DTA/1/9/05/2 - Redevelopment of site for storage and distribution use, Bevercotes Colliery, Bothamsall, Retford, Notts

Further to your faxed letter dated 17th July 2009, Natural England is satisfied with the information provided to be able to lift its objection against the development.

Providing, updated versions of Mitigation and Management Plans are submitted prior to commencement reflecting the survey work so that the development can be planned properly and most effectively.

In the event that the planning permission is not implemented within 2 years of the date of the planning permission being granted further protected species survey shall be carried out and submitted to the District Council. Any mitigation measures required shall be implemented in accordance with the approved details to the satisfaction of the District Council.

Regards

[REDACTED]
Planning & Conservation Adviser
Nottinghamshire & Lowland Derbyshire
East Midlands

Natural England
Block 7, Government Buildings
Chalfont Drive
Nottingham
NG8 3SN

IMAGED

Tel: 0115 9005300
Mob: 0 [REDACTED]

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Date: 10th March 2009
Our ref: B5.9.30
Your ref: 09/05/00002



✓
MS



Bassetlaw District Council
Queen's Buildings
Potter Street
Worksop
Nottinghamshire
S80 2AH

IMAGED

Caroline Harrison
Natural England
Block 7
Government Buildings
Chalfont Drive
Nottingham
NG8 3SN

T 0115 900 5300
F 0115 929 4886

Dear M



Proposed Development: Redevelopment of site for storage and distribution use

Location: Bevercotes Colliery, Bothamsall, Retford

Thank you for your consultation of 2009 received in this office on 2009 regarding this application.

Based on the information provided, Natural England **objects** to the proposal pending further information.

Natural England has the following specific comments:

Habitat

Due to areas of SINC's on site proposed to be destroyed, Natural England would wish to see compensation for at least the same size, if not more, of the same habitat provided. There also needs to be more information provided regarding the proposals for plant translocation and receptors.

Habitat for ground nesting birds will need to be created, as proposed mitigation for open habitat is not adequate.

Natural England would want to see proposal plans of the mitigation.

Surveys

Natural England would want to see further up to date survey work carried out on site, to be able to fully assess the impacts on site :

- Breeding birds
- Amphibians including Great Crested Newts

Natural England
Head Office
1 East Parade
Sheffield S1 2ET


www.naturalengland.org.uk

- Invertebrates

It is hoped that the comments made are of assistance to you. Please do contact me again if you have any further queries.

Please forward a copy of the decision notice to the above address.


Yours sincerely


Planning & Conservation Adviser
Nottinghamshire & Lowland Derbyshire

IMAGED

North Nottinghamshire Office:

Nottinghamshire Wildlife Trust, Idle Valley Rural Learning Centre, North Road, Retford,
Nottinghamshire DN22 8RQ


Planning
Bassetlaw District Council
Queen's Buildings
Potter Street
Worksop
Nottinghamshire S80 2AH

28th July 2009


Dear 

**Re: Redevelopment of site for storage and distribution use, Bevercotes Colliery,
Bothamshall, Nottinghamshire**

Thank you for consulting Nottinghamshire Wildlife Trust again on the above application. Since our letter dated 27th February 2009 we have been in correspondence with Gladman to discuss the ecological issues raised and we now withdraw our earlier holding objection subject to the completion of an aquatic invertebrate survey being undertaken and a management plan for the off site mitigation. Further details are given below.

Survey work

The surveys for a suite of groups (great crested newt, badger, breeding birds and terrestrial invertebrates) have been updated, which was one of reasons for having a holding objection so that issue has been resolved. The only omission is an aquatic invertebrate survey (see comments in letter dated 27th February 2009) which is ongoing from our conversations with Gladman we request that an aquatic invertebrate survey be completed as soon as possible, or made a condition of planning consent, if granted (although that is not the preferred approach and contrary to best practice guidance in PPS9). The results of the survey should to be used to help in the design of new ponds in order to maximise biodiversity gain with the package of mitigation measures for the site.

Previously we stated that the results of the updated surveys should be used to inform mitigation methods that can be approved and appropriately worded as a condition to enable effective enforcement, if necessary, and post-mitigation monitoring. We, therefore, support the comments of  Senior Nature Conservation Officer, Nottinghamshire County Council (e-mail to Mr Still, Gladman, 18th June 2009) that the Outline Mitigation, Habitat Enhancement and Management is updated to include the more detailed mitigation proposals included the latest suite

of ecological survey reports. We also support the comments regarding smooth newt, common frog and common toad; and that if development work does not commence within two years, if permission is granted, all surveys should be updated.

Mitigation

We welcome the provision of off site mitigation to compensate for the loss of open ground habitat within the former colliery, to be achieved through a s106 agreement. Such an agreement should include a location plan, method of establishment and aftercare management plan, with post creation monitoring to determine if it has been successful. Nottinghamshire Wildlife Trust would like to be involved in the development of a management plan and be informed of post habitat creation survey results to assess the effectiveness of the mitigation for little ringed plover and wood lark.

To ensure that the comprehensive package of mitigation measures for the site deliver the maximum benefit for biodiversity we recommend the proposed conditions set out below. Some are necessary legal obligations (e.g., applying for protected species licences), but we consider that it is best practice to have them also included as conditions.

Proposed conditions

1. Aquatic invertebrate survey to be completed, the survey report to be approved and the results used to inform new pond design.
2. If no development takes place within two years of planning permission being granted, all surveys should be repeated and approved to ensure that information of the site is accurate and update the Mitigation, Habitat Enhancement and Management Plan if necessary.
3. Applicant applies for a great crested newt mitigation licence and make the details of the licence available to the LPA.
4. If there are to be works that affect a badger then a Natural England licence is obtained and the details of the licence made available to the LPA.
5. No ground works start when ground nesting birds are active, to be determined by a suitably experienced ecologist on site or by conducting the work during the period October to February when there is a low likelihood of ground nesting birds.
6. A section 106 is made with Forestry Commission to create an area of compensatory mitigation habitat for ground nesting birds on the adjacent Bevercotes Tip. A plan of the area, details of habitat creation, and an aftercare management plan should be submitted to the LPA for approval.
7. Mitigation work to be phased with development work to ensure that there is no temporal loss of habitat.
8. Post development, annual surveys to be undertaken of great crested newts, badger, breeding birds and invertebrates at on site and off site mitigation areas and the results made available to the LPA. To be conducted annually for five years after mitigation work is complete.

Nottinghamshire Wildlife Trust would welcome being consulted on ecological matters sent for approval by the LPA.

If you have any questions relating to the above comments please contact me.

Yours sincerely

[Redacted signature]

[Redacted name]

Northern Conservation Officer
Conservation Policy and Planning Team

Office telephone 01777 713942

[Redacted contact information]

Nottinghamshire Wildlife Trust

145 Old School, Brook Street, Nottingham NG1 6EA

Tel: 01530 223175 Fax: 01530 223175 Email: info@notswt.co.uk

Web: www.nottinghamshirewildlife.org



North Nottinghamshire Office:

Nottinghamshire Wildlife Trust, Idle Valley Rural Learning Centre, North Road, Retford,
Nottinghamshire DN22 8RQ

Planning
Bassetlaw District Council
Queen's Buildings
Potter Street
Worksop
Nottinghamshire S80 2AH



27th February 2009

Dear [REDACTED]

**Re: Redevelopment of site for storage and distribution use, Bevercotes Colliery,
Bothamshall, Nottinghamshire**

Thank you for consulting Nottinghamshire Wildlife Trust on the above application. We have commented on proposed developments at the former Bevercotes Colliery for several years now, including this particular application; first to have its wildlife value recognised and for an adequate package of mitigation measures to be implemented if planning permission was granted.

There are some positive aspects to the latest proposals compared to previous applications. The latest proposals no longer include the loss of the disused railway line Site of Importance for Nature Conservation (part of SINC 5/303), which is welcome. There is also a stated commitment to provide off site mitigation by financially supporting management work at Bevercotes Colliery SINC on the adjacent former pit top. However, we consider that there are several issues that need to be resolved prior to determination so we have a **holding objection**.

Survey work

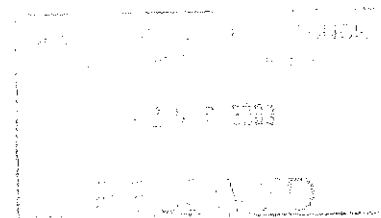
It has been a few years since some of the survey work was conducted on site, but up to date information is required to assess scales of impact, inform mitigation work and to apply for Natural England licences (badger and great crested newt). Planning Policy Statement 9 states that planning decisions should be made using up to date information, and as a matter of best practice all necessary survey work should be completed pre-determination so that mitigation methods can be approved and appropriately worded as a condition to enable effective enforcement, if necessary, and post-mitigation monitoring.

There needs to be updated surveys for:

- Great crested newt

IMAGED

- Badger
- Breeding birds
- Invertebrates (aquatic and terrestrial)



Loss of Site of Importance for Nature Conservation

Part of Bevercotes Colliery SINC will be destroyed as part of the application, with the resultant loss of areas of botanical interest and habitat for ground nesting birds. We oppose the loss of SINC because they are important sources of biodiversity within the county. Mitigation is proposed but it lacks sufficient detail (see latter section on mitigation).

Ground nesting birds

One of the important wildlife features of the site is the ground nesting birds that occur, which has included little ringed plover and wood lark, nationally scarce breeding species that are afforded special protection (Schedule 1 of the Wildlife and Countryside Act 1981 (and as amended)), and ringed plover (a scarce breeding species in Nottinghamshire) and sky lark (a Red List Bird of Conservation Concern). These will be lost from the site as the proposed on site mitigation for provision of open habitat is not adequate and surrounded by tree and shrub planting.

Invertebrates

Pools on the Bevercotes Colliery site have been found to support 33 species of water beetles, including eight species categorised as Local B (occur in 201-400 hectads nationally)(Merritt, R. (2006) Atlas of the water beetles (Coleoptera) and water bugs (Hemiptera) of Derbyshire, Nottinghamshire and South Yorkshire, 1993 – 2005. Sorby Record Special Series No. 14, Sorby Natural History Society, Sheffield). This highlights the requirement for further invertebrate surveys, especially of the water bodies that are proposed to be lost.

Mitigation

Any loss of SINC habitat needs to be compensated for by the provision of *at least* the same size of the same habitat ('like for like' principal) and preferably by a larger size to give a biodiversity gain. For the plant communities that occur within the part of Bevercotes Colliery SINC affected by development (phase B) there needs to be much greater details of the proposed translocation and where all the receptor sites will be (on site and off site). For the ground nesting birds, habitat needs to be created on the adjacent pit top that can support at least two pairs of little ringed plovers and two pairs of wood larks. Further information about a proposed section 106 agreement between the developer and Forestry Commission to undertake off site mitigation on the Bevercotes pit top is required and should include a location plan, method of establishment and aftercare management.

The proposed mitigation lacks any detail of phasing, for example with regard to the development of mitigation habitats in relation to the development programme. We would not want to see mitigation works done at the end of the build programme but at the start to provide necessary habitat for species that are to be lost from site/moved within the site and prevent temporary loss of biodiversity. The presence of specially protected ground-nesting birds with the footprints of phases A and B places constraints on when work can be carried out and that has not been specifically addressed by reference to timing of works.

IMAGED

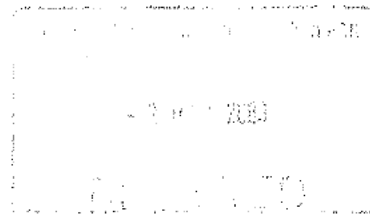
As mentioned in the earlier section regarding survey work in this letter, the details of the mitigation work should be finalised before a planning decision is made so that they can be made a condition of planning consent, if granted. We would also wish to see a programme of post-mitigation (including any post-translocation) monitoring undertaken to demonstrate the effectiveness of the work undertaken and demonstrate no net loss of biodiversity.

If you have any questions relating to the above comments please contact me.

Yours sincerely

[REDACTED]
Conservation Officer
Conservation Policy and Planning Team

Office telephone 01777 713942
[REDACTED]



IMAGED

- 3 MAR 2009

RECEIVED

ELKESLEY PARISH COUNCIL

✓
m3p

Bassetlaw District Council
Queens Buildings
Potter Street
Worksop
Nottinghamshire
S80 2AH

IMAGED

Chairman:

Clerk:

3 All Hallows Close
Ordsall, Retford
Notts, DN22 7UP

26th February 2009

Telephone: 01777 709005
Email:

For the attention of [REDACTED] - Development Control Manager

Dear [REDACTED]

Re: Bevercotes Colliery – Redevelopment of site for storage and distribution use –
09/05/00002

Thank you for your letter dated 11th February regarding the above proposal and your request for the Parish Council's comments.

The following aspects were identified as concerns, especially at the total development phase.

- 1) The increase of traffic noise
- 2) The increase of traffic pollution
- 3) The increase of traffic flow volume on the B6387/A1 and its associated slip roads.

On balance and in light of the above concerns, the Parish Council lodge a strong objection to the proposal.

Yours sincerely

[REDACTED]
Clerk to Elkesley Parish Council





09/05/02

Bothamsall Parish Council

Chairman



Parish Clerk



Top Farm
Bothamsall
Retford
Notts DN22 8DW
Tel. 01623 860464



Development Control Manager
Bassetlaw District Council
Queen's Buildings
Potter Street
WORKSOP
Notts S80 2AH

17 July 2009



Dear



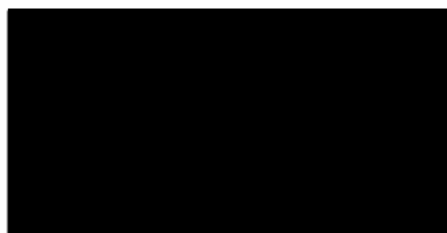
Bevercotes Colliery site – redevelopment of site for storage and distribution use

Further to your letter dated 7 July, the Parish Council has considered the amendments to the above planning application.

A unanimous vote in favour of the amendments but the Parish Council reiterates its initial concerns about traffic volume and safety in and around Bothamsall:- the right turn access into the village at the junction of the B6387, access from Meden Bank onto the Main Street, access & egress from many other properties on Main Street given the significant number of bends, speeding, the condition of the road surface through the village and the route HGV's will take should be A1 be closed.

It suggests that until the development is fully operational, the proposed traffic lights are phased to keep the B6387 traffic flowing.

Once these issues are addressed, the Parish Council is hopeful that work to redevelop the site will not be delayed.



(Handwritten signature)



Bothamsall Parish Council

Chairman



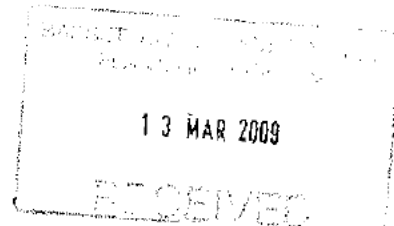
Parish Clerk



Top Farm
Bothamsall
Retford
Notts DN22 8DW
Tel. 01623 860464

For the attention of [REDACTED]
Planning Dept
Bassetlaw District Council
Queen's Buildings
Potter Street
WORKSOP
Notts S80 2AH

12 March 2009



Dear Sir

**Planning application 09/05/00002/
Redevelopment of site for storage and distribution use at Bevercotes Colliery,
Bothamsall**

Bothamsall Parish Council has considered the application and reiterates its comments to the initial application in 2005.

Whilst the proposed development is in accordance with the designated use within the Local plan, it is a very large development which will not only require the use of the brown field site but also significant areas of woodland.

The travel plan is welcomed as an essential feature of the application to impact upon the traffic affects of such a large scale development.

Specific concerns

- Access and egress from the development:

Whilst there appears to be a commitment to improve access and egress from the A1, including what is described as two stage signal junctions, further information is required on the proposals.

HGV vehicles should be restricted to turning towards the A1 only.

- Traffic through Bothamsall village

It is clear that there will be increased vehicle traffic through Bothamsall village, although it is hoped that the existing weight restriction will prevent HGV vehicles from coming through the village if adequately policed.

Increased car traffic passing through the village both day and night will inevitably increase existing road safety concerns within the village ie:-

- Speeding through a village with a significant number of bends and inclines has already led to a considerable number of incidents over time which can only be compounded by increased traffic flow.
- Condition of current road surface through the village
- Safe right turn access into village from B6387
- Safe access from Meden Bank onto Main Street
- Safe access and egress from various other properties
- What route will HGV's take if A1 is closed?

It is requested that improvements to the condition of the road surface along with other road safety measures be undertaken as a condition of planning consent being granted for this development, whether funded by the developer or the Local Authority.

- Other traffic concerns

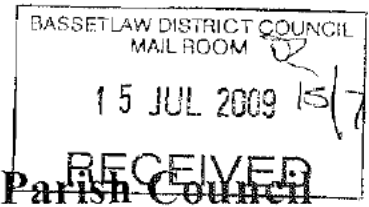
It is requested that road re-alignments on the B6387 at the entrance to Bothamsall village and the bends at Haughton be undertaken especially if HGV's are allowed to access and exit the development via this stretch of road.

- Noise pollution

Assurance is sought that adequate measures are taken to minimise noise pollution resulting from the proposed development.


Yours faithfully





Gamston with West Drayton and Eaton Parish Council

14 July 2009


Planning Department
Bassetlaw District Council
Queens Buildings
Potter Street
Worksop S80 2AH

Dear 

Planning application ref: 09/05/00002, Bevercotes Colliery Site


The Council has previously submitted its objection to certain aspects of the proposal to develop this site for storage and distribution use. At its recent meeting the Council discussed the papers attached to your letter of 7 July. The reason for this letter is that there was no consultation reply sheet included with the papers received.

The Council would like to register its strong objection to the proposal to replace the proposed roundabout at the junction of the site access road with the B6387 with traffic lights, which it considers to be totally unsuitable for a rural location. The Council is also concerned about the proposal to extinguish the existing bridleway and, although the applicant indicates his intention to provide an alternative bridleway, the Council consider that rights of way, which have in some cases been fought for over many years, should not be surrendered lightly.

Yours sincerely


Clerk of the Council

IMAGED

Clerk:  Thorpe House, Headon, Retford, Notts DN22 0RD

Tel: 01777 248282

Email: david@thorpe-house.com

Planning application in Bothamsall

09/03/02

Ref: ~~05/09/00002~~

Location: Former Bevercotes Colliery

Proposal: Redevelopment of site for storage and distribution

The Council objects to this application because the proposed development is too large to be supported by the infrastructure, even allowing for the improvements proposed in the application. In particular, the amount of lorry traffic which the site will generate will be many times greater than when Bevercotes was an operating mine since most of the pit's output was transported by rail. In addition, there is no effective public transport in the area and employees are likely to have to drive to and from work. The development will cover almost the whole of the old colliery surface with concrete with implications for rainwater drainage. Finally the proposed development would have a detrimental affect on the wildlife and on the amenity of users of the adjoining country park type area.

[REDACTED]

Clerk to Gamston with West Drayton and Eaton Parish Council

17 MAR 2009

09/05/02

MARKHAM CLINTON PARISH COUNCIL

Parish Clerk:

Top Farm
Bothamsall
Retford
Notts DN22 8DW
Tel. 01623 860464

21 July 2009

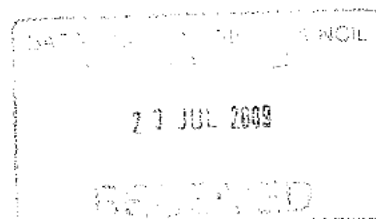
Development Control Manager
Bassetlaw District Council
Planning Dept.
Queen's Buildings
Potter Street
WORKSOP
Notts S80 2AH

Amendments to proposal for the redevelopment of site for storage and distribution use at Bevercotes Colliery.

The Parish Council has met to consider the above and whilst it approves the amendments, it is disappointed that there has been no response to its concerns about noise, as detailed in the second paragraph of its initial comments dated 11 March 2009. It seeks assurance from the District Council and/or the developer that measures will be taken to suppress noise from refrigeration, or other processes, which will increase the decibel level particularly at night.

We look forward to your response in due course.

Yours sincerely



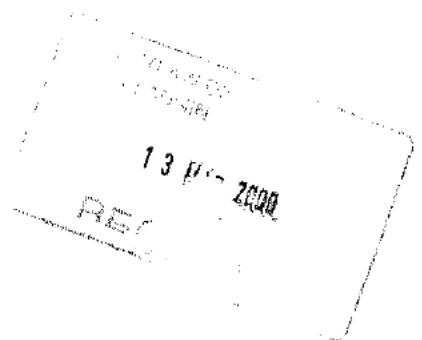
MARKHAM CLINTON PARISH COUNCIL

Parish Clerk:

Top Farm
Bothamsall
Retford
Notts DN22 8DW
Tel. 01623 860464

For the attention of
Planning Dept.
Bassetlaw District Council
Queen's Buildings
Potter Street
WORKSOP
Notts S80 2AH

11 March 2009



Dear Sir,

**Planning application 09/05/00002/
Redevelopment of site for storage and distribution use at Bevercotes Colliery,
Bothamsall**

Whilst Markham Clinton Parish Council does not object to the application in principle, it has concerns and seeks clarification on the following issues:

It is disappointed to note that there is no mention in the planning documents of noise suppression particularly at night. Other large developments are committed to a maximum noise level of 5 decibels below normal ambient noise level. It is of the opinion that the District Council should impose a noise restriction on the site. Also disappointed that there is no mention of light pollution or details of 'green or non-polluting lights'

Clarification is sought on the following:

- the definition of distribution site
- for what purpose each unit will be used, particularly unit D to be sited near to the river Meden
- that there will be no waste management on site
- the amount of screening to be left around unit D, particularly the visual aspect from the Bevercotes hamlet
- whether there will be any further development of the site

It considers that the access road (Lound Hall Drive) would benefit from a barrier erected at the top end, near to the former pit entrance, to prevent employees taking a short cut

Sheet 2

and causing traffic nuisance through the villages of West Markham, Milton and the hamlet of Bevercotes. It would welcome the provision of a car park for 10/12 cars with the bridleway suitably maintained to enable the public to access the Bevercotes pit wood.

It appreciates that this is a phased development with Unit 1 being developed first, with the remaining units following once improvements have been made to the A1 Twyford Bridge slip roads, but concerned that these improvements will not be made until a bridge has been built to ease access for Elkesley.

Finally, the Parish Council requests that this application is determined by full Planning Committee in view of the above issues and concerns.

Yours sincerely

A large black rectangular redaction box covering the signature area.

Green's Buildings, Potter Street,
Workshop, Nottinghamshire S80 2AF,
Tel: Workshop (01529) 533557 Fax: (01890) 501759 DX 22380 Workshop 3
E-mail: john.oxley@bassettlaw.gov.uk

[REDACTED]

Dear

Yours sincerely

CC



29456120, p. 1922104

Bassetlaw-Serving North Nottinghamshire



File 12.1: <http://www.311124.de/intermag-link-bayerische-olympiade> (see

Downloaded from <http://ajphaphysiol.physiology.org/> by guest on September 11, 2012

From: <Environmentalism@aol.com>
To: <planning@bassetlaw.gov.uk>
Date: 27/02/2009 16:35
Subject: Re: Planning Services - Bevercotes Colliery

IMAGED

✓
MSP

DA

Dear [REDACTED]

Thank you for your email. I should be grateful if, further to his letter to me of 11 Feb 09 (ref 09/05/00002/), you would pass on to Mr Askwith my concerns as follows:

Any proposals for this site should ensure that reversing beepers on vehicles are avoided because, from previous experience, we know that these prove to be a significant nuisance to Elkesley residents especially at night.

I have tried to register these comments by email on the planning site but it does not allow them in respect of this application (even though it is within 28 days of the date of the letter).

Thanks and best wishes.

[REDACTED]
Riverbank House, Park Lane
Elkesley
Retford, Notts, DN22 8AR

This email has been scanned by the MessageLabs Email Security System.
For more information please visit <http://www.messagelabs.com/email>

From: [REDACTED]
To: <planning@bassetlaw.gov.uk>
Date: 28 February 2009 16:29
Subject: Application Number: 09/05/00002

STD ACM.
N/A
2/3
a

To Whom it may concern

Application Number: 09/05/00002

With reference to the above proposed application located at Bevercotes, it is believed that the height of the buildings are unsuitable for the location and the surrounding area. It is also believed that the size of the development will create huge amounts of noise from vehicles moving around the distribution site and the increased volume of traffic getting to and from the development.

With regards to the the re-location of the bridleway which at present is proposed to be located on the west boundry of the site it is felt that a more suitable option needs to be looked into because at present the bridleway ends on a very busy road. Please find the attached map which gives a rough guide of where the bridleway could be incorporated into the development of the site. The proposed route is shown in yellow and would run along the north boundry of the site, linking up to the proposed route (as stated in the application) running along the west boundry. This would allow safe access to the Bevercotes pit tip reserve, which would in turn keep recreational users off what is already a very busy road. The eastern route would allow direct access to the Bevercotes pit tip reserve.

Regards

[REDACTED]
[REDACTED]

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09/05/2
✓ KTSX
The Old Vicarage
Park Lane
Elkesley
Retford
Nottinghamshire
DN22 8AR

Bassetlaw District Council
Queens Buildings
Potter Street
Worksop
Nottinghamshire
S80 2AH

For the attention of [REDACTED] [REDACTED] – Development Control Manager

20th February 2009

Dear [REDACTED]

**Bevercotes Colliery – Redevelopment of site
Amended Application - Planning reference 09/05/00002**

We are in receipt of your letter dated the 11th February 2009 in relation to the above and wish to draw your observation to the following pertinent points;

1/. It is noted in the applicants Environmental Statement (ES) at 13.7.1 that the Local Planning Authority (LPA) have taken the opinion that static and on site noise generation will not be a significant problem. The quantification of this has therefore been omitted from the ES supplied by the applicant.

We would observe that the LPA acting for the interests of the local environment, appear to have satisfied themselves that by exempting a fundamental environmental issue from the ES, that in the hindsight of the future, they will not be brought to account for allowing the type of operations envisaged in the current planning application, from breaching that opinion and that suitable conditions (unambiguous and enforceable) will be placed on any consent that would safeguard the LPA's position from external observation and accountability.

continued

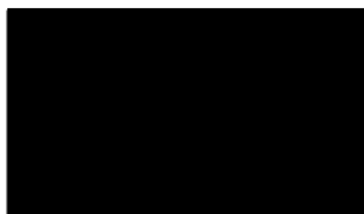
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2/. The applicants Planning, Design and Access Statement at 1.1.3 delivers an ethos of a *comprehensive development* opposed to a *piecemeal development*. It is encouraging that acceptance of a Section 106 Agreement (A1/B6387 Twyford Bridge junction improvement) is on the face of it, being entered in too. It is observed that it is subject to a prerequisite of the commercial viability of Phase 1 of the scheme unlocking the trigger to allow Phase 2 to satisfy that legal requirement.

One would suggest that *comprehensive (ALL RISK)* is being run as the 'favourite' to win against a field containing *piecemeal (GRADUATED VULNERABILITY TO RISK)* as the 'each way' certainty.

The LPA has to act in the interests of the local need to upgrade this junction as quickly as possible and should 'assist' the developers by making the delivery of the section 106 agreement both jointly and severally liable to what ever phased development they wish to employ.

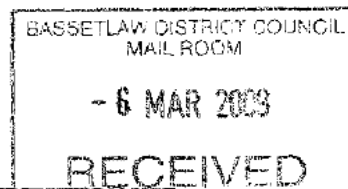
Please acknowledge receipt of this correspondence.



SCHOOL FARM
HAUGHTON
RETFORD
DN22 8DB

2ND MARCH 2009

BASSETLAW DISTRICT COUNCIL
DEVELOPMENT CONTROL
QUEEN'S BUILDINGS
POTTER STREET
WORKSOP
S80 2AH



Jan
2nd Mar
DTM

DEAR SIR

BEVERCOTES COLLIERY, BOTHAMSALL, RETFORD
REDEVELOPMENT OF SITE FOR STORAGE AND DISTRIBUTION USE
YOUR REFERENCE 09/05/00002

THANK YOU FOR YOUR LETTER OF 11TH FEBRUARY 2009. THE DOCUMENTS REFERRED TO IN YOUR LETTER WERE AVAILABLE FOR PERUSAL ON THE WEBSITE WITH EFFECT FROM THE 16TH INST.

TO DATE IT HAS NOT BEEN POSSIBLE TO FULLY ABSORB ALL THE DOCUMENTATION.

THAT WHICH HAS BEEN PERUSED HAS LED TO THE SITUATION WHERE WE STRONGLY OBJECT TO THE PROPOSED DEVELOPMENT.

THE GROUNDS FOR THIS OBJECTION ARE :

1) **NOISE** -THE INFORMATION STUDIED SO FAR SHOWS THAT THERE WILL BE AN INCREASE IN NOISE LEVELS AT OUR PROPERTY OF BETWEEN **6.7 AND 7.7 DECIBELS** WHICH IS CLOSE TO DOUBLING THE EXISTING NOISE LEVEL. THE NOISE RESEARCH DOES NOT APPEAR TO HAVE TAKEN INTO ACCOUNT THE INCREASED NOISE LEVEL AT SCHOOL FARM RESIDENCE RESULTING FROM THE PROPOSED POSITIONING OF THE NORTH BOUND SLIP ROADS CLOSER TO THIS RESIDENCE [SEE DRAWING 718050-P-0002 REV A]. THEREFORE THE CONCLUSIONS DRAWN IN THE NOISE DOCUMENTS ARE NOT CONSIDERED VALID AS THE NOISE ASSESSMENT TAKES INTO ACCOUNT ONLY THE EFFECTS OF THE INCREASED TRAFFIC FLOW AT THE PROPOSED JUNCTION ROUNDABOUT.

2) **VIBRATION -DOCUMENT 139142-84 ITEM 13.3.4 QUOTES**

" there is no evidence that vibration from road vehicles can cause building damage, The guidance clearly states that ground vibration caused by road traffic can be rectified through regular road maintenance".

THERE IS NO REFERENCE IN ANY OF THE DOCUMENTATION SO FAR STUDIED THAT THE BRIDGE CARRYING THE B6387 TO THE SOUTH OF OUR PROPERTY HAS BEEN CONSIDERED IN THIS APPLICATION. THIS SAME BRIDGE CAUSES VEHICLES TO REBOUND WITH A CONSEQUENT VIBRATORY EFFECT WHICH CAN CLEARLY BE FELT AT THIS PROPERTY. THE PROPOSED INCREASE IN VOLUME AND MASS OF TRAFFIC WILL WORSEN THIS SITUATION AND IF THE ABOVE QUOTE IS CORRECT THERE WOULD UNDOUBTEDLY BE NEED FOR CONTINUOUS, NOT REGULAR MAINTENANCE AND FOR RECTIFICATION TO THE BRIDGE PRIOR TO ANY INCREASE IN TRAFFIC BROUGHT ABOUT BY THIS DEVELOPMENT.

3) **VISUAL IMPACT-DOCUMENT 139142-35** INDICATES THAT THE TREES SURROUNDING THE SITE ARE IN THE REGION OF **20 METRES TALL**. AS WE ARE AWARE THE HEIGHT OF THE PROPOSED BUILDING ADJACENT TO OUR PROPERTY IS **31 METRES**.

THE MAP IN **DOCUMENT 139142-36** ITEMISES THE VIEW FROM SCHOOL FARM AS No1. THE SAME DOCUMENT THEN SHOWS PHOTOS TAKEN FROM OTHER ITEMISED LOCATIONS WITH VARIOUS

**SCHOOL FARM
HAUGHTON
RETFORD
DN22 8DB**

COMMENTS VIZ. "SITE NOT VISIBLE" "SIGHT BLOCKED BY VEGETATION". THIS DOCUMENT FAILS TO SHOW THE VIEW FROM SCHOOL FARM OR MAKE ANY COMMENT.

DOCUMENT 139142-41 MAKES REFERENCE TO THE FACT THAT THE **UNIT B WILL BE VIEWED** FROM SCHOOL FARM.

DOCUMENT 139142-43 SHOWS A PHOTOGRAPH OF "THE EXISTING VIEW FROM SCHOOL FARM".

THIS IS TOTALLY MISLEADING AS THE PICTURE HAS BEEN TAKEN ON THE LANE EXITING THE B6387 AND IS NOT REPRESENTATIVE OF THE VIEW OF THE PROPOSED UNIT FROM OUR DWELLING.

GOVERNMENT BODIES HAVE SPENT CONSIDERABLE SUMS OF MONEY IN ESTABLISHING WOODLAND ON THIS SITE AND ONE OF THE OBJECTIVES IN SO DOING WAS TO IMPROVE THE VISUAL IMPACT.

THIS PROPOSED STRUCTURE WHICH WILL BE VIEWED FROM MILES AROUND WILL CERTAINLY NOT ENHANCE THE SKYLINE.

WE OBJECT TO THE HEIGHT OF UNIT B WHICH EXCEEDS THE HEIGHT OF THE TREES BY OVER 40FT

[THIS ASPECT DOES HOWEVER RAISE THE QUESTION THAT IF A STRUCTURE OF SUCH HEIGHT IS APPROVED, WILL THE NEED FOR FULL PLANNING PERMISSION STILL BE REQUIRED FOR FARM BUILDINGS WITHIN A 3 KILOMETRE RADIUS OF THE AIRPORT IF THOSE FARM BUILDINGS ARE LESS THAN 31 METRES IN HEIGHT?]

4) DESIGN AND IMPACT ON LAND. TO DATE NO ONE OTHER THAN YOURSELF HAS EVER CONTACTED US, AS OCCUPIERS OF SCHOOL FARM, WITH REGARDS TO THIS DEVELOPMENT AND ITS RAMIFICATIONS.

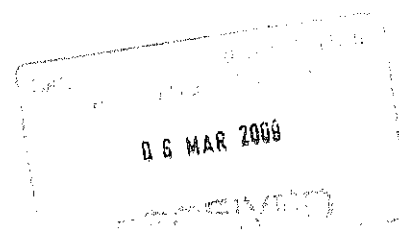
THERE IS NO MENTION WHATSOEVER IN ANY OF THE PLANNING DOCUMENTS ABOUT THE ADVERSE EFFECTS THAT THIS DEVELOPMENT WILL HAVE ON OUR LAND, PROPERTY AND LIVELIHOOD.

IT IS WITH DISMAY THAT WE VIEW FOR THE FIRST TIME YOUR WEBSITE **DRAWING REF 718050-P-0002 VERSION A** WHICH IS ATTACHED TO THE LETTER TO YOU DATED 22ND AUGUST 2008 FROM THE HIGHWAYS AGENCY ENCLOSED IN **DOCUMENT 139142-82 PAGES 54 TO 58.**

THIS DRAWING SHOWS THAT THE A1 TWYFORD BRIDGE ALTERATIONS WOULD TAKE IN EXCESS OF 25% OF OUR WORKABLE FARMLAND TO BE USED FOR THESE ROAD IMPROVEMENTS WHICH ARE BROUGHT ABOUT **SOLELY BECAUSE OF THIS DEVELOPMENT** [SEE NEXT PARA]. SUCH A COURSE OF ACTION WOULD MAKE THE FARM A NON-VIABLE ENTERPRISE WITH CONSEQUENTIAL ADVERSE IMPACT ON CATTLE, SHEEP AND POULTRY, LET ALONE THE WILD LIFE AND WILDFOWL THAT INHABIT THE PONDS AND WETLANDS THAT WILL BE DESTROYED AND THE FARM BUILDINGS, NEW AND OLD, THAT WILL BECOME REDUNDANT.

IT IS STRESSED THAT THIS USE OF OUR LAND IS SOLELY DUE TO THE PROPOSED BEVERCOTE'S DEVELOPMENT. THE REASONING IS THAT IN DECEMBER 2005, WHEN THE HIGHWAYS AUTHORITY WERE CONSIDERING THE NECESSARY IMPROVEMENTS TO THIS JUNCTION TO ENABLE THEM REMOVE THE 50 MPH SPEED LIMIT ON THIS STRETCH OF THE A1 [ONCE THE ELKESLEY "BY-PASS" WAS COMPLETED], THE ROUTE PERFORMANCE MANAGER FOR THE HIGHWAYS RESPONDED TO A SUBMISSION FROM SCOTT WILSON CONSULTANTS, WHO ACT ON OUR BEHALF, AS FOLLOWS:

"I CAN FURTHER CONFIRM THAT FOLLOWING MR TABERNER'S COMMENTS AT THE CONSULTATION EXHIBITION THEY [MOUCHEL PARKMAN] HAVE ALREADY BEEN RE-EVALUATING THE DESIGN OF THE SLIP ROAD ALIGNMENT AND THE MERGE AND DIVERGE TAPERS——FROM RECENT CORRESPONDENCE MOUCHEL PARKMAN WOULD NOW SEEM TO BE CONCURRING WITH YOUR VIEW THAT IMPROVEMENTS CAN BE MADE WITHOUT THE NEED TO ACQUIRE LAND FROM YOUR CLIENT" "I WOULD HOWEVER CAVEAT THE ABOVE STATEMENT WITH THE COMMENT THAT THIS IS SUBJECT TO CONSULTATION



[REDACTED]
Dimple Road Business Park
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DE4 3JX
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Scott
Wilson



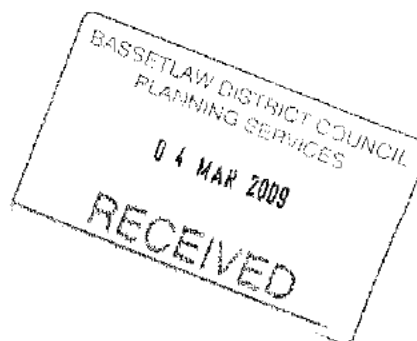
Direct Line: 01629 761763
email: [REDACTED]

[REDACTED]
Bassetlaw District Council
Development Control
Queen's Buildings
Potter Street
Worksop
S80 2AH

Your Reference:

Our Reference: BG/JE

Date: 2 March 2009



Dear [REDACTED]

**Bevercotes Colliery, Bothamsall, Retford (Ref 09/05/00002)
Redevelopment of Site for Storage and Distribution Use**

We act for [REDACTED]
[REDACTED] in highway matters.

We refer to your recent contact with [REDACTED] with regard to the Gladman's development of Bevercotes Colliery generally and in particular with regard to the A1/B6387 junction. We are aware that Mr Day, Network Manager, Highways Agency wrote to you identifying that a partial development could take place subject to conditions. One of the conditions (Condition 3) in the TR110 attached to his letter referred to a Section 278 Agreement being completed for the junction improvement, the principles of which were shown in drawing 718050-P-0002 Rev A, prior to the commencement of Phase 1 of the development. This improvement requires [REDACTED]'s land. [REDACTED] has spoken directly to the Highways Agency and has received an email from [REDACTED] Renewal and Works Sponsor, which confirms that the improvement shown on this plan "is by no means a committed scheme; it is broadly indicative of the kind of junction improvements which would be required, subject to statutory approval processes, if a particular development of the Bevercotes site were to be approved".

Our understanding is that a scheme can only be conditioned if there is a reasonable prospect of its being achieved and in this instance it is by no means certain that the scheme shown in drawing 718050-P-0002 Rev A could be achieved as the land required is outside the control/ownership of the developer. The same conclusion would be reached in respect of other schemes based on the principles of the scheme in this drawing that affect Mr Taberner's land.

It also says in [REDACTED]'s letter that a "future junction improvement, to be undertaken by the Highways Agency with contributions from the developer, will allow for full development". This implies that the Highways Agency require developer contributions from Gladman's and possibly other developments before they can commit to a scheme. The extent of this requirement is uncertain and therefore a scheme may never be built. In these circumstances

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it would not be prudent to permit development in accordance with Gladman's application to commence on the Bevercotes site.

Therefore, we can advise that [REDACTED] and [REDACTED] wish to object to the above application on the grounds that there is no satisfactory access/egress to/from the A1 northbound carriageway. We would be pleased to receive acknowledgement of Mr Taberner's objection and to be kept informed of the process of the application.

Yours sincerely
for [REDACTED]

IMAGED

[REDACTED]
Technical Director



From: [REDACTED]
To: <planning@bassetlaw.gov.uk>
Date: 17 July 2009 10:32
Subject: Bevercotes Colliery, Bothamsall, Retford

DTA

CC: [REDACTED]

For the attention of [REDACTED]
[REDACTED]

1. I am instructed by our clients, [REDACTED] to thank you for your notice dated 7 July 2009, reference 09/05/00002 identifying amendments to the application of Gladmans to redevelop the site at Bevercotes Colliery for Storage and Distribution Use. The amendments proposed do not alter the grounds on which our clients have objected to the proposal and therefore they wish to continue in their objection.
2. I trust that the above representation will be reported to the Planning Committee.

Regards

[REDACTED]
Technical Director
Transport Consultancy
Scott Wilson Ltd

Visit our web site at www.scottwilson.com

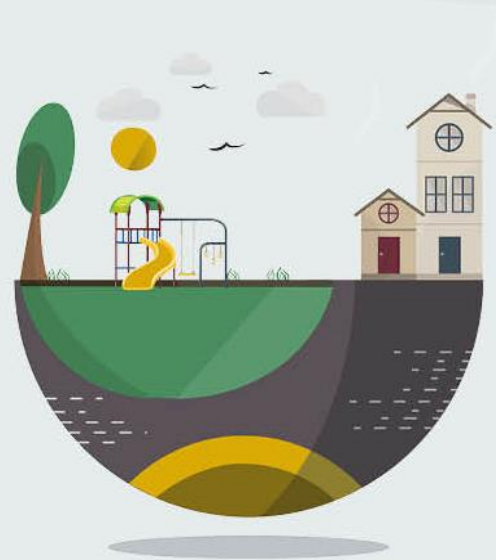
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Thank you.

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AD-NRF022



[REDACTED]

From: [REDACTED]
Sent: 16 February 2022 09:45
To: The Bassetlaw Plan
Subject: Environment Agency Response to: LT/2006/000221/CS-08/SB1-L01
Attachments: PlanningProposal.rtf

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The Local Development Document has been reviewed and I enclose the Environment Agency's comments on:

Core Strategy

Bassetlaw District Council

Core Strategy

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Bassetlaw District Council
Policy and Implementation Unit
Queens Buildings Potter Street
Worksop
Nottinghamshire
S80 2AH

Our ref: LT/2006/000221/CS-
08/SB1-L01
Your ref:
Date: 16 February 2022

Dear Sir/Madame

Bassetlaw Local Plan 2020-2037: Publication Version Addendum

Thank you for consulting the Environment Agency on this consultation on the Bassetlaw Local Plan 2020-2037: Publication Version Addendum.

The Environment Agency has reviewed the proposed amendments that are highlighted within the Addendum document. We have the following comments which we trust will be useful.

Biodiversity Net Gain

We welcome that the Local Plan has been updated to include the reference to the Environment Bill receiving Royal Assent which provides further certainty in requiring developers to provide a minimum of 10% biodiversity net gain. Opportunities to provide more than the minimum requirement should be encouraged through all development.

As already highlighted within 8.5 Multi-Functional Green and Blue Infrastructure of the Publication version of the Local Plan opportunities for multifunctional environmental benefits are encouraged to be looked at through green and blue infrastructure. In the cases where offsetting is required for biodiversity net gain and carbon mitigation, opportunities should also be explored in these areas to provide these multifunctional benefits such as natural flood management, and improvements to water quality.

Additional Gypsy and Traveller Sites

We note that two new sites have been added into the Local Plan. Both sites are situated in flood zone 1. We would also highlight that these developments should ensure that connection to existing mains sewers is undertaken where it is shown to be feasible to do so. Where connection to the mains drainage is not feasible, please find the following advice:

http://ecab.planningportal.co.uk/Uploads/EA_LPA_advice_non_major_dev_non_mains_drainage_2019.pdf

High Marnham 'Area of Best Fit'

We note that High Marnham is no longer classified as an allocation and is now deemed an 'Area of Best Fit' for future renewable energy creation. Whilst now not an allocation we would highlight that when and if future development takes place on this site, appropriate remediation will need to be undertaken to ensure the protection of groundwater and surface water. The red line boundary for this area of best fit is surrounded by flood zones 2 and 3 and we would highlight that any future development should be kept out of these areas of fluvial flood risk. If future development is to be

Environment Agency
Trent Side North, West Bridgford, Nottingham, NG2 5FA.
Customer services line: 03708 506 506
www.gov.uk/environment-agency

Cont/d..

proposed in flood zones 2 and 3, then the sequential test and appropriate flood risk assessments will need to be undertaken to ensure development does not increase flood risk to the development or to others in line with the requirements of the NPPF.

The High Marham site boundary is either in close proximity to or encompasses a number of EA maintained assets including defence embankments on the Trent and Marham Drain (Ordinary Watercourse leading to the Trent), an outfall from the Marham Drain to the Trent and a pump house (very Western side of site). Any future development plans will need to undertake early engagement with the EA, ensuring an 8m stand off from the defences and securing our access to these structures for inspection, maintenance and operation.

Bevercotes Colliery

We note that Bevercotes Colliery has been included as new allocation EM008a within the Local Plan. The site is situated on Source Protection Zone 3 and a secondary aquifer and given the historic use of the site, the redevelopment of the site will need to ensure appropriate remediation is undertaken to ensure the protection of groundwater and surface water given the site is situated next to the River Meden.

The southern eastern boundary of the proposed allocation as well as a small section of the south western boundary are situated next to the main river the River Meden and are partly located within flood zones 2 and 3. If development is proposed within flood zones 2 and 3 then the Local Planning Authority will need to be satisfied an appropriate sequential test has been undertaken. A suitable buffer zone of a minimum of 8m will be required from the River Meden. The buffer will ensure protection of existing ecology as well as providing opportunities to provide significant biodiversity net gain. Opportunities to provide wider environmental enhancements should also be explored, such as opportunities to provide water quality improvements.

The minimum 8m buffer would also ensure that access is maintained to the River Meden to allow our field teams access when required.

Given the large nature of the proposed redevelopment of this site, any developer will need to ensure that foul drainage is connected to the mains system. Developers will need to check with Severn Trent Water to understand how they can connect to the nearest mains connections. Developers will need to ensure that any receiving sewage treatment works has enough capacity to take new foul drainage proposals.

Yours sincerely

[Redacted Signature]

Planning Specialist

Direct dial 02030 253277

Direct e-mail [Redacted Email Address]

AD-NRF023



[REDACTED]

From: [REDACTED]
Sent: 16 February 2022 12:04
To: [REDACTED]
Subject: FW: Proposed traveller site Brought Lane Elkesley

Please could you acknowledge?

[REDACTED]

Planning Policy Manager
Bassetlaw District Council

Queens Buildings
Potter Street
Worksop S80 2AH

Tel: 01909 533495

From: [REDACTED]
Sent: 16 February 2022 09:56
To: [REDACTED]
Subject: FW: Proposed traveller site Brought Lane Elkesley

Morning, is this the one we are looking to allocate in the new local plan ?

No sure where to send the objection to ?

From: [REDACTED]
Sent: 15 February 2022 20:16
To: Planning <planning@bassetlaw.gov.uk>
Subject: Proposed traveller site Brought Lane Elkesley

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I wish to formal object to the proposed site in the village of Elkesley. By chance I have spotted the proposal in the parish magazine, the questionnaire was never delivered to us for our option. I am angry that yet again our option have not been sort on a matter which potentially will have an impact on your privacy and security. My wife and I have lived in this property for 23 years we live isolated in house [REDACTED]

[REDACTED]
Approx 1.5 mile from the proposed site.

My concern are we already have quad bikers and motor cyclist riding through the private woodlands and track close to the house which is often unnerving especially in the evening and night time, The noise is thunderous and scary. We have never involved the police as by the time we would get a response they have gone. The thought of a site and the possibility of this increasing this course my wife and I great concerns

and anxiety as during the day my wife who's retired is home alone.

During lockdown we have had numerous people turning up in our garden as they have wondered off the designated path way Part of the Robin hood way to Clumber park and we live on a private road owned by the water board and surrounded by private woodland so we are private and vulnerable in our location.

We can only imagine what will happen to the historical Robin Hood way should it start being used scrabble track and open Cross the open fields placing users at risk.

As a user of the local cycle track there are numerous occasions I stop and dismount to allow scrabble bike and groups of quad bike to pass my concerns are that proposed site would increase this locally again spoiling countryside and local wildlife

The local Thoresby estate had a similar issue a couple of year ago when they rented the old Thoresby market ground to a traveler event this resulted in increased fly tipper truck leaving their loads of tree cutting branches and trunks ect in gate ways across the estate we also have had tipper wagon deposit there a load in the road leading to our properties on two occasions which we had to arrange removal of. There were car and van rallying round local narrow roads and lanes causing increased risk cyclist, horse rider other road uses.

Please take this as my formal objection to this proposal for the traveller site at Elkesley.

[REDACTED]

Sent from my iPhone

Sent from my iPhone

[REDACTED]

[REDACTED]

AD-NRF024



[REDACTED]

From: [REDACTED]
Sent: 16 February 2022 14:29
To: The Bassetlaw Plan
Cc: [REDACTED]
Subject: Local Plan Reg 19 Addendum - Trinity Farm - The Hospital of the Holy and Undivided Trinity
Attachments: Regulation 19 Bassetlaw Local Plan Addendum Reps Trinity Farm February 2022.pdf

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Dear Sirs

Please find attached representations submitted on behalf of The Hospital of the Holy and Undivided Trinity in respect of Trinity Farm. I would be grateful if you could acknowledge receipt of this email and its attachment.

Kind Regards

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



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Draft Bassetlaw Local Plan Bassetlaw Local Plan 2020- 2037: Publication Version Addendum

Prepared by Fisher German LLP
on behalf of The Hospital of the Holy and
Undivided Trinity



Project Title:

North Road, Retford

Agent:

[REDACTED]

Contact Details:

c/o Fisher German LLP

The Estates Office

Norman Court

Ashby-de-la-Zouch

LE65 2UZ

[REDACTED]

01530446039

01 Introduction

- 1.1 These representations have been prepared on behalf of The Hospital of the Holy and Undivided Trinity in respect of their land interests at North Road, Retford, which is a proposed allocation within the Draft Plan; Site HS7: Trinity Farm, Retford. The landowner has promoted the wider land to the south and east of North Road (15/00493/OUT). The land to the south has since been acquired by Avant Homes who have commenced development (20/01477/RES).
- 1.2 The Hospital of the Holy and Undivided Trinity generally support the proposed revisions to the Local Plan as set out within the Publication Version Addendum consultation document.



Figure 1: Google Earth extract illustrating proposed Site HS7 (redline) and land the approved under 15/00493/OUT

- 1.3 For ease of reference, these representations discuss policies in the order in which they appear in the Plan. Where we have not commented, we have no specific comments at this stage.

02 Representations

POLICY ST1: Bassetlaw's Spatial Strategy

- 2.1 The increase in the Plan period is supported and considered sensible to ensure the Local Plan is planning for an appropriate timeframe in accordance with national policy. The subsequent increase in the housing requirement, and its distribution through the Spatial Hierarchy is also supported.
- 2.2 In respect of Retford, as we have detailed in our previous representations to the emerging Local Plan, it is considered an appropriate and deliverable strategy to increase the level of housing directed to the town. Recent delivery within Bassetlaw demonstrates the latent ability of Retford to deliver housing and points to a strong local market. Failure to deliver sufficient housing in Retford could drive up house prices and rental prices, having significant impacts, particularly on first time buyers. Additional housing will also provide more affordable homes in the town, having strong social benefits.

POLICY ST7: Provision of Land for Employment Development

- 2.3 The revisions to Policy ST7 are fully supported, in particular in so far as they relate to our client's interests at Trinity Farm, Retford (EM006) as discussed later within these representations.
- 2.4 As set out at 6.1.11 of the Consultation Document, it is considered that the Council are fully justified in utilising historic trends of employment land uptake to inform future delivery particularly given the significant existing supply of employment land currently available within the district.
- 2.5 The requirement to review the Local Plan five years after adoption, provides a reasonable opportunity to critically assess the uptake of employment land and ongoing need, and review whether additional employment land should be allocated as part of that process. In the meantime it is considered that there is sufficient employment land available to ensure that any reduction in provision through the emerging Local Plan will not result in a shortfall over the next 5-10 years; thus providing ample time for the Local Plan to be monitored and any needed course of action delivered.

- 2.6 The reduction in E(g), B2 and B8 uses on Trinity Farm, Retford (EM006), from 5ha to 2.7ha is fully supported. The reduction reflects the market interest in the site and enables other employment generating uses to be brought forward on the site. It is anticipated that a scheme for all the employment generating land at Trinity Farm will be brought forward for pre-application discussions imminently, in accordance with the Addendum Draft Local Plan.

POLICY ST15: Provision of Land for Housing

- 2.7 As detailed in response to Policy 21: HS7, the increased capacity at HS7, Trinity Farm, Retford is fully supported and reflects our previous representations that the site can deliver additional homes in excess of the 244 dwellings previously proposed. The increase to 305 new homes ensures best use of the available land. Avant Homes, who are currently constructing the new homes, immediately to the south of the site, have tested the delivery of the proposed 305 dwellings along with the emerging policy requirements of Policy 21: HS7 and have confirmed that 305 dwellings is easily deliverable on site.

Site HS7: Trinity Farm, Retford

- 2.8 As detailed in previous representations, the proposed allocation of land at Trinity Farm, Retford (HS7) for residential use is supported. The site is sustainably located adjacent to Retford and will form a logical Phase 2 scheme to the wider mixed-use development immediately south of the site. The site is within close proximity to a number of existing bus stops, which provide easy and regular access to Retford's town centre, Doncaster and other locations. The site also enjoys a good synergy with existing and proposed employment development, which will enable people to live close to their place of work. The proposed allocation is sound and will make a positive contribution to meeting future housing needs within the town.
- 2.9 As detailed in response to Policy ST15, the increase in units from 244 dwellings to 305 is fully supported and reflects our previous representations that the site can deliver additional homes in excess of the 244 dwellings previously proposed. The increase to 305 new homes ensures best use of the available land. Avant Homes, who are currently constructing the new homes, immediately to the south of the site, have tested the delivery of the proposed 305 dwellings along with the emerging policy requirements of Policy 21: HS7 and have confirmed that 305 dwellings is easily deliverable on site.

- 2.10 The proposed changes, as set out at 7.8.1, in respect of the employment uses are also supported. As referred to under Policy ST7, the reduction in E(g), B2 and B8 uses on Trinity Farm, Retford (EM006), from 5ha to 2.7ha, and recognition that the remaining employment land will deliver employment generating uses, is fully supported. The reduction reflects the market interest in the site and enables other employment generating uses to be brought forward on the site. The proposed changes will ensure that the site makes a valuable contribution towards providing jobs, whilst retaining flexibility to enable the site to be brought forward as soon as possible thereby accelerating delivery and economic growth.

POLICY 21: Site HS7 - Site Specific Criteria

- 2.11 As detailed above, the increase in units from 244 dwellings to 305 dwellings is supported and accords with our representations to previous iterations of the emerging Local Plan that the site could make more efficient use of the land by delivering in excess of 297 dwellings. The increase to 305 dwellings has been tested and is deliverable.

Good quality design and local character

- 2.12 The amended wording relating to National Grid and Network Rail is supported. As has already been demonstrated through the delivery of land immediately south of the site, the landowner and any future housebuilder will engage positively with National Grid and Network Rail in bringing forward a planning application.

Green/Blue Infrastructure

- 2.13 The deletion of the requirement to deliver a 0.5ha community woodland is fully supported. As detailed in previous representations the emerging policy requirement for this was not justified nor was it commensurate to the scale of the allocation. The site already benefits from existing mature trees on the site's northern boundary. The delivery of the proposed allocation will include a landscaping strategy which will seek to enhance this planting; there is however no justification for the creation of new woodland in this location.

Transport and connectivity

- 2.14 Concern is raised in respect of the inclusion of the requirement of a cycle track at k) ii. of Policy 21: HS27: Trinity Farm. It is not clear what is required as this has not been defined. In addition, the proposal for a cycle track has not been justified and it is questioned whether a cycle track within the site is need having regard to the delivery of estate roads, streets and shared surface which will

be safe for cycling purposes. Access to the cycleway east of the A638 will be available via existing crossings and access points and does not require separate cycle infrastructure to be accessed safely.

2.15 Criteria iv. seeks *"an appropriate financial contribution towards improving public transport infrastructure to address public transport usage associated with the development"*. The scheme will provide contributions to mitigate its impact where it is evidenced and justified. It is considered that the text should be amended to state: ***"Where necessary and justified a financial contribution towards improving public transport infrastructure to address public transport usage associated with the development"***.

2.16 In respect of off-site highways works, as indicated above, the development will mitigate its impact where necessary and justified. The wording of criteria viii. includes references to junctions which have not yet been fully assessed and which are some distance from the site; the impact of the development on these junctions will be assessed in detail through a planning application and appropriate mitigation proposed at that stage. The emerging policy should be amended to delete the list of junctions currently identified and reworded to state: ***"appropriate improvements to off-site highways infrastructure in the locality of the site will be provided for where evidenced and fully justified"***.

AD-NRF025



From: [REDACTED]
Sent: 16 February 2022 18:24
To: The Bassetlaw Plan
Subject: Fwd: Objection to developing Ordsall South

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Sent from my iPhone

Begin forwarded message:

From: [REDACTED]
Date: 16 February 2022 at 18:22:35 GMT
To: [REDACTED]
Subject: Objection to developing Ordsall South

I wish to inform you that I continue to object to the proposed planning of houses/properties in Ordsall South. I am saddened that I have had to write again due to a further increase to homes in the proposal.

I do not agree that there is any requirement and also I don't agree to the building beyond the current boundary of Retford.

Bassetlaw District Council have repeatedly said that over 10,000 houses have to be built as a directive from the UK Government. This is not true as the Government formula calculates the requirement to be 4,896 which is considerably lower. This alone brings into question the legality of the plan.

The proposal has also been considered unsound by Nottinghamshire County Council and the strategy fails to integrate all aspects of Bassetlaw's developments and ignores the factors previously identified in the Bassetlaw Transport Strategy and Infrastructure Development plan where the use of the community infrastructure levies is stated as a key requirement.

I continue to be extremely concerned about the possibility of flooding of my home if the fields are built on, the fields and surrounding ditches flood retain a lot of water following heavy rainfall. I do not trust the answers provided and have very grave concerns about potential damage caused to my property and garden as water not being able to be absorbed into this vast area as it currently is.

Recently we have seen a larger range of birds and wildlife in the area and it is very clear that this proposal would have a huge effect on this wildlife.

I am also hugely concerned about the massive increase of traffic in the area if this proposal was granted. I believe this would have a increase risk of health and safety to residents.

Thank you for your consideration.

Kind regards



AD-NRF026



[REDACTED]

From: [REDACTED]
Sent: 16 February 2022 19:28
To: The Bassetlaw Plan
Subject: objection to traveller site at brough lane elkesley

External Message - Be aware that the sender of this email originates from outside of the Council. Please be cautious when opening links or attachments in email

To whom it may concern

Please accept this as my formal objection to the planned traveller site at Brough Lane. I was referred to the notification in the parish mag and as a resident of [REDACTED] - only just over a mile away - have annoyingly not been consulted and have not received the questionnaire sent to the Elkesley village residents. a traveller site would clearly have an effect on the 6 houses on forest road - which is a private road with farm tracks leading to elkesley. the river poulter and woods support a huge amount of wildlife (there's a reed bed area which is rich in nature and species) and the potential for fly tipping, impact on the river course as well as noise, trespass and disturbance in what is quiet, safe surroundings - as well as the impact on traffic is great. we already have a business that has increased the number of cars and people stopping on what is a private road (anglia water) and although this is being contained, a traveller site potential for damage to the area, wildlife and disturbance is one that can't be. i strongly object to this application. i live alone. i live here because of the well-being it brings. i do not wish to have to deal with issues this will cause or any potential danger or encounters i may have to have. i already have experienced young drivers racing around me on elkesley bridge road at night. it was not something i want to have to repeat and this site will only encourage such behaviour.

I understand travellers need to have somewhere to live but the impact on people environment and wildlife is too great at this proposed location. I would suggest they should go somewhere with minimal impact.

Please add my strong objection to the response.

Kind regards

[REDACTED]

[REDACTED]