

Input to Inspector Review Response

Submitted in response to Bassetlaw District Council's proposed changes to the Bassetlaw Draft Plan following input from the Inspectors' review

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Planning Committee

Submitted for and on behalf of

Tuxford Town Council

Version 1.0

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Version Control

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Reviewed and approved by Joan Moorhouse, Chair, Tuxford Town Council and Simon Richardson, Vice Chair TTC and Chair of Planning Committee, 30th September, 2023

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1. Introduction and Context

This report provides the consolidated input from Tuxford Town Council (TTC) to the proposed changes documents and further evidence and reports provided by Bassetlaw District Council (BDC) in response to the Matters raised by the Inspector (MIQ) during examination of the Draft Local Plan (DLP). Consistent with the mandated process, TTC will limit its comments to the changes made in the Schedule of Suggested Changes document (SSC) and as provided in the Bassetlaw Local Plan 2020-2038 Main Modifications document (LPMM), dated August 2023.

The points and issues raised in this report were submitted, discussed, voted on and approved by full Council at the Full Council Meeting on 21st September, 2023.

It is noted that LPMM is for information and the SSC document is the reference. There are changes in LPMM which do not seem to be reflected in SSC and which would have a significant, possibly catastrophic, negative impact on Tuxford. Some of these changes do not seem to have been prompted by Matters raised by the Inspector.

2. Tuxford Summary

Tuxford (Tuxfarne in Domesday Book) is a long-established community with a current population of some 2,813 people (2021 census). Tuxford is classified as a Local Service Centre and a Larger Rural Settlement in the DLP.

It sits astride the A1, some 7 miles south of Retford and 12 miles south-east of Worksop. It is primarily rural and agricultural but grew in prominence with traffic along the Great North Road (in the 17th century, it was equally prominent to Worksop) as a vital stopping point. The town was largely destroyed by a catastrophic fire in 1702 but was rebuilt and the large Conservation Area now includes a complete early Georgian town centre. With the rise of railways, Tuxford was a vital junction as well as destination, boasting three railway stations.

The A1 Tuxford Bypass was constructed in 1961 and included a bridge which splits the town in two: to the west is the majority of the original 18th/19th century core and the retail centre; to the east, a succession of housing development which date from the 1950s to the most recent, finished in 2021. Tuxford Academy – one of the best rated senior schools in Nottinghamshire – lies in the eastern part, whilst the Primary Academy lies to the west. Both schools are full and parents in the town complain the schools have insufficient capacity for the current population.

Tuxford has three modest sized established industrial estates. These are referenced later. The town centre is not regarded as a popular destination, primarily because of HGV traffic through the centre and around 50% of its shops have closed in the last couple of years, to an extent offset by a new Co-Op in the eastern part, replacing one that has just closed.

Tuxford sits on an east-west ridge and is surrounded by agricultural land. This is of great importance to the community. Despite its condition, the centre is attractive and could, with limited investment, be a major asset for Bassetlaw's Visitor Economy plans, with two unique museums, its Georgian core, a lock-up and a windmill amongst its 23 Listed places and a further 81 Positive buildings identified in the Conservation Area Assessment.

2.1 Tuxford Background and Status

Tuxford's Conservation Area was designated as "under threat" and still contains a number of empty or derelict buildings, including some in the Listed/Positive category. Some limited Heritage Lottery funding helped arrest this decline but the challenge is present, reflected in community feedback.

Growth in the last five years has seen the recent addition of around 90 houses; 86 in one development and another small development of detached houses within the Conservation Area. This has not been accompanied by any enhancements of employment space; indeed, BDC refused the most recent application (currently being re-submitted), noting that "sufficient employment land is available elsewhere in Bassetlaw".

The 86 house development, known as the Ashvale Road Estate, was originally planned to be a mix of Market and Affordable housing; it lies directly to the south of the previously developed area, between a 1990s development (with which it has no connections) and the Ashvale Road Industrial estate. A subsequent S106 agreement post planning approval changed this to 100% affordable; this was pushed through as a delegated decision and resulted in a zero CIL contribution. The result is a somewhat isolated community which TTC is very keen to find ways to integrate fully into the town.

Tuxford has applied for some funding to provide outdoor gym and social infrastructure (to support healthy lifestyles and to help integrate the Ashvale Road Estate) and supported applications by two museums in the town for additional community space.

2.2 Tuxford Neighbourhood Plan Process

Tuxford has a "Made" Neighbourhood Plan (NP), dating from 2015. However, in common with many NPs from that period, it does not allocate land for housing nor was employment, retail or any other commercial consideration addressed. As such, TTC committed to a new NP which will include all these aspects as well as addressing Community priorities, to the extent these may have changed.

To identify these issues, and in agreement with BDC Neighbourhood Planning group, TTC carried out an extensive community engagement during 2023 as a pilot site for a UK Government initiative to develop a Communities Priority Statement to guide the new NP.

TTC carried out a detailed online questionnaire with three key resident communities; students, working age and senior/retired. Over 400 responses were received – 14% of the entire population of Tuxford; we therefore have a detailed and authoritative evidence base on which to base the next NP. Although the timing of this meant that it was too late to be submitted to BDC during this Draft Plan development, it nevertheless will drive the NP Policies. As these must be aligned with the BDC Plan, the impact of this evidence base is relevant and informs our response below. A draft report of results from this engagement is included as appendix to this document.

The rest of this document consists of comments on BDC's response to Matters raised in the MIQ, as included in the SSC, the individual reports or answers to the Matters raised, or as contained in the August, 2023 LPMM; this seems to include some changes for which we can find no reference in the MIQ, and in one case, where there is no change in the LPMM despite a request in the MIQ.

We format it according to the sequence of Matters in the MIQ except that Matter 6 and Matter 14 run in sequence as they need to be looked at together.

3. Matter 2: Vision and Objectives

3.1 TTC Input:

There is much in this Plan to recommend and TTC supports its overall ambition. Key points for Tuxford's consideration are that growth (both economic and population) in Bassetlaw is expected to outpace national average, with population growth of 17.8% over the Plan, which will support economic activity driven mainly by expansion in large scale logistics on "Sustainable locations accessible to the Main Towns and A1/A57 growth corridors" along with renewable energy infrastructure and technology (with a focus on wind turbines and the eventual STEP Fusion research site).

TTC supports this focus, but notes that the creation of the new Strategic site at Apleyhead Junction, along with the site at the former Bevercotes Colliery and the expansion of other sites, including Manton Woods, will result in availability of significant B2/B8 space in sites which have direct, unimpeded access to the A1/A57 corridor.

We believe this will have a long-term negative outlook on the cost-effectiveness of the logistics and freight components of the three modest industrial estates in Tuxford. Our support, therefore, is linked to our ability to support the re-invention of these sites to create other types of employment; in this regard, it is relevant that the Ollerton Road site (EES20) was the location of technical and engineering support for the Nottinghamshire Coal industry; such uses, updated to reflect 21st century realities are therefore perfectly viable.

Housing growth based upon expanded Economic Need rather than average population growth is also supported. We further support the advanced stage of identified delivery, both from an overall Plan perspective and 5 years' supply.

3.1.1 Housing and Employment Balance in the Retford/Worksop Sub-area

A look at South-east Bassetlaw, which includes the two Towns of Worksop and Retford, and the three closest new/expanded employment sites (Apleyhead, Bircotes Colliery and Manton Wood) reveals a relationship between employment and local housing identified in Table 1 below. Although there is reasonably sufficient **overall** in Bassetlaw, if it is reasonable to assume a preference for being within a short commute to work (especially of Active Travel and improved Public Transport is, as, asserted, a goal), then – depending on the size and mix of Apleyhead, there is a minimum **local housing shortfall** of 1,611 houses, with a potential for around 3,000. This may in part be absorbed by new housing at Harworth and Bircotes, but there is employment land there, as well.

This does not seem to have been taken into consideration by BDC, as far as can be observed from the published documents. Nor does this take into account housing needs associated with development at the former Cottam Power Station, which lies 9.5 miles north-east of Tuxford.

Housing numbers in Bassetlaw, by Town (or LRS)	% of total growth	Employment and housing, Worksop/Retford area	New Employment	Implied housing needs arising	
Worksop	2560	25	Apleyhead min	4110	3732
Retford	2331	22.6	Apleyhead max	5457	4955
Harworth and Bircotes	2203	21.4	Manton Wood Ext	450	409
LRS (inc Tux)	1412	13.7	Bevercotes Colliery	2600	2361
Tux	252	2.5	Local emp driven - housing min		6502
Total	10285		Work+Ret Housing		4891
NB previous windfall, now excluded, of 1,200			Likely minimum shortfall:		1611

Table 1: Potential Employment and Housing Growth Imbalance; South-east Bassetlaw

3.1.2 Consequences for Tuxford

There is therefore, as far as TTC is concerned, a moderate to high likelihood that BDC will return with a demand for more housing in Tuxford mid-plan. Within the latest LAA for Tuxford, there are sites that have already been brought forward (and considered suitable) to provide for up to 500 houses (some of which have already been developed).

Whether TTC can convince its residents that anything like this number is a good idea is a separate matter; there is little evidence of a desire to become a “dormitory town” amongst the population and Tuxford would be significantly further away from the sites (excluding Cottam) than either Worksop or Retford. However, as TTC creates its positive Neighbourhood Plan, this is one of many scenarios to consider.

This makes a correction of what we see as unacceptable changes and updates produced as part of BDC’s evidence critical for the future, not just of Tuxford, but of BDC.

3.2 Comments to BDC response to 2.4

TTC notes (see above) the likelihood of additional need for housing in the lifetime of the Plan, which is not unexceptional. The commitment (20% growth) for Tuxford is 252; at least 90 of these have been delivered. We see there is sufficient scope within Tuxford to expand this, *if there is community support and if there are benefits to Tuxford in so doing*. However, this must be done within the land sites which will be allocated and prioritised in the Tuxford Neighbourhood Plan.

4. Matter 3: Employment Land

4.1 TTC Input:

Tuxford, as noted above, includes three main areas of employment land, in addition to the Retail and Commercial centre. These are identified on the Action 19 – Matter 3 document as:

EE20 – Ollerton Road (generally known as Walkers’ Industrial Estate)

EE21 – Ashvale Road

EE 22 - Lodge Lane

The Officer Assessed split of current land use is as on the table below:

Employment Land use, Tuxford (%)			
		B2/Eng	B8
Ollerton Road	EE20	40 (B2)	60
Ashvale Road	EE21	90	10
Lodge Lane	EE22	50	50

Table 2: Assessed Use Split, Employment Land, Tuxford

4.1.1 Current Employment Land around Tuxford

Ollerton Road (Walkers) is the largest site, and incorporates a significant range of medium scale engineering, as well as logistics, specialised transport and freight/storage space. It is the site of the former Dosco Engineering, linked to coal mining. It lies directly to the north of Ollerton Road (A6075) in fields, one mile west of Tuxford Town centre and 0.8 miles from the Development Boundary. The assessed split is a fair one.

A recent application was made to add an area to this site, extending its boundary with (but below and hidden from) the A6075. A third application is in; the previous one having been supported by TTC but rejected by BDC on the basis (inter alia) that “there is sufficient employment land elsewhere in Bassetlaw” and that one field of arable land cannot be spared, even though a larger area indirectly opposite is slated for development (HS14 – see later). The expected jobs yield was 250; the current application is smaller.

Ashvale Road Industrial Estate lies directly to the south of the new Ash Vale Estate; They are directly contiguous as the image below demonstrates. This site is assessed as overwhelmingly general industry not suitable for sites adjacent to residential areas. However this is completely inaccurate. There are several small units, a catering firm, a manufacturer of hi-tech pods for multiple purposes as well as some small engineering sites.



Image 1: View from Ashvale Road Estate towards Ashvale Road Industrial Estate directly to the south



Image 2: View from beside Ashvale Road Industrial Estate Small units block towards AshVale Road Estate



Image 3: View from small units courtyard, Ashvale Road Industrial Estate, towards Ashvale Road Estate



Image 4: View from Lodge Lane towards Ashvale Road Estate. The intervening field is proposed for housing in the LAA



Image 5: View from eastern side of Ollerton Road Industrial Estate. Tuxford lies 0.8 miles to the east.

Lodge Lane lies just to the east of Ashvale Road Industrial Estate; at present, it is separated by one field from the Ashvale Estate housing development and also by a single field from Tuxford Academy, both of which are obvious from the northern boundary of Lodge Lane. Both of these fields are promoted in the latest LAA for residential development and are considered suitable for development. This site also hosts the Network Rail, Innovation and Development Centre, Tuxford – a nationally important research unit.

It is clear that of the three sites, the one actually most “in the country” and therefore rural, is EE20, Walkers. The other two are immediately adjacent to, or at most one field away from, current housing, and adjacent to sites on the LAA, considered suitable for development.

BDC has – incorrectly, we consider - re-assigned Ashvale Road and Lodge Lane sites as “Rural”; RES23 and RES24 respectively; yet both a closer to housing than EE20. The impact of this is that any use, other than B2/B8 (general industrial unsuitable for proximity to residential and logistics/freight/storage) is banned. This change shows up in the LPMM but there is no reference to it on the SSC; without a careful reading of the LPMM it would have been invisible.

We have three problems with this:

1. We see no question from the Inspector prompting such a change, which happened after the period of general input, so we challenge why BDC thinks it reasonable to make such a change at this point.
2. We do not see how one of these sites remains an EE, whilst the other two – both of which are actually closer to housing today, and will certainly be closer to housing in the future, are re-classified as Rural, severely limiting their future potential.
3. The removal of E(g) category use is potentially catastrophic: BDC would use it not only to block any expansion of either site by any current E(g) user – of which there are many – but

would also be able to declare the change of use of any of the current developed area to E(g) contrary to policy.

We understand overall in Bassetlaw there may be sufficient E(g) land currently vacant; within Tuxford there are some vacant buildings which could be used for general retail, office, hospitality and suchlike within the town centre; but this is limited and there is no space for innovative start-ups, or expansion of current businesses already on those sites.

We want these two sites returned to their previous designation as EE. We see no reason for the change, and the suggestion that they are rural – or more rural than the one site which remained EE – is incorrect.

We would like to see these two sites defined to include any general E category of use; they could retain B2/B8 use, simply not be limited to this. This will permit TTC to propose more creative use of them

4.1.2 TTC Considerations for the Future

The general focus on large-scale logistics, freight and storage in the A1/A57 corridor is supported, as noted above. However, all of the other sites have direct A1/A57 access, without having to go through a town centre.

EE20 traffic must traverse the centre of Tuxford, going through the Conservation area, whether they go north or south on the A1

EE21 and EE22 both have reasonable access to the A1 southbound via an exit further up Ashvale Road; however, northbound traffic must pass through the whole of the Georgian Conservation Area in Tuxford town centre in order to reach the northbound A1.

Both of these result in heavy traffic through the town centre and delays which are getting ever worse. HGV traffic is the most significant negative in the Community Priorities input – 75% of all respondents disliking it. TTC takes a nuanced approach as these sites bring employment, but we consider a gradual change – at least of the Ashvale Road and Lodge Lane sites - away from B2/B8 to more of a “science and innovation” park with some retail to be an excellent provider of higher grade employment long term.

We do not see that forcing these to be limited to general industry, logistics, transport and storage to be required, useful, necessary or positive. With the STEP development and some potential green energy use at Cottam in the future, our proposal does not harm Bassetlaw and is a good fit for these sites.

4.2 Comments to BDC response to 3.2

We see no reason at all why this limitation should be in place; see above. We see no support or justification of it by BDC other than to support bringing empty E(g) sites in the main Towns back into use. Whilst this is important, for those places (like Tuxford) whose employment sites do NOT have direct access to the A1/A57 routes, an alternative use for the employment land in the future would help ensure their sustainability (which is otherwise very much open to doubt).

4.3 Comments to BDC response to 3.5

We demonstrate Policy ST10 to be inconsistent with the facts, as reviewed above. We see no reason to force B2/B8 only into “Rural” sites; the policy may work well for Worksop in particular but it is not only inappropriate but damaging as far as the sites above are concerned. We have already seen that BDC use the status of this Plan to give significant weight, and then use that to block further employment land development in Tuxford; as the new, large scale sites develop, these small sites in Tuxford, both from size and the need to traverse Tuxford Town centre conservation area, are likely to become uncompetitive in the future, thus reducing local jobs and consolidating Tuxford into a deprived dormitory town.

4.4 Comments to BDC response to 3.6

For the reasons mentioned above, we consider ST11 to be unjustified. We are concerned that its chilling effect on new sources of employment will be such that Tuxford’s immediate jobs market will go into decline, for no good purpose.

Regarding ST12, the Visitor Economy, we submit that Tuxford could have a major role to play in supporting this activity. However, at present, the HGVs thundering through the Georgian town centre make it unattractive – as well as being perceived as unsafe.

Allowing Tuxford to develop the Ash Vale and Lodge Lane as non-B2/B8 use would remove a significant proportion of that traffic; building a very short bypass between EE20 and the northbound B1164, as recommended in the Community Priorities Statement, and using that as the route for northbound (the majority) but also southbound. All access for HGVs and other heavy through traffic to join the A1 (north or south-bound) would then be at the pre-existing Markham Moor roundabout junction without the increasingly significant delays incurred going through the centre of Tuxford Conservation Area. This would transform Tuxford without compromising its (or Bassetlaw’s) economy; indeed, it would allow some expansion of EE20 and also permit EE21 and EE22 to develop into higher value mix sites.

4.5 Comments to BDC response to 3.7

We submit there is insufficient consideration given to the traffic impact of future development at Cottam Power Station; we recognise it is unclear at present what use should be made of that site though the idea of a Renewable Energy centre is supported. It is somewhat remote, though the A57 passes nearby; as a very clearly “Rural Site”, there is a risk of B2/B8 focus with a renewed negative impact on Tuxford. We consider such use inappropriate, absent a detailed assessment and provision of transport routes to the A57 at Markham Moor. This should be explicit in the Plan.

5. Matter 5: The Housing Requirement

5.1 TTC Input:

Note is made above of TTC’s support for the economic-led housing model; the ensuing requirement for 252 dwellings in Tuxford is supported; we note the change in the LPMM from this being a hard number to a minimum and we support that. However, we draw attention to the major issue raised under Matter 14 below.

5.1.1 Commitment to Housing Provision from Neighbourhood Plan

There are, as noted above, sufficient sites within the current LAA which are considered suitable for development that TTC could aim to support growth beyond the 252 enumerated. As noted, we think

this may well be necessary as we don't consider BDC has properly evaluated the potential supply issue for housing within the Worksop/Retford sub-area.

As Tuxford goes into the Neighbourhood Plan process, TTC commits to providing the required number of sites, agreed with the community, and sustainable in nature, provided they are build according to the Design Codes Document which has just been approved.

5.1.2 NPPF 2023 Sustainable Development

However, the key word is "sustainable". NPPF (2023 version included) calls for a presumption in favour of sustainable development but also a requirement that development be sustainable; this is broadly tested as meeting a combination of economic, social and environmental goals, defined locally. Infrastructure as necessary should be considered part of the development. Development should include a proportion of Affordable housing and a range of occupancy/ownership models and each development should contain a mix, including some first houses for singles/young couples.

TTC supports this model and has always done so.

However, if we look at the recent past:

86 houses, all in one estate, all affordable. Infrastructure limited to a path and cycleway gravitating towards Tuxford Academy (not delivered so far) and a childrens' play area (not delivered, but eventually agreed).

Zero CIL for Tuxford's development

Zero support for Tuxford's two schools – which are at PAN and absolutely full

Zero employment growth (in fact, growth when applied for at Walkers has been blocked).

This has not gone down well with Tuxford's residents and is a major cause of distrust.

BDC owns the playing field at Gilbert Avenue. BDC and TTC are negotiating to extend the lease or TTC to purchase on Gilbert Avenue which will secure its future as a playing field.

On the limited areas where CIL monies are due – such as the new Co-Op – TTC is still awaiting overdue CIL payment.

The above is simply to help explain the unnecessary challenges and issues which this BDC Plan would make TTC face in securing support in the Neighbourhood Plan for additional housing.

5.2 Policy 28 – HS14

The one site on the BDC plan that is outside the three Main Towns is HS14 (Policy 28) – see table in Policy ST15.

Policy 28 states (as proposed): "The proposed development on land at Ollerton Road, Tuxford will be expected to deliver a scheme in accordance with a masterplan for the site consistent with Policy 58 which makes provision for:"

There then follows four requirements; Good quality design and reflects local character; Mix of uses; Social and community facilities and Transport and Connectivity.

The text in LPMM includes words following the header of Social and community facilities, all of which have been struck (although the title remains).

This originally stated:

“f) an appropriate financial contribution towards enabling primary and secondary education to address pupil growth associated with development;

g) an appropriate financial contribution towards enabling primary and acute healthcare services to address patient growth associated with the development”

In its place is a bland statement “new and/or improved social, community and green infrastructure to meet the needs of the development”.

TTC is unclear why this change took place and does NOT support it. Given the fact that both schools are completely full, and Tuxford Medical Centre is also very busy, it seemed reasonable to assess that this sort of contribution is a necessary part of ensuring that HS14 is sustainable

We submit, absent funds for these purposes as BDC has stated will be the case, that HS14 is not sustainable, and therefore fails the sustainability test under NPPF and should be refused development. This is based upon the information from BDC referenced below.

6. Matter 6: Housing Allocations

6.1 TTC Comments re Matter 6 in reference to Matter 14

We put our comments to Matter 6 and Matter 14 together, although that means they are out of sequence.

6.2 Comments to BDC response to 6.5

In the MIQ, 6.5 asks whether the housing allocation in (inter alia) Tuxford is sound.

We don't see that BDC has effectively answered this. In the context of what we have observed in BDC's response to Matter 14, the answer is:

- a) Policies are clear; they are not justified, they would probably be very effective
- b) Site yield has been looked at; site HS14 is NOT viable;
- c) There is evidence from BDC's own documents to confirm **HS14 is NOT viable**; it cannot be developed during the Plan period and TTC therefore considers that it should be removed from the plan until either a new S106 agreement (contributing to Tuxford directly) or a CIL agreement is in place.
- d) Policies are complete but not sufficiently flexible for developments outside the Main Towns; if this approach is accepted, it is likely to become a template for future updates to the Plan and this would set a dangerous precedent which must be stopped now
- e) The modifications are not necessary; they lead to HS14 at least being unsustainable and therefore they serve to make the plan unsound.

7. Matter 14: Infrastructure and Delivery, and Monitoring

7.1 TTC Input:

We have noted above that the proposed change to Social and Community facilities were not supported by fact (without doubt, both schools cannot accommodate more students without funding and Primary care at Tuxford Medical Centre is fully loaded).

As we move to Matter 14 it is important to remember that text that has been changed by BDC in response to the MIQ from the Inspector is visible on the LPMM; equally, text that has *not been changed, despite questions from the Inspector having been raised* as Matters, are suitable subjects for comment. One of those is contained in Matter 14.

Comments to BDC response to Matter 14 (Action 95; ST58)

Question 14.3 in Matter 14 contained six separate questions. BDC chose to respond to all of Matter 14 with the provision of Action 95 (BDC 44 and BDC44a in the examination library, with BDC44a being an appendix to BDC44).

TTC's comments on this are derived from this published document.

In this, BDC reviews the total costs for infrastructure linked to delivery of the employment and housing identified in Worksop and Retford. It has a cover page of text and tables of costs and how they will be met.

Para 4 of BDC's response states: "The tables focus on the infrastructure considered by the Council to be necessary to mitigate the impact of new development as defined by the IDP [BG-041] as: infrastructure that must happen so that development does not have a significant adverse impact on existing infrastructure."

BDC then state in the same paragraph "They are usually identified... as necessary to make a proposed development acceptable in planning terms."

In other words, absent the infrastructure the development would NOT be acceptable in planning terms.

BDC then concludes "In the first instance, these are considered to be a S106 contribution cost. But for CIL liable sites, CIL may be used."

In the LPMM, section 12.3.19 includes the statement "it confirms... with the planning obligations sought in this Local Plan... can be achievable for sites of less than 50 dwellings with the proposed CIL rate..."

It then follows by saying "Site allocations delivering 50 or more dwellings are expected to provide for significant infrastructure onsite and/or through developer contributions, will be exempt from Community Infrastructure Levy (CIL)."

This last section of text is unchanged; it was the topic of a specific question in the MIQ, 14.3 b), but, we submit, has not been answered in the text of Action 95. It is therefore an issue raised by the Inspector and not answered, and therefore live.

7.2 TTC comments on lack of response to 14.3 b)

BDC clearly prefer S106; the primary legislation in the Town and Country Planning Act 1990 (as modified) for S106 is broad and gives no limits to purpose and simply refers to them as "planning obligations" entered into between a person interested in land and the local planning authority.

Bassetlaw District Council's website, in reference to Planning Obligations, states:

“Planning Obligations are legal agreements between a developer and the local planning authority, made to ensure that new development does not put a strain on existing services and facilities like open space, recreation and leisure facilities, roads, schools, libraries or other community services.”

<https://www.bassetlaw.gov.uk/planning-and-building/planning-services/development-management/planning-obligations/>

The clear purpose is for S106 funds to be spent in providing improvements to the infrastructure in *the impacted area* in the categories mentioned in order to ensure no strain is put upon them. This is consistent with the reference to “on site” above.

The tables included in Action 95 include a set of Policy sites; all are either in Worksop or Retford, except one – HS14.

The tables state the total sums which, it states, have been “secured via Section 106 agreement” in each case.

The first category is education. Of a total of S106 from all sites of £7,654,656, no less than £555,207 will be secured from an S106 agreement signed with the owner of HS14

The second category is Infrastructure for Transport. Once again, HS14 is called upon to pay its fair share, this time £80,000

Then comes Health Care – primary and acute. HS14 is required to fund £50,925.

Lastly, green infrastructure – agreed with BDC Parks and Open Spaces team - £27,400

In other words, a total of £713,557 will come from a signed S106 agreement for HS14 – the only site outside Worksop or Retford.

Furthermore, when the contributions per site and the categories of contribution are plotted in a table (see below), ***only two sites are hit with a demand for contributions to every category***: The Largest site, Peaks Hill Farm, which does require complete transport infrastructure from scratch and which will also be the site of the Peaks Hill Secondary School... and HS14 in Tuxford, which will benefit from absolutely nothing. BDC clearly considered it was unreasonable to burden Retford sites with a contribution to the Secondary school (which is a reasonable indication that BDC recognise there will be no spaces for Retford students in Peaks Hill); likewise – apart from Peaks Hill, no other sites in Worksop were burdened with transport contributions, with Worksop’s transport contribution being taken by employment sites

Yet Tuxford is burdened with every category.

	Site	Area	Sice (Ha)	S106 Assigned Contributon			
				Education	Transport	Health	Green Inf
HS1	Peaks Hill	Worksop	63.7	5,838,543	3,235,000	733,320	986,000
HS2	Pupil Centre	Worksop	0.88	54,822		13,580	7,600
HS3	Radford Street	Worksop	3.5	630,453		81,480	12,300
HS4	Manton Primary	Worksop	3.7	520,809		67,900	342,000
HS5	Talbot Road	Worksop	0.44	54,822		10,185	36,700
HS7	Trinity Farm	Retford	11.15		1,165,000	207,095	420,000
HS8	Milnercroft	Retford	0.46		20,000		
HS9	Elizabethern School	Retford	1.3		170,000	31,234	271,000
HS10	St Michael's View	Retford	0.38		140,000	13,580	6,800
HS11	Fairy Grove	Retford	2.7		350,000	41,419	19,700
HS13	Ordsall South	Retford	106.56		6,360,000	604,310	694,000
HS14	Ollerton Road	Tuxford	2.9	555,207	80,000	50,925	27,400

Note: £11,592,800 For Transport, and £41,800 for green infrastructure are assigned between employment sites SEM001 and HB001

Table 3: S105 Contributions list and declared purpose for infrastructure at Worksop and Retford

The narrative following the tables then explains, very specifically and in some detail, what the funds will be used for.

The Education section will be used for a Secondary Education facility at Peaks Hill Farm for a total cost of £11.3M. For the Inspector's benefit, Peaks Hill farm (on site HS1) lies to the north-east of Worksop. It is a 34 mile round trip from Tuxford. The document then goes onto explain that the Peaks Hill development (930 houses) will only take around half of the school's capacity. However with a total of 2560 within Worksop, clearly this school will be full with residents of Worksop; no-one from Tuxford need bother applying even if they could stomach a 34 mile round trip.

TTC recognises there are challenges with expanding schools in Tuxford, not least because of them being Academies, originally financed via PFI, which are well into their lives. We also recognise the challenges Tuxford schools face by reducing their PAN9(Primary) or not increasing it (Secondary); this limits the availability of places and impacts negatively on Tuxford students. Nonetheless, TTC considers no provision is not a viable plan.

The narrative on transport is equally clear: All of this money will be used on transport infrastructure between Worksop and Retford; nothing for Tuxford to help alleviate the inevitable challenges posed by HS14.

There are no specific comments related to health but there will clearly be a need for new primary care facilities associated with each of the two major sites – Peaks Hill in Worksop and Ordsell South in Retford. The tables state that BDC Parks provided the input on Green infrastructure but there are clear plans in Greening Bassetlaw for this money to be spent in Worksop.

There will be no financial contributions from HS14 available to enable TTC to allocate – or recommend – any of the necessary infrastructure. HS14 would represent around 50% of the remaining minimum allocation during the Plan period. It is not going to be possible to “catch up” from the remaining, even if BDC didn't pull the same trick again, having set this as a precedent, to fund the further infrastructure in Worksop which is acknowledges it has not yet costed.

In summary – whether deliberately or otherwise, BDC has lumped a single site in Tuxford with a set of sites in Worksop and Retford. Both of these Towns will see significant infrastructure; new schools, road and transport infrastructure built from scratch, new major parks and green spaces. Tuxford will get nothing – by design and by BDC’s own statements.

We have checked with the two Tuxford schools (primary and secondary/A level) and they confirm their intake (PAN) is already full. The representative we spoke to is unaware of any offers of funding to expand or any request to do so, but we should stress this has not been fully checked and confirmed yet.

7.3 TTC Specific Requirements and Input

We have demonstrated, on the basis of documents on BDC’s website, that S106 funding should be used for infrastructure necessary to enable that development to go ahead; i.e. that without that infrastructure, the development is unsustainable.

They give examples of purposes of S106 funds, including (but not limited to): open space, roads, schools and “other community services”

Yet HS14, which will not benefit from any of the infrastructure for which its S106 funds have been agreed (with the exception of the unknown proportion of health for Acute Care – Worksop Hospital), is assessed to be a contributor in every category.

- Given the fact that HS14 is assessed for S106 payments, which proves in BDC’s opinion, there is a need for those facilities (ref above from BDC’s website);
- Given the equally clear fact that no facilities will be forthcoming within Tuxford;
- Given the fact that there is no space in either of Tuxford’s Schools;
- Given the increased traffic along Ollerton Road once construction is complete, and given that the Ollerton Road/Eldon Street junction is already considered to be at or near capacity, implying some improvements would be required;

Then the inescapable conclusion is that HS14 – as and when it comes forward with its current S106 signed agreement as part of the Planning Application – *must be considered unsustainable as there will be no money for any of the necessary infrastructure within Tuxford.*

BDC Planning will not be able to make a case that it is sustainable. *BDC will therefore be obliged to refuse permission.* Therefore, there is no reasonable likelihood of the site being developed within the plan.

Therefore, it must be removed from the draft plan for the Plan to be considered sound.

8. Matter 7: Housing Land Supply

8.1 TTC Input:

Given the above, BDC must re-evaluate the draft Plan with a view of being able to confirm (or otherwise) whether sufficient deliverable and developable sites remain to meet the Plan’s goals.

8.2 Comments to BDC response to 7.3

TTC has noted above that we are committing to bringing at least the balance of the 252 dwellings under our next Neighbourhood Plan; We would be happy to see Ollerton Road as part of this, given a new S106 agreement that brings the same level of funding to Tuxford but links funding to provision of necessary infrastructure in Tuxford. We would equally be happy to commit to supporting a smaller development on that site (<50 houses) provided the CIL funds that go to Bassetlaw are used to support school expansion as required. In any case we will need to bring other sites forward. Our next NP will be positively prepared and will include a call for sites.

The Inspector may well feel that the above means that the overall Plan is sound, without HS14 as an identified Policy site.

9. Matter 9 Visitor Economy and Retail and Town Centres

9.1 TTC Input:

We noted at the beginning of this report that Tuxford has two unique museums and a large Conservation Area; we believe passionately that there is much to offer for the Visitor economy and we believe BDC could place a greater emphasis on it, and challenge each Town and Settlement to develop a plan (if they think it viable to do so), together with a budget, to improve the Visitor Economy.

We see this as important mainly because STEP and other green employment (see below) should bring new people to Bassetlaw; people who will be looking for a great place to settle and bring up families; people who will probably be tertiary educated and who will be looking for a broad cultural offering.

We consider BDC has made some solid steps towards this, which we support; however, a Visitor Economy is more than holiday makers, important though that is (we have five caravan parks around Tuxford).

We note the above; we are not proposing changes, but we believe there would be space in this Plan for BDC to state – at least – that it would support such activity and would support the pursuit of grants where applicable to be used in this way.

10. Matter 12: Greening Bassetlaw

10.1 TTC Input:

Tuxford, as noted earlier, lies on a ridge, with large south and north-facing sloping ground either side. We already have several wind turbines, both at the individual property level and full sized ones. As far as we can determine at this point, there is little resistance to them from the residents, indeed, there would be support for more, especially where they would provide reduced cost electricity to the residents, which seems to be the direction of travel of government at this point.

We further note that onshore wind turbines are quite widely used within Bassetlaw.

Nevertheless, we do not understand why this draft has so much change, and why as a consequence there is a complete focus on wind, to the exclusion of all else, compared with the previous version which was more general.

Whilst we do not feel it is wrong, nor do we feel it is comprehensive. Solar farms are widely used along the A1 corridor, and this eastern part of the country has good sunshine and therefore should be at least considered for expansion of solar; in particular, given the situation of central Government, it is far from clear that onshore wind turbines will be approved for widespread use; they may fall off the preferred options after the next election, for example.

We also consider the lack of requirement that new houses be equipped with vehicle charging points, both at each property and in visitor spaces, is not a viable situation given the reluctance of the public to purchase EVs (rightly or wrongly) in part because of charge anxiety.

We would also like to see – given that Tuxford, like many villages and small towns in Bassetlaw, is “off-grid” for gas, some support (or mandates, where appropriate) for heat pumps in new developments. Even if the route to replace methane with green Hydrogen becomes feasible, that won’t help these communities, who will be reliant upon oil or electrical heating.

For example, any site (except small infill) developed in the future within Tuxford will, in all likelihood be an extract from agricultural land (HS14, discussed above, is just such an example). Why would it not make sense to indicate support for communal Ground Source heat pumps (where both practically and geologically viable) under remaining adjacent agricultural land?

The owner of the retained land may suffer a very slight reduction in crop yield but the buried ground source pipes would not impede the ongoing agricultural activities and the field owner would be a nett beneficiary as they could charge a reasonable sum for the ground heated water provided.

10.2 Comments to BDC response to 12.1

Regarding a) we do not see the changes are justified, nor do we see they are necessary

Regarding c) TTC does not understand the reasons for the change to focus on wind and we do not see that this is responsive to any question from the Inspector

11. Matter 13: Transport and Connectivity

11.1 TTC Input:

We support the overall plan for growth ahead of national economic expansion; we see that large scale logistics and green infrastructure and technology are both viable sectors to prioritise; we recognise that BDC has looked carefully at what is required to enable both the added Employment space and the residential space required. We support the overall need for this infrastructure and consider the infrastructure seems to be in the right place

We do not, however, support HS14 being used as a cash cow for transport infrastructure miles away which is on no benefit to Tuxford residents when the biggest issue Tuxford residents complain about is HGV traffic through the small Georgian town centre; the plan to force the two smaller employment sites into the B2/B8 category will exacerbate this for absolutely no good purpose.

We note that the industrial estates in Tuxford are the only ones mentioned in the plan that do not (or will not) have direct, unimpeded access to a junction on the A1 without needing to pass through a town centre.

We do not consider this has been taken into consideration by BDC in its plans, and the impact on Tuxford’s transport ignored.

11.2 Comments to BDC response to 13.2 b)

The policy provides an effective framework to achieve sustainable transport for the main Towns. It does NOT provide a framework for sustainable transport for Tuxford. We have not looked at other sites.

The draft Community Priorities Statement – which is attached to this document as appendix – incorporates the feedback from the online questionnaire. People do not currently use sustainable transport, primarily because the level of HGV traffic through Tuxford makes cycling unsafe and walking less than pleasant.

It is perhaps not surprising that 0% of the Students who live in Tuxford stated they cycled to school. Tuxford is a small town (or a large village) and it is deeply worrying that this view should pertain.

So, we submit this draft plan does NOT do enough to promote sustainable travel.

12. TTC Summary and Conclusions:

12.1 Confirmation of positive preparation for Neighbourhood Plan

TTC confirms we are preparing a Neighbourhood Plan. This will be positively prepared and we will commit to bring forward sufficient development land to meet, or exceed, the quota indicated in this Draft Plan, including Affordable Housing proportion. However, for this to happen:

- 1. The Negative consequences of BDC Proposed Changes to Matter 3 need to be addressed.**
We are looking at issues and not rushing to solutions at this stage but as we note above, we see long term viability issues with the industrial sites around Tuxford once the large sites around Worksop, with direct A1/A57 access, are in place. We therefore want to see the invalid, unreasonable, unjustified and unrequested changes to limit sites EE21 and EE22 removed; in fact we would like to see their categorization expanded to enable any class E use.
- 2. Negative consequences of BDC Proposed Actions on Matter 14 need to be addressed.** We feel we have demonstrated, using data and evidence produced by BDC, that HS14 is not sustainable; we challenge BDC on the basis that they have not answered the Inspectors' question on the S106/CIL issue on Policy 58. We show that the results of permitting the proposed text and plans, and the apparently signed S106 with the landowner of HS14 would result in Worksop benefitting greatly, and Retford gaining somewhat, but Tuxford benefitting not at all, from the HS14 development; furthermore, it will create an overload on Tuxford's schools and will therefore be nothing but a negative for Tuxford.
- 3. The issue of HGV traffic through the middle of Tuxford is the biggest issue facing residents.** This has been an issue for decades; it was an issue in the last NP and it is already the biggest issue for the next. We know that NPs are not permitted to address traffic volumes directly, but there are ways to address this. We would rather work with BDC to address this.

TTC wishes to support this plan. We feel BDC has prepared it diligently. We want to be able to prepare a positive NP under this Plan which will work to support both Tuxford and the wider Bassetlaw. However, we do need BDC to help us by supporting a constructive, balanced, fair and constructive collaboration.

12.2 Specific Recommendations

- 12.2.1 Remove the text under Policy 28 and all references to HS14 in the text of the plan.
Remove the developer obligation related to the S106 on HS14 from the financial analysis
- 12.2.2 Either the text in Policy 58 related to S106 in place of CIL for developments of 50 units or more be removed, as challenged by the Inspector, or:
- 12.2.3 The S106 text be limited to the three Towns, where such large-scale new infrastructure will clearly be needed “on-site”, or:
- 12.2.4 The S106 text be updated such that S106 funds should be spent on new infrastructure within the Settlement where the development took place;

And

- 12.2.5 The status of the industrial sites identified in Policy 10 wording proposed as RES22 and RES23 revert to EE21 and EE22 under Existing Employment Sites (section 1) such that their use is not limited to B2/B8; and
- 12.2.6 The acceptable use of these two sites be updated to include all E sub-category uses;

And

- 12.2.7 A Realistic plan for expanding education capacity in Tuxford be developed between Nottinghamshire LES plus relevant service provider, TTC and BDC. This does not need to form part of the Plan and should not hold it up; however it does need to be recognised that TTC will object on the grounds of sustainability and overdevelopment if HS14 or any other site comes forward without a clear route to sustainable resources in Tuxford is not prepared. TTC intends to pursue this as part of the NP anyway.

Tuxford Town Council wants Bassetlaw to succeed. We believe passionately that Tuxford has a unique and important role to play in supporting that success. However, we feel that the consequences of these changes make sustainable growth in Tuxford – even to the limits imposed – extremely difficult. We are confident that a good dialogue during the development of our positive Neighbourhood Plan will be possible.

Robin Walker and Keith Rutherford

Co-Lead, Tuxford Neighbourhood Plan Group

Tuxford Town Council

Appendix: Online Survey For Tuxford Neighbourhood Plan

DRAFT Initial findings

31st August, 2023

1.0 Introduction

Tuxford Town Council (TTC) was asked by Bassetlaw District Council (BDC) whether it was willing to take part in a pilot, supported by the Department of Levelling Up, for a new way to engage with the community and identify the community's priorities to feed into a Neighbourhood Priorities Statement (PS), which in turn will feed into the upcoming new Tuxford Neighbourhood Plan (TNP). BDC had secured the services of Helen Metcalf, who had participated in the previous Neighbourhood Plan in Tuxford, in 2015.

This engagement included two open-door events in the Parish church (the first attended by 32 families, the second by only four), which led to a decision to create an online questionnaire, which was written by TTC and agreed with BDC and then put online by TTC and promoted via posters around the town with QR codes and repeatedly via the TTC website and social media (TTC and Tuxford Chat, the community Facebook page). The moderators for Tuxford chat kindly agreed to keep the link to the questionnaires at the top of the feed for a period, which resulted in a strikingly higher response rate.

In the end, a total of four surveys was created. Three were very similar and addressed work and leisure time, likes, dislikes, overall views, what is good and what needs to be improved in the town. There were questions that were common to all and some specifics dealing with issues of interest to specific populations.

The last one was a single question on the future of Gilbert Avenue Playing field.

2.0 The Surveys - description

There was a survey for general residents, launched first. This asked about work, distance commuted, transport mode, and how people spent their leisure time; views (and use) of Tuxford's current infrastructure, key likes and dislikes (with an option for "no opinion") prioritised needs for what is missing, wider attitudes to Tuxford and what keeps people here. The general Resident survey garnered 274 responses – a remarkable achievement.

After some feedback, a second survey targeted at Senior Residents asked substantially the same questions but eliminated the work section. 61 Seniors responded to this survey (some were done on paper and the results input by volunteers). Again, this was considered an excellent participation. Notably, 41 respondents to the general Resident survey categorised themselves as "retired".

This meant that a total of 335 adult residents of Tuxford responded in total – 233 of working age and 102 retirees.

The survey on the future of Gilbert Avenue Playing Field (GAPF) asked whether residents wanted to keep it as a playing field and improve the facilities on it, or see it moved (and improved) to a different site. This was asked in the context of BDC defining it as "suitable for development" in the

Land Availability Assessment (LAA). This produced a total of 431 respondents, all but seven of whom wanted it to remain and be improved.

This rapid result impacted the then ongoing survey of the student population. Given the proximity of GAPF to Tuxford Academy, a setoff questions was inserted to ask about potential frequency of use of various proposed facility additions. Although this was only added part way through, 44 respondents indicated their preferences. Tuxford Primary fully engaged with the survey, using it as an IT learning and also ran a competition for the best ideas for proposed additional facility in Tuxford. The results of this are incorporated into this.

Despite promises, Tuxford Academy staff did not engage with or support the questionnaire – however despite this the overall response rate of 72 students gives a solid foundation to use for community development purposes.

For the three main questionnaires, the format was a set of questions with multiple options to respond to, and at the end of each question, a free text response to see whether anything important had been missed.

3.0 Survey Results

3.1 GAPF Survey

The overwhelming result in support of retaining (and improving) GAPF – 99% of 432 respondents wanted to keep the site where it is and improve it – requires no further analysis. No personal details (age, location) were requested in this survey – it was a “snap shot” which proved to be a very effective tool.

Accordingly, TTC has prioritised improving the facilities at GAPF in its current application under the Rural Infrastructure Fund application process. The choice of what to propose has, however been driven very much by the stated priorities of the student survey.

3.2 Demographic Information

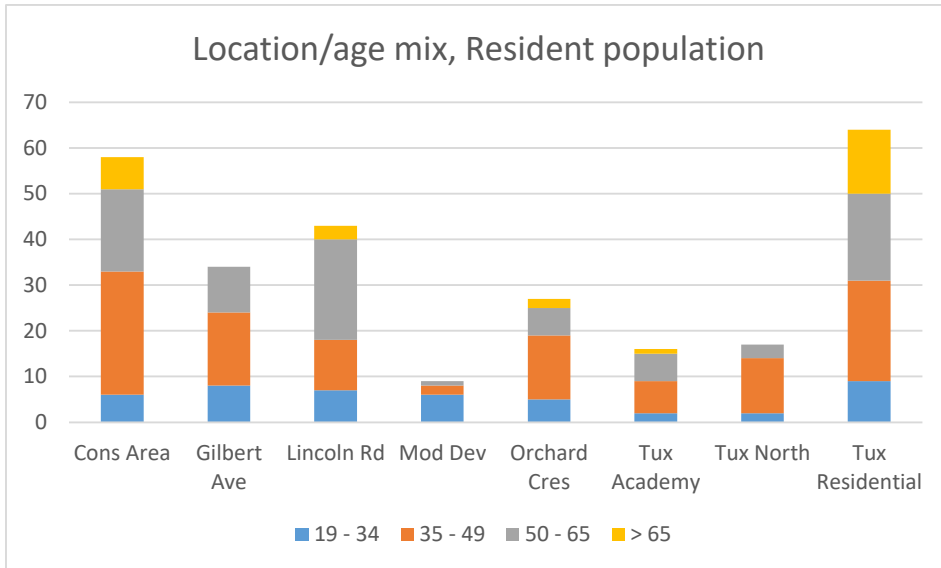
In agreement with BDC, TTC was careful to avoid collecting any personal information which would have enabled individual respondents to be identified. Therefore, the following was the only demographic information requested:

For the Resident survey and the Senior Resident Survey: Address (Street only)

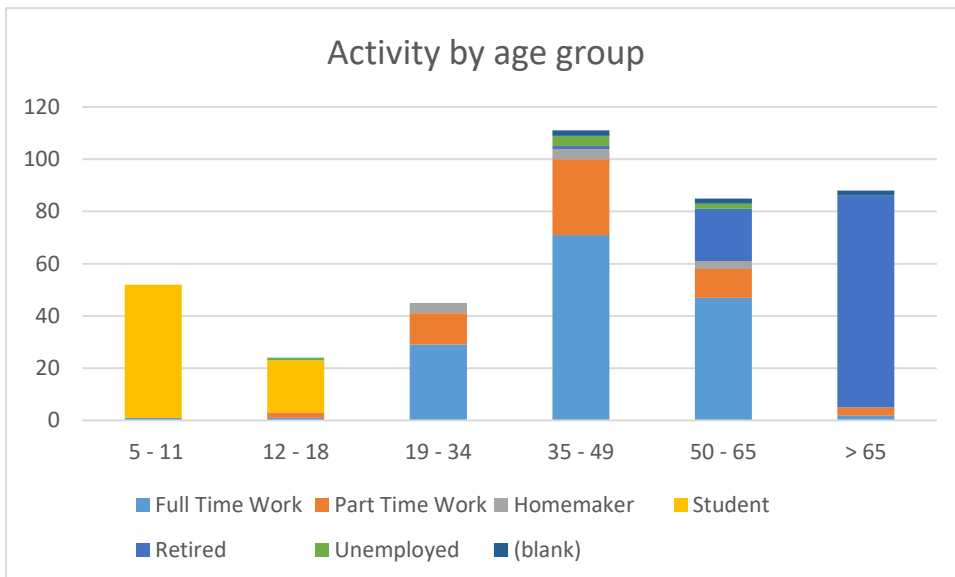
For the Resident survey: Age

For the student survey: only age, how long the respondent has lived locally, and whether the respondent lived in Tuxford or how far away (three distance ranges).

For the adult population, the respondent mix by area of Tuxford was as the graph below: The area names broadly correspond to the sub-areas defined in the Tuxford Design Codes document. The key point is that all areas are represented.



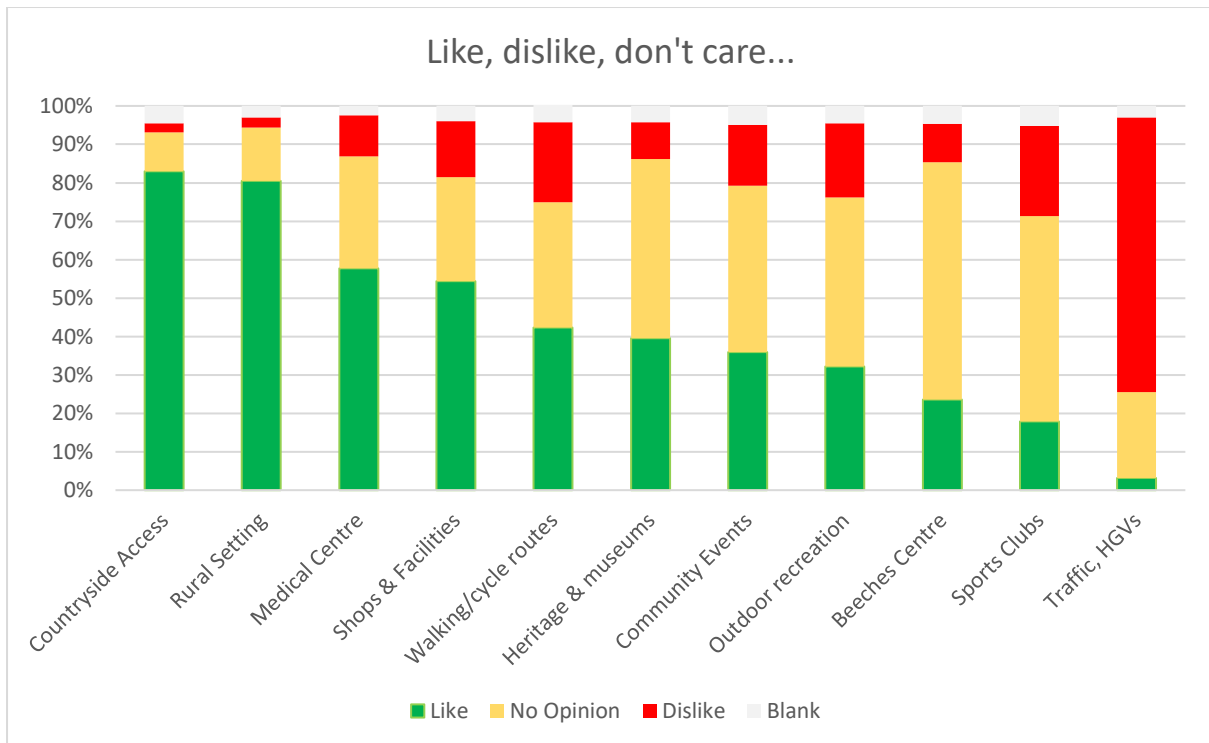
In terms of declared activity, when plotted by age group, are shown in the graph below:



3.3 What matters; likes and dislikes

One section of all three questionnaires covered this topic in an identical way. Respondents were invited to say whether they liked, disliked, or had no opinion on some key community facilities and issues. These were chosen as being identified previously of importance.

The consolidated response is presented below ordered by “most liked” to “Most disliked” with some comments.



Access to the countryside and the rural setting were the two most liked attributes of Tuxford across the whole responding population. Traffic and HGVs was the most disliked, with over 70% response. The Medical Centre was third most important, closely followed by Shops and facilities.

The lack of sports clubs and outdoor recreation facilities as well as limited walking/cycling routes is clear in the relatively low positive response – often the “dislike” in this section was supported by comments of the “what sports facilities?” type.

Another way of looking at this information is the proportion of “no opinion” – what might be described as “don’t care”. Countryside Access and Rural setting were not only the two most positive but the two with the lowest “don’t care” ratio, closely followed by Traffic and HGVs, with a strong dislike response.

At the other end of the “no opinion” ranking is the Beeches Centre and Sports Clubs. Comments to these can be summarised as “where is the Beeches Centre?” and “What sports clubs?”.

There were a total of 108 written comments in all to this set of questions. Topics were diverse, with about half reinforcing preferences declared. Key topics not covered include lack of parking, lack of a “feeling of community” and poor quality of pedestrian facilities. The loss of shopping facilities in the last few months was cited frequently.

A full set of all comments made is attached as an appendix (to be done in final report)

3.3.1 Key findings from this set of questions.

- The topics presented covered the majority of the issues on which the community felt strongly, one way or another
- Countryside access and rural location must be enhanced and preserved; this must be considered the highest priority for the Neighbourhood Plan

- Traffic and HGVs is the most disliked issue and needs to be addressed; this is an issue identified time and time again in the past, going back decades, and even though it is beyond the traditional remit of a Neighbourhood Plan, we consider it cannot be excluded
- The lack of sports facilities and especially outdoor recreation is a critical issue for all the community
- The Beeches is not seen as serving the role of a Village Hall, even though it is capable of it. The Neighbourhood Plan must consider how best to make maximum use of this asset (note: TTC and BDC are in discussion about the Tuxford community taking this over)
- Parking – recognised as a key issue for Tuxford as a Local Service Centre and for visitors, is an issue for some residents as well

3.4 What is used, What is missing

Each respondent was asked how often they make use of identified current facilities within Tuxford, and also what they currently go elsewhere to use. The objective of this set of questions was to identify what works, what needs improvement and, as and when CIL* funding from future development arises, what should it be spent on for maximum local benefit. A set of potential future facilities was presented and respondents asked to prioritise these.

* CIL –or Community Infrastructure Levy, is charged on most new residential and commercial development and is the principal source of funding for any future new facilities. With an active NP, Tuxford will capture a greater proportion of this funding for local use.

As with all questions, there was a free text field for comments.

In this set of questions, the Student population was asked different questions, reflecting their expected different interests. this population was also asked for specific feedback on what (subject to funding) should go onto GAPF. This evidence was used to support the Expression of Interest, and will be used to support the full application, under the Rural Infrastructure Fund.

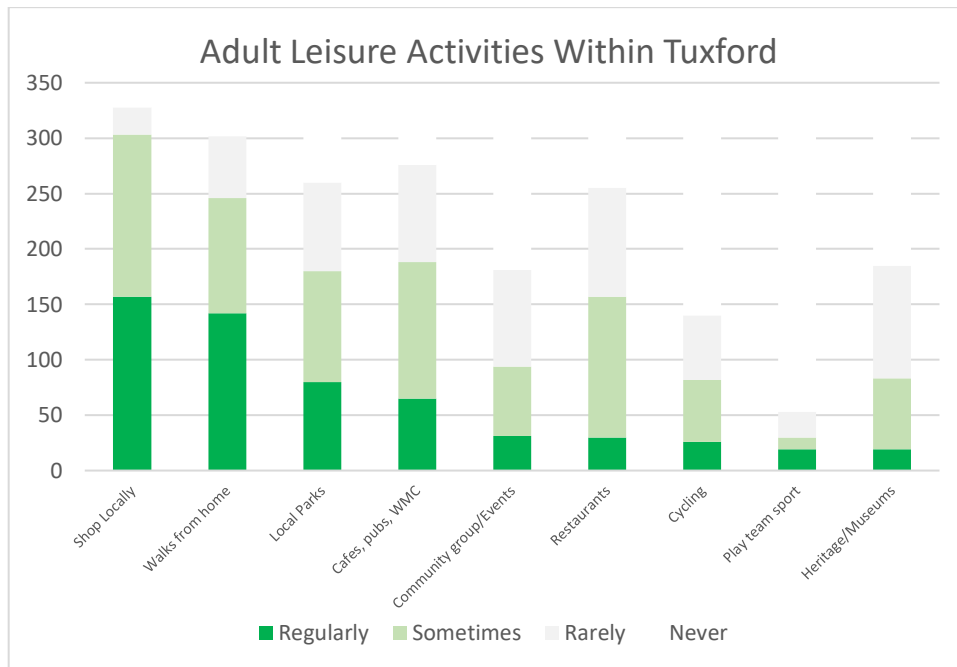
3.4.1 Adult Leisure Activities Within Tuxford

Sorted by highest number of regular practitioners, the survey responses were as on the graph below. This is the consolidated input from Resident and Senior Resident sets. The importance of the local retail offering is clear – and it is therefore extremely worrying to see the recent decline in retail facilities, which requires consideration. It may well be that some of the former services were addressing a larger geographical community.

The second rank activity, walking from home, is consistent with the importance of access to the countryside and the rural setting. There were many comments about the rather poor quality, condition and availability of footpaths in and around Tuxford.

The third, enjoying local parks, is (from comments) particularly linked with taking children and grandchildren to the park and the need to make a step-change in the facilities for young children is already well understood.

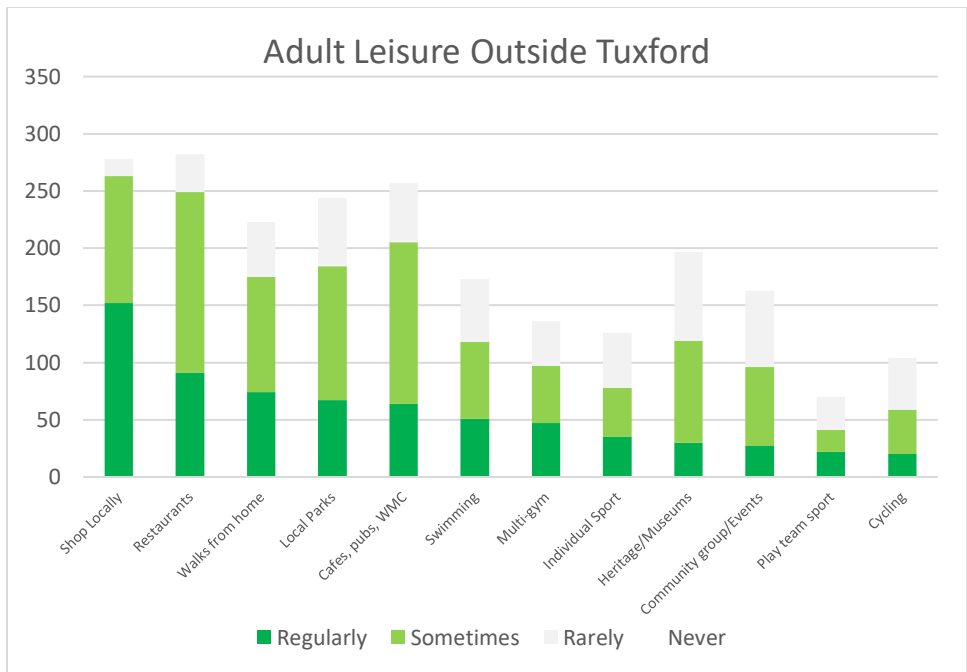
Group activities (Cafes, pubs, WMC, Community group/events and Restaurants and Eating out are all more in the “sometimes” rather than “regularly” category of use. It is tempting to consider this may reflect the current economic situation and the need to reduce social spending (though some, such as Community groups and events are mainly free). We note below the equivalent graph for activities carried out beyond Tuxford below, which we include in order to evaluate suppressed demand. Note also that Heritage and Museums are not a large part of regular activities – they are very important to the visitor economy and tourism, but by their nature, are not routine activities, absent special events or exhibitions to act as a draw.



3.4.2 Adult Leisure Activities beyond Tuxford

This set of questions as included in order to understand the potential for various specific improvements, subject to funding being available, within Tuxford. It is most visible in the gap analysis which follows. Note that various activities which are unavailable within Tuxford have been added to this question set.

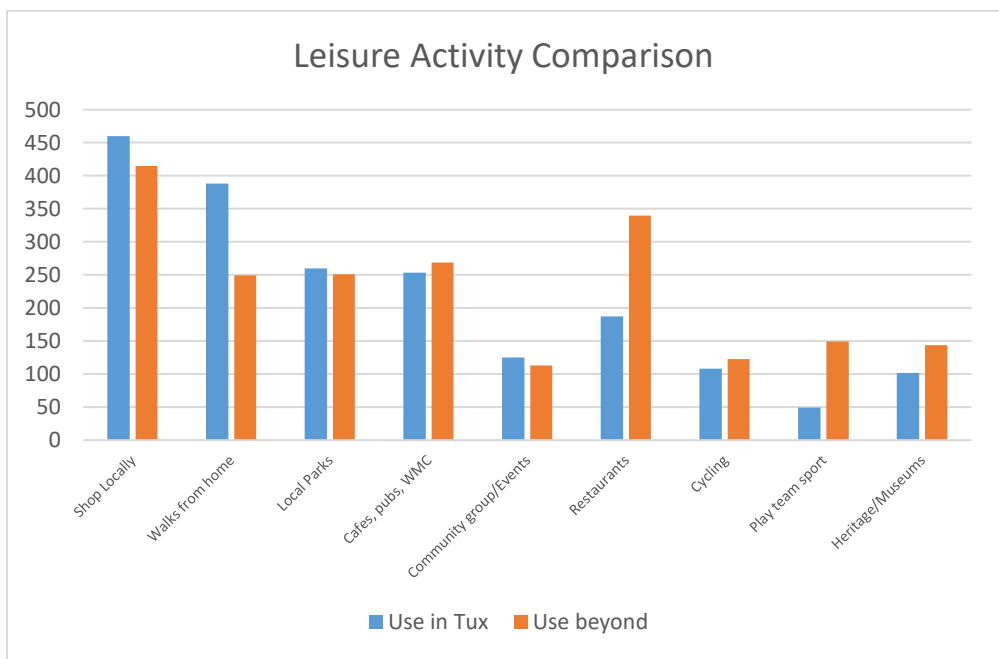
Key activities regularly enjoyed outside of Tuxford include shopping, restaurants/eating out and walking and local parks. The free field comments tended to be focussed on either eating out or swimming/gym. Interestingly, there is a good correlation between those people who swim outside Tuxford at present and who suggest a pool in Tuxford.



3.4.3 Gap analysis – Adult Leisure

A comparison of each viable activity is plotted in the graph below, derived from the above two datasets by weighting “regular” use by a factor of two and adding “sometimes” to it. Rarely is ignored.

This produces the result below, which is in the same order as the “regular” ranking of leisure activities within Tuxford. For this reason, the specific activities unavailable within Tuxford have not been included.



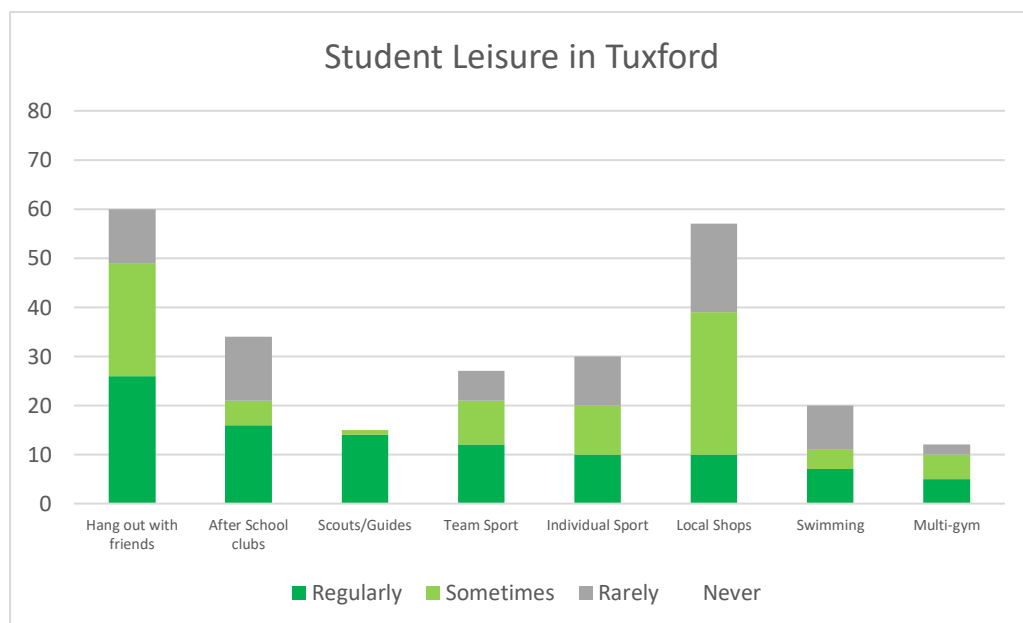
Many categories are similar, indicating that, for example, Community groups and events are similarly popular amongst a proportion of the population, who are willing to travel to them (particular interest groups, for example). Given the lack of facilities for individual sport within Tuxford (excluding cycling, separated out), shows an unmet demand for facilities. Of these, gym and swimming are the most popular (from both comments and the answers to the “outside Tuxford questions”). We are proposing to add outdoor gym facilities to GAPF via the Rural Infrastructure fund.

The clear, fixable, unmet need is for restaurants within Tuxford. There were several comments about the pubs being somewhat unwelcoming but the most obvious easy win for local businesses is to create restaurants for evening use.

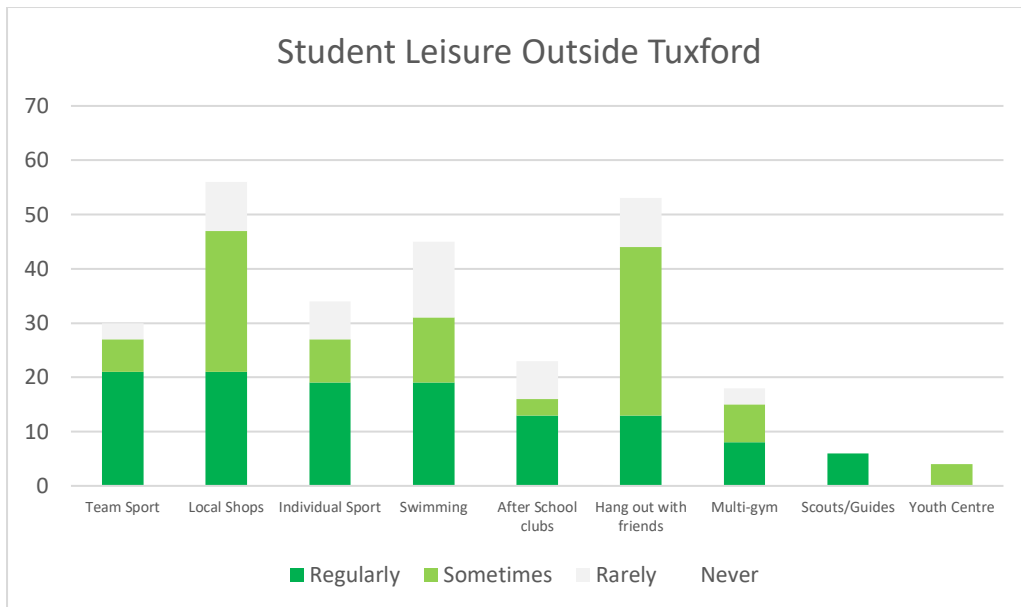
3.4.4 Student Population Priorities

The student population was provided with a somewhat different (but overlapping) set of options, and, as always, a free text field. In terms of identifying what students would like to see, the Primary Academy ran a competition, whose results are attached, for the best new facility idea. The result of this was that a swimming pool was the most popular, followed by a cycle track.

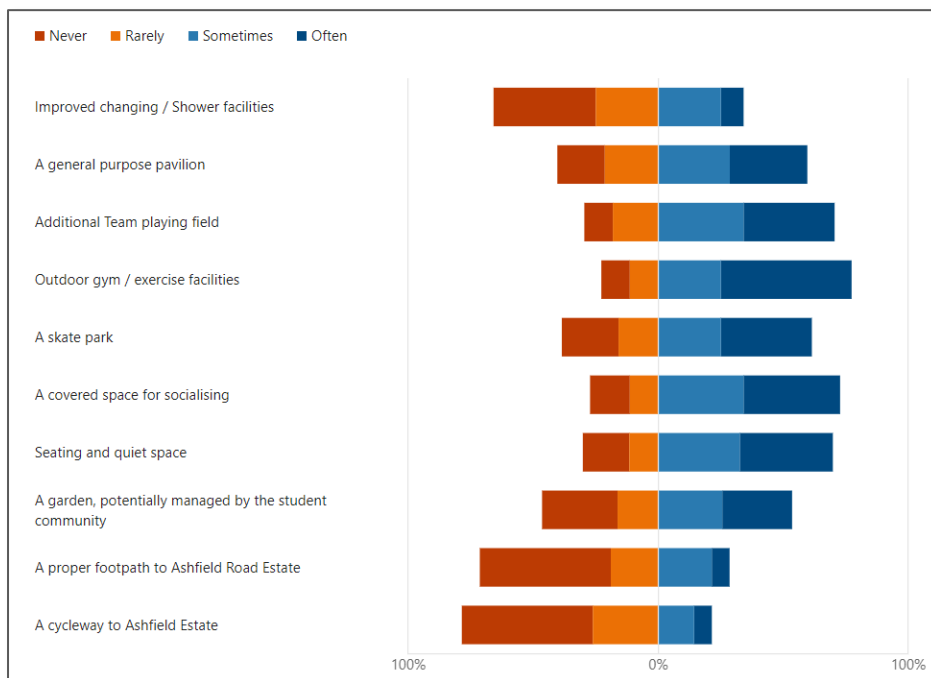
Of this survey result set, the results using the same use categories are as below, for activities within Tuxford. This is plotted by descending “regular” order, though clearly if all active categories were considered, local shops would be a close second to “hang out with friends”. It is worth noting that the activities in and outside of Tuxford were set the same; remarkably, a proportion of the students claim to swim and/or go to the gym in Tuxford already!



When this set is compared with the “outside Tuxford” set, in the graph below, some observations are possible. Team sports is the most popular regular activity, but both Local shops and Hang out with friends are highest if the “sometimes” classification is added. The relatively high importance of “individual sport” and “swimming” is also clear.



As these online questionnaires were beginning to come in, the question of GAPF came up and the near-unanimous response on keeping it (and improving the facilities there). An additional section on the questionnaire was added to identify priorities on this. The question was “if it were available on Gilbert Avenue, how often would you use ...). The results are as below:



The concept of an Outdoor Gym was the most popular closely followed by covered space for socialising and an additional playing field. Seating and quiet space was also very popular.

This has been taken on board (together with the Primary school response of a cycleway, which, whilst not the most popular (which was a swimming pool), but is achievable.

3.4.5 Key Findings from Leisure Priorities

- The topics presented in the questions addressed most of the priorities and preferences within the community.
- Free text responses tended to re-inforce or expand the main response rather than add new needs
- Local retail is a key activity and there is clearly further work to do to identify what sort of shops would be of interest
- There are some needs which may reasonably be met relatively easily and others which require considerable thought and further analysis:
 - Local restaurants are a clear unmet need among the adult community
 - Walking is a key activity and improvements to, and connections between, the current footpath set would be both achievable and very popular
 - Gym facilities are a popular demand from all of the community. The application for funding for an outdoor gym on GAPF will help to clarify the real demand
 - A space for student age populations to hang with friends is a key need, again, this will be part of the funding application for GAPF
 - Swimming is a main activity for which people move outside of Tuxford. However, whilst a “dry” sports/gym facility could be a long term goal, the maintenance on a swimming pool would mean significant further analysis would need to be done.
 -

3.5 Sustaining Tuxford. Why do people stay?

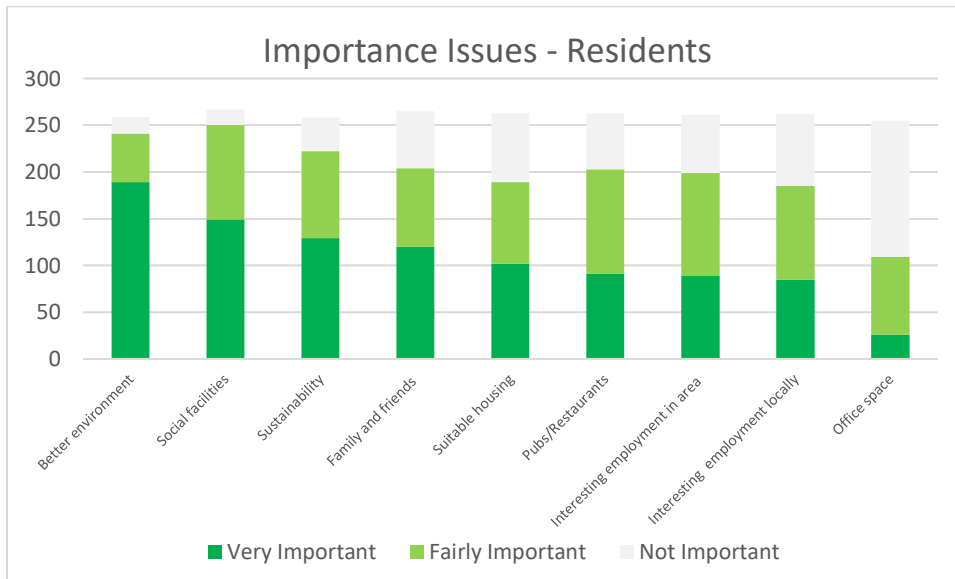
A section of all questionnaires concerned what is important to the residents and what makes them stay (or would make them want to stay as adults, for the student population). This is a broader-brush set of questions, and as usual a set of reasoned categories was included, with the options linked to “how important” rather than “how often”, reflecting the more general nature of the question. A free text option for comments was included. One question that was not asked was “sense of community”, because it is difficult to define what is meant. It does not imply that it is not important – it is a theme included in several of the free text comments.

It is worth looking at each of the three populations separately for this. The full description of categories was:

- Being near family and friends
- Social facilities; shops, parks, community spaces
- Evening; pubs, restaurants
- Housing (but the context clearly meant “suitable for you”)
- Business/office space
- Interesting/rewarding employment in the immediate area
- Interesting/rewarding employment in the wider area
- Better environment; clean air, countryside access, good outdoor spaces
- Sustainability; e.g. clean energy, CO2 neutral

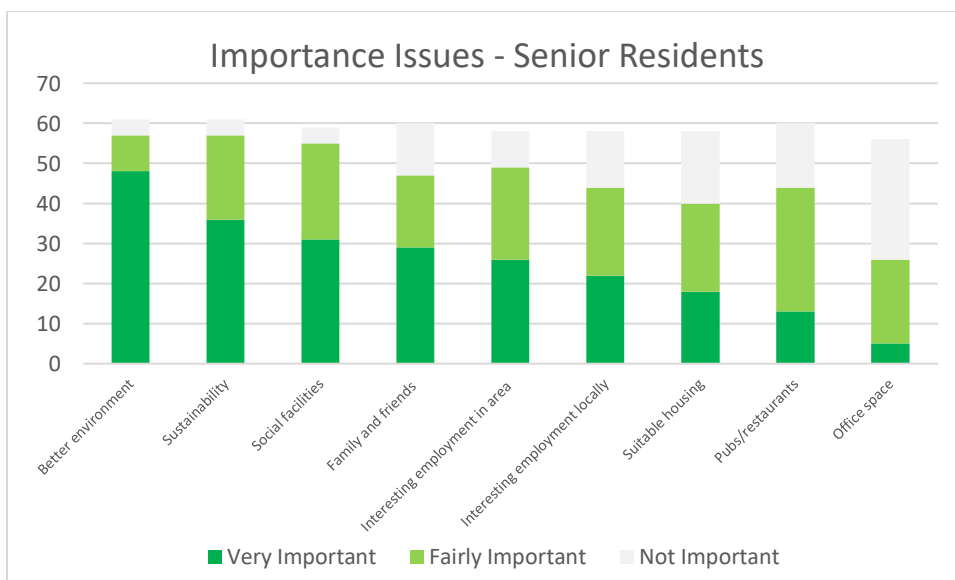
Note that the student set included “Business/incubator space” instead of Business/office and did not include the three last questions, due to an error in transcribing. This was not any attempt to suggest these categories are not of interest to students (they may well have been the most important).

3.5.1 Residents Population



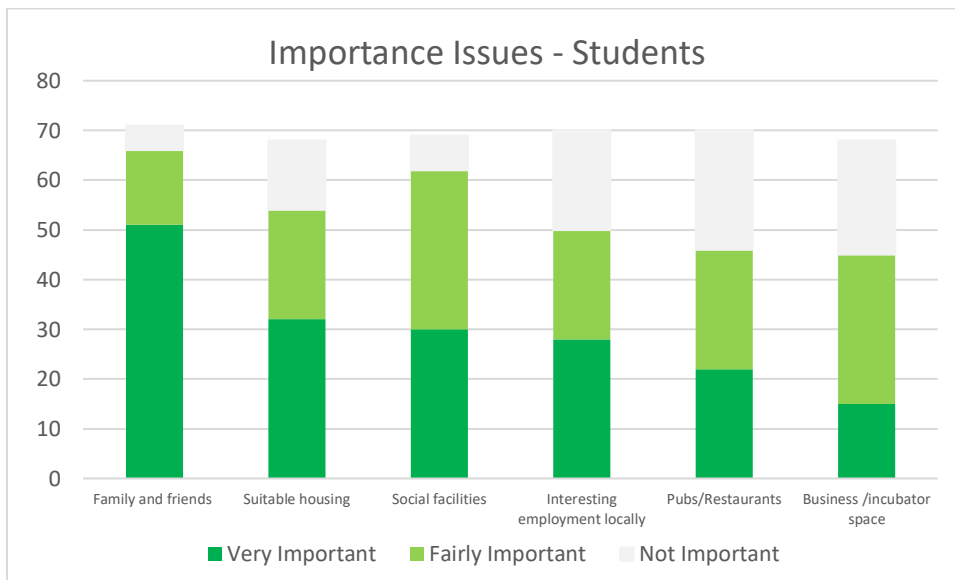
Better environment comes top – this is consistent with the dislike of HGV/traffic and access to countryside/rural setting responses above. Social facilities comes next, and being sustainable and close to family and friends are very close. Suitably housing is almost the same level but as would be expected, if people are residents. They already have a house, though they might be thinking about moving locally, so that housing availability and choice is not to be ignored.

3.5.2 Senior Population



The top four categories are the same as for the general resident population, although with a swap between sustainability and social facilities. However, interesting employment, locally or in the area comes above suitable housing. Since this is a population which is retired, this is interesting; it may well reflect more a concern for the next generations' opportunities (and therefore willingness to stay local as adults) than for their own benefit. Note that housing availability is lower down, indicating the availability of suitable housing for this population is not an issue. Note that pubs and restaurants is very low; perhaps the senior population are feeling the pinch in the current environment and are not that worried about and evening out.

3.5.3 Student population

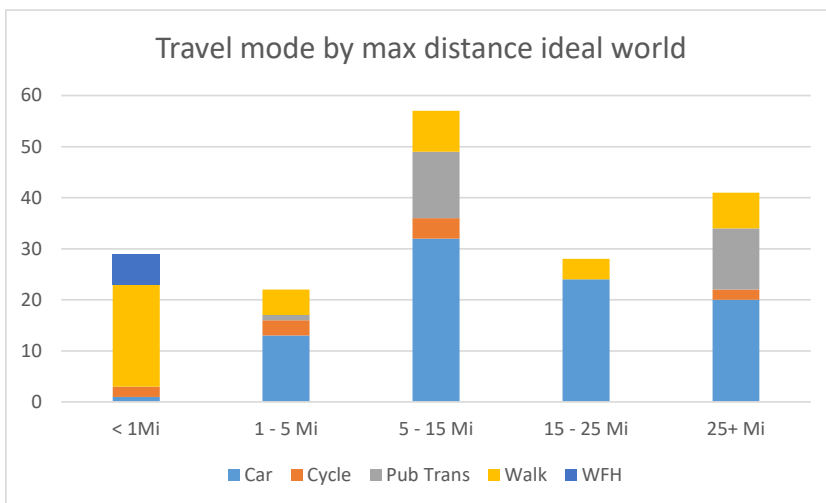
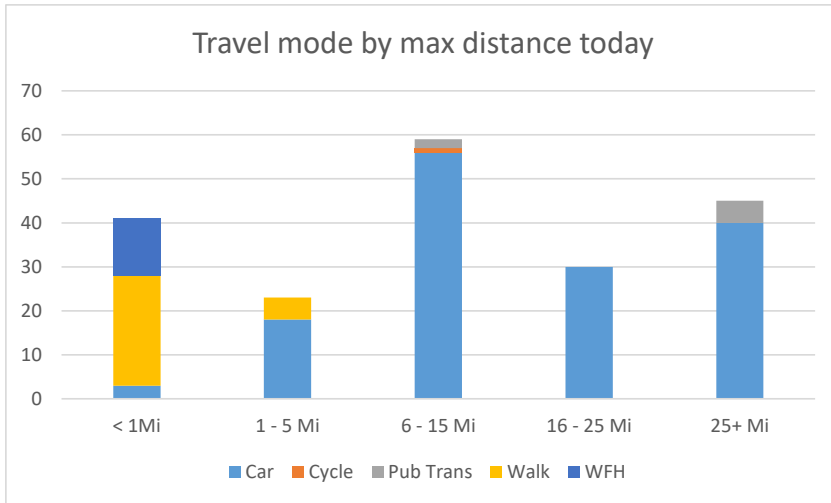


As noted above, the categories of environment, sustainability and wider interesting employment were unfortunately truncated; it is reasonable to expect environment and sustainability would be a major concern for this population. There may be an opportunity to engage with Tuxford Academy and update this dataset in the near future.

As it stands, family and friends is top, followed by availability of suitable housing, social facilities and interesting local employment. None of this is surprising but it is useful to see it proven this way.

3.6 Travel and Commuting

A set of questions solicited input on how people get to work (or school) today and how they would like to commute in an ideal world. The results, presented as a function of distance travelled, are plotted below, firstly for today and secondly in an ideal world. Show mode of transport used across all age categories.

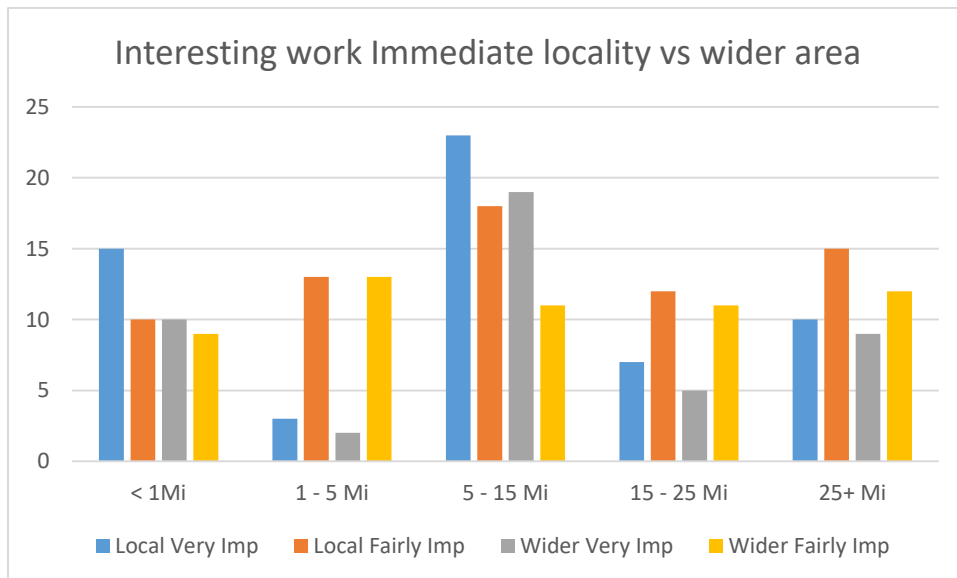


However, when we look at the student population, it is notable (yet to be turned into a graph) that no-one cycles to school; more investigation is required but discussions with parents implies concern over safety on the road, especially along Lincoln Road.

In terms of finding interesting and/or rewarding work, both student and working age resident populations were asked about this. The results, for these two populations, but separated by commuting distance, were as below. The question text separated between “in and around Tuxford” as “Locally” and “within Bassetlaw area” as “wider”.

The underlying question – how important is securing interesting work to your choosing to stay in Tuxford? was a middle ranking response in all three population groups (including Seniors, surprisingly – but they may have been thinking of the next generation) if “Very Important” and “Fairly important” are both considered. In all cases, the availability of interesting jobs in and around Tuxford was of greater import than jobs in the wider Bassetlaw area. Given the relatively high proportion of people who currently do fairly lengthy commutes, this is not surprising.

In all cases, it is important to note that the availability of suitable housing was a higher priority as a reason to stay in Tuxford than local employment. However, both clearly need to be taken into consideration in making the plan.



4.0 Conclusions so far

This online survey garnered a very strong response, with around 14% of Tuxford's total population responding. It therefore provides a significant evidence base for input to the Neighbourhood Plan. A separate day with the students at Tuxford Academy would be very beneficial and this will be pursued before a final report is issued.

On the whole, people are clearly positive about Tuxford and – recognising there are challenges – are keen to see Tuxford improve, rather than go elsewhere, which is a positive outcome. The importance of local retail – and therefore the issue of the high street hollowing out as is happening currently – was clear before but it starkly proven by this survey. The issue of housing availability – especially for singles/couples and future young families is a key consideration, but growth and Tuxford must be properly planned and not compromise either the rural setting or constrain access to the countryside and local walking/footpaths: these should be improved and added to as an urgent consideration.

Tuxford's lack of sports facilities and high quality outdoor space is a very clear issue, and the HGV and traffic levels are the most significant negative. There is a general sense in the comments that lack of facilities for young people is a major concern and the immediate need is to find a way to generate some social space. The intention is to explore this more with Tuxford Academy's support.

The availability of interesting employment within Tuxford is also apparent. Some people commute significant distances at present and it seems (but we need to check and confirm this) that the people who commute a fair way are most interested in securing a job in or closer to Tuxford.

Parking – not a specific question, by design – came up as an issue, even for this target population of Tuxford Residents. Given that Tuxford is the designated Local Service Centre for quite a range of outlying villages, parking is likely to be more of an issue than we see.

The need to keep – and improve - GAPF is universal whilst the student population have been very clear that outdoor gym and social space are the top two priorities. A cycleway (is the top achievable preference for the younger population and this will also be started as part of Rural Infrastructure funding applications