**Treswell and Cottam Neighbourhood Plan (Review)**

**Regulation 16 Consultation**

**(19 February to 2 April 2024)**

**Consultation Responses (Compiled)**



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## Overview

This document compiles all of the responses received during the Regulation 16 consultation. Original copies of the responses have been supplied to the Independent Examiner, so as to inform the assessment of the Plan. Please contact the Neighbourhood Planning Team with any queries, including reference to any supplementary documents not included here.

## 1: Bassetlaw District Council: Planning Policy

**Treswell with Cottam Neighbourhood Plan Review Submission**

On the 21st February 2024, Bassetlaw District Council received the Inspectors Report following an independent examination on the Bassetlaw Local Plan, which means the Plan holds significant weight when it comes to decision-making within the District. Any references relating to the Bassetlaw Local Plan may have to be updated shortly depending on the progress of the Local Plan.

Bassetlaw District Council are supportive of the vision and objections within the Treswell with Cottam Neighbourhood Plan Review. We have outlined some comments below.

**General**

**Table of contents:**

Policy 8 Local Green Space needs to be added to the contents page.

**Policies 1-4: Site Allocations.**

We support the inclusion of site allocations within the Neighbourhood Plan. However, we suggest the inclusion of specific reference to the Treswell and Cottam Character Assessment within the policy would be a useful inclusion.

We would also suggest changing part f to reference the Nottinghamshire Parking Standards not the Bassetlaw Local Plan.

We would suggest adding part g so that the proposal complies with Biodiversity Net Gain, which will become mandatory for small sites on the 2nd April 2024. The policy could be: ‘achieve a minimum of 10% Biodiversity Net Gain on the site’.

**Policy 6: Local Design Code**

We are pleased to see that the policy has been amended after using our Reg 14 comments.

**Policy 8: Local Green Space.**

We are pleased to see that the Local Green Space criteria has been updated and compliant with National Policy.

**Figure 10: Lee Beck Green Corridor**

We would like to reiterate our previous point in the Regulation 14, in which we would suggest adding to the map where the public rights of way are located on the Lee Beck Green Corridor.

## 2: Bassetlaw District Council: Neighbourhood Planning

**General Observation**

**General:** Some sections refer to the Neighbourhood Area and Plan as Treswell with Cottam, whilst others refer to it as Treswell and Cottam.

**Figures, photos and maps**: It would be useful to incorporate a comprehensive numbering system for all illustrative items, as some are currently difficult to reference (e.g. the maps accompanying the site allocations are not numbered or titled) whilst others are incorrect (Figures 6 and 8 are missing, whilst there are two Figure 10s).

**Bassetlaw Local Plan:** References to the Local Plan will likely need updating, given the progression in its development since the publication of the Submission Draft Neighbourhood Plan.

**Specific Observation**

**Paragraph 1.1:** This sentence would benefit from being reworded in the interests of clarity. The reference to March 2016 is not correct.

**Page 4 – 13, Table detailing proposed modifications**: This table is useful in setting the context of current proceedings, but may be less so subject to adoption of the reviewed Plan. On this basis, it may be more appropriately located as an appendix.

**Paragraph 2.1, 2.2, and 2.4:** It would be useful to update the population figures from using 2011 Census data to the now-available figures from the 2021 Census.

**Paragraph 2.11:** It would be useful to provide a clearer notation / explanation of the “1 in (100 +30)” flooding event window.

**Page 17:** It would be useful to incorporate paragraph numbering on this page in accordance with the rest of the Plan, so as to assist referencing.

**All site allocation sections and policies:** The section and policy headings would benefit from the inclusion of a geographical description or name to accompany the NP reference.

**Policy 1, a): The wording of this clause would benefit from refinement, as it may be open to interpretation what “linear in form” means.**

**Paragraph 9.1:** Since the publication of the Submission Draft, the site has been granted a further outline planning permission (23/01152/OUT), which it may be appropriate to mention.

**Paragraph 9.2:** The subsequent paragraph appears to have lost its numbering (assuming this should be 9.3 – and isn’t intended to be in bold).

**Policy 3, a):** As above, the wording of this clause would benefit from refinement, as it may be open to interpretation what “linear in form” means.

**Policy 4, a):** As above, the wording of this clause would benefit from refinement, as it may be open to interpretation what “linear in form” means.

**Section 12:** It would be useful to add a section heading.

**Policy 5, Part 1**: Use of “should” may need reconsideration; would “are required to” be more effective?

**Page37**: The photo of the Boundary treatments is missing (as shown in the Pre-Submission Draft).

**Policy 6, Part 1:** Use of “should” may need reconsideration; would “are required to” be more effective?

**Policy 8, Part 2**: This clause may benefit from refinement. It may be better to say: *Proposals for development will not be supported, except in very special circumstances, such as the erection of ancillary buildings or structures required to enhance the public usage of the space.*

**Policy 9, Part 1**: Use of “should” may need reconsideration; would “are required to” be more effective?

**Section 17 (Aspirations):** It may be useful to include some introductory text to explain what this section is for (i.e. it addresses community aspirations that are not directly covered by the policies) and how the aspirations might be implemented. Is the aspiration to improve road safety? How might this be achieved? What is the role of Figure 15 and the specific locations identified by the purple circles?

**Figure 15:** As above, it is not clear what this diagram shows, and how it relates to the aspiration about traffic and road safety.

**Neighbourhood Planning, Bassetlaw District Council**

02-04-24

## 3: Environment Agency

Thank you for giving the EA the opportunity to comment on the Treswell with Cottam Neighbourhood Plan: Regulation 16 Consultation

**Environment Agency position**

We provided comments on the regulation 14 pre submission draft of the above document in March 2022 in relation to flood risk and Biodiversity which the below comments address.

**Flood Risk**

We are pleased to see that the proposed housing allocations remain located outside of flood zones 2 and 3 as indicated on the Environment Agency’s Flood Map for Planning (FMfP). As such we do not have any further detailed comments to make in this regard.

It is also reassuring that no residential development has been recommended in Cottam due to the higher degree of flood risk and greater coverage of flood zones 2 and 3 associated with this settlement.

We also support the suggestion on page 17 requesting early engagement for any proposed development on the Cottam Power Station site in order to ensure both flood risk and biodiversity issues are addressed at an early stage.

In the interests of completeness, I also include our previous comments in relation to areas of flood zones 2 and 3 within Treswell.

***Flood zones 2 and 3 are situated within Treswell from the ordinary watercourse that runs through the village. If future development is proposed within the village that is situated within flood zones 2 and 3 then the sequential test would need to be undertaken. Development in the fluvial flood zones will need to ensure that they do not increase flood risk to the site, or to others, and should also look at opportunities to reduce flood risk to others where it is feasible to do so.***

We note that these comments have been reworded and included within section 6.3.

**Biodiversity**

In our previous response we noted that while we welcome the emphasis placed on protecting biodiverse aspects of the local green spaces within Treswell and Cottam. However we suggested that the Neighbourhood Plan should make note of the now mandated requirement to provide a minimum of 10% Biodiversity Net Gain (BNG) for any new development. There does not appear to be any mention of this throughout the document and we therefore suggest this is included.

**Green and Blue Infrastructure**

Green Infrastructure has been referenced at multiple points within the Neighbourhood Plan notably within Policy 9 however there has been no mention of blue infrastructure. Policy wording should also include mention of both ‘green infrastructure’ and ‘blue infrastructure’ as it would be beneficial to clearly link both within the policy wording. Development should integrate and increase blue/green infrastructure to build in multi-functional solutions to future impacts such as increased flood risks, water shortages and overheating. Blue and green infrastructure can work together to achieve these aims.

## 4: National Highways

Thank you for providing National Highways with the opportunity to consult on the Neighbourhood Plan for Treswell with Cottam.

National Highways (formally Highways England) has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). It is our role to maintain the safe and efficient operation of the SRN whilst acting as a delivery partner to national economic growth.

In responding to development plan consultations, we have regard to DfT Circular 01/2022: The Strategic Road Network and the Delivery of Sustainable Development (‘the Circular’). This sets out how interactions with the Strategic Road Network should be considered in the making of plans and development management considerations. In addition to the Circular, the response set out below is also in accordance with the National Planning Policy Framework (NPPF) and other relevant policies.

The SRN closest to the NDP area is the A1 trunk road, which is outside the boundary of the plan area.

We have considered the contents of the Neighbourhood Plan and as the plan does not introduce any new development sites or transport related policies that are likely to impact upon our network, we consider that the contents of the plan are for local determination and we have no other comments to make.

If I can be of any further assistance on this matter, please do not hesitate in contacting me.

## 5: Natural England

Thank you for your consultation on the above dated 19 February 2024.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

Natural England is a statutory consultee in neighbourhood planning and must be consulted on draft neighbourhood development plans by the Parish/Town Councils or Neighbourhood Forums where they consider our interests would be affected by the proposals made.

**Natural England does not have any specific comments on this draft neighbourhood plan.**

However, we refer you to the attached annex which covers the issues and opportunities that should be considered when preparing a Neighbourhood Plan and to the following information.

Natural England does not hold information on the location of significant populations of protected species, so is unable to advise whether this plan is likely to affect protected species to such an extent as to require a Strategic Environmental Assessment. Further information on protected species and development is included in [Natural England's Standing Advice on protected species](https://www.gov.uk/guidance/protected-species-how-to-review-planning-applications) .

Furthermore, Natural England does not routinely maintain locally specific data on all environmental assets. The plan may have environmental impacts on priority species and/or habitats, local wildlife sites, soils and best and most versatile agricultural land, or on local landscape character that may be sufficient to warrant a Strategic Environmental Assessment. Information on ancient woodland, ancient and veteran trees is set out in Natural England/Forestry Commission [standing advice](https://www.gov.uk/guidance/ancient-woodland-and-veteran-trees-protection-surveys-licences).

We therefore recommend that advice is sought from your ecological, landscape and soils advisers, local record centre, recording society or wildlife body on the local soils, best and most versatile agricultural land, landscape, geodiversity and biodiversity receptors that may be affected by the plan before determining whether a Strategic Environmental Assessment is necessary.

Natural England reserves the right to provide further advice on the environmental assessment of the plan. This includes any third party appeal against any screening decision you may make. If an Strategic Environmental Assessment is required, Natural England must be consulted at the scoping and environmental report stages.

For any further consultations on your plan, please contact: consultations@naturalengland.org.uk .

## 6: Nottinghamshire County Council

Thank you for your email requesting strategic planning observations on the above Neighborhood Plan. I have consulted with my colleagues across relevant divisions of the County Council and have received the below comments from Transport and Travel Services.

Transport and Travel Services

Background

The Transport Act 1985 places a duty on Nottinghamshire County Council to secure a “Socially necessary” bus network. Local bus operators provide services that they consider as commercial, and the Council provide revenue subsidies to provide additional services to ensure communities have access to essential services including education, work, health, shopping and leisure. In 2021 the government published its document ‘Bus Back Better – A **National Bus Strategy** for England’, as part of an initiative to build back better services post pandemic. The strategy requires Local Transport Authorities to implement ambitious bus priority schemes and Bus Service Improvement Plans (BSIPs) which consider how a coherent and integrated network should serve schools, health, social care, employment and other services. This includes requiring the provision of economically necessary bus services, including those which improve people’s access to employment.

Treswell and Cottam Public Transport Network

The Neighbourhood Plan area is served by the ‘Nottsbus On Demand’ flexible Demand Responsive Transport (DRT) North Ollerton Zone service funded by the Department for Transport Rural Mobility Fund to provide prebookable Demand Responsive Transport (DRT). The services were launched in August 2022 and connect communities including Treswell and Cottam with local towns for employment education, shopping, leisure, healthcare, and essential services. The DRT service complements and integrates with the conventional network, through timetable coordination, through-ticketing and a new interchange hub in Ollerton. Additional school bus services operated to Tuxford Academy operate on schooldays funded by Nottinghamshire County Council.

Neighbourhood Plan

After reviewing the Plan Policies Map, Community Vision and Objectives including the aspirations covering road safety and traffic and reducing road traffic congestion. The aspirations could be enhanced by referring to promoting the use of public transport.

Section 17.2 states that improvements in non-motorised transport links between and within the villages was considered important by residents as they wanted to see improvements in public transport services. Section 2.2 refers to the bus stop in Treswell and Section 13.5 refers to the resident’s stated preference for improved bus services.

Development Sites

It is noted that the Plan proposes to allocate sites for five dwellings. It is suggested that future sites/schemes that afford access to existing public transport facilities should be given priority for development.

Community Transport

There is no reference in the document to the role of Community Transport. Community transport services are provided in the Cottom and Treswell area by Bassetlaw Action Centre. It is suggested that reference to their work is included within the Plan, together with the potential for Community Transport and related services i.e. taxi buses to complement the local bus network.

Taxis

There is no reference in the document to the role of taxis, which are licensed by Bassetlaw District Council and play an import role in the local economy. It is suggested reference to the role of taxis is included in the plan.

## 7: Sport England

Thank you for consulting Sport England on the Treswell with Cottam Neighbourhood Plan (Review) Regulation 16 consultation. Sport England responded to the Regulation 14 consultation on this Neighbourhood Plan on 26th January 2022.

Sport England is a statutory consultee on planning applications affecting playing field land. We assess planning consultations against the five exceptions in our Playing Fields Policy and Guidance Document <https://www.sportengland.org/guidance-and-support/facilities-and-planning/planning-sport?section=playing_fields_policy> which reflects the wording in paragraph 103 of the National Planning Policy Framework.

The inclusion of Policy 8: Local Green Space which designates the playing field as a Local Green Space is welcomed. This is in accordance with paragraph 106b of the NPPF which enables the designation of Local Green Space where an area is demonstrably special to a local community because it holds a particular local recreational value (including a playing field).

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

## 8: Coal Authority

Thank you for your notification of 19 February 2024 seeking the views of the Coal Authority on the above.

The Coal Authority is a non-departmental public body sponsored by the Department for Energy Security and Net Zero. 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.

However, the area to which this consultation relates is not located within the defined coalfield. On this basis we have no specific comments to make.

## 9: National Gas

**Representations on behalf of National Gas Transmission**

National Gas Transmission has appointed Avison Young to review and respond to Neighbourhood Plan consultations on its behalf. We are instructed by our client to submit the following representation with regard to the current consultation on the above document.

**About National Gas Transmission**

National Gas Transmission owns and operates the high-pressure gas transmission system across the UK. In the UK, gas leaves the transmission system and enters the UK’s four gas distribution networks where pressure is reduced for public use.

**Proposed sites crossed or in close proximity to National Gas Transmission assets:**

An assessment has been carried out with respect to National Gas Transmission’s assets which include high-pressure gas pipelines and other infrastructure.

National Gas Transmission has identified that no assets are currently affected by proposed allocations within the Neighbourhood Plan area.

National Gas Transmission provides information in relation to its assets at the website below.

• <https://www.nationalgas.com/land-and-assets/network-route-maps>

Please also see attached information outlining guidance on development close to National Gas Transmission infrastructure.

**Distribution Networks**

Information regarding the gas distribution network is available by contacting:

plantprotection@cadentgas.com

**Further Advice**

Please remember to consult National Gas Transmission on any Neighbourhood Plan Documents or site-specific proposals that could affect our assets. We would be grateful if you could add our details shown below to your consultation database, if not already included:

## 10: National Grid

**Representations on behalf of National Grid Electricity Transmission**

National Grid Electricity Transmission has appointed Avison Young to review and respond to local planning authority Development Plan Document consultations on its behalf. We are instructed by our client to submit the following representation with regard to the current consultation on the above document.

**About National Grid Electricity Transmission**

National Grid Electricity Transmission plc (NGET) owns and maintains the electricity transmission system in England and Wales. The energy is then distributed to the electricity distribution network operators, so it can reach homes and businesses.

National Grid no longer owns or operates the high-pressure gas transmission system across the UK. This is the responsibility of National Gas Transmission, which is a separate entity and must be consulted independently.

National Grid Ventures (NGV) develop, operate and invest in energy projects, technologies, and partnerships to help accelerate the development of a clean energy future for consumers across the UK, Europe and the United States. NGV is separate from National Grid’s core regulated businesses. Please also consult with NGV separately from NGET.

**Proposed development sites crossed or in close proximity to NGET assets:**

An assessment has been carried out with respect to NGET assets which include high voltage electricity assets and other electricity infrastructure.

NGET has identified that no assets are currently affected by proposed allocations within the Neighbourhood Plan area.

NGET provides information in relation to its assets at the website below.

• [www2.nationalgrid.com/uk/services/land-and-development/planning- authority/shape-files/](www2.nationalgrid.com/uk/services/land-and-development/planning-authority/shape-files/)

Please also see attached information outlining guidance on development close to NGET infrastructure.

**Distribution Networks**

Information regarding the electricity distribution network is available at the website below:

[www.energynetworks.org.uk](http://www.energynetworks.org.uk)

## 11: Canal and River Trust

Thank you for your consultation on the above document.

We are the charity who look after and bring to life 2000 miles of canals & rivers. Our waterways contribute to the health and wellbeing of local communities and economies, creating attractive and connected places to live, work, volunteer and spend leisure time. These historic, natural and cultural assets form part of the strategic and local green-blue infrastructure network, linking urban and rural communities as well as habitats. By caring for our waterways and promoting their use we believe we can improve the wellbeing of our nation. The Canal & River Trust (the Trust) is a statutory consultee in the Development Management process, and as such we welcome the opportunity to input into planning policy related matters to ensure that our waterways are protected, safeguarded and enhanced within an appropriate policy framework.

The Trust is the Navigation Authority for the River Trent, which lies alongside the eastern boundary of the Neighbourhood Plan Area. We also have some landowner interest associated with the river linked to our Navigation responsibilities. Having reviewed the content of the Submission Draft Plan, we note that the document does not propose any significant development or measures associated with the River Trent corridor, As a result, we wish to confirm that we have no comment to make upon the document.

Please do not hesitate to contact me with any queries you may have.

## 12: North Leverton with Habblesthorpe Parish Council

North Leverton with Habblesthorpe Parish Council considered the revised Treswell with Cottam Neighbourhood Plan at their meeting held on Monday 4 March 2024 and had no comments to make on this.