

# Southwell Neighbourhood Plan Changes

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## Community Consultation Responses

In total, 63 responses were received.

As set out in the current Neighbourhood Plan, the Vision for Southwell comprises three elements as follows:

*a) Building a Strong Community – ensuring that the community is supported by a strong social structure and appropriate infrastructure.*

*b) Supporting a Vibrant Trading Environment – to develop the economic vibrancy of the town and its hinterland.*

*c) Delivering a Good Place to Live – Ensure the protection and enhancement of the natural and built environment and leisure facilities whilst allowing appropriate new development.*

63 out of 63 answered

Yes 58 resp. 92.1%



No 5 resp. 7.9%



You have told us that you would like to see some changes to the Vision statement. Please let us know your suggestions.

5 out of 63 answered

Part (b) of the Vision would reflect the full suite of economic drivers better if the emphasis was reversed – i.e. with ‘economic vibrancy’ as the primary goal and ‘supporting a vibrant trading environment’ as one of the means to get there. People are increasingly spending their money in towns that offer ‘experiences’, preferring to shop online. For people to choose to spend their ‘experiences’ money in

Southwell, our cultural, historical, architectural, leisure and natural assets will need to be supported just as much as 'trading'. (In other words, those elements described in part (c) of the Vision, which make Southwell a 'Good Place to Live', are equally as important for part (b) a 'vibrant economy').

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From Green Southwell: We welcome the vision of sustainable development but feel it is lost in the three pillars/elements, or in their presentation. The critical importance of a stable natural environment is not evident in the three elements in the Vision, but it is vital to all. It would help for the vision to restate the Council's recognition of the climate emergency and that in pursuing sustainable development, it will assess how decisions will support both climate change mitigation and adaptation. By building this into decision-making, Council decisions will support a Strong Community ready to face the challenges ahead; Vibrant Trading through innovation and a protected environment; and a Good Place to Live. These elements will be harder to achieve in an unstable climate, with an unprepared infrastructure.

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Would like to see "safe and Secure" included as the steady erosion of the police presence is resulting in more anti social behaviour

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Not enough on historic uniqueness - too important to be left to "Design and Heritage". Add "d) Ensuring the unique historic character and sense of place in the wider landscape is maintained and protected"

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I and many others would like to see another supermarket in the ever expanding town as the current supermarket is not adequate, I would also like to see new builds with solar panels fitted as standard

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This is how Objective 1 reads at present:

*To ensure that proposals for new development are presented within the wider social, economic and environmental context and that informed decisions about future growth can be made.*

It is proposed that Objective 1 should be reworded as follows:

**To ensure that new development contributes positively to the social, economic and physical well-being of Southwell's community and the health of the environment, locally and globally.**

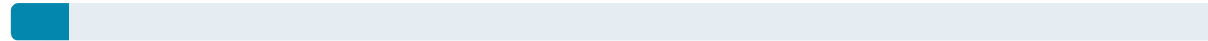
63 out of 63 answered

Yes

60 resp. 95.2%

No

3 resp. 4.8%



You have told us that you do NOT agree with the proposed changes to Objective 1.

3 out of 63 answered

I am concerned that the new Parking Standards (TA4) and Parking Strategy (TA5) will hinder the Council's ability to address Obj 1, 2, 4 (and parts of 6). Has the impact of TA5 on all Objectives been assessed and costed? As well as being unsustainable TA4 and TA5 would likely have significant actual costs (increased maintenance; lost revenue) and 'Opportunity Costs' – i.e. the missed opportunity to apply more cost-effective solutions to the parking issues, to use the funding and land for other goods and services the town needs, and to attract funding for more sustainable solutions. See Additional Comments against Policies TA4/5 and in additional comments on p.6.

Any developments must only be allowed if there is added accessibility and funding for additional places for schools and medical services in the town. There must include more school places with added funding for staff and facilities and extra GP and dental services so existing residents are not put at further disadvantage. It's already too difficult to see a medical professional within a sensible time frame and school places and facilities are extremely stretched already.

I would need to know exactly what is meant by 'globally' with reference to the environment, before I could agree with this.

This is how Objective 2 reads at present:

*To effectively protect and manage the natural environment in and around Southwell to achieve sustainable development and mitigate the effects of climate change.*

It is proposed that Objective 2 should be reworded as follows:

**To influence change and manage development so as to mitigate effects that could contribute further to climate change, and to adapt to those changes that are expected to occur, alongside increasing and improving biodiversity throughout the parish.**

63 out of 63 answered



You have told us that you do NOT agree with the proposed changes to Objective 2

10 out of 63 answered

Because the proposed objective's focus is now on 'development' which changes the focus from the 'natural environment'. The proposed objective introduces biodiversity measures. Biodiversity is difficult to increase and improve unless there is a thorough baseline assessment of the whole area and then continual assessments after - it is very labour intensive. If you keep the focus on protecting and managing the natural environment correctly, greater biodiversity will follow. Also the proposed objective is reworded so it is climate change at the point of development, rather than the ongoing effects of expected climate change on the town, that is now being mitigated for with developments.

The new wording loses the upfront emphasis on 'protecting the environment', a goal which overlaps with but is more than simply related to 'climate change'.

Mitigate is very different to protect. The former allows for the failure of protection of an unknown amount whilst the latter does not.

I am concerned that the new Parking Standards (TA4) and Parking Strategy (TA5) will hinder the Councils ability to address Obj 1, 2, 4 (and parts of 6). Has the impact of TA5 on all Objectives been assessed and costed? As well as being unsustainable TA4 and TA5 would likely have significant actual

costs (increased maintenance; lost revenue) and 'Opportunity Costs' – i.e. the missed opportunity to apply more cost-effective solutions to the parking issues, to use the funding and land for other goods and services the town needs, and to attract funding for more sustainable solutions. See Additional Comments against Policies TA4/5 and in additional comments on p.6.

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Nothing should be done to further negatively affect businesses and access to businesses for anyone even those who need to use a car. Parking is already a disgrace and there should never have been any parking charges introduced anywhere in Southwell. Too many businesses have been severely detrimentally affected by ridiculous decisions made by the Town Council. More free parking, by refusing the wasted space on the Burgage could be created cheaply and be highly effective in increasing footfall for all the businesses in the town. The parks (all of them including the Southwell Trail park (not Norwood Gardens Park!!) not just Bishops Park), MUST be looked after more effectively. The access around the park is a disgrace as is the fact that kids smoking illegal substances and setting fires would not be happening every day if the access to the trail via Lower Kirklington Road was kept clear and fully accessible all year round.

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I agree totally with the aim of 'increasing and improving biodiversity throughout the parish', but I cannot see why this aim has been lumped together with your views about climate change. You are implying that climate change is anthropogenic and is reaching a crisis point, requiring personal change in the way we are living. Since this view is now disputed by many top climate scientists, I should like to know the origin of this policy which you have adopted. Please give us evidence that there is a climate crisis; not just a widely disseminated opinion. Real evidence is essential before proposing any changes in the way our town and its environment are managed.

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The 'protect' emphasis needs to be retained. Mitigation is only required if protection is not occurring. Plans cannot mitigate. Emphasis should be on biodiversity net gain in all new development which automatically requires mitigation or compensation when any loss is occurring.

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too prescriptive definition

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Waters down the effort to mitigate climate change and merely looks not to add to it!

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I would like to know if motorists will be charged for driving around the town

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This is how Objective 3 reads at present:

*To ensure that all future development, regardless of type or location, does not have a negative impact on the town's unique character, historic environment and landscape setting.*

It is proposed that Objective 3 should be reworded as follows:

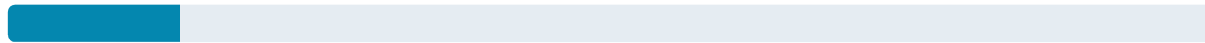
**To ensure that all development, regardless of type or location, contributes positively to the quality of Southwell's environment and does not detract from the town's unique character, historic environment and landscape setting.**

63 out of 63 answered

Yes 54 resp. 85.7%



No 9 resp. 14.3%



You have told us that you do NOT agree with the proposed changes to Objective 3

9 out of 63 answered

I prefer the original wording because the change suggests a reluctance to accept anything other than an historic style of development; it is too 'wordy'

'not impacting negatively' seems sufficient

Any further development of Southwell must only be allowed if all amenities, including school places and access to gp and dentist and other services, are improved including added accessibility and funding for additional places.

Previous wording was adequate

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From Green Southwell: There may be conflict between Objective 3 and the need to mitigate and adapt to climate change, and the related economic and social elements of the Vision.

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Who measures what definition of positive is ? What are these measures ?

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Who says what a negative impact is please be more specific

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I believe the original version is more categorical in protection of the character of the town.

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Not quite the wording I would suggest

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This is how Objective 4 reads at present:

*To facilitate safe movement and access to services for residents and visitors, through and around Southwell, maximizing the use of sustainable modes.*

It is proposed that Objective 4 should be reworded as follows:

**To ensure that all residents and visitors have safe, convenient access to services, facilities and amenities whilst minimising transport-related pollution and congestion.**

63 out of 63 answered

Yes

56 resp. 88.9%



No

7 resp. 11.1%



You have told us that you do NOT agree with the proposed changes to Objective 4.

7 out of 63 answered

I am concerned that the new Parking Standards (TA4) and Parking Strategy (TA5) will hinder the Councils ability to address Obj 1, 2, 4 (and parts of 6). Has the impact of TA5 on all Objectives been assessed and costed? As well as being unsustainable TA4 and TA5 would likely have significant actual costs (increased maintenance; lost revenue) and 'Opportunity Costs' – i.e. the missed opportunity to apply more cost-effective solutions to the parking issues, to use the funding and land for other goods and services the town needs, and to attract funding for more sustainable solutions. See Additional Comments against Policies TA4/5 and in additional comments on p.6.

Nothing should be done that reduces the ability for anyone in a car to visit Southwell. Parking charges and lack of/poor on street parking have seriously detrimental effect on businesses in the town. Use the examples of many of the popular Derbyshire towns as evidence of free, easy to access and well signposted parking (using the waste of space that is the Burgage could produce a great many spaces with very little cost or work to create) to encourage locals and visitors to use the businesses in town

Normally, big lorries are already prohibited from coming through Southwell. Farm vehicles are seasonal, not regular and represent a necessary part of our agricultural community. Southwell may occasionally get congested, but transport related pollution and congestion is not a problem here. The electrical solution is merely transferring the pollution to somewhere else.

This is Southwell not a city - there is no congestion just busy times. Previous wording sufficient

does not require the last six words....

Southwell needs to promote sustainable modes of transport such as cycling , particularly e-bikes and this wording has been removed.

Will you be stopping motorists driving around and into southwell ... will you be charging for it if they do

This is how Objective 5 reads at present:

*To protect and enhance the range of community facilities within the town to improve the quality of life for people both living and working in Southwell.*

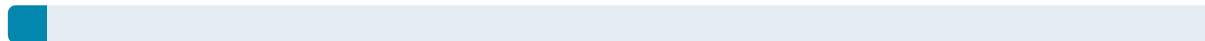
It is proposed that Objective 5 should stay the same.

63 out of 63 answered

Yes 61 resp. 96.8%



No 2 resp. 3.2%



You have told us that you do NOT agree Objective 5 should not be changed.

2 out of 63 answered

Something needs to be done to encourage ore businesses into Southwell. We need a good quality, large gym (no more personal trainers that cost the Earth) and high street stores. It's ok saying independent stores should be protected but having sores like Next etc would give younger shoppers a reason to go into town. We need a Subway and a McDonald's. We need a Vision Ezpress to create som competition with the highly overpriced Pinder's Optician. We need a sensibility prices supermarket like Tesco, Aldi or Lidl not another overpriced supermarket like Sainsbury's, Waitrose or M &S! Younger residents and those that have lower incomes need somewhere to shop and these options would draw more people to the town. We should not be afraid to create a space slightly out of the centre of town for a supermarket

complex but this must be done with the access being carefully considered. Traffic lights are not a problem if this allows access to be safer!! Pedestrian crossing should be much more carefully thought about. The new crossing next to a 5 way junction, one of which has limited views due to parked cars, was the most ridiculous planning deduction by the council!

Because it should refer to services, shops and restaurants in addition to community facilities in the right places. In particular. There needs to be improvements made to the night time economy of Southwell- more restaurants in particular. A mixed use expansion of the Crew Lane industrial estate could assist with proving space this. In addition, leisure centre facilities are poor - redevelopment to include a cafe and a larger family swimming pool should be encouraged

This is how Objective 6 reads at present:

*To support residential and commercial development within the town, through meeting the strategic requirements for growth whilst maximizing the benefits for the community.*

It is proposed that Objective 6 should be reworded as follows:

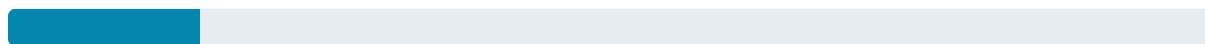
**To support residential, and other employment-supporting development that meets strategic requirements for growth and promotes a sustainable relationship between homes and workplaces, whilst maximizing the benefits for the community.**

63 out of 63 answered

Yes 53 resp. 84.1%



No 10 resp. 15.9%



You have told us that you do NOT agree with the proposed changes to Objective 6.

9 out of 63 answered

Whilst agreeing with the objective I prefer the original wording as being more straightforward.

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(It is difficult to understand what the proposed objective means).

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What does “ sustainable relationship between homes and workplaces” actually mean and achieve?  
Could it be more specifically written?

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I am concerned that the new Parking Standards (TA4) and Parking Strategy (TA5) will hinder the Councils ability to address Obj 1, 2, 4 (and parts of 6). Has the impact of TA5 on all Objectives been assessed and costed? As well as being unsustainable TA4 and TA5 would likely have significant actual costs (increased maintenance; lost revenue) and ‘Opportunity Costs’ – i.e. the missed opportunity to apply more cost-effective solutions to the parking issues, to use the funding and land for other goods and services the town needs, and to attract funding for more sustainable solutions. See Additional Comments against Policies TA4/5 and in additional comments on p.6.

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Don’t necessarily disagree but all my previous answers must be considered.

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It’s unclear. The initial objective was transparent - this almost comes across as having a hidden agenda.

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page 23- table should indicate which objectives are met by Appendix 1 (Design Codes) page 25 - map quality is poor

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Who says what a benefit is?

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I don't believe in the presumption of a need for additional residential buildings, nor the need for growth. If growth is required, revitalization rather than development. My view is that better management of existing resources and more efficiencies could be had if more accountability was introduced. People are careless with the pocketbooks of others.

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Here is a summary of the changes that are proposed to Policy SD1:

**The policy will continue to address sustainability requirements, avoid increasing flood risk, and ensure effects of developments on the natural and built environments are considered. It will continue to require a multifunctional approach to provide an enhanced integrated Blue and Green Infrastructure, the delivery of developer contributions on-site, and the consideration of transport access, wellbeing, and social development needs of Southwell residents.**

**Additionally, the changes proposed to the policy will place more emphasis on the need for accessibility through active travel and public transport, as well as avoiding the loss of "best and most versatile" land for agricultural/horticultural production.**

63 out of 63 answered

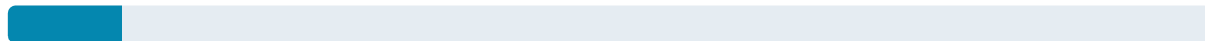
I am happy with the proposed changes and would like to move to the next policy 43 resp. 68.3%



I would like to read the whole text of the proposed policy changes 14 resp. 22.2%



I am happy with the summary but would like to comment on the proposed changes 6 resp. 9.5%



The current policy SD1 reads:

*Only proposals for sustainable development will be supported where they demonstrate:*

*How sustainability has been addressed for the site with reference to the NSDC and NP policies applicable to it.*

*That account has been taken of the Southwell Design Guide to help ensure that it is appropriate to the location, enhances the natural and built environments.*

*That account has been taken of the need to avoid increasing the risk of flooding both on and off site in accordance with Neighbourhood Plan policies E1-Flood Risk Assessments and Mitigation and E2- Flood Resilient Design.*

*That, where appropriate, a multifunctional approach has been taken to help provide an enhanced integrated Blue and Green Infrastructure, including Public Rights of Way, with an equitable distribution of green and amenity space across the parish of Southwell.*

*Where any development triggers the requirement for developer contributions as set out in the NSDC Developers Contribution and Planning Obligations SPD, these should, wherever possible, be delivered on site rather than as commuted sums.*

*That, where applicable, the effects on the capacity and quality of transport access to, from and within Southwell have been addressed.*

*That, where applicable, account has been taken of the wellbeing and social development needs of Southwell residents.*

It is proposed that the new policy should now read:

**Development proposals will be supported provided it is demonstrated that:**

- 1. sustainability requirements relating to the site and proposed development are to be met, with reference to the Local Plan and applicable policies in the Neighbourhood Plan;**
- 2. due account has been taken of the Southwell Design Codes to ensure that the development is appropriate to the location and maintains or enhances the quality and value of the natural and built environments;**
- 3. due account has been taken of the need to avoid increasing the risk of flooding both on and off site in accordance with Neighbourhood Plan policies E1-Flood Risk Assessments and Mitigation and E2- Flood Resilient Design and the Local Flood Designation, and that appropriate measures are incorporated in the development to accommodate/meet these policies;**
- 4. a multifunctional approach has been taken wherever possible to enhance, Southwell's integrated Blue and Green Infrastructure, including Public Rights of Way and an equitable distribution of green and amenity space across the parish of Southwell;**
- 5. where any development triggers the requirement for developer contributions as set out in the NSDC Developers Contribution and Planning Obligations SPD, these should, wherever possible, be delivered on site rather than as commuted sums;**
- 6. wherever possible the development will be accessible from and within Southwell by active travel (e.g. walking, cycling) and/or public transport, and that reliance on private motor vehicles will be minimal, (with appropriate measures being taken to improve low-impact accessibility where necessary);**
- 7. the development will maintain or enhance the wellbeing of Southwell residents and, where possible, contribute towards meeting the community's social development needs;**
- 8. the development will not result in the loss of "best and most versatile" land for agricultural/horticultural production as assessed by an appropriately qualified expert in accordance with the Defra Agricultural land Classification Scheme.**

14 out of 63 answered

Yes

10 resp. 71.4%



No

4 resp. 28.6%



You have told us that you do NOT agree with the proposed changes to Policy SD1.

10 out of 63 answered

I would like there to be an additional sentence specifically to mention that surface water run-off is taken into account from the area around the development. The reason for this is that it is an important problem in Southwell, prone to flash flooding. Surface water was not correctly calculated for in a recent estate that was on the side of Cundy Hill and received run-off from acres of clay-soil fields above. The field run-off is now collected by the estate's drainage system whereas it used to settle or travel slowly through this (new estate) area. The surface water drainage calculations submitted to the council only included the rainfall that landed on the site itself. The Environment Agency and Severn Trent only consider watercourses not surface water run-off from uphill, so it is overlooked - acknowledged by both organisations as a problem.

I agree with most of this but really dislike the all or nothing option built into the design of this questionnaire. Being asked to tick Yes / No options for what you acknowledge are complex proposals is no substitute for proper consultation and should not be viewed as such. Please consider this 'no' applicable to all the binary options in this form.

Regarding green spaces, the centre of Southwell is already very well catered for with public green spaces accessible by anyone. There is no need to extend this onto privately owned land. Also, regarding the part about avoiding best agricultural land for development, this may also be the best land for development so i would not want that land to be ruled out and thus prohibiting necessary expansion of housing stock in future. Lower Kirklington Road keeps being kicked into the long grass so perhaps other sites might be more suitable.

(vi) In addition to making developments accessible by active travel and public transport, developments should support these modes through their design and build (e.g. cycle parking; storage, drying rooms, etc). (viii) In addition to protecting best and most versatile land for agricultural and horticultural

provision, that for ecosystem goods and services (e.g. carbon sequestration, flood mitigation, pollination) should be protected.

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The council cannot be obsessed with public transport. Many villagers do not have access but would like to use the facilities in town. Parking and fuel must be addressed. Competition is required for the BP garage as it is prohibitively expensive and parking must be free everywhere in town for any length of time.

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Everyone should be encouraged to walk or cycle wherever possible, but taking measures to minimise private motor vehicle usage sounds like enforcement. I do not think that Southwell needs any ULEZ-type situation imposed upon us.

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any developments should help reduce flood risk not just minimise it

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page 27 - why is 5.2a in bold?

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In order to ensure sufficient agricultural land for future farming/food production needs only non-agricultural land should be considered for residential/commercial building! Once it's gone, it's gone! Food security is a vital issue!

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Again, I am not convinced more development is good for Southwell. The recent Sainsburys on the outskirts is a good example.

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The current Policy E1 relates to flood risk assessment and mitigation. Here is a summary of the proposed changes to Policy E1:

The original policy requires development proposals to include a Flood Risk Assessment that takes into account the most up-to-date EA flood mapping and hydraulic modelling, and the NCC Flood Mitigation Plan for Southwell or its equivalent. It also requires no development within the flood plain of local watercourses that would result in a loss of flood plain storage without adequate compensation, and proposals for flood mitigation to meet other relevant policies within the NP.

The proposed change to the policy will require development proposals to not compromise any Southwell Local

Drainage Designations. It will also require proposals to include a Flood Risk Assessment that takes into account the most up-to-date EA flood mapping and hydraulic modelling, and the Lead Flood Authority (Nottinghamshire County Council) Southwell Flood Risk Management Plan or its equivalent. It will require that no development will occur within the flood plain of local watercourses that would result in a loss of flood plain storage without adequate compensation, and proposals for flood mitigation to meet other relevant policies within the NP, particularly those relating to the built and natural environments.

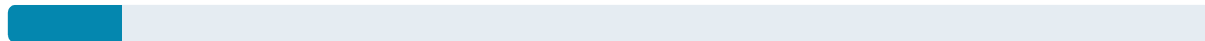
The proposed changes are minor and relate to the requirement to not compromise Southwell Local Drainage Designations in the second statement, and the allowance for climate change of 30% in the original policy compared to 40% in the new policy.

63 out of 63 answered

I am happy with the proposed changes and would like to move to the next policy 54 resp. 85.7%



I would Like to read the whole policy changes 6 resp. 9.5%



I am happy with the summary but would like to comment on the proposed changes 3 resp. 4.8%



The current policy E1 reads:

*Where proposals are required to submit a Flood Risk Assessment this must take account of the most up to date EA flood mapping, hydraulic modelling and flood mitigation for Southwell. Specific regard should be had to the NCC Flood Mitigation Plan for Southwell or its most up to date equivalent. Where flows cannot be related to these sources they should be modelled using best practice. The methodology for the modelling, findings, FRAs and flood mitigation recommendations, shall be developed in consultation with the Lead Flood Authority.*

*There should be no development within the flood plain of local watercourses that would result in a loss of flood plain storage without adequate level for level floodplain compensation up to the 1% Annual Exceedance Probability (AEP) flood with an allowance for climate change of 30% or any more current amount.*

*Proposals for flood mitigation must be designed to meet the requirements of other relevant policies within the NP, particularly those relating to the built and natural environments.*

It is proposed that the new policy should now read:

**Developments must not compromise any Southwell Local Drainage Designations.**

**Where proposals are required to be accompanied by a Flood Risk Assessment this must take account of the most up to date EA flood mapping, hydraulic modelling and flood mitigation for Southwell. Specific regard**

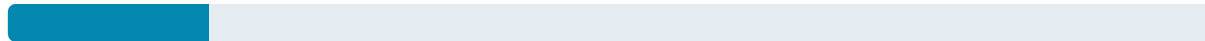
**should be given to the Lead Flood Authority (Nottinghamshire County Council) Southwell Flood Risk Management Plan or its most up to date equivalent. Where flows cannot be related to these sources they should be modelled using best practice. The methodology for the modelling, findings, FRAs and flood mitigation recommendations, shall be developed in consultation with the Lead Flood Authority.**

**There must be no development within the flood plain of local watercourses that would result in a loss of flood plain storage without adequate level for level floodplain compensation up to the 1% Annual Exceedance Probability (AEP) flood with an allowance for climate change of 40% or any more current amount.**

**Proposals for flood mitigation must be designed to meet the requirements of other relevant policies within the, particularly those relating to the built and natural environments.**

6 out of 63 answered

Yes 1 resp. 16.7%



No 5 resp. 83.3%



You have told us that you do NOT agree with the proposed changes to Policy E1.

7 out of 63 answered

Unfortunately Nottingham County Council Flood Risk team used information from the Environment Agency and Severn Trent to do their assessments of a recent development site in Southwell, despite being told that surface run off from fields above the site needed to be calculated for when going into drains. The Environment Agency and Severn Trent only consider watercourses not surface water run-off from uphill, so it is overlooked - acknowledged by both these organisations as a national problem. Southwell could take the lead in acknowledging and calculating for surface run off that enters a development site too.

We welcome and support the proposed changes, but do advise that the following 2 minor amendments are made: E1.3. Wording to be changed to: ...up to the 1% Annual Exceedance Probability (AEP) flood with an "appropriate allowance for climate change based on guidance provided on the .gov.uk website (flood-risk-assessments-climate-change-allowances)". E1.1. Wording to be changed to: Proposals for flood mitigation must be designed to meet the requirements of "the National Planning Policy

Framework and" other relevant policies within the Neighbourhood Plan, particularly those relating to the built and natural environments. Regarding the maps on pages 51 and 53, without an appropriate legend it is unclear what information these are showing, or how the data has been derived. It would be useful to include maps which show the latest Flood Map for Planning (FMfP) for the Neighbourhood Plan area. Maps reflecting the most up-to-date hydraulic modelling can be requested by emailing [EMDenquiries@environment-agency.gov.uk](mailto:EMDenquiries@environment-agency.gov.uk).

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Para. 6.5 Notes a tension between flood defence measures and natural habitats. However, natural habitats are increasingly used as effective flood defence strategies – allowing bends to slow water down and flooding over marshes. This policy (and E2) could be strengthened by requiring developers to consider natural flood defence approaches. See <https://www.gov.uk/government/publications/natural-flood-management-programme-evaluation-report/natural-flood-management-programme-evaluation-report>

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What are Southwell Local Drainage Designations? Are they defined somewhere?

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suggest the following is omitted....."without adequate level for level floodplain compensation up to the 1% Annual Exceedance Probability (AEP) flood with an allowance for climate change of 30% or any more current amount".

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page 30 - E1.3 - is 1% AEP correct?

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Southwell only flooded badly the once, I think we are more than doing enough to stop this happening again, keeping waterways clear is the best form of defence

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The current policy E2 relates to flood resilient design. Here is a summary of the policy and proposed changes:

The original policy statement requires submission of a flood risk assessment with development proposals - considering the risk of flooding both on and off site. It requires consideration of the placement of buildings and hard standing areas, drainage systems, and greenfield run-off rates.

The proposed changes to this policy will have similar requirements, but also include a detailed hierarchical surface water drainage scheme. They will require proposals to demonstrate the performance of the designed

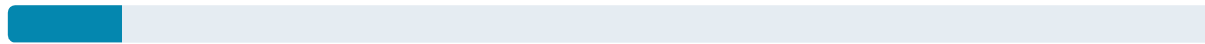
system for a range of return periods and storm durations, and include additional requirements for the avoidance of combined sewer overflows and the integrity of existing flood defences.

63 out of 63 answered

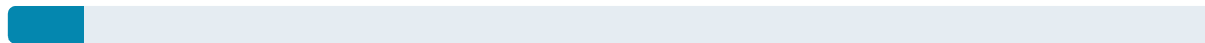
I am happy with the proposed changes and would like to move to the next policy 53 resp. 84.1%



I would Like to read the whole policy changes 6 resp. 9.5%



I am happy with the summary but would like to comment on the proposed changes 4 resp. 6.3%



The current policy E2 reads:

*Development proposals requiring a flood risk assessment must be designed to avoid increasing the risk of flooding both on and off site. Such proposals will be required to demonstrate how they have addressed the following:*

*That buildings have been placed on site with strict consideration of the sequential test, locating them on land in the area with least likelihood of flooding.*

*That any flood mitigation measures to be adopted comply with current Sustainable*

*Drainage Systems best practice, particularly in relation to Greenfield run off rates.*

*To prevent run off beyond the relevant Greenfield rate, the drainage system and any attenuated storage should be designed to cover a range of rainfall and storm events, with a mandatory minimum provision to cope with the 1 in 100 year 6 hour duration event and a 30% allowance or more current amount to accommodate climate change with the maximum provision indicated, to demonstrate the level of safety included in the design.*

*That the design of buildings and hard standing areas has been considered carefully to reduce the risk of flooding and increased run off.*

*Unless impracticable or unviable, to make provision for a minimum 8m wide buffer strip between the boundary of any property and the top of the bank of any water course adjacent to the site, to allow for maintenance of the water course and as a pollution prevention measure.*

*The maintenance of the water course and the buffer strips will be subject to a planning condition or other legal arrangement with the District Council, for the life of the development.*

*Planning applications for development not requiring a formal flood risk assessment, but which are likely to affect*

*drainage from the site, should also comply with current Sustainable Drainage Systems best practice.*

It is proposed that the new policy should now read:

**Development proposals requiring a flood risk assessment must be designed to avoid increasing the risk of flooding both on and off site. Such proposals will be required to demonstrate how they have addressed the following:**

- a. buildings are to be placed on site in accordance with strict consideration of the sequential test, locating them on land in the area(s) with least likelihood of flooding;**
- b. any flood mitigation measures to be adopted must comply with current Sustainable Drainage Systems (SUDS) best practice, particularly in relation to Greenfield run off rates .**
- c. To prevent run off beyond the relevant Greenfield rate, the drainage system and any attenuated storage should be designed to all rainfall and storm events ,up to the 1 in 100 year period plus 40% allowance, or more current amount to accommodate climate change ;**
- d. the design of buildings and hard standing areas must be considered carefully to reduce the risk of flooding and increased run off;**
- e. unless impracticable or unviable, provision must be made for a minimum 8m wide buffer strip between the boundary of any property and the top of the bank of any water course adjacent to the site, to allow for maintenance of the water course and as a pollution prevention measure.**
- f. The maintenance of the water course and the buffer strips will be subject to a planning condition or other legal arrangement with the District Council, for the life of the development.**
- g. the development does not affect the integrity of existing flood defences and any necessary flood mitigation measures have been agreed with relevant and interested bodies where adoption, ongoing maintenance and management have been considered and any necessary agreements are in place**

**Proposals must provide detailed design (plans, network details and calculations) in support of any surface water drainage scheme, including details of any attenuation system and outfall arrangements. Calculations must demonstrate the performance of the designed system for a range of return periods and storm durations inclusive of the 1 in 1 year, 1 in 2 year, 1 in 30 year and 1 in 100 year plus climate change return periods or more current standard as advised by the Lead Flood Authority. Proposals must demonstrate that they have followed the surface water hierarchy in the following order of priority:**

- a. surface water runoff is collected for use e.g. Rainwater harvesting/green walls/roofs, discharge into the ground via infiltration; (e.g. permeable surfaces (particularly driveways), soakaways, unlined ponds, swales and trenches, wetlands etc.)**
- b. Attenuation above ground in ponds or water features for gradual release into infiltration features and if this is not possible, to a watercourse, attenuate surface water via storage in tanks or sealed water features for gradual release into infiltration features and if this is not possible, a water course discharge to a watercourse or other surface water body;**
- c. In exceptional cases, controlled discharge to a sewer or other drainage system, via above ground attenuation, and if this is not possible, underground attenuation.**

**d. discharge to a surface water sewer, highway drain or other drainage system, discharging to a watercourse or other surface water body;**

**e. discharge to a combined sewer;**

**f. no surface water connections are made to the foul system;**

**g. that surface water connections to the combined or surface water system are only made in exceptional circumstances where it can be demonstrated that there are no feasible alternatives (this applies to new developments and redevelopments) and where there is no detriment to existing users;**

**h. that no combined sewer overflows are created in areas served by combined sewers, and that foul and surface water flows are separated.**

**The maintenance of any water course and/or buffer strips required to be maintained or provided in connection with development will be subject to an appropriate planning condition or other legally binding arrangement with the District Council, applicable for the life of the development.**

**Planning applications for development not requiring a formal flood risk assessment, but which are likely to affect drainage from the site, should also comply with current Sustainable Drainage Systems best practice.**

6 out of 63 answered

Yes 3 resp. 50%



No 3 resp. 50%



You have told us that you do NOT agree with the proposed changes to Policy E2.

5 out of 63 answered

There is no mention of surface run-off that enters the site. It needs to be stated that attenuation tank calculations need to be based on the amount of water that enters the site compared to what leaves the site NOT the amount of water that lands on the site. For example to state that the net output of water from the site to lower ground is comparable to the output pre-development. In a recent Southwell development site on the side of a hill, pre-development more surface water entered the site than left to

lower ground, due to the ecology of thick vegetation and topography. Now the estate attenuation tanks also collect the water from the acres of fields above which were not calculated for.

---

We very much support the proposed changes to Policy E2. We do however recommend the addition of the following requirement for developments requiring a flood risk assessment: [#] have been designed to be safe and resilient for their entire lifetime. We recommend that the wording "unless impracticable or unviable" is removed from the requirement for a buffer strip. The reason for this request is that the Environment Agency require an 8m easement for all developments adjacent to Main Rivers.

---

YES – AGREE • See comments for E1, and • The parking standards TA4 and TA5 have potential to reduce flood resilience by increasing hard standing. (Even permeable hard surfaces provide significantly less water-holding capacity than green surfaces - <https://onlinelibrary.wiley.com/doi/full/10.1111/jfr3.12629>).

---

CIL has not paid enough in to cover long-term costs of developments and this should be addressed wherever possible through increased CIL contributions and planning conditions over time. But again, the more green spaces are removed, the more runoff and the issue exacerbates. No new development.

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Following on from my previous point about the steps we already have in place, since that 1 night many many years ago we haven't seen anything like, and so they work, so keep doing them, don't go overboard when funds could be allocated better elsewhere

---

The current policy E3 relates to green infrastructure and biodiversity. Here is a summary of the policy and proposed changes:

Currently, the policy requires development proposals to protect and enhance Local Wildlife Sites, comply with Natural England Standing Advice for Protected Species, and provide an assessment of the biodiversity value of the site, including offsetting to create a compensatory habitat, where necessary. Development proposals that fail to mitigate or compensate for the loss of important wildlife habitats will not be granted planning permission. It also requires the provision of buffer strips between boundaries of properties and any existing historic, landscape, or ecologically valuable hedgerow, tree, or other features of merit for maintaining effective Blue and Green Infrastructures.

The proposed changes to this policy will require development proposals to be accompanied by a baseline assessment of the habitats, species, and overall biodiversity value of the site, demonstrating how development will produce a net gain in biodiversity. They will also require developments to identify any wildlife on the site

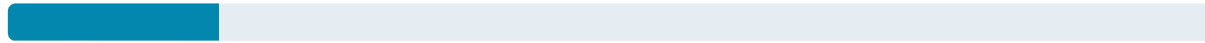
which is of special ecological importance and provide appropriate offsetting arrangements where a net gain in biodiversity cannot be achieved. Development proposals that fail to provide a net gain in biodiversity will not be supported. Retention of any hedgerow(s), tree(s), or other features of merit for maintaining Blue and Green infrastructure on development sites will be required.

63 out of 63 answered

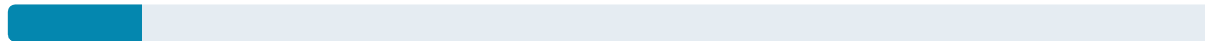
I am happy with the proposed changes and would like to move to the next policy 45 resp. 71.4%



I am happy with the summary but would like to comment on the proposed changes 11 resp. 17.5%



I would Like to read the whole policy changes 7 resp. 11.1%



The current policy E3 reads:

*Development proposals must aim to protect and enhance Local Wildlife Sites, the Local Nature Reserve, and priority habitats and species identified through the Natural Environment and Rural Communities (NERC) Act, the UK Biodiversity Action Plan (UKBAP) and the Nottinghamshire Local BAP (LBAP). Any development proposal must also comply with the Natural England Standing Advice for Protected Species.*

*Where it is apparent or becomes apparent during the course of a planning application that a site has significant ecological value, development proposals must include a base line assessment of the habitats, species and overall biodiversity value for the site, where appropriate, expressed in terms of the biodiversity accounting offsetting metric, advocated by the Department for the Environment, Food and Rural Affairs (Defra), proportionate to the size of the development. The assessment must demonstrate how biodiversity will be conserved and enhanced by the development.*

*Where the loss of habitat cannot be avoided, the proposal should include appropriate offsetting to create a compensatory habitat to ensure that there is no loss of biodiversity.*

*Development proposals which create additional habitat space, including roosting, nesting or shelter opportunities for wildlife, will be looked on favourably when considering the biodiversity value of a development.*

*Development proposals that fail to mitigate or compensate for loss of important habitat for wildlife species will not normally be granted planning permission.*

*Unless it can be shown to be impracticable or financially unviable, a buffer strip must be provided between the boundaries of properties or plots within a development and any existing historic, landscape or ecologically valuable hedge row(s), tree(s) and any other features of merit for maintaining effective Blue and Green Infrastructures. The width of the buffer strip should have regard to guidance in the Southwell Design Guide.*

*The provision of non woody herbaceous species to be established on created buffer strips should have regard to guidance in the Southwell Design Guide.*

*Where the loss of protected trees as a result of a development proposal is unavoidable, appropriate replacement planting should be incorporated as part of the scheme.*

*As part of development proposals, provision should be made for the long term maintenance of any retained or created habitats, existing historic landscape or ecologically valuable vegetation and buffer strip provisions.*

It is proposed that the new policy should now read:

**Policy E3 will be effected as soon as a site is allocated for development or to the date prior to the submission of a planning application as determined in the Environment Act 2021. There must be no degradation deliberate destruction or benign mismanagement of sites with ecological, historic or landscape value, in particular the Local Wildlife Sites within Southwell parish, to make them more readily acceptable for development.**

**Where it is found that a site has suffered ecological degradation its development will not be supported unless a commitment is undertaken by the developer to replant and retain trees and/or woody vegetation based on the ratio of 2:1 to the number or % summer foliage ground cover lost, based either on either baseline historic manuscript or aerial photography records.**

**Developments which, because of their location, design or method of implementation, will have impacts on Local Wildlife Sites, the Local Nature Reserve and priority habitats and species identified through the Natural Environment and Rural Communities (NERC) Act and the UK Environment, Act 2021 will be supported only if it is demonstrated that the wildlife and biodiversity value of any such site(s) will be fully protected and where possible enhanced. Any development must also comply with the Natural England Standing Advice for Protected Species. Development proposals which do not meet those requirements will not be supported.**

**Any development which falls within the provisions in the Environment Act 2021 and the Town and Countryside Planning Act (the Acts) must be accompanied by a base line assessment of the habitats, species and overall biodiversity value of the site, prepared by a suitably qualified professional in accordance with relevant Biodiversity Metrics within the Environment Act 2021.**

**From the base line assessment a management plan must be prepared, demonstrating that the development will produce a net gain in biodiversity , as assessed by the Biodiversity Metric within the Environment Act 2021 and explaining how this will be achieved and maintained to meet the requirements of the Environment Act 2021 and the Town and Countryside Planning Act.. Development proposals that do not meet these requirements, to the satisfaction of the Local Planning Authority, will not be supported unless the requirements of E3.3 are met.**

**Where a proposed development cannot provide a net gain in biodiversity, , an appropriate offsetting arrangement must be provided to ensure a net gain in biodiversity can be achieved elsewhere within Southwell Parish or nearby. In addition to the requirement for development proposals to deliver a net gain in biodiversity they must identify any wildlife on the site which is of special ecological importance ,as identified in the Natural Environment and Rural Communities( NERC) Act , demonstrating how this will be protected for the life of the development and compliance with the Natural England Standing Advice for Protected Species.**

**Development proposals which include the creation of additional habitat, including roosting, nesting or shelter opportunities for wildlife, will be supported, provided they are accompanied by a report from a suitably qualified wildlife expert that identifies the potential benefits from incorporating the additional provisions on the site and a commitment to maintain the features in the longer term.**

**Development proposals that fail to provide for a net gain in biodiversity will not be supported.**

**Any hedge rows(s), tree(s) of ecological, historic, landscape value or other features of merit for maintaining Blue and Green infrastructure must be retained on development sites.**

**Unless it can be shown to be impracticable, a buffer strip of a minimum of 8 meters must be provided between the boundaries of properties or plots within a development and any existing historic, landscape or ecologically valuable hedge row(s), tree(s) and any other features of merit for maintaining effective Blue and Green Infrastructures. Hedges identified on the Neighbourhood Plan proposals map as Important for their historic, landscape/screening or ecological value to Southwell must not be degraded or lost to development but wherever possible retained at a height appropriate to their function.**

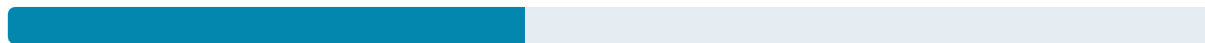
**All current British Standards Institute (BSI) standards for ecological protection must be implemented on development sites and the provision of woody and non woody species to be established on sites must comply with the relevant Southwell Design Code.**

7 out of 63 answered

Yes 4 resp. 57.1%



No 3 resp. 42.9%



You have told us that you do NOT agree with the proposed changes to Policy E3.

13 out of 63 answered

I prefer the original text. The proposed changes sound overly restrictive and potentially unworkable

Whilst we welcome the commentary and requirement for biodiversity net gain, and other aspects, we wish to provide the following clarifications and suggested amendments: Plan policy should ideally specify the use of the metric and the percentage of BNG required. Under mandatory BNG (from November 2023), there will be a requirement to use the latest version of the statutory Biodiversity

Metric. Therefore, we suggest the following sentence within the 4th paragraph: "...in accordance with relevant Biodiversity Metrics within the Environment Act 2021," is altered to read "...in accordance with the most updated version of the Biodiversity Net Gain Metric." We strongly recommend including: "minimum of 10% biodiversity net gain" and "Biodiversity Gain Plan" in the 5th paragraph. This could be done by replacing "From the base line assessment, a management plan must be prepared to demonstrate that the development will produce a net gain in biodiversity," with "From the base line assessment, a Biodiversity Gain Plan must be prepared to demonstrate that the development will produce a minimum of 10% biodiversity net gain for each habitat type, and how it will be maintained for a minimum of 30 years". The following wording should also be included: "Monitoring is the responsibility of the developer and should be set out in the Biodiversity Gain Plan." We recommend changing the wording of the 6th paragraph so that it reads: "Where a proposed development cannot provide onsite biodiversity net gains of 10%, this must be achieved offsite, with net gains ideally being achieved adjacent to or locally to the site, using the offsite hierarchy. As a last resort, if biodiversity net gain cannot be achieved onsite or offsite, or a mixture of both, then offsite biodiversity units or statutory biodiversity credits can be bought, which will require registration on the Biodiversity Gain Sites Register, and legally secured for a minimum of 30 years." We suggest the wording in paragraph 8 is changed to: "Proposals which fail to demonstrate a minimum of 10% net gain in biodiversity within the provisions of the Environment Act 2021 and the Town and Country Planning Act will not be supported." The wording "suitably qualified expert" should be changed to "suitably qualified Ecologist". In paragraph 10, "Watercourse" should be added as a feature where 8m+ buffer strips should be included adjacent to. We request that the planting of "only native tree species" be required. We suggest defining more specifically what appropriate replacement planting might look like e.g.: "...appropriate replacement planting must be incorporated, at a minimum of 10% greater than those lost, or ideally a 5:1 planting ratio to account for low establishment rates of young trees, as part of the scheme".

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Again, the binary Yes / No is not helpful. I'd like clarity as to how the detailed rewrite relates to other policies, legal requirements and existing processes so that. there is no overlap, overreach, duplication of expense, etc. There's a notable. lack of wider context.

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YES – AGREE - 3.1 and 3.2 to avoid degradation or loss of biodiversity at the pre-application and pre-development stages are particularly welcome. - 3.5 The ability to off-set net biodiversity gain should be an exception, under specified circumstances. Otherwise it could be a 'get-out' for all developments. These exceptions might include developments that have especially strong community or other (e.g. CO2 sequestration) benefits. - 3.8 Allowing movement of wildlife at a smaller scale than 'wildlife corridors' (covered in E4) is important, e.g. movement of hedgehogs between gardens. Could this be added here (or under E4).

---

A policy cannot be affected immediately insofar as the trigger for consideration is a planning application so this needs to be removed. Policy is too wordy and repeats existing national and local policy

---

E3 - Green Infrastructure 6.22 - We welcome the commitment to a Register of Vegetation that is of strategic value, which should include grassland that provides value through biodiversity and carbon sequestration. We would welcome specific reference to grassland alongside trees and hedgerows, understanding that the strategic value of grassland varies with its location and biodiversity. E3.5 - Off-setting needs to be an exception, with any spend delivered within the Parish, and managed by Southwell Town Council, with funding to support maintenance as well as capital costs. E3.7 and E3.8 - The Neighbourhood Plan should require rather than support the inclusion of roosting, nesting or sheltering opportunities for wildlife. The National Planning Policy Guidance (NPPG) Natural Environment states: "Relatively small features can often achieve important benefits for wildlife, such as incorporating 'swift bricks' and bat boxes in developments" (Paragraph 023, revision date 21/07/19). We think the Neighbourhood Plan should require the inclusion of these small features as new housing design, and the renovation of older homes, is leaving a number of species with limited habitat. While there is a local project aiming to increase shelter for swifts, these are challenging to retrofit due to the height at which swifts prefer to live, and would be far easier to install as part of other building work. Similarly wildlife corridors would be supported through a requirement to ensure that at least two boundary lines allow the passage of small animals such as hedgehogs. E3.12 - The developer should be subject to penalties if replacement planting is not nurtured over time. We have seen trees die off on new developments where they have not been watered while they have been trying to establish their roots.

---

I would like to also see a more specific requirement for developers who are planting new hedgerows or edge strips e.g. around playgrounds, to plant them using double row native mixed hedge plants which are particularly good for wildlife such as Hawthorn and Dog wood, rather than homogenous and less 'valuable' shrubs for wildlife. I would also like to see an enforced requirement to maintain newly planted trees and hedgerow plants, particularly regular watering in the early years during dry spells.

---

This Policy is too onerous in respect of minor applications unlikely to have any significant impact on the aims of E3

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I think requiring a net gain in biodiversity is a high hurdle for developers and the bar should be "no net loss". I am not sure it is for developers to provide a gain in this area. If subsidy payments are a requirements (can't remember the exact term) then this is one thing that could be supported by the subsidy.

---

All new housing should have access points for hedgehogs.

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Loss of natural habitat is virtually impossible to “compensate” for. Habitat loss is a habitat lost.

---

I suggest that the policy includes a requirement to incorporate Swift Bricks into new dwellings construction to help the recovery of Swift populations by providing suitable new nesting sites

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It was interesting to read that there is no burial space when five years ago, a burial ground could have been extended if not for the possibility of a newt in this area. I was opposed to development of the agricultural land regardless.

---

The current policy E4 relates to public rights of way and wildlife corridors. Here is a summary of the policy and proposed changes:

This policy aims to ensure that new and existing Public Rights of Way (PROWs) are retained and contribute to Southwell's Green infrastructure. The current policy focuses on ensuring that PROWs are effective as wildlife corridors and the provision or retention of trees, woody species and hedges in line with the Southwell Design Guide.

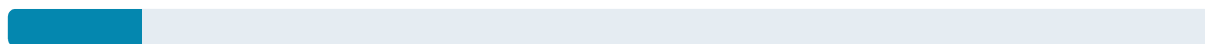
The proposed change to this policy will emphasise making PROWs more attractive for public use, using erect vegetation as boundary screening divisions, and complying with the Southwell Design Codes when providing or retaining trees, woody species, and hedges along PROWs.

63 out of 63 answered

I am happy with the proposed changes and would like to move to the next policy 49 resp. 77.8%

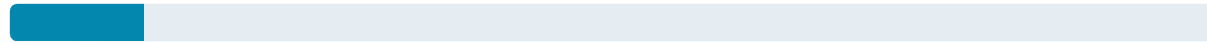


I am happy with the summary but would like to comment on the proposed changes 7 resp. 11.1%



I would Like to read the whole policy changes

7 resp. 11.1%



The current policy E4 reads:

*Developers must ensure that existing and any new PROWs including footpaths, cycle routes and bridle ways, which cross their sites, are retained wherever possible and enhance the Green infrastructure in Southwell parish.*

*PROWs should be considered to be multifunctional, contributing not only to the Green Infrastructure but also, where relevant, to open spaces including those due under developer contributions.*

*Unless it can be shown to be impracticable, the minimum total width for a PROW shall be sufficient to allow for machine maintenance, the inclusion of an allowance for hard surface to provide inclusive access for the public and with associated vegetation margins, for it to be effective as a wildlife corridor.*

*The provision or retention of trees, woody species and hedges along PROWs should have regard to guidance in the Southwell Design Guide.*

*When a new PROW is to be provided or revisions made to existing PROWs on a development, any alignment should avoid the use of estate roads for the purpose wherever possible, and preference given to estate paths through landscape or open space areas away from vehicle traffic.*

*Provision should be made for the long term maintenance of any PROWs that are part of development proposals.*

It is proposed that the new policy should now read:

**Developers must ensure that existing and any new PROWs, including footpaths, cycle routes and bridle ways, which cross their sites, are retained wherever possible, kept, or made attractive for public use, and contribute to Southwell's Green infrastructure.**

**PROWs should be considered to be multifunctional, contributing not only to the Green Infrastructure, but also where relevant, to open spaces including those due under developer contributions.**

**Unless it can be shown to be impracticable, the minimum total width for a PROW shall be sufficient to allow for machine maintenance, the inclusion of an allowance for hard surface to provide inclusive access for the public and with associated vegetation margins, for it to be effective as a wildlife corridor.**

**Where boundary screening divisions are required between the PROW and development these must be with erect vegetation rather than with walls or fences to give a natural aspect to the PROW and for wildlife benefits.**

**The provision or retention of trees, woody species and hedges along PROWs must comply with the Southwell Design Codes.**

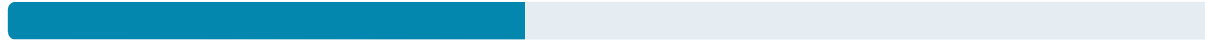
**When a new PROW is to be provided or revisions made to existing PROWs on a development, any alignment**

**should avoid the use of estate roads for the purpose wherever possible, and preference given to estate paths through landscape or open space areas away from vehicle traffic.**

**Provision must be made for the long term maintenance of any PROWs that are part of development proposals.**

7 out of 63 answered

Yes 3 resp. 42.9%



No 4 resp. 57.1%



You have told us that you do NOT agree with the proposed changes to Policy E4.

10 out of 63 answered

There should be exceptions to the standard 'vegetation screening' to open footpaths that walkers take to enjoy the established unique and wide-ranging views (such as FP81). Also an exemption from creating a hard standing footpath on a long slope unless the increase in flood risk to the land below the footpath has been evaluated and alleviated.

see my answer to previous question

YES – AGREE Support the measures to ensure dual function of PROW for both people and wildlife. E4.3 Hard surfaces for accessibility are important but they must be permeable. A minimum width of vegetation margins to support use as wildlife corridor should be specified and advice given re species composition to encourage wildlife. E4.4 Welcome the use of vegetation with appropriate structure and height rather than walls and fences for boundary screening. Should the developers' responsibility for maintenance of these be covenanted (as for other important natural features in E3.9)?

Signposting and signage must also be clearer or added

E4 - PROW E4.3 - This clause needs to be more specific on the width required for machine maintenance AND vegetation.

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Again, I would like to also see a more specific requirement for developers who are planting new hedgerows or edge strips e.g. around playgrounds, to plant them using double row native mixed hedge plants which are particularly good for wildlife such as Hawthorn and Dog wood, rather than homogenous and less 'valuable' shrubs for wildlife. I would also like to see an enforced requirement to maintain newly planted trees and hedgerow plants, particularly regular watering in the early years during dry spells.

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Many narrow pavements and alleyways are overcrowded and cause problems for blind/partially sighted, wheel chair or mobility scooter, pushchairs as well as walkers. Residents should be reminded more often of the need to prune such shrubs.

---

While I agree with need for boundary screening for PROW and vegetation for boundary there no fences isn't practical for keeping pets and people from straying into residential gardens. An appropriate low level 'pig' fence mesh for example between vegetation should be permitted

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Plase ensure there is a summary on the omprtance of hedgerows

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Just some of the wording

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The current policy E5 relates to the Green Link. Here is a summary of the policy and proposed changes:

This policy aims to support development proposals that could contribute to the creation of a Green Link around Southwell, maintaining attractive PROWs linked to open spaces for the benefit of the public and wildlife. The original policy emphasises improving the continuity of public access within the Green Link and increasing access to the wider network of PROWs.

The proposed change to this policy will also emphasise these goals but with the additional aim of helping to conserve the rural character of the town.

63 out of 63 answered

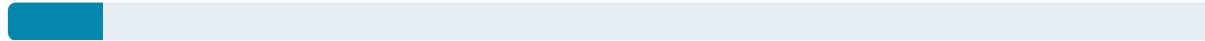
I am happy with the proposed changes and would like to move to the next policy 51 resp. 81%



I would Like to read the whole policy changes 7 resp. 11.1%



I am happy with the summary but would like to comment on the proposed changes 5 resp. 7.9%



The current policy E5 reads:

*Development proposals that could contribute to the creation of a Green Link around Southwell to help maintain the rural character of the town, maintain attractive PROWs linked to open spaces, for the benefit of the public and wildlife, will be supported.*

*This policy requires development proposals which are likely to have an impact on the Green Link from physical presence or pressure from activity to protect and enhance the Green Link by:*

*Wherever possible, improving the continuity of the public access within the Green Link and its value as a wildlife corridor.*

*Wherever possible increasing the access from the Green Link to the wider network of PROWs around Southwell; improving its landscape features to help maintain it as an attractive amenity for the public and making it a more valuable biodiversity asset.*

It is proposed that the new policy should now read:

**Development proposals will be supported that could contribute to the creation of a Green Link around Southwell to help conserve the rural character of the town and maintain attractive PROWs linked to open spaces, for the benefit of the public and wildlife.**

**This policy requires development proposals which are likely to have an impact on the Green Link from physical presence or pressure from activity to protect and enhance the Green Link by:**

**I. Wherever possible, improving the continuity of the public access within the Green Link and its value as a wildlife corridor.**

**II. Wherever possible increasing the access from the Green Link to the wider network of PROWs around Southwell; improving its landscape features to help maintain it as an attractive amenity for the public and making it a more valuable biodiversity asset.**

7 out of 63 answered

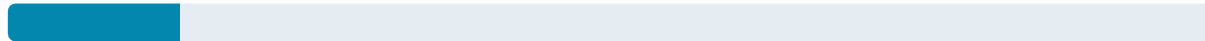
Yes

6 resp. 85.7%



No

1 resp. 14.3%



You have told us that you do NOT agree with the proposed changes to Policy E5.

5 out of 63 answered

I can't see any information regarding what the Green Link is. The area is already well served by PROWS that have a high level of protection.

YES – AGREE Support this protection and enhancement of green infrastructure. However, the proposal focuses on circular route edge of town and could be strengthened by routes in and across the town (noted as a need identified by residents in para 6.37). One evident green link across town would go: from fields at side of Allenby Road, along footpath that runs along the top of the hill through Ash Tree Spinney, along the back of Lowes Wong Playing Fields and Lowes Wong gardens, crossing Westgate, down through Minster Grounds to Potwell Dyke, Harvey's Field and the flower meadows.

'Rural character' must not be at the expense of growth and development to bring in younger/less well-off member of the community. Those with lower earnings should be able to shop in town. It should not only contain businesses that require a huge salary to frequent!

E5 - Green Link Every footpath and garden is a potential green link. This policy could be strengthened by routes in and across the town. One evident green link across town would go: from fields at side of Allenby Road, along footpath that runs along the top of the hill through Ash Tree Spinney, along the back of Lowes Wong Playing Fields and Lowes Wong gardens, crossing Westgate, down through Minster Grounds to Potwell Dyke, Harvey's Field and the flower meadows. Other links are likely to be less reliant on PROWs and more reliant on the retention of native trees, hedges, and other planting on private land.

I also think that we should foster and protect in the same way a green link ACROSS town on a number of designated axes, which will include footpaths and open spaces. This would have both public and wildlife benefits. Every footpath should be looked at as a potential 'green link' and protected as such from plant and hedgerow destruction, removal, pesticide use and fly tipping of garden waste by householders. Developers should have a responsibility to enhance and protect, rather than negatively impact, this green network.

The current policy E6 relates to climate change. Here is a summary of the policy and proposed changes:

This policy relates to energy efficiency, low-carbon energy generation and sustainable development. Currently, the policy applies to proposals for low-carbon energy generation schemes and requires compliance with national, NSDC, and neighbourhood plan policies. It also covers energy-saving in buildings, construction and the use of on-site renewable technologies.

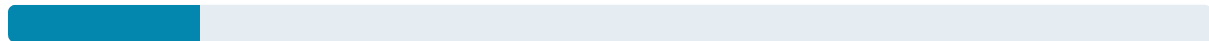
The proposed changes to this policy include a change of title to “Climate Change” and cover renewable energy generation schemes, including wind and solar farms; the provision of well-designed, energy-efficient buildings; and a new focus on water conservation. The proposed changes also outline specific requirements for the siting and orientation of new developments, the use of energy-efficient building materials, and the incorporation of on-site renewable energy generation.

63 out of 63 answered

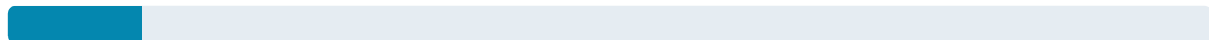
I am happy with the proposed changes and would like to move to the next policy 46 resp. 73%



I would Like to read the whole policy changes 10 resp. 15.9%



I am happy with the summary but would like to comment on the proposed changes 7 resp. 11.1%



The current policy E6 reads:

*Proposals for low carbon energy generation schemes will be supported provided they comply with relevant national, NSDC and Neighbourhood Plan policies, with specific reference to the following criteria:*

*Does not impact negatively on the local landscape character and the setting of the settlement in accordance with other development plan policies.*

*Does not impact negatively on the setting and character of any heritage asset*

*Fully assesses the impact of any tall structures within the landscape or townscape.*

*Takes account of the Southwell Protected Views policy in the A&DM DPD (Ref: So/VP).*

*Demonstrates compliance with the NSDC Wind Energy Supplementary Planning Document.*

*Development proposals will need to demonstrate that they have taken account of the current industry and government best practice principles for energy saving construction in design of buildings and landscape treatments and guidance in the Southwell Design Guide. This may include considering the use of on-site renewable technologies where they comply with other policies within the development plan.*

It is proposed that the new policy should now read:

### **Generation of Renewable Energy**

**Proposals for zero carbon energy generation schemes including wind and solar farms will be supported provided they comply with Neighbourhood Plan policies, with specific reference to the following criteria:**

- a. Does not impact negatively on the local landscape character and the setting of the settlement in accordance with other development plan policies.**
- b. Does not impact negatively on the setting and character of any heritage asset.**
- c. Must fully assess the impact of any tall structures within the landscape or townscape.**
- d. Must take account of the Southwell Protected Views policy in the A&DM DPD (Ref: So/VP).**
- e. Must demonstrate compliance with the NSDC Wind Energy Supplementary Planning Document.**

**Development proposals will need to demonstrate that they have taken account of the current industry and government best practice principles for energy saving construction in design of buildings and landscape treatments and guidance in the Southwell Design Codes. This may include considering the use of on-site renewable technologies where they comply with other policies within the development plan.**

### **Provision of Well-Designed energy efficient Buildings and Places**

**The design and standard of any new development should aim to meet a high level of sustainable design and construction and be optimised for energy efficiency, targeting zero carbon emissions. This includes:**

**I. Siting and orientation to optimise passive solar gain,**

**II. The use of high quality, thermally efficient building materials,**

**III. Non-residential developments should aim to meet the Buildings Research Establishment BREEAM building standard 'excellent'.**

**IV. Any new development to incorporate on-site energy generation from renewable sources such as solar panels, to at least the extent required by NS core strategy policy CS2.**

**V. Alterations to existing buildings must be designed with energy reduction in mind and comply with sustainable design and construction standards.**

**New residential developments should at least meet the Minimum Requirements for energy efficiency as specified by UKGBC (or equivalent specified by the Future Homes Standard) and developers should seek to achieve the related “Stretching Requirements”, explaining any reasons for not doing so.**

**Subject to the development being found to be acceptable when judged against other policies in the Development Plan, innovative approaches to the construction of low carbon homes and conversion of existing buildings which demonstrate sustainable use of resources and high energy efficiency levels will be supported. Examples would include, but would not be limited to, construction to Passivhaus and equivalent standards, and conversion to EnerPHit and equivalent standards.**

**The sensitive retrofitting of energy efficiency measures and the appropriate use of micro-renewables and low carbon heat in historic buildings will be encouraged, including the retrofitting of listed buildings, buildings of solid wall or traditional construction and buildings within conservation areas, whilst safeguarding the special characteristics of these heritage assets for the future.**

**To ensure resilience to the changing climate, alongside energy efficiency, all development proposals should reduce potential overheating and reliance on air conditioning systems and demonstrate this in accordance with the following cooling hierarchy:**

**I. minimise internal heat generation through energy efficient design.**

**II. reduce the amount of heat entering a building in summer through orientation, shading,**

**III. albedo, fenestration, insulation and green roofs and walls**

**IV. manage the heat within the building through exposed internal thermal mass and high ceilings.**

**V. passive ventilation**

**VI. mechanical ventilation**

**VII. active cooling systems (ensuring they are the lowest carbon options).**

**To aid in the conservation of water any new development must be designed for the consumption of 100 litres per person per day as outlined by the recent Severn Trent Water Efficiency Calculations**

10 out of 63 answered

Yes 5 resp. 50%



No 5 resp. 50%

---

You have told us that you do NOT agree with the proposed changes to Policy E6.

11 out of 63 answered

This is too restrictive and prescriptive.

---

Agree. Support the measures for renewable energy generation – both at macro-scale (Solar and Windfarm) and micro-scale (in residential and commercial developments) and for energy efficiency. However, E6 should be extended to incorporate Transport. Transport accounts for 26% of UK greenhouse gas emissions compared with only 20% for energy generation and 16% for residential buildings ([https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/1134664/greenhouse-gas-emissions-statistical-release-2021.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1134664/greenhouse-gas-emissions-statistical-release-2021.pdf)). If climate change mitigation strategies through transport measures are not included here, then the interdependence with TA1-5, and vice versa, should specifically be noted. As currently written, TA4 and TA5 are likely to undermine E6 by facilitating increase in car traffic.

---

More allowance should be given to the siting of wind turbines and solar panels on existing buildings.

---

Energy saving is good and I totally support energy efficient buildings, but wind and solar farms only supply intermittent energy and therefore are not sustainable, requiring back up from other sources. Please consider using a Small Modular Nuclear Reactor for our town. This is the most efficient and ecologically sound method of generating electricity, unlike wind and solar. Solar demands rare earths from other countries, which extract them by using slave labour, (usually children) and produce massive pollution in the process. Wind turbines use an enormous amount of energy in their construction, have a limited lifespan and their base connection again uses huge amounts of energy. Structures for using both wind and solar power to produce energy are not permanent and cannot be recycled, therefore giving rise to horrendous pollution problems in the future. Furthermore, an intermittent supply has to be backed up by a base load which is always gas, nuclear or coal - each running at less than optimal, for the sole purpose of countering the intermittent nature of the supplies which need backing up. The proposals need careful reconsideration.

---

What Wind Energy SPD? Don't understand the 100 litres per day calc - how is this done, is this explained further, what are the implications?

---

E6 - Climate Change This section does not currently relate to transport. Please can it be made clear that transport is covered by TA 1-5, and we will comment on our concerns relating to transport policy below. E6.1 - as stated during the development of the Plan, we reject the framing of this clause - that there will be support if there is negative impact on landscape and heritage. Negative impact is subjective. Climate change will have a negative impact on the Plan's environmental goals and energy insecurity (high bills) will impact the town's economic vibrancy: our area should play as much role as any other in hosting our fair share of renewable energy generation. A balanced policy should consider both positive and negative impacts of renewable energy generation proposals. Positive impacts may include climate change mitigation, support for energy security, new PROW, community funds (as seen in Eakring and Hockerton) and, through new innovations in the energy industry, lower local energy bills.

---

...the detail requirements seem too prescriptive and very open to different interpretations

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page 51 E6.7II - wording is unclear

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Policies could impact the visual look of the town

---

No new developments. They are not required. And it is a false improvement to require sustainability markers for these while simultaneously using conservation areas to prevent similar improvements to existing buildings. Either apply green standards as a blanket to all conservation buildings or not at all. You could improve more through adaptation of the existing building stock than from this.

---

I think renewables are not fully understood or efficient yet so hold off on adding to the plan when it could fast become outdated

---

The current policy DH1 relates to sense of place. Here is a summary of the policy and proposed changes:

This policy requires that planning applications must demonstrate how the Southwell Design Guide and

Conservation Area Appraisals have been taken in to account. It also emphasises the importance of new development reinforcing the focus of the Town Centre for commercial and retail uses.

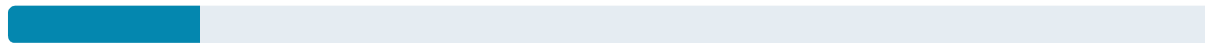
The proposed changes to this policy will require all built development to be sustainable in its design and set out expectations for the Southwell Design Codes to be applied to all developments within the Neighbourhood Area. They will also require development proposals to demonstrate how they have been influenced by the Design Codes. Proposals within or adjoining the Conservation Area will also have to outline how they will preserve or enhance its character or appearance.

63 out of 63 answered

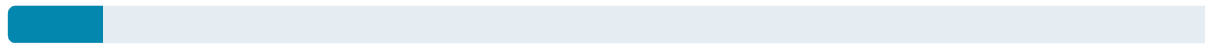
I am happy with the proposed changes and would like to move to the next policy 48 resp. 76.2%



I would Like to read the whole policy changes 10 resp. 15.9%



I am happy with the summary but would like to comment on the proposed changes 5 resp. 7.9%



The current policy DH1 reads:

*All relevant planning applications will be required to demonstrate how they have taken account of the guidance set out within Southwell Design Guide contained at Appendix 1 and the Conservation Area Appraisals (where this is relevant). This should not preclude innovative or contemporary design where it can be shown to support and contribute to the unique townscape of Southwell. Standardized design solutions are unlikely to be acceptable.*

*All new development, in terms of scale, mass and overall mix of use should reinforce the focus of the Town Centre for commercial and retail uses, and not seek to create alternative centres. This does not preclude appropriate development at the Brackenhurst Campus in accordance with Core Strategy Policy SoAP 2.*

It is proposed that the new policy should now read:

**All built development within The Southwell Neighbourhood Plan Area must be sustainable in its design, in that it must be:**

- contextually responsive;
- functional and inclusively accessible;
- energy and resource efficient;
- visually attractive; and,
- consistent with the well-being of the local community, now and in the future.

**All new development, in terms of scale, mass and overall mix of use should reinforce the focus of the Town Centre for commercial and retail uses, and not seek to create alternative centres. This does not preclude**

**appropriate development at the Brackenhurst Campus in accordance with Core Strategy Policy SoAP 2."**

**To those ends, the expectations set out in the Southwell Design Codes set out in Schedule A of this Policy must be applied to the design of all developments within the Neighbourhood Area, to the extent that, as specified in Table 1 of this Policy, those Design Codes are relevant to the particular location and type(s) of development proposed.**

**Development proposals that are consistent with the relevant Southwell Design Codes will be supported.**

**Development proposals that are not consistent with the relevant Southwell Design Codes will not be supported unless it is demonstrated that the outcomes and quality of development that the relevant Design Codes seek to achieve will be delivered in alternative forms.**

**Development proposals should be accompanied by information that explains how the approach and detailed guidance set out and referred to in the Southwell Design Guidance and Codes has influenced the design proposed. This information should be included in a formal Design and Access Statement, where such a statement is required, or in other cases should be provided as a design statement accompanying the planning application.**

**Proposals for development within or adjoining the Conservation Area must preserve or enhance the character or appearance of the area. When such development is being designed, consideration should be given to the Southwell Conservation Area Appraisal within which the character and appearance of the Conservation Area, and each of the defined character areas within it, are described. Development proposals that fail to preserve or enhance the character or appearance of the Conservation Area will not be supported.**

10 out of 63 answered

Yes 5 resp. 50%



No 5 resp. 50%



You have told us that you do NOT agree with the proposed changes to Policy DH1.

7 out of 63 answered

I'd like more context re other public policy, regulation etc re standards and enforcement. The proposals include good ideas but read as if its all the job of STC instead of explaining how this relates to other bodies and processes and works in synthesis with them

---

The wording also includes areas adjacent to the Conservation Area and this is too broad a remit.

---

YES- AGREE DH1.1 (vi) The aim to promote 'well-being of the local community and the natural environment, now and in the future' will be hindered by the reliance on the car that TA4 and TA5 will support, as currently written. DH1.2 – Support the emphasis on town-centre commercial and retail development rather than 'out-of-town'. However, this should not become a driver for increasing traffic and parking spaces in the town centre. Efficient use of existing parking spaces, including the long-stay, should be prioritised and enabled, in addition to active support for active travel and public transport. (See comments against TA4 and TA5 and Additional Comments p.6).

---

Developers of large sites must contribute greatly (and evidence be available) towards infrastructure of the town and the services within it. Expensive fines/compensation should be implemented if they do not comply. Such fines/compensation should be more than that of any of the costs of the infrastructure/service increases would be or companies will pay the lower amount of the fine and not improve our already stretched amenities.

---

Final paragraph re conservation areas is nit consistent with NPPF

---

page 55 - 7.6 - 'Design Guide' should be 'Design Codes'

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No new developments, conservation area exceptions for green improvements

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The current policy DH2 relates to the Public Realm (streets and public spaces). Here is a summary of the policy and proposed changes:

This policy requires that proposals for developments that would have an impact on the public realm will be expected to demonstrate how they will contribute to high quality streets, pavements and other publicly accessible areas, having regard to the Southwell Design Guide.

The policy also requires any new public squares, parks or spaces to be of a scale and type appropriate to the

development and its context.

Finally, Policy DH2 requires that landscape schemes submitted with applications should show how they will encourage access for all users; reduce the risk of fly-tipping and other anti-social behaviour; and be maintained in the long term.

The main differences between the current policy and the proposed changes are:

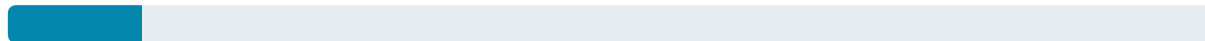
- a more positive requirement for development proposals to contribute to a high quality of public realm;
- the requirement to have regard to the guidance in the Southwell Design Guide Codes (previously the reference was to the Southwell Design Guide);
- a more positive requirement for appropriate public squares, parks or spaces to be provided as integral elements of developments; and
- strengthening of the requirements for landscape proposals to demonstrate how they will be maintained for the life of the development, and to take note of Police guidance relating to crime prevention through design.

63 out of 63 answered

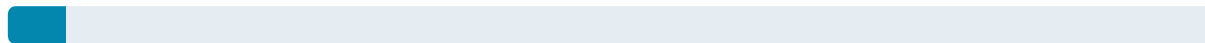
I am happy with the proposed changes and would like to move to the next policy 53 resp. 84.1%



I would Like to read the whole policy changes 7 resp. 11.1%



I am happy with the summary but would like to comment on the proposed changes 3 resp. 4.8%



The current policy DH2 reads:

*Development proposals which have the potential to impact on the public realm will be expected to demonstrate how they will contribute to high quality streets, pavements and other publicly accessible areas (the public realm) within the town, subject to complying with all other Neighbourhood Plan policies. Where appropriate, improvements to the existing public realm, to ensure safe and high quality access for all users, should be delivered alongside proposals and have regard to the guidance from the in the Southwell Design Guide (Appendix 1).*

*Where new public squares, parks or spaces are provided as part of development proposals, they should be of a scale and type appropriate to the development and its context.*

*Landscape schemes submitted with applications should demonstrate how they have been designed to:*

- Encourage access for all users;
- Reduce the risk of fly-tipping and other anti-social behaviour;
- Be maintained in the long term.

It is proposed that the revised policy should now read:

**DH2.1 Development proposals which have the potential to impact on the public realm must contribute to high quality streets, pavements, and other publicly accessible areas (the public realm) within the town, subject to complying with all other Neighbourhood Plan policies. Where appropriate, improvements to the existing public realm, to ensure safe and high-quality access for all users, should be delivered alongside proposals and have regard to the guidance in the Southwell Design Codes (Appendix 1).**

**DH2.2 New public squares, parks or spaces should be provided as an integral and central element of development proposals. They should be of a scale and type appropriate to the development and its context.**

**DH2.3 Landscape schemes submitted with applications should demonstrate how they have been designed to:**

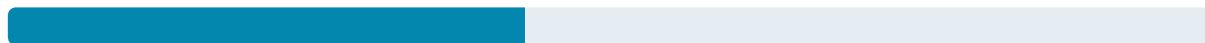
- 1. Encourage access for all users.**
- 2. Reduce the risk of fly-tipping, littering and other anti-social behaviour.**
- 3. Be maintained for the life of the development**
- 4. Take note of appropriate Police Guidance.**

7 out of 63 answered

Yes 4 resp. 57.1%



No 3 resp. 42.9%



You have told us that you do NOT agree with the proposed changes to Policy DH2.

5 out of 63 answered

Consultation is crucial re this, and I'm aware that that has been lacking with landowners who. are longstanding stakeholders in the area and who are only belatedly being involved in a very advanced process. That isn't helpful to the evolving of a collectively owned community plan (and is not in line with what is required of STC)

This seems ambitious given that the public roads cannot even be maintained. Begin with the potholes, first things first.

YES-AGREE DH2.1 I support the aim for 'safe and high quality access for all users'. The Town Centre, with its congestion, narrow and/or disappearing pavements and high kerbs pose significant challenges for those with mobility impairments and the need to address this should be highlighted. DH2.2. Strongly support more public spaces. Multi-functional spaces (e.g. for events, exercise, socialising, relaxation, flood mitigation, carbon sequestration, green space) and future proofing for climate change (e.g. more extreme heat and rainfall events) should be encouraged. Young people (esp. teenagers) must not be alienated from these spaces, and should be actively involved in their prioritisation and design.

Developers of large sites must contribute greatly (and evidence be available) towards infrastructure of the town and the services within it. Expensive fines/compensation should be implemented if they do not comply. Such fines/compensation should be more than that of any of the costs of the infrastructure/service increases would be or companies will pay the lower amount of the fine and not improve our already stretched amenities.

The use of "all users" doesn't meet my threshold of actively encouraging facilities for the disabled members of our community or our visitors. There is a lot of inaccessible spaces to wheelchair users including some of our paths due to the width and camber of the paths and driveways. The access to certain green spaces is also poor.

The current policy DH3 relates to the historic environment. Here is a summary of the policy and proposed changes:

The main difference between the current policy and proposed change is the inclusion of a new requirement for development proposals to not negatively impact the status, defining features, or general views of the Southwell Conservation Area. Additionally, the proposed change will also include requirements related to assessing and reporting archaeological features or artefacts that may be discovered during development.

63 out of 63 answered

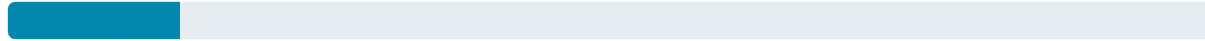
I am happy with the proposed changes and would like to move to the next policy

49 resp. 77.8%



I would Like to read the whole policy changes

9 resp. 14.3%



I am happy with the summary but would like to comment on the proposed changes

5 resp. 7.9%



The current policy DH3 reads:

*Development proposals within the Historic Town Centre must not negatively impact on the spaces, links or relationships between listed buildings, particularly those associated with the Minster where the aim is to maintain a sense of place within and around its precinct.*

*Within the Historic Town Centre the established layout of large houses within their own extensive grounds must be retained and that the surviving Prebendal plots must not subdivided.*

It is proposed that the new policy should now read:

**Development proposals within the Historic Town Centre must not negatively impact on the spaces, links, or relationships between listed buildings, particularly those associated with the Minster (Remove this section but potentially mention the minster in DH1 or schedule a?) where the aim is to maintain a sense of place within and around its precinct.**

**Within the Historic Town Centre the established layout of large houses within their own extensive grounds must be retained and that the surviving Prebendal plots must not subdivided.**

**Development must not negatively impact on the status, defining features, or the general views of the Southwell Conservation Area.**

**Where a site for development is known to have or likely to have archaeological interest it must be assessed by the best practice methodology and the results of the assessment presented to Newark and Sherwood District Council and the County Archaeologist no later than the submission of a planning application.**

**Where archaeological features or artefacts are discovered during development these must be reported immediately to Newark and Sherwood District Council and the County Archaeologist for assessment of the need for evaluation of their historic value.**

58 out of 63 answered

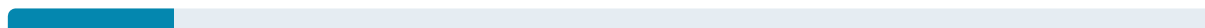
Yes

50 resp. 86.2%



No

8 resp. 13.8%



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You have told us that you do NOT agree with the proposed changes to Policy DH3.

8 out of 63 answered

To prevent surviving Prebendal plots from being sub-divided rules out suitable building plots that meet other policies in the NP eg being able to take 'active' forms of transport to work.

---

Developers of large sites must contribute greatly (and evidence be available) towards infrastructure of the town and the services within it. Expensive fines/compensation should be implemented if they do not comply. Such fines/compensation should be more than that of any of the costs of the infrastructure/service increases would be or companies will pay the lower amount of the fine and not improve our already stretched amenities.

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Last 3 paragraphs unnecessary and repeat/slightly conflict with the NSDC local plan

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I would leave the part about the Minster as it is relevant. Could it be mentioned in all proposed sections anyway?

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DH3.6 - Green Southwell is concerned how protection of character or appearance within a Conservation Area could affect the ability of homeowner's or landlord's ability to improve the energy efficiency or climate resilience of a home. For example there is a perception that only single glazing is permitted; homes will need to move to decarbonised heat options in future, and heat pumps will cost approximately a third of the cost of direct electric heating to run; better insulated homes will require ventilation, which may require a vent; listed homes are not able to contribute to the societal need to increase renewable energy generation, despite often having higher income owners willing and able to make the investment, and so on. If improvements are not permitted, homes become harder to heat and so risk damp and mould, perhaps lose relative value in the housing market, or renewable energy generation opportunities are lost. We think improvements should be more clearly welcomed provided they are sensitive to the look of the conservation area.

---

I am not sure why it needs to make particular reference to prebendal plots. These have been subdivided in the past and we should be able to rely on the other elements of the plan and the design guide without being overly prescriptive for this one group of properties.

page 58 - 7.16 - 'Register of non-designated Assets' punctuation.

No ugly wind turbines

The current policy TA1 relates to cycle and pedestrian routes. Here is a summary of the policy and proposed changes:

Currently, the policy focuses on new development proposals and how they can contribute to improving the pedestrian and cycle network within Southwell. It outlines criteria such as security, high-quality design, accessibility, and safe routes to schools that should be considered when creating new or enhancing existing routes.

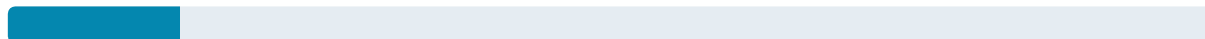
The proposed changes will continue to emphasise the importance of providing accessible pedestrian and cycle routes but will seek to prioritise protection and enhancement of existing networks as well as creating new ones. It will include additional criteria such as off-road cycle routes and highlight the need for negotiation between developers and key stakeholders, including Southwell Town Council, Newark and Sherwood District Council, Nottinghamshire County Council, and Sustrans. It will also identify the possibility of funding improvements through the Community Infrastructure Levy (CIL).

63 out of 63 answered

I am happy with the proposed changes and would like to move to the next policy 47 resp. 74.6%



I would Like to read the whole policy changes 9 resp. 14.3%



I am happy with the summary but would like to comment on the proposed changes

7 resp. 11.1%

The current policy TA1 reads:

*Where appropriate, proposals for new development in Southwell must demonstrate how account has been taken to improve the pedestrian and cycle network within the town, helping to provide links to the district centre.*

*In providing new routes or enhancing existing routes proposals, it must be demonstrated how they have considered the following criteria:*

*Delivering a high level of security and safety by providing adequate street lighting and good visibility in both directions.*

*Ensuring high quality design by providing suitable street furniture, including benches and bins where appropriate.*

*Keeping road crossings to a minimum to make all routes accessible for disabled people, the elderly and pushchairs.*

*Ensuring that they have delivered, or contributed to, safe routes to School if applicable.*

It is proposed that the new policy should now read:

**All new developments must provide accessible pedestrian and cycle routes which link to local facilities and the primary shopping area. Existing pedestrian and cycle networks must be protected and where appropriate enhanced to improve their usability, rather than providing new routes. In providing new routes or enhancing existing routes proposals, must demonstrate how they have considered the following criteria:**

**a. Delivering a high level of security and safety by providing adequate street lighting and good visibility in both directions.**

**b. Ensuring high quality design by providing suitable street furniture, including benches and bins where appropriate.**

**c. Keeping road crossings to a minimum to make all routes accessible for disabled people, the elderly and pushchairs.**

**d. Ensuring that they have delivered, or contributed to, safe routes to schools.**

**e. The provision of off-road cycle routes.**

**Development proposals for new routes and enhancement of existing routes should be negotiated between developers and key stakeholders including, but not limited to Southwell Town Council, Newark and Sherwood District Council, Nottinghamshire County Council and Sustrans, where appropriate.**

**In addition to any Developers contribution, funding for improvements to these routes will be eligible to be considered for an allocation from the Southwell receipts from the CIL.**

9 out of 63 answered

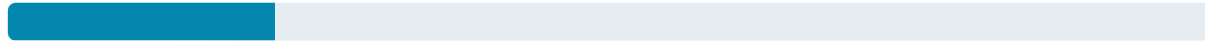
Yes

7 resp. 77.8%



No

2 resp. 22.2%



You have told us that you do NOT agree with the proposed changes to Policy TA1.

8 out of 63 answered

I would prefer not to see changes to the original wording of TA1.

YES – AGREE BUT NEEDS STRENGTHENING TA1.1 • Welcome the inclusion of (a) security and safety in the design considerations. Evidence shows that pedestrians and cyclists (especially women, and especially after dark) feel safest in routes with ‘natural surveillance’ – i.e busy with other people, overlooked by houses, well lit. <https://www.sustrans.org.uk/our-blog/policy-positions/all/all/our-position-on-personal-safety> . For this reason, prioritisation should be given to routes that are along well-used roads, protected from car traffic. The latest round of DfT funding for cycle routes prioritised routes with such ‘natural surveillance’ <https://www.gov.uk/government/news/200-million-to-improve-walking-and-cycling-routes-and-boost-local-economies>. This should be addressed the NP, especially when considering (e) off-road cycle/pedestrian routes which may lack this ‘natural surveillance’.

Pedestrian access along Queens Street should be highlighted for improvement. The Pavement disappears outside the Handicentre and the pavement on the opposite side of road is narrow and often blocked. This must impact foot-fall to the Queen Street shops and services. TA1.3 Welcome requirement to consult with stakeholders including Sustrans. TA1.3 Welcome the eligibility for CIL funding Para 8.3 Welcome opportunities to make King Street pedestrian only on Saturdays/events

Don't forget to ensure need for natural surveillance in all new development including minimising blank edges around developments

I think that unless the volume of traffic particularly HGV's is reduced, it would be difficult to attain the policies. Same really applies for the heritage of our town. It is being eroded by pollution, particularly around the mini roundabout of the Crown and Saracens Head.

---

TA1.1 - We recognise that some off-road cycle routes would be welcome to reduce travel time, and offer safety during daylight hours when car traffic is heavier, but TA1.1(e) should not diminish the need for safe routes with 'natural surveillance', ie busy with other people and overlooked by housing and open businesses, particularly in non-daylight hours. Additional cycle parking is needed. To support environmental and social goals, the Plan should make it at least as easy to park a bike as a car, and preferably easier. At the moment there are cycle stands by One Stop and at the Co-op. There is no cycle parking serving Queen Street or Market Place, despite a number of parking bays. Cyclists instead have to use lampposts, risking the anger of shopkeepers where these are against shopfronts, or are risking them falling into pedestrians' path where they are standalone lampposts. We note the proposal for a bike stand in the Saracen's Car Park. Bike stands should be located in one of the parking bays on Queen or King Street, or on a wider stretch of pavement, not pushed out to the car parks. There may also be a need for more secure bike parking and shelters for people living in flats in the town centre. More broadly, the town's traffic, parking and pot holes mean cycling often feels unsafe; and pedestrians and wheelchair users face cars parked on pavements, narrow pavements and busy traffic, with Queen Street being particularly difficult to navigate. Cycling and pedestrians should be given greater priority in the Plan as active transport aligns with the three pillars - they are likely to be spending more with local traders, are polluting less, and offer more social contact. We would extend this priority to users of mobility scooters who face the same challenges as both cyclists and pedestrians. We welcome the pedestrianisation of certain streets to open them up to use for more social and economic benefits. We understand this is proposed on a temporary basis, but note that this should not prevent access to emergency vehicles, local residents and businesses, and should encourage cyclists and enable mobility scooter access as well as making areas safer for pedestrians. This mix has been proven in other locations over the past decade, with positive resident feedback (albeit sometimes only after implementation) and we think there is a case for more frequent pedestrianisation, or low traffic, on this basis. TA2 - Public Transport Connectivity Standards for bus stops (real time info, shelters, etc) that were in the 2016 Plan should be re-instated, to make public transport use more accessible and appealing. The Plan lacks reference to the particular need for public transport that serves younger residents and links them to education, training and employment opportunities. We recommend that the Council specifically researches these needs.

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page 64 - 8.4 - delete 'for' on Saturday

---

Some of the houses have enormous amounts of land where they might wish to eg. build a small house for a family member.

---

Just slow the traffic down Make the centre 20min max and all entrances to Southwell add traffic calming measures to reduce speeds, maybe move the 30 signs further backwards to make people slow down sooner

The current policy TA2 relates to public transport connectivity. Here is a summary of the policy and proposed changes:

This policy supports an integrated transport system with footpaths and cycle ways that prioritise sustainable modes.

The proposed changes to this policy will require new residential developments of more than 10 dwellings to be located within 300 meters or a 5-minute walk of existing public transport services, and if not, to subsidise a new or extended transport link. They will also seek contributions from household developments over 10 dwellings for improving public transport provision and make funding for integrated transport provision eligible for allocation from the CIL.

63 out of 63 answered

I am happy with the proposed changes and would like to move to the next policy 48 resp. 76.2%



I am happy with the summary but would like to comment on the proposed changes 12 resp. 19%



I would Like to read the whole policy changes 3 resp. 4.8%



The current policy TA2 reads:

*The Neighbourhood Plan supports measures which will deliver an integrated transport system (including footpaths and cycle ways, as outlined in policy TA1) which prioritises interchange between sustainable modes.*

It is proposed that the new policy should now read:

**The Neighbourhood Plan supports measures which will deliver an integrated transport system (including footpaths and cycle ways, as outlined in policy TA1) which prioritises interchange between sustainable**

**modes.**

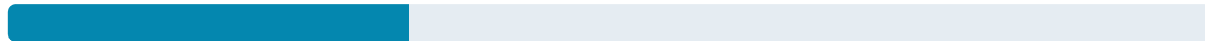
**All new residential developments of more than 10 dwellings must be located within 300 meters or 5-minute isochrone [whichever is the lower] walk of existing public transport services. Residential sites which are unable to achieve this will be required to subsidise a new/extended transport link to serve the new residential site.**

**Where appropriate, further contributions will be sought from all household developments over 10 dwellings, to be used for the improvement of public transport provision in and around the Southwell parish, where the primary focus will be on improving the connectivity to local railway stations and other longer distance modes.**

**In addition to any Developers contribution, funding for integrated transport provision will be eligible to be considered for an allocation from the Southwell receipts from the CIL.**

3 out of 63 answered

Yes 1 resp. 33.3%



No 2 resp. 66.7%



You have told us that you do NOT agree with the proposed changes to Policy TA2.

13 out of 63 answered

Five minutes walk means an awful lot of bus stops. Ten minutes seems a reasonable requirement especially given the emphasis on getting people to be more active and fit.

YES – AGREE - BUT NEEDS STRENGTHENING TA2. There is no mention of ‘growth’ in the section on public transport connectivity (nor in TA1 on cycle routes), specifically the role of public transport in helping to meet increased travel demand resulting from Southwell’s growth and tourism strategies. The only TA policies that specifically address ‘growth’ are TA4 and TA5 on [car] parking. The NP therefore implies that the Council’s sole strategy to meet increased travel demand from growth is to promote increased car travel by supporting increased car-parking places. I am sure this is not the intention, as it would contradict many of the sustainability statements throughout the NP. However, greater thought needs to be given to the role that well-supported Public Transport Connectivity and

active travel can play in supporting sustainable growth – and the Parking Strategy should be explicitly restricted to meeting demand that cannot be met by those sustainable transport modes. 2.2 - strongly support requirement for developments to be close (i.e. the min. distance specified in the NP) to public transport services. Standards for bus stops (real time info, shelters, etc) that were in the Adopted version of the (2016; para 8.2) are missing from revision and should be re-instated, to make public transport use more accessible and appealing. 2.3 Strongly support proposal to seek developer contributions to support public transport in wider parish. In addition to connecting to long-distance transport modes, improving connectivity with the villages between Newark and Mansfield is important, especially evening services.

---

10 units is too many. Anyone developing more than 5 properties should be accountable.

---

Does this comply with NCC and NSDC developer contribution SPDs? No. Nor is it possible or necessary in Southwell which is only served by one decent bus route in any event which is too expensive to use for families who need to rely on use of the private car. A bus shuttle to Fiskerton train station would be amazing though

---

Standards for bus stops (real time info, shelters, etc) that were in the 2016 Plan should be re-instated, to make public transport use more accessible and appealing. The Plan lacks reference to the particular need for public transport that serves younger residents and links them to education, training and employment opportunities. We recommend that the Council specifically researches these needs.

---

Setting a 10 dwelling minimum would encourage smaller developments to be split into (say) two 5s, developed seperately but in co-operation with each other, to avoid the costs and restrictions.

---

Should not be used to allow boundary creep of the town by destroying the green space and environment.

---

Think this will deter future developers

---

page 65 - headings TA2.1 to TA2.4 are duplicated.

---

Please keep on the ball with Notts CC

---

No new developments, but I approve of the requirement

I'm not sure currently that people are only 5 mins away from public transport so I see that point as rather far fetched

Add in requirement for transport companies to work together to provide intermodal links to railway station. Plus provide all bus stops with interactive indicators.

The current policy TA3 relates to the highways impact. Here is a summary of the policy and proposed changes:

The current policy is a general policy that seeks contributions from developers to mitigate any negative impact on the highway network.

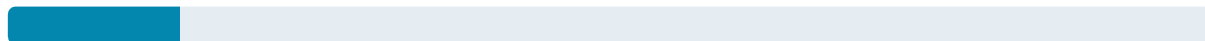
The proposed changes will list specific sites and areas that require highway improvements, and new developments must meet specific design criteria. The changed policy will also include measures to improve pedestrian priority and traffic-calming measures within new developments.

63 out of 63 answered

I am happy with the proposed changes and would like to move to the next policy 49 resp. 77.8%



I am happy with the summary but would like to comment on the proposed changes 9 resp. 14.3%



I would Like to read the whole policy changes 5 resp. 7.9%



The current policy TA3 reads:

*Where new development negatively impacts on the highway network, contributions will be sought from the developer to mitigate this effect in line with NSDC's Developer Contributions and Planning Obligations*

*Supplementary Planning Document. Contributions will be used to minimise and mitigate these impacts associated with the development.*

It is proposed that the new policy should now read:

**Where new development negatively impacts on the highway network, contributions will be sought from the developer to mitigate this effect. Contributions will be used to minimise and mitigate these impacts associated with the development. Contributions will be sought from the allocated sites to make the following highway improvements:**

**Roads requiring improvements in terms of capacity, width and rationalization of parking:**

- Church Street
- Westgate.

**Junctions requiring improvements to improve flows and allow for greater pedestrian priority:**

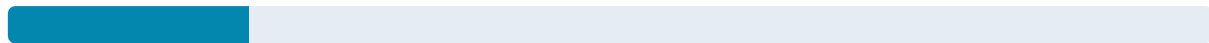
- Westgate and Halloughton Road
- King Street and Westgate
- Junction of Nottingham Road and Halloughton Road
- Junction of Kirklington Road and Lower Kirklington Road
- Junction of Newark Road and Easthorpe.

**New developments which involve alterations to existing highways and the provision of new highways must meet the following design criteria:**

- Provide suitable measures to accommodate traffic (including at peak times;)
- Improve the safety and attractiveness of the street scene;
- Integrate appropriate traffic-calming measures within the development.

5 out of 63 answered

Yes 1 resp. 20%



No 4 resp. 80%



You have told us that you do NOT agree with the proposed changes to Policy TA3.

12 out of 63 answered

There is no mention of residents input to the specific junctions mentioned. There needs to be local residents consultation before outside agencies are involved to get accurate results eg. the traffic assessment used by NCC on Halloughton Road for The Rise was done in a week where fewer school-bound cars were using the road.

---

NEITHER AGREE OR DISAGREE 3.2 It is important to clarify that 'improvements in terms of capacity, width and rationalisation of parking' will be for all highway users. Westgate and Church streets are currently dangerous for cyclists. Consider applying 'hierarchy of users' principle, incorporated in the Highway Code in 2022, which prioritises the most vulnerable highway users. 3.3. Support the greater prioritisation of pedestrians, but note that there could be a tension with the aim to 'improve flows' (presumably this means 'flow' of cars?). 3.3 – Accommodating traffic at peak flows may lead to unjustified impacts on the public realm in some instances, and should be caveated accordingly. Some peak flows may be very infrequent, and if highways are built to meet this rare demand, they would be over-capacity for the vast majority of time.

---

Tariffing calming measures reduce the ability of emergency vehicles to reach areas in a safe and timely fashion and should not be included. He should be removed from Southwell altogether. Ambulances going over speed humps can cause further damage/injury to patients on board.

---

Changes unnecessary and too vague - when reasonable and in accordance with national guidance off site requirements would be put into a s106 agreement during the planning application process in any event

---

Halam Road outside the school needs addressing as it is mayhem during the day and poses a risk to the children during drop off/pick up times. Something needs to be done about Hopkiln as the near misses that happen down there is become worrying. There are sections that are a massive risk to car users but, more importantly, pedestrians. There needs to be traffic calming, a passing place near the street light and the hedges maintained to help drivers see each other but also, crucially, pedestrians. It is becoming very scary to drive down there now. Also the amount of parked cars in and around the Old Vicarage Boutique on Westgate is becoming ridiculous and definitely requires looking at for the safety of all.

---

TA3.2 - please clarify that this action is to support all residents, users of the public space and the town's amenities, not just drivers. These streets currently feel unsafe to cyclists, and cars occasionally park on the pavement which restricts access to pedestrians. TA3.3 - We welcome the need to allow for greater pedestrian priority at certain junctions. The Highway Code has incorporated this priority in Rule H2, but it is not evident at the town's junctions. We would add key walking routes to schools to this list, such as the need for a safe crossing to Holy Trinity, and measures to support adherence to Rule H2 at the

junction between Westgate and Nottingham Road and the named junctions. TA3.4 - We do not support the building of expensive and carbon-intensive infrastructure to manage traffic at peak times. It is well understood that traffic will expand to the space available, and that people will avoid obvious peak times, or switch transport modes, if there is a hassle factor.

---

Add Halam Road / Kirklington Road junction.

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Traffic calming speed bumps cause more wear on the roads. I.e. see excessive potholes where the speed bumps currently are. If you are going to maintain the roads then no objection, however, adding more bumps without the commitment to maintain the roads makes the town less desirable and attractive!

---

page 67 - TA3.1 to TA3.3 change bullet points to numbers

---

Any traffic calming measures must be maintained. King street/.Queen Street have unacceptable road surfaces due to lack of maintenance

---

As previously stated traffic must be slowed by any and all traffic calming measures. Move the 30 signs backwards

---

Requirement to provide new crossings at Newark Road and Westgate

---

The current policy TA4 relates to parking standards. Here is a summary of the policy and proposed changes:

This policy currently relates to non-residential development. The proposed changes will widen it to relate to residential development.

The criteria for determining the acceptability of parking will continue to include consideration of accessibility, type of development, availability of public transport, and number of visitors/employees. It will continue to require that new parking be designed in keeping with the local character of Southwell and contributions from developers to provide sufficient parking may be sought.

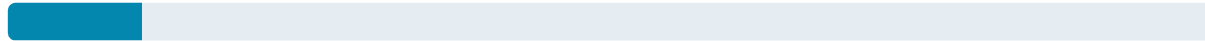
The proposed changes will also include specific parking standards for residential development and emphasize the need for free and affordable parking charges in the town centre. The size of parking bays is increased.

63 out of 63 answered

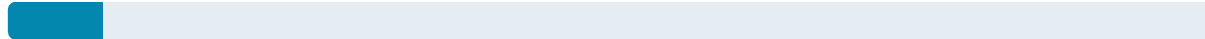
I am happy with the proposed changes and would like to move to the next policy 51 resp. 81%



I would Like to read the whole policy changes 7 resp. 11.1%



I am happy with the summary but would like to comment on the proposed changes 5 resp. 7.9%



The current policy TA4 reads:

*Non-residential development must take into consideration the following criteria in determining the acceptability of proposed parking:*

*Accessibility*

*Type of development*

*Availability of public transport*

*Number of visitors and employees at peak times*

*All new parking must be designed to ensure that it is in keeping with the local character of Southwell. A mixture of different types of parking will be fully supported providing it is kept within the confines of the site and does not overspill onto neighbouring streets.*

*Parking proposals which would enhance the local and visitor access to the shopping centre will be considered favourably.*

It is proposed that the new policy should now read:

**New residential development must meet the following parking standards, adopted by the N&SDC, where appropriate:**

- A minimum of 1 off-street car parking space for 1-bedroom units
- A minimum of 2 off-street car parking spaces per dwellings up to 4 bedrooms
- A minimum of 3 off-street car parking spaces per dwelling of 5 bedrooms or more
- A minimum of 1 visitor car parking space for every four dwellings proposed.

**Non-residential development must consider the following criteria in determining the acceptability of parking provided:**

- Accessibility
- Type of development
- Availability of public transport

• **Number of visitors and local employees at peak times.**

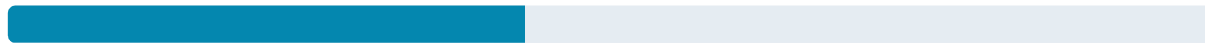
**All new parking must be designed to ensure that it is in keeping with the local character of Southwell. A mixture of different types of parking will be fully supported providing it is kept within the confines of the site and does not overspill onto neighbouring streets.**

**Contributions will be sought from commercial and retail development to provide sufficient new parking provision in Southwell town centre, with an emphasis on free and affordable parking charges. Additionally, parking which enhances the local and visitor access to the shopping centre will be looked on favourably.**

**Standard Parking bays shall be 5.0 x 2.5 meters in size.**

7 out of 63 answered

Yes 3 resp. 42.9%



No 4 resp. 57.1%



You have told us that you do NOT agree with the proposed changes to Policy TA4.

8 out of 63 answered

NO – DISAGREE TA4 (and TA5) assume that increased growth will (a) be dependent on increased car travel, (b) this increased car travel will require building of more non-residential parking, and (c) these spaces will need to be cheap or free. Evidence and best-practice suggest that all these assumptions are flawed. I would ask the Council to look again at TA4 and TA5 and incorporate these strategies for parking into an integrated travel strategy. Further comments are against TA4 and TA5 below, and in Additional Comments (p.6).

- TA4 and TA5 should include cycle parking standards and strategies. These are not covered elsewhere in the NP. The N&SDC Parking Supplementary Planning Document (2021) referred to in TA4.1 includes cycle parking standards.
- TA4.1 – The N&SDC Parking SPD identifies that in some areas, close to amenities and public transport, it is appropriate to allocate fewer allocated parking spaces per dwelling (None in Newark Town Centre; 2 max in inner Newark). This option for should be incorporated for Southwell, where appropriate.
- TA4.1 A higher ratio of unallocated:allocated parking spaces increases the flexibility of occupation, which can reduce the number of spaces used for the same number of dwellings without leading to overspill. This should be supported where appropriate.
- TA4.2 – In addition to considering access to public transport as stated,

non-residential developments should also consider availability of active travel options. • TA4.4 (and para 8.5) The policy assumes benefits of free or discounted parking for the town's economy that are not supported by evidence. In fact, it may have negative consequences. There is no evidence that town parking charges cause shoppers to go elsewhere, or to affect commercial or retail investment ([https://www.its.leeds.ac.uk/projects/konsult/private/level2/instruments/instrument025/l2\\_025b.htm](https://www.its.leeds.ac.uk/projects/konsult/private/level2/instruments/instrument025/l2_025b.htm)). Furthermore, limiting the length of free parking (typically to between 1-3 hours) is key to promoting turn-over of spaces therefore increasing availability and footfall, and for distributing parking appropriately across different town car parks, while maintaining revenue for car park maintenance and improvements. (See LGA guidance and Sleaford case-study at <https://www.local.gov.uk/topics/economic-growth/revitalising-town-centres-toolkit-councils/function/travel-parking-and>). A more sustainable and cost-effective approach to support longer-term visits would be to invest in enhancing the accessibility and appeal of the existing under-utilised Long-Stay car park, and utilising existing good-sized private car parks (Minster School; Health Centre; Lowes Wong School) that could made available to the public for weekends and events (see TA5). The LGA best practice includes use of 'intelligent' signage directing people to available spaces, differential charging and appealing 'park and stroll' routes to connecting peripheral car parks with town centres.

---

Need to refer to rather than repeat NSDC Parking SPD. Any contributions need to be in line with NCC and NSDC SPDs

---

TA4.1 - We disagree that there is a direct relationship between parking and growth. Improved public transport and pedestrian access encourage people to linger longer and, potentially, spend more in a healthier and more social environment. We agree that parking overspill is an issue, which is why we would encourage public transport and pedestrian access over enforcing the assumption that it is easier to park than get public transport. TA4 and 5 - The N&SDC Parking Supplementary Planning Document (2021) referred to in TA4.1 includes cycle parking standards. This Plan should apply these and add to them. TA4.1 - The N&SDC Parking SPD identifies that in some areas, close to amenities and public transport, it is appropriate to allocate fewer allocated parking spaces per dwelling. We think this is particularly relevant for larger homes. TA4.1 - It is not clear if spaces must be allocated or not. The use of unallocated spaces provides more flexibility, though we recognise that it is now desirable for new homes to have direct access to EV charging facilities behind-their-meter to access lower electricity charges than at public charging facilities. TA4.2 - This clause is concerning for its lack of reference to pedestrian and cycle access, and reflects our concern relating to the proposed Sainsbury's development. Active travel should be prioritised in any development, residential or not. TA4.4 - We recommend more efficient use of existing parking provision rather than development of new parking or a pure focus on reducing parking charges. While limited free parking in the centre would meet more time-constrained visitors, a more sustainable and cost-effective approach to support longer-term visits would be to invest in enhancing the accessibility and appeal of the existing under-utilised Long-Stay car park, and utilising existing good-sized private car parks (Minster School; Health Centre; Lowes Wong School) that could made available to the public for weekends and events (see TA5). The LGA best

practice includes use of 'intelligent' signage directing people to available spaces, differential charging and appealing 'park and stroll' routes to connecting peripheral car parks with town centres.

---

Where shopping trolleys may be used, width should be 2.8m.

---

I think there is no need for an extra parking space as you move from 4 to 5 bedroom properties. Most such properties will be family homes with two main drivers. A huge house with space for 3 cars seems excessive and eats into the land used. I also think we should be trying to discourage people from bringing cars into the town by improving public transport, cycle ways, ROW etc. Providing even more free parking won't help with that. Underused car parks such as the leisure centre should be developed more and promoted, if that's what you want to do.

---

this policy may be at odds with the NCC Highways Design Guide.....

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pages 68 & 69 - change TA4.1 and TA4.2 bullet points to numbers. page 69 - 'Cr' should be 'cars'.

---

Parking spaces need to be 40cm wider and all parking spaces to have protected pedestrian movements spaces

---

It is suggested that a new policy (TA5) should be created to cover the parking strategy for Southwell and that it should read:

**Development proposals which maintain and / or improve existing levels of car parking provision will be supported.**

**Development proposals which result in a loss of car parking provision will be resisted.**

**Enhancement of existing car parks should focus on making them more accessible, improving signposting, making them more affordable and designing them to a high standard.**

**Proposals which are able to deliver new car parking on a brownfield site within the District Centre (as defined by NSDC and shown on the proposals map) will be looked on favourably, providing they are compliant with all other policies within the development plan.**

**Proposals to enhance existing car parks will be encouraged to improve the overall quality and quantity of**

**parking within Southwell.**

**In addition to any Developers contribution, funding for improvement to the provision of parking for visitors and shoppers will be eligible to be considered for an allocation from the Southwell receipts from the CIL.**

63 out of 63 answered



You have told us that you do NOT agree with the proposed creation of policy TA5.

10 out of 63 answered

Whilst supporting the aim of improving existing car parks and keeping parking charges as low as possible, I am not in favour of any new public carparking. Greater/clearer attention needs to be drawn to the free CP facility by the Leisure Centre and clear signage installed there showing pedestrian routes (and availability of bus transport) to the town centre. Perhaps a free or low fare shuttle bus could be trialled there on Saturdays?

The current parking provision seems fine. You can always find a place to park.

NO – DISAGREE Firstly, in the Questionnaire for public comments, the summary regarding this new Policy is misleading. It asks simply whether people agree to the need for a new parking strategy. It does not say that a new strategy is included in the NP and is available for people to comment on. I expect you will get a high number of ‘yes’ replies, from people agreeing to the need for a policy, which should not be interpreted as meaning they agree with the proposed policy. The number of mis-guided responses as likely to be exacerbated, because communications have been sent out by the Council on Social Media, and by individual Councillors and members of the NP Working Group, encouraging people to just read the summaries on the Questionnaire, rather than “wading through” the whole NP. I believe it needs to be clarified to the community that a parking policy has been developed, and further consultation on it enabled. • The introduction (para. 8.6) states that “additional parking is required for

events to allow Southwell to continue to thrive as a tourist town” and TA.1 supports developments that will increase parking provision. Where is the evidence for this need to increase parking provision? It will have significant cost (financial; environmental; congestion; and opportunity costs) and contradicts many of the other NP policies and objectives, and therefore should be justified with evidence. There are ca. 200 under-utilised spaces across 4 medium-large car parks in Southwell - the free Long-stay car park, and the Minster School, Health Centre and Lowes Wong School Car Parks which are empty during weekends and evenings and so offer perfect capacity for event parking. Optimising the use of these, together with effective support for public transport and active travel, would mitigate much if not all of the need to build additional parking, releasing public and private funding and land for other important goods and services. • TA5.3 and 5.5. Enhancement of existing car parks could usefully include: Intelligent digital signage directing drivers to availability in different car parks; ‘Park and stroll’ routes; Shuttle-buses where appropriate; Event tickets should also give information on car park availability and pricing. • TA5.6 Proposals to deliver new parking should only be supported when the opportunities to optimise use of existing parking spaces (above) have been fully met. • Para. 8.7 The statement that more car parks will improve public realm is highly subjective and should be removed.

---

Parking must be free and long term and not just free for a limited time

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TA5 - Rather than supporting development of new parking, which could have unintended consequences in the consideration of new development proposals, we recommend that the Council focus on engaging owners of private car parks to identify where parking could be made available to reduce road-side parking during headline events (whether free or paid-for), and improving signposting for ‘park and stroll’ from the long stay car park at the Leisure Centre.

---

Enhancement should include widening parking spaces as detailed earlier (2.5/2.8 x 5.0m).

---

I think we should be trying to discourage people from bringing cars into the town by improving public transport, cycle ways, ROW etc. Providing even more free parking won't help with that. Underused car parks such as the leisure centre should be developed more and promoted for event parking, if that's what you want to do.

---

page 70 - TA5.4 - where is the brownfield site and which map is it shown on? Comments on Section CF: page 75 - CF2.4 - which Appendix? page 78 - CF3.3 - heading duplicated page 79 - CF3.3 - bullet points should be replaced by numbers. 9.23 heading duplicated page 81 - 9.26 - bullet points should be replaced by numbers.

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Please do not take away a cash or card option for parking

---

I do not agree with the provision of a new car park.

---

The current policy HE1 relates to housing type and density . Here is a summary of the policy and proposed changes:

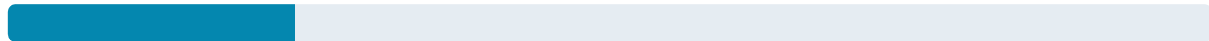
It is proposed that the content of this policy should remain largely the same but with the inclusion of a target "mix" for 2031 and combination of the currently separate greenfield and brownfield tables into one.

63 out of 63 answered

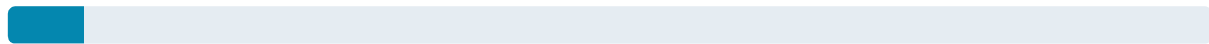
I am happy with the proposed changes and would like to move to the next policy 44 resp. 69.8%



I would Like to read the whole policy changes 15 resp. 23.8%



I am happy with the summary but would like to comment on the proposed changes 4 resp. 6.3%



The current policy HE1 reads:

*The following housing mix and associated densities will be sought from all new residential development on brownfield sites for applications for 11 or more dwellings, subject to their compliance with the Southwell Design Guide (Appendix 1):*

*Dwelling Type Proportion Density*

*1 Bedroom (Apartments) 20% 100 dph*

*2 Bedroom (including starter homes) 50% 50 dph*

*3 or 4 Bedroom (Family Homes) 30% 40 dph*

*Table HE1a – Housing Mix on Brownfield sites*

*On Greenfield sites, all schemes of 11 or more dwellings will be required to deliver the following housing mix and associated densities, subject to their compliance with the Southwell Design Guide (Appendix 1):*

*Dwelling Type Proportion Density*

*1 or 2 Bedroom (incl.*

*starter homes) 40% 50 dph*

*1 or 2 bedroomed*

*bungalows 20% 30 dph*

*3 Bedroom (Family*

*Homes) 15% 40 dph*

*4 + Bedroom (Executive*

*Homes) 25% 20 dph*

*Table HE1b – Housing Mix on Greenfield sites*

*Where the mix set out in tables HE1a and HE1b cannot be delivered for viability reasons, applicants should set this out using an open book viability assessment as part of the planning application which is to be agreed with the local Planning Authority. In these cases applications should reflect these mixes as closely as possible.*

*All densities as set out in the tables HE1a and HE1b should be calculated from a net development area, and not include areas of the site that are subject to landscape boundary planting (policy DH4), public spaces, children's play space and other land set aside for landscape, ecological or access requirements in accordance with other development plan policies.*

*Developments which provide bungalow and other types of accommodation for elderly and disabled people as part of the above provision will be strongly supported.*

*On larger developments of over 0.5 hectares, the provision of plots for self-build will be*

*supported subject to other policies in the development plan.*

*Where dwellings (including bungalows) of one or two bedrooms are delivered, consideration will be given to removing permitted development rights associated with extension and alteration in order to allow for consideration of the impact on the balance of the parish's housing stock.*

It is proposed that the new policy should now read:

**The following housing mix and associated densities will be sought from all new residential development for applications for 11 or more dwellings, subject to their compliance with the Southwell Design Codes (Appendix 1):**

**No. bedrooms Current mix Target mix Balance of new  
(2011) (2031) housing to reach  
target mix**

**1 Bedroom 7.3 % 6.2% 0.7%**

**2 Bedrooms 19.9% 24.1% 28.9%**

**3 Bedrooms 35.9% 48.3% 70.4%**

**4 Bedrooms 28.0% 16.2% 0%**

**5 or more**

**Bedrooms 8.9% 5.3% 0%**

### Table HE1 – Housing Mix

**Where the mix set out in table HE1 cannot be delivered for viability reasons, applicants should set this out using an open book viability assessment as part of the planning application which is to be agreed with the local Planning Authority. In these cases applications should reflect these mixes as closely as possible.**

**All densities as set out in the tables HE1a and HE1b should be calculated from a net development area, and not include areas of the site that are subject to landscape boundary planting (policy DH4), public spaces, children's play space and other land set aside for landscape, ecological or access requirements in accordance with other development plan policies.**

**Developments which provide bungalow and other types of accommodation for elderly and disabled people as part of the above provision will be strongly supported.**

**On larger developments of over 0.5 hectares, the provision of plots for self-build will be supported subject to other policies in the development plan.**

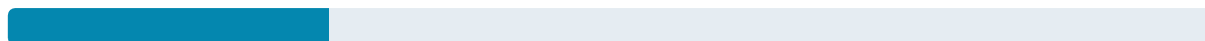
**Where dwellings (including bungalows) of one or two bedrooms are delivered, permitted development rights associated with extension and alteration are to be removed in order to allow for consideration of the impact on the balance of the parish's housing stock when applications are made in the future.**

15 out of 63 answered

Yes 11 resp. 73.3%



No 4 resp. 26.7%



You have told us that you do NOT agree with the proposed changes to Policy HE1.

8 out of 63 answered

The format of the information regarding mix of housing is poor and confusing. it should be set out in table form. Southwell tends to attract older people and the housing mix in future should be geared to attracting more families of 3 & 4 bedrooms.

Some housing must be truly affordable without being restricted to flats or HMOs for students. Too many young residents are forced to move out of Southwell to places like Bilsthorpe where they can afford to buy.

---

The 'viability' clause loophole needs strengthening.

---

Not enough provision for affordable housing and retirement homes

---

page 82 - HE1.1 - clarification needed that the housing mix required for new developments is that shown in the third column (Balance needed to achieve target mix). page 83 - HE1.3 - where are tables HE1a and HE1b?

---

Incursion into Greenfield sites should be avoided. These may be required in future for sustainable farming.

---

This looks like a trick. ALL new development should be brownfield, otherwise urban decay is the result. Policy should drive this mandate and greenfield should be protected.

---

Still not enough starter homes and bungalows and too many executive homes

---

The current policy HE2 relates to economic development and employment. Here is a summary of the proposed changes:

The original policy allocates employment land So/E/2 and E3 whereas in the new policy E3 is deleted and land is reserved for potential other uses should it not be needed for employment. Additionally, the original policy mentions the safeguarded land associated with the Southwell by-pass, which is not mentioned in the new policy as the line of the by-pass has been deleted from the County Council's road programme.

63 out of 63 answered

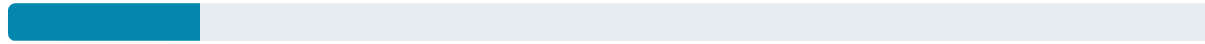
I am happy with the proposed changes and would like to move to the next policy

51 resp. 81%



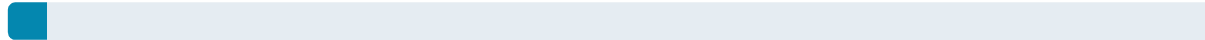
I would Like to read the whole policy changes

10 resp. 15.9%



I am happy with the summary but would like to comment on the proposed changes

2 resp. 3.2%



The current policy HE2 reads:

*Development proposals which will support the ongoing commercial operations of established premises as part of the commercial / industrial sites at Crew Lane and Station Road will be supported subject to their compliance with other Development Plan polices, and the preservation of neighbouring amenity.*

*Development of commercial uses on Crew Lane sites will be supported subject to compliance with the following requirements:*

*Compliance with A&DM DPD policies So/E/2 and So/E/3, subject to mitigation of traffic impact, especially where these support small scale and start-up businesses*

*Demonstrates how the scheme contributes to the future economic development of the Crew Lane area*

*Development proposals which deliver economic development on an existing employment site or allocated site will be supported, especially where they seek to diversify employment opportunities through the provision of small business starter units within the town, subject to compliance with other relevant development plan policies.*

*Outside of these areas, applications for employment uses will be resisted unless it can be demonstrated that they will not undermine residential amenity. Applications which facilitate working from home will be supported, provided that they are small scale and do not undermine neighbouring amenity.*

*The loss of employment facilities within Southwell will be resisted unless it can be demonstrated that there is no long term requirement or need for such facilities, that there is no viable employment use, or there is a demonstrable beneficial environmental improvement or removal of harm to living conditions.*

*Should the safeguarded land associated with the Southwell by-pass located within So/E/1 on the Proposals Map not be required and should land within allocated site So/E/3 on the Proposals Map be considered unnecessary to meet identified employment needs, both may be considered for other uses, for example residential, subject to compliance with other development plan policies.*

It is proposed that the new policy should now read:

**Development proposals which will support the ongoing commercial operations of established premises as part of the commercial / industrial sites at Crew Lane and Station Road will be supported subject to their compliance with other Development Plan polices, and the preservation of neighbouring amenity.**

**Development of commercial uses on Crew Lane sites will be supported subject to compliance with the**

**following requirements:**

- **Compliance with A&DM DPD policy So/E/2, subject to mitigation of traffic impact, especially where these support small scale and start-up businesses**
- **Demonstrates how the scheme contributes to the future economic development of the Crew Lane area.**

**Development proposals which deliver economic development on an existing employment site or allocated site will be supported, especially where they seek to diversify employment opportunities through the provision of small business starter units within the town, subject to compliance with other relevant development plan policies.**

**Outside of these areas, applications for employment uses will be resisted unless it can be demonstrated that they will not undermine residential amenity. Applications which facilitate working from home will be supported, provided that they are small scale and do not undermine neighbouring amenity.**

**The loss of employment facilities within Southwell will be resisted unless it can be demonstrated that there is no long term requirement or need for such facilities, that there is no viable employment use, or there is a demonstrable beneficial environmental improvement or removal of harm to living conditions.**

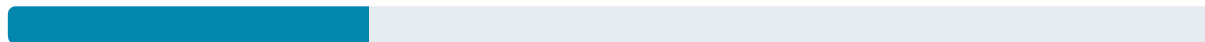
**With the deletion of the protected line of the Southwell by-pass, should land within allocated sites So/E/2 & 3 be considered unnecessary to meet identified employment needs, both may be considered for other uses, for example residential, subject to compliance with other development plan policies.**

10 out of 63 answered

Yes 7 resp. 70%



No 3 resp. 30%



You have told us that you do NOT agree with the proposed changes to Policy HE2.

4 out of 63 answered

No - DISAGREE HE 2.6 As per response to CF2.3, the land at So/E/2 and So/E/3 that is no longer needed for employment because no bypass will be built should not automatically be allocated for other types of development. It is green open space and agricultural land, and should be protected as such under policies SD1.1 and CF2. This should be de-allocated in the Planning Framework and re-designated as Open Space.

Given the lack of sizeable units within the town centre for restaurants etc, can uses such as this also be supported on or adjacent to the industrial estate. How about an Aldi store here too?

---

page 89 - HE2.2 - bullet points should be replaced by numbers. Comments on Section SS: page 89 - SS4.3 should be SS4.2.IX page 92 - SS7.2 \_ I & II should be A & B ADDITIONAL EDITING NEEDED: page 15 - 2.15 - '4 give' should be 'which give' page 16 - 2.16 - '4th century' should be '1st century' page 17 - 2.21 - is there still a golf course on Fiskerton Road? page 18 - 2.28 - should 'Green Southwell' be added? Appendix 1: Table DH - The first column heading should be changed from 'Focus Areas' to 'Core Design Topic'. Table DH - The whole 'Movement and Accessibility' section (Codes PS to NVM) should be removed. Design Codes - bullet points should be replaced by numbers which should be included in the first column of table DH. Design Codes - 1. 'Heritage' should be changed to 'Heritage Assets'. - 2. 'Built Forms' should be changed to 'Built Forms, Materials and Detailing'.

---

The land that was proposed for Southwell bypass should not be developed

---

The current policy SS1 relates to Land East of Allenby Road and reads:

*Land east of Allenby Road has been allocated on the Policies Map for residential development providing around 65 dwellings.*

*In addition to the general policy requirements in the Core Strategy, Neighbourhood Plan and the Development Management Policies in Chapter 7, with particular reference to Policy DM2 Allocated Sites, and Policy DM3 Developer Contributions and Planning Obligations, development of this site will be guided by a developer prepared design brief of the whole allocated site which appropriately addresses the following:*

*Appropriate design, density and layout which addresses the sites gateway location and manages the transition into the main built-up area. In order to assimilate the development, provision should be made for the retention and enhancement of the site's existing landscape screening. Hedges to the west of the site and along the site's northern boundary must be retained and enhanced to screen the development from Halam and Allenby Roads.*

*Wherever possible, dwellings should not normally be of more than two storeys unless design solutions demonstrate that they can be accommodated without impacting on the site's gateway location.*

*The incorporation of the tree lines subject to Tree Preservation Orders into the site's layout, retaining mature trees and vegetation on the site, based on a thorough survey of the quality and health of trees within the site. Such a layout will incorporate the hedge which runs north to south through the centre of site.*

*A buffer strip must be left between the perimeter of the site and the boundaries of*

*individual building plots and also between the central hedge and the individual building plots.*

*Provision of appropriate pedestrian access as part of the design and layout of any planning application. This includes the retention and enhancement of the existing Public Rights of Way, avoiding diverting them onto estate roads but, wherever possible, routing them through landscaped or open space areas to ensure a contribution to the Green Infrastructure.*

*The investigation of potential archaeology on the site and any necessary post determination mitigation measures secured by condition on any planning consent, and*

*The provision of an open space/play area as a focal point of the development.*

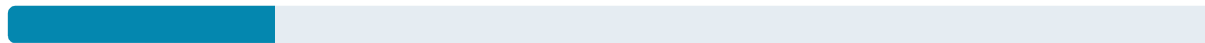
It is proposed that this policy should be removed

63 out of 63 answered

Yes 49 resp. 77.8%



No 14 resp. 22.2%



You have told us that you do NOT agree that policy SS1 should be removed

12 out of 63 answered

Unclear why this is being removed

It is vital we keep as many trees and hedging as we can. The landscape around that area has already changed drastically and removing those will have a detrimental impact of the local wildlife and is making the ares feel very built up. It feels as if this part of Southwell is being ignored by the councils and we are feeling the burden of losing green spaces while experiencing high levels of traffic. The environmental impact of the large weddings and higher road usage is effecting our quality of life. Please don't remove anything that helps maintain our greenery

Existing policy provides protection for the site's development within the town envelope

If development goes ahead none of the provisions seem unduly onerous and will help to mitigate the impacts of the development.

---

This policy has worked well for other developments why remove it?

---

Protection from over development of the site

---

I'm worried that removing this policy will give free rein to developers to build whatever they want

---

If there is to be such a site development, what is the policy for it to be?

---

It seems that considerable thought had gone into this. I am concerned that the removal of this policy could allow developers to have too much freedom to focus on profit rather than sustainability and the greater needs of the area.

---

It sounds reasonable to eg retain trees , hedges and access. (The recent development on the other side of Allenby Road appears good to me ).

---

We need all this protection

---

This is valuable agricultural land and should not be developed

---

The current policy SS2 relates to Land South of Halloughton Road and reads:

*Land south of Halloughton Road has been allocated on the Policies Map for residential development providing around 45 dwellings.*

*In addition to the general policy requirements in the Core Strategy, the Neighbourhood Plan and the Development Management Policies in Chapter 7, with particular reference to Policy DM2 Allocated Sites, and Policy DM3 Developer Contributions and Planning Obligations, development of this site will be guided by a*

*developer prepared design brief of the whole allocated site which appropriately addresses the following:*

*Appropriate design, density and layout which addresses the site's:*

*Gateway location and manages the transition into the main built up area*

*Particular attention should be given to the design of roofs in this location, in order to create a varied roof-scape so as to reduce the severity of the transition between the settlement and the landscape.*

*Wherever possible dwellings should not normally be of more than two storeys unless design solutions demonstrate that they can be accommodated without impacting on the site's gateway location*

*The layout should retain existing mature trees and vegetation on the site, based on a thorough survey of the quality and health of trees within the site.*

*Potential impact on views of and across the principal heritage assets of the Minster, Holy Trinity Church, Archbishop's Palace and the Thurgarton Hundred Workhouse in accordance with policy So/PV 'Southwell Protected Views'; and its*

*Proximity to the Southwell Conservation Area respecting its character and appearance.*

*In order to assimilate the development, provision should therefore be made, in accordance with the landscape character, for the retention and enhancement of the site's existing landscape screening. Special attention should be paid to screening to the south of the site. Arrangements are to be put in hand for the maintenance of the buffer strips and hedges for the lifetime of the development.*

*The positive management of surface water through the design and layout of development to ensure that there is no detrimental impact in run-off into surrounding residential areas or the existing.*

*The provision of suitable access off Halloughton Road as part of the design and layout of any planning application. This should be informed by the preparation of an appropriate transport assessment to identify the impact of the development on the highway network. Through this assessment, the access requirements of SS3 (So/Ho/3), the impact on the Halloughton Road / Westgate junction and the provision of appropriate mitigating measures should be addressed. Traffic mitigation measures may include works to the junction of Halloughton Road and Nottingham Road .*

*The investigation of potential archaeology on the site and any necessary post determination mitigation measures secured by condition on any planning consent.*

*The provision of an open space/play area as a focal point of the development.*

It is proposed that this policy should be removed

63 out of 63 answered

Yes

48 resp. 76.2%



No

15 resp. 23.8%

---

You have told us that you do NOT agree that policy SS2 should be removed

11 out of 63 answered

If this policy is regarding The Rise development, it has now been developed in disregard to this policy (eg. 3 storey housing affecting views) but there are still concerns about drainage and pedestrian and traffic safety. These need to still be addressed and the developers accountable.

---

needs more thought

---

Unclear why this is being removed

---

Same as before

---

This policy exists to protect the approach to the town

---

The policy works well, why remove it?

---

Prevent over devopment of the site

---

Does the removal mean developers can build whatever they want.

---

As previously.

---

It is fine as it is

---

As previous answer.

The current policy SS3 relates to Land South of Halloughton Road and reads:

*Land at Nottingham Road has been allocated on the Policies Map for residential development providing around 30 dwellings.*

*In addition to general policy requirements in the Core Strategy, the Neighbourhood Plan and the Development Management Policies in Chapter 7, with particular reference to Policy DM2 Allocated Sites, and Policy DM3 Developer Contributions and Planning Obligations, development of this site will be guided by a developer prepared design brief of the whole allocated site which appropriately addresses the following:*

*Appropriate design, layout and density which addresses the sites:*

*Gateway location managing the transition into the main built up area;*

*Potential impact on views of and across the principal heritage assets of the Minster, Holy Trinity Church, Bishops' Palace and the Thurgarton Hundred Workhouse in accordance with policy So/PV 'Southwell Protected Views'; and its*

*Conservation Area location respecting its character and appearance.*

*In order to assimilate the development, provision should therefore be made for the retention and enhancement of the site's existing landscape screening. This should specifically include significant buffering in both the west of the site in order to retain views of the Grade II Listed Holy Trinity Church from the junction of Halloughton and Nottingham Road, and also in the north of the site to screen the Potwell Dyke.*

*A planted strip should be left adjacent to the Potwell Dyke having regard to guidance in Southwell Design Guide. The watercourse should be screened from the development where possible.*

*Maintenance of key existing landscape features such as hedges and landscape planting for the lifetime of the development.*

*Appropriately designed access forming part of any planning application, with consideration being given to its location off Nottingham Road and the access requirements of So/Ho/2. Consideration should also be given to its location off Halloughton Road and the traffic impact of neighbouring allocated site So/Ho/2, which may include works to the junction of Halloughton Road and Nottingham Road;*

*Preparation of a Site Specific Flood Risk Assessment by the applicant forming part of any planning application;*

*The positive management of surface water through the design and layout of development to ensure that there is no detrimental impact in run-off into surrounding residential areas or the existing drainage regime;*

*Subject to prior qualitative assessment, the offsetting of the loss of grassland subject to LWS status through the provision of an appropriate level of on-site replacement habitat;*

*Development will be required to seek to maintain and enhance the current provision of Rights of Way which traverse the site including avoiding them being diverted onto estate roads, but wherever possible routed through landscaped or open space areas, to ensure a contribution to the Green Infrastructure;*

*The investigation of potential archaeology on the site and any necessary post- determination mitigation measures secured by condition on any planning consent; and*

*The provision of an open space/play area as a focal point of the development.*

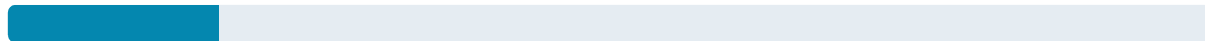
It is proposed that this policy should be removed

63 out of 63 answered

Yes 52 resp. 82.5%



No 11 resp. 17.5%



You have told us that you do NOT agree that policy SS3 should be removed

7 out of 63 answered

If this policy is regarding The Rise development, it has now been developed in disregard to this policy (eg. 3 storey housing affecting views) but there are still concerns about drainage and pedestrian and traffic safety. These need to still be addressed and the developers accountable.

Unless these are old policies then no, they shouldn't be removed.

We need to protect the boundaries to the town

This policy has worked previously, why remove it?

Protect the site from over development

As previously.

As previous answer.

It is proposed that for policies SS4-SS6 the following statement should be added to the end of the each policy:

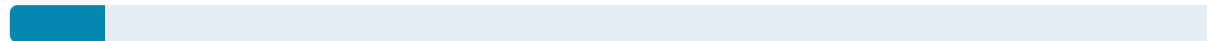
**IX. Maintenance of key existing landscape features such as hedges and landscape planting for the lifetime of the development.**

63 out of 63 answered

Yes 58 resp. 92.1%



No 5 resp. 7.9%



You have told us that you do NOT agree with the proposed changes to Policies SS4-SS6.

5 out of 63 answered

needs more thought

Must state with whom all responsibility for this falls

All natural features have a life expectancy and will die so this sentence does not work as currently drafted....need to think about retention but also their replacement if diseased or dying

---

Outer boundaries yes but inevitably some inner hedges will always need to be removed

---

No consultation on the Design Code seen so far. Wish to add requirement that every new build or alteration of more than one story contains at least one Swift brick

---

Please tell us the post code for your home...

63 out of 63 answered

NG25 0JS

---

NG25 0LR

---

NG2 5FA

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NG25

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NG25 0NF

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NG25 0NF

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Ng250nl

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Ng25

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NG25 0AQ

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NG25 0DU

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NG25 0HP

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ng250an

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NG14 7FS

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NG25 0AB

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Ng25 0ne

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NG25 0LP

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Ng25 0hh

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Ng25 0rl

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NG25 0LS

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NG25 0NW

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NG25 0LF

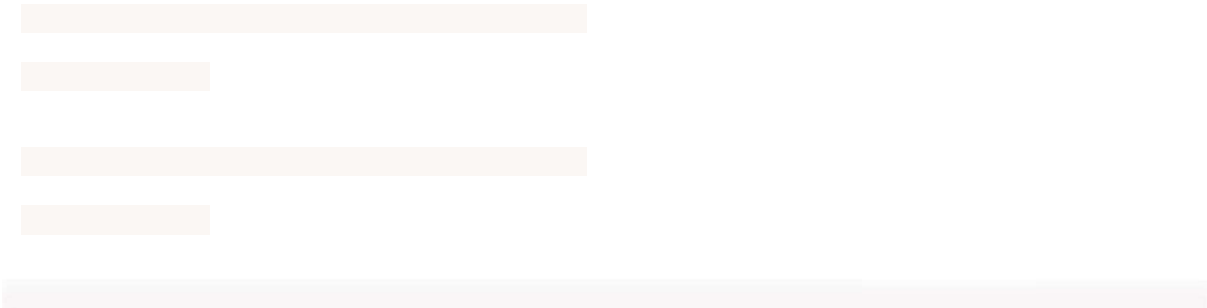
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NG25 0AT

Ng25 0el

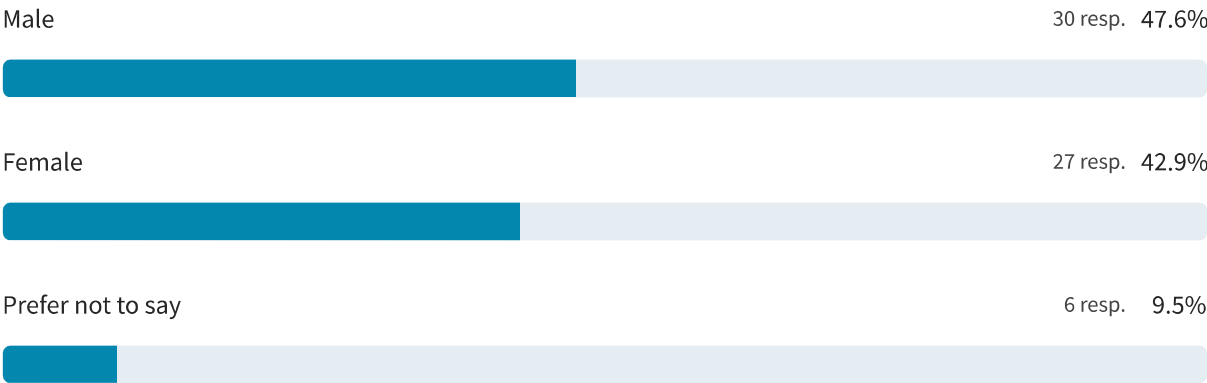
NG250Be

NG25 OAY



Would you describe yourself as...

63 out of 63 answered



Other gender

0 resp.0%

Please tell us which age group you are in...

63 out of 63 answered

51 to 65

19 resp.30.2%

66 to 75

17 resp.27%

36 to 50

14 resp.22.2%

76 or over

13 resp.20.6%

18 to 25

0 resp.0%

26 to 35

0 resp.0%

under 18

0 resp.0%

Are you...

63 out of 63 answered