

Tollerton Neighbourhood Plan

Regulation 4(3)(b)(iii). Summary of Representations Received and Submitted to the Independent Examiner.

Respondent	Summary of Representation
<p>Boyer obo Harworth Group PLC</p>	<p>Recommends the inclusion of preferred sites for allocation within the Neighbourhood Plan that are located within and on the boundary of Tollerton to ensure that housing is being provided within the plan period and in advance of the strategic allocation coming forward. Promotes ‘Land off Melton Road, Tollerton’, located to the southeast of the village, for residential development and a preferred direction of growth for Tollerton.</p> <p>Supports the Neighbourhood Plan’s visions and objectives.</p> <p>Supports Policy 1: Climate Change, Policy 7: the Green Buffer, Policy 8: Local Character, Policy 10: Landscape Character, Policy 12: Biodiversity Enhancement, Policy 13: Sustainable Modes, Policy 15: Tollerton Housing Strategy and Policy 16: Design in Development.</p> <p>Recommends the removal of reference to sequential testing in relation to Policy 6: New Community and Retail Facilities, as it’s covered in the NPPF, and identifies that Policy 6 fails to comment on the importance of economic growth.</p> <p>Recommends the provision of further details on the required improvements to the key junctions and roads listed within Policy 14: Junction Improvements.</p> <p>Emphasises the need for the policies to be supported by an appropriate evidence base.</p>
<p>The British Horse Society</p>	<p>Comments that the Tollerton Neighbourhood Plan largely overlooks equestrian activity.</p> <p>Recommends the walking and cycling routes described in Policy 13 should conform to the government’s Active Travel Strategy which states that it includes horse riding.</p> <p>Recommends Policy 14 is amended to follow the Highway Code hierarchy of road users through the addition of equestrians in the list of vulnerable road users.</p>

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Canal and River Trust	<p>Recommends the Grantham Canal be specifically identified on Map 4 as a key feature to acknowledge its value as an important green space which should be protected and to acknowledge its value as a green/blue infrastructure corridor.</p> <p>Asks for clarification as to whether the Grantham Canal is to be designated as a Local Green Space, and if not, that it is removed from Appendix D.</p> <p>Supports the aims of securing improvements to connectivity to the canal towpath and/or enhancements to the towpath itself to encourage and facilities greater use by walkers and cyclists.</p>
Environment Agency	<p>Advises that some of the Neighbourhood Plan area has pockets of flood zone 2 and flood zone 3 and recommends the undertaking of the sequential test when allocating sites to ensure development is directed to the areas of lowest flood risk.</p> <p>Agrees with the main principles of Policy 1: Climate Change but suggests it could go further by increasing water efficiency measures to 110 litres per person per day.</p> <p>Offers general support towards Policy 7: the Green Buffer. Suggests the Neighbourhood Plan highlights how green and blue infrastructure can work together to allow linkage between Tollerton and the strategic allocation whilst also building in multi-functional solutions to future impacts such as increased flood risks, water shortages and overheating.</p> <p>Welcomes Policy 12: Biodiversity Enhancement encouraging biodiversity net gain in excess of the mandated 10% and offers support if the Tollerton Neighbourhood Plan were to include a target greater than 10%.</p> <p>Agrees with the wording of Policy 15: Tollerton Housing Strategy and is pleased to see the requirement for all new housing to reduce emissions and energy usage. Suggests the inclusion of water efficiency measures to 110 litres per person per day could be included within this policy, as well as Policy 1.</p>

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National Highways	<p>Supports the plan policies and advises that any development with the potential to impact on the strategic road network be subject to Transport Assessments in order for their impacts to be appropriately assessed.</p> <p>Notes that the Neighbourhood Plan acknowledges the need for the development of the strategic allocation to upgrade highway junctions to accommodate the strategic allocation's traffic. Raises that Tollerton Parish Council should be aware of the implementation of an improvement scheme along the A52 corridor "A52/A606 Improvement Package Developer Contributions Strategy Memorandum of Understanding (MoU), May 2019".</p>
Natural England	<p>Suggests Policy 1: Climate Change includes the importance of nature-based solutions in the adaption and mitigation of climate change.</p> <p>Welcomes the protection and enhancement of open space and play areas in Policy 5: Existing Facilities.</p> <p>Suggests Policy 6: New Community and Retail Facilities stipulates that community outdoor spaces, sports and recreation spaces and play areas are of high quality and good design to ensure they are welcoming, accessible and inclusive for all in the community.</p> <p>Highlights that National Character Areas are based upon key features of the local landscape and can further inform important detail on features to highlight and protect within Policy 10: Landscape Character.</p> <p>Welcomes the encouragement in Policy 12: Biodiversity Enhancements to provide over and above the 10% minimum biodiversity net gain. Suggests that the Green Buffer provides an opportunity for off-site biodiversity net gain units.</p> <p>Suggests Policy 13: Sustainable Modes highlights within the enhancement of existing routes and new routes the opportunity for improved green infrastructure along linear routes.</p> <p>Recommends Policy 15: Housing Strategy includes accessible green infrastructure.</p>

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	<p>Advises that Tollerton Parish is lacking in green infrastructure provision, and advises that the Neighbourhood Plan could set ambitions to tackle inequality in access for local residents by applying the thinking from the Green Infrastructure Framework.</p> <p>Provides direction to various resources on green infrastructure.</p>
Nottinghamshire County Council	<p>Supports the notion that the strategic allocation should be supported by a comprehensive masterplan as set out in Policy 16. Anticipates this being delivered via the emerging Supplementary Planning Document.</p> <p>Supports the principle set out in Policy 13: Sustainable Modes that development should seek to reduce the reliance on the private car and encourage more sustainable types of transport. Suggests that it is unclear as to whether the proposed improvements set out in the policy and identified in Map 6 would be feasible, or viable, or who would be responsible for their delivery. Further information would be required before their deliverability could be considered by the Highway Authority. Therefore, suggests Map 6 is identified as an aspiration, to be refined through the masterplanning process.</p> <p>The aspiration to secure developer contributions from new development towards the enhanced running of bus services is supported, but suggests the aspiration is clarified to reflect the scope of what the developer contributions can be provided for.</p> <p>Recommends that developer contributions towards improved public transport services and infrastructure should be specified as a criterion for a site to be supported by the Neighbourhood Plan.</p> <p>Suggests the Neighbourhood Plan could summarise the strategic public transport requirements of the strategic allocation.</p> <p>Suggests the Neighbourhood Plan could include a criterion that requires developer contributions towards improved public transport services and infrastructure in order for a site to gain support by the Neighbourhood Plan.</p>

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	<p>Suggests the Neighbourhood Plan includes reference to the community transport services, together with the potential for community transport and related services, to complement the local bus service. It is also suggested that reference to the role of taxis is included in the Neighbourhood Plan.</p> <p>Supports the road user hierarchy set out within Policy 14: Junction Improvements. Suggests clarification could be included on how the 'green lanes' would operate.</p> <p>The junctions listed at Appendix E are noted, but it is the Local Highway Authority's responsibility to assess the need for improvements. The reasons for the proposed junction improvements have not been demonstrated at this stage.</p>
Ramblers	<p>Supports the proposed route improvements for walkers and cyclists shown on Map 6. Notes the difficulties of establishing safe crossings of the A52. Recommends that the most northerly strategic cycling route might be a good place for the siting of a bridge across the A52.</p>
Rushcliffe Borough Council	<p>Recommends rewording the last sentence of the spatial strategy to be aspirational, as the landowner of the proposed green buffer is unknown, therefore there is no guarantee that the green buffer can be maintained or enhanced.</p> <p>Recommends the supporting text of Policy 1 includes reference to the planning mechanisms Rushcliffe Borough Council could consider using to implement bullet 9 of Policy 1 which relates to the reuse of materials on site as a result of demolition.</p> <p>Recommends amending Policy 2 paragraph 3 to caveat that such uses will be permitted subject to local amenity.</p> <p>Recommends amending Policy 3 to include reference to the need for compliance with the policies within the Development Plan for Rushcliffe.</p>

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	<p>Recommends deleting reference to the existing commercial hub at the strategic allocation and the reuse of existing buildings at the strategic allocation for business use from Policy 4 as this is to be decided through the masterplanning process.</p> <p>Recommends rewording Policy 6 in line with the NPPF requirements for main town centre uses.</p> <p>Recommends amending the extent of the Green Buffer on Map 4 to exclude all land that falls within the strategic allocation. Alternatively, Policy 7 and Map 4 could be amended to show that the Green Buffer within the extent of the strategic allocation is indicative and will be established through the separate masterplanning process for the strategic allocation.</p> <p>Recommends amending Policy 8 so that the submission of a design statement for all planning applications is encouraged rather than required.</p> <p>Recommends the removal or rewording of Policy 8 regarding Nottingham City Airport as it forms part of the strategic allocation and is identified within the Local Plan as suitable for development.</p> <p>Recommends rewording Policy 9 to “preserve or enhance” as there is no justification to require enhancement, “must provide” to “should provide” a heritage statement as in some circumstances it is unreasonable to require a heritage statement, and demonstrate “community benefit” to “public benefit” as the NPPF refers to public benefit.</p> <p>Recommends rewording the second paragraph of the supporting text for Policy 9 as it currently conflicts with the NPPF.</p> <p>Requests the removal of ‘not limited to’ in Policy 10 as it is too open ended. The list in Policy 10 should be reviewed to see if all main considerations are included.</p> <p>Highlights the discrepancy between the 12 Green Spaces listed within Policy 11 and the 8 Green Spaces indicated on Map 5. Recommends amending the policy and map so they align.</p>

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	<p>Advises that the road improvements at Appendix E should be reworded to “supported” and not “prioritised” as they are aspirational and are not the result of a transport assessment.</p> <p>Recommends rewording or removing requirement to reduce energy consumption through construction and occupancy of land and buildings in Policy 15 as this is managed through Building Regulations.</p> <p>Recommends the new connection proposed between the two village centres illustrated on Map 2 should be aspirational as there is no guarantee that it is deliverable.</p> <p>Requests clarification on the purpose of the lighter green area indicated on Map 4.</p> <p>Recommends Map 4 is amended to remove the wildlife corridor that crosses through the strategic allocation as this conflicts with Local Plan Policy 25 and is a decision that should be left to the masterplanning process.</p> <p>Suggests some amendments to the proposed non-designated heritage assets listed at Appendix C.</p>
<p>Savills obo Taylor Wimpey Limited and Rockspring Barwood Gamston Limited</p>	<p>Requests that reference to the strategic allocation is changed from ‘Gamston Fields’ as that applies to Taylor Wimpey and Barwood’s site only and not the entire strategic allocation.</p> <p>Notes that the Neighbourhood Plan states that its policies will seek to influence the development of the strategic allocation. Recommends that the Neighbourhood Plan instead acknowledges the policy framework for the strategic allocation within the Local Plan Part 1 and Part 2 and the masterplanning process for the strategic allocation that is taking place.</p> <p>Requests that Map 2 is labelled as indicative or illustrative only to avoid potential confusion that could arise from a literal application of aspects of the plan such as the village centre or the leisure routes indicated at the strategic allocation.</p> <p>Requests the Neighbourhood Plan to state that the design and layout of the proposal for the strategic allocation is to be determined through a masterplanning process in accordance with the Local Plan Policy 25, and that the Neighbourhood Plan is not the vehicle to deliver this.</p>

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	<p>Comments that Policy 1 encourages the use of electric vehicles through the provision of electric vehicle charging points. Recommends this to be removed from the policy as it is covered by Building Regulations and should not be included in the Neighbourhood Plan. Queries whether the scale, cost and practical considerations of the implications of the policy have been assessed.</p> <p>Recommends reference to the provision of a Centre of Neighbourhood Importance as part of the strategic allocation is deleted from Policy 2, as this should be left to the masterplanning process.</p> <p>Recommends reference to new business uses and facilities at the strategic allocation is deleted from Policy 4, as this should be left to the masterplanning process.</p> <p>Recommends the locational preference for sports pitches in the strategic allocation as stated in Policy 6 is not appropriate in the Neighbourhood Plan and should be left to the masterplanning process.</p> <p>Requests reconsideration of the extent of the Green Buffer so that it accords with the masterplanning process. Also raises concern over how the Green Buffer can be delivered, and how the types of uses accepted in the Green Buffer avoids conflict with green belt policies.</p> <p>Requests amendments to Map 4 so that it does not impact the masterplanning of the strategic allocation, for example removal of the key views and the proposed wildlife corridor.</p> <p>Recommends as part of Policy 8 the deletion of reference to Nottingham City Airport as one of the features that contributes to the cultural character of Tollerton and the deletion that the strategic allocation must respect the contribution that the Airport makes to the parish's identity and cultural heritage as it is not appropriate to propose an open-ended policy to incorporate cultural and heritage assets, when these have not been assessed in the Neighbourhood Plan. Recommends this is left to the masterplanning process.</p> <p>Recommends amendments to Policy 10 and Map 4 so that specific features identified on the map including the key views, and the implications of the policy, does not impact upon the strategic allocation.</p>

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	<p>Questions if there have been discussions with Nottinghamshire County Council regarding the need for bus services, including nighttime services, as stated in Policy 13.</p> <p>Recommends the deletion of aspects shown on Map 6 that relate to the strategic allocation, as they should be left to the masterplanning process.</p> <p>Recommends that parts of Policy 15 that relate to the delivery of the strategic allocation are deleted and left to the masterplanning process.</p> <p>Recommends that parts of Policy 16 that relate to the establishment of new character areas in the strategic allocation are deleted and left to the masterplanning process.</p>
Severn Trent	<p>No specific comments on the policies of the Tollerton Neighbourhood Plan.</p> <p>Highlights that the image used for Policy 7 could be misleading as it's a photo of a view outside of the Neighbourhood Plan area.</p> <p>Provides direction to various Severn Trent resources and their standardised suggested policies.</p>
Sport England	<p>No specific comments on the policies of the Tollerton Neighbourhood Plan.</p> <p>Provides direction to various Sport England resources.</p>
Stantec obo Vistry Group	<p>Requests that reference to the strategic allocation is changed from 'Gamston Fields' as that is the name Taylor Wimpey and Barwood have chosen to name their part of the strategic allocation.</p> <p>Requests Map 2 and the supporting text to be clearly labelled as illustrative to avoid misinterpretations between Map 2 and the masterplan that is evolving for the strategic allocation as part of the Supplementary Planning Document, as there could be inconsistencies between Map 2 and the masterplan.</p> <p>Queries whether Map 2 needs amending or clarifying as the Map is different on pages 9 and 32.</p>

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	States that it is important that the Neighbourhood Plan does not prescribe detail around the strategic allocation that may become inconsistent with the emerging Supplementary Planning Document and planning applications.