
AWSWORTH NEIGHBOURHOOD PLAN

Consultation Statement

OCTOBER 2019

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1.0 Introduction and background

This statement summarises the consultation undertaken in the development of the Awsworth Neighbourhood Plan. It is a requirement under Regulation 15 of the Neighbourhood Planning (General) Regulations 2012 that a Consultation Statement be submitted alongside the plan proposal. The consultation statement is a document which:

- contains details of the persons and bodies who were consulted about the proposed neighbourhood development plan;
- explains how they were consulted;
- summarises the main issues and concerns raised by the persons consulted;
- describes how these issues and concerns have been considered and, where relevant, addressed in the proposed Neighbourhood Plan.

The Awsworth Neighbourhood Plan Steering Group was established under the auspices of the Awsworth Parish Council to oversee the development of the Plan. The Steering Group committed to a program of community consultation and engagement from the outset to ensure that the Plan would be shaped by local opinion.

A range of methods was employed in order to reach everyone in the Parish; including activities targeted at young people.

2.0 Designation of Awsworth Neighbourhood Plan Area

Awsworth Parish Council applied for designation of Awsworth Parish as its Neighbourhood Plan Area on September 21st, 2015.

Following the requisite statutory consultation period, this area was designated by Broxtowe Borough Council as the Awsworth Neighbourhood Area on December 1st, 2015.

3.0 Timeline of Events

Date	Event or action	Purpose
28th May 2016	Attendance at Slobfest event on Shilo Rec.	Members of the Neighbourhood Plan Steering Group set up a display at this local event to raise awareness about the Plan.
6th July 2016	Drop in Session	To provide information and to enable the community to ask questions about the Neighbourhood Plan. To encourage people to get involved in the process by joining the steering group and/or participating in future consultation activities.

Date	Event or action	Purpose
12 th July 2016	Meeting with Developers	To discuss with Pegasus Planning and Harworth Estates the future of land at Newtons Lane and the former Bennerley Coal Disposal Point Site.
15 th – 25 th July 2016	Neighbourhood Plan Questionnaire to all households in the Parish (plus 122 homes in adjacent 2 parishes)	To understand the key issues and potential future opportunities that the Neighbourhood Plan might address.
September 2016	Bennerley Viaduct Exhibition	Exhibition conducted by Sustrans and held in a number of locations in the Parish. Attended by several members of the steering group who took the opportunity to explain and discuss the links with the Neighbourhood Plan.
10 th September 2016	Parish Walk 1 – Awsworth Village	A series of 3 guided walks of the Parish to identify items of interest to inform the Neighbourhood Plan.
24 th September 2016	Parish Walk 2 – Awsworth West	
8 th October 2016	Parish Walk 3 – Awsworth East	
7 th November 2016	Pt 2 Local Plan Workshop	Site Specific re Housing Land off Newtons
27 th March 2017	Site Visit former Bennerley Coal Disposal Point Site with Harworth Estates	To discuss the potential future of the former Bennerley Coal Disposal Point Site.
13 th March 2017	Local Business Survey	To inform the business chapter of the Neighbourhood Plan.
29 th March 2017	Consultation with Awsworth Primary School	To understand what young people like about the Awsworth Parish and what they would like to change.
19 th June 2017	Newtons Lane and Former Bennerley Coal Disposal Point Public Exhibition	To discuss the proposed allocation through Broxtowe Borough Council's Part 2 Local Plan, of 250 dwellings on land off Newtons Lane and the future use of the former Bennerley Coal Disposal Point.
January 2018	Letters to landowners	To inform those whose land or assets have been nominated for Local Green Space Designation or Local Listing.
February 2018	Pre-Submission consultation	To seek feedback on the Pre-Submission Draft Plan in accordance with Reg 14.

4.0 Publicity

The Steering Group undertook a proactive publicity campaign throughout the development of the Neighbourhood Plan. Communication was maintained throughout the process to ensure that the community was kept up to date with progress, had an opportunity to ask questions and most importantly to actively take part.

4.1 Village Voice

Initially an article was included in the Autumn 2015 edition of the Awworth Parish Council Village Voice, to inform the community about the development of the Neighbourhood Plan and encourage participation.

The *Village Voice* is distributed to all local residents living in the parish and is also available on the Awworth Parish Council website.

The article informed the community about the intention of the Parish Council to apply to Broxtowe Borough Council for the designation of the Parish as a Neighbourhood Plan Area. Moreover, it encouraged the community to get involved in the development of the Plan.

4.2 Awworth Parish Council Website

A specific page on the Awworth Parish Council Website was developed for the Neighbourhood Plan. This can be found at

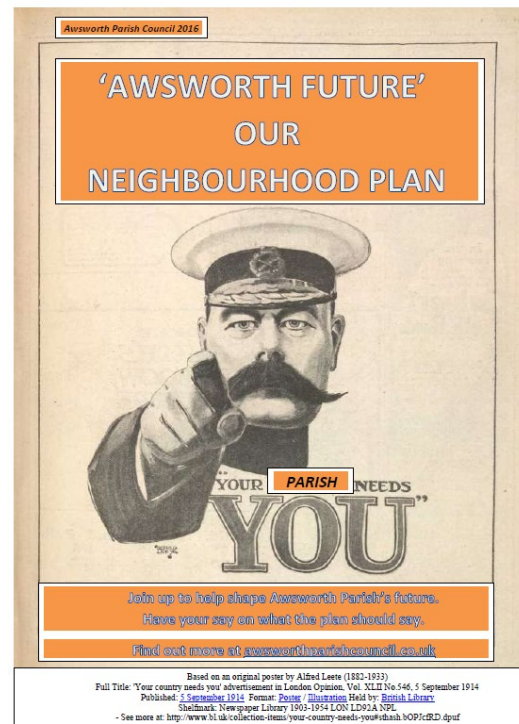


Figure 1 Promotional poster

<http://www.awworthparishcouncil.co.uk/component/content/article/10-awworth/97-neighbourhood-watch>.

The website provided background information on the plan, contact details and how to get involved, also details of the Steering Group meetings and where the process was to date. The website was publicised through all the promotional literature.

The website was not used as extensively as originally envisaged. Largely due to time pressures. The steering group considered that flyers delivered to each household at key stages would be more effective, reinforced by making use of social media including a Facebook page.

NEIGHBOURHOOD PLANNING FOR AWSWORTH PARISH

At the meeting of Awsworth Parish Council held on Monday 7th September 2015, the Council decided to apply to Broxtowe Borough Council for the designation of the Parish as a Neighbourhood Plan Area, under the provisions of the Town and Country Planning (England) Neighbourhood Planning Regulations 2012.

Question: What does this mean?

Answer: In practical terms it means the following –

- 1. The Parish Council & local groups are empowered to exercise greater influence and control over planning policy decisions affecting their local community.** Neighbourhood Planning transfers certain planning powers from the Government and Borough Council to the Parish Council.
- 2. The Neighbourhood Plan can be used to develop housing and amenities such as community centres, schools, health facilities, commercial & business developments, recreation grounds / play areas & open spaces in the way preferred by the local community.** The context is that Awsworth is required to find room for up to 300 new dwellings in the period to 2028.
- 3. Perhaps the most important element of Neighbourhood Planning is that extensive consultation with & involvement by community residents & local groups takes place during the process of creating the plan.**
- 4. Once all the consultations & procedures have been completed & the plan has been formally adopted, it will be fully enforceable in respect of all future development proposals for the Parish.**
- 5. All local residents & groups will have their say in the development of the plan during the statutory consultation period which could take between 12 to 18 months to accomplish.**

Awsworth Parish Council therefore hopes that all Awsworth Community Members will begin to formulate their own views about **how Awsworth should develop in the future**. Questions will be asked of you during the coming months & your responses & input will heavily influence the outcome.

Figure 2: Village Voice article.

4.3 Awsworth Neighbourhood Plan Facebook

An Awsworth Neighbourhood Plan Facebook page was set up as a further communication tool. The Steering Group posted invitations to participate in forthcoming community consultation events and steering group meetings.

4.4 Meetings and Events

Awsworth Parish Council Recreation Committee Meeting (22 March 2016)

This was used to communicate face to face with the 3 main local sports organisations (football, cricket and bowls). They were provided with a letter advising of the process and encouraging participation at steering group and working group meetings.

Cossall Parish Council Meeting (17 May 2016)

The Chair of the steering group was invited by the Chair of Cossall Parish Council to attend their meeting to explain what Awsworth were doing with a view to encouraging Cossall to prepare their own Neighbourhood Plan.

It was originally intended that Awsworth and Cossall might usefully jointly prepare a single neighbourhood plan. However, that opportunity passed. Even so, it was hoped that Awsworth and Cossall might still prepare their separate plans in parallel, in part to realise economies of scale by sharing costs and information. In the event, Cossall Parish Council initially determined not to prepare a plan but have subsequently initiated the Plan process.

Awsworth Slobfest (28 May 2016)

An information board was set up at the Awsworth Slobfest event for 4 hours on the 28th May 2016. A member of the steering group was present throughout, to talk with members of the public. The primary objective of the exercise was to further inform the community about the neighbourhood development plan and upcoming opportunities for input. Slobfest is a music event, and a good opportunity to engage with younger people in a relaxed environment. The steering group member spoke to approximately 30 people over the 4-hour period. The majority of people that approached the stall were supportive of the process and keen to learn more. The issue most people raised was the need for new housing and where it should go.

Bennerley Viaduct Exhibition (September 2016)

Sustrans were invited by the Steering Group to house their table-top model in the village. The group also helped Sustrans to move the large-scale model to the Village Hall.

The exhibition ran over 3 days from Friday 2nd to Sunday 4th September for a total of 14 hours and was visited by 56 people. In addition to the Sustrans' representative, it was manned at all times by several of the steering group who took the opportunity to explain and discuss the links with the Neighbourhood Plan and the importance of the restoration project.

The exhibition was subsequently moved to the local school (5th to 14th September – where it would have been seen by pupils and staff) and then the parish church (14th September to 26th October – where it would have been seen by 100-150 people over the 5-week period).

Friends of Bennerley AGM (10 April 2017)

Although the steering group was already liaising with Sustrans, a steering group member attended the FoBV AGM held at the local Gate Inn. This was to hear about progress with the restoration project to better inform the Neighbourhood Plan. The opportunity was also taken to explain and promote the Neighbourhood Plan to the Friends group. Note – Some SG members subsequently became members of FoBV.

Broxtowe Site Specific Workshop (7 November 2016)

Workshop in connection with emerging Part 2 Local Plan to consider main housing allocation site Land off Newtons Lane, Awsworth.

5.0 Getting Started

There were a number of activities undertaken to initiate the Awsworth Neighbourhood Plan, notably to inform the community that the Plan was being developed and how they could get involved.

5.1 Establishing the Steering Group

The Awsworth Neighbourhood Plan Steering Group (ANPSG) was established in March 2016 to take the Plan forward. Initially, the group mainly comprised parish councillors until non-councillors could become involved, at which point some councillors would step down. Membership has not stayed constant and some have joined for a time and left. Through the process, about 20 people took part in the group. The core steering group has comprised about 10 – 12 people (made up 50/50 councillors and residents with a couple unavoidably stepping down due to working abroad and illness). 3 Steering Group members later became Parish Councillors.

Steering group meetings were generally held on a fortnightly basis at 7.30pm, usually at one of the local pubs (Gate Inn). Smaller working groups were also deemed necessary to make progress. These were not public meetings and held during the day. In addition, a series of themed working groups based around key topics were led by a consultant. Monthly reports to the Parish Council were published in the formal minutes.

Initially, steering group meetings were publicised through the website and then also on a dedicated Facebook page (although no attendees resulted). Despite various attempts to involve more residents, including face to face and through the community questionnaire, the response was disappointing. Reluctantly the steering group agreed it was preferable, more productive and effective to involve the wider community at key stages. Later meetings were not advertised as being open to the public to allow progress to be made. It was decided that steering group meetings were intended to be for those who wished to be on the group and actively involved.

5.2 Drop in Sessions

A community drop in session was held at Awsworth Village Hall on the 6th July 2016 between 6.30pm and 8.30pm. This was an opportunity for the community to learn more about the Neighbourhood Plan and ask questions. Furthermore, it was a chance to encourage people to get actively involved in the process through steering group meetings or specific consultation activities.

Publicity flyers were delivered to all households at least a week prior to the event (see Figure 3) and an A-Board placed outside the Village Hall.

11 community members attended the session, all of whom showed considerable interest in the plan process, progress and intentions.

5.3 Liaison with Broxtowe Borough Council

The Steering Group, from the onset, sought to establish a strong working relationship with the Borough Council in the development of the Neighbourhood Plan. Broxtowe Borough Council was invited to attend a Steering Group Meeting in May 2016 to commence initial discussions regarding the topics that the Neighbourhood Plan might address, and how the Borough Council might support the group.

During September 2016, members of the Steering Group attended a series of workshops run by the Borough Council as part of their Part 2 Local Plan. This was an opportunity for members of the Steering Group to gain further insight into a number of topic areas including design and heritage, the natural environment, employment and retail and the Green Belt and any implications for the Neighbourhood Plan. In November 2016 participated in workshop to consider housing land off Newtons Lane.

The Steering Group continued to liaise closely with the Borough Council in the development of the draft Neighbourhood Plan policies. For example, members of the Steering Group met with the Conservation Officer from the Borough Council in June 2017 to discuss potential local heritage assets, Special Character Areas and potential for designation of a Conservation Area. Broxtowe also provided help with mapping.

6.0 The Vision and Objectives

6.1 Parish Walks

A series of 3 parish walks around Awsworth Parish were held during September and October 2016.

The objective of these walks was to facilitate the discussion of ideas; notably the elements that work well in the Parish and should be protected and those that require improvement.

The walks were undertaken on Saturday 10th and 24th September and 8th October from 10am for approximately 2 ½ hours. There was an opportunity at the end of each walk for a drink and a chat about what the participants had seen and how it might fit into the Neighbourhood Plan.

The walks were promoted via the Awsworth Neighbourhood Plan facebook page, parish website and Village Voice. A total of 10 residents and 5 members of the Steering Group took part in the activity.

6.2 Awsworth Neighbourhood Plan Questionnaire

The Awsworth Neighbourhood Plan Questionnaire was undertaken in July 2016. The primary objective of the questionnaire was to gain insight into the current and potential future development issues and opportunities for Awsworth.

The questionnaire was open to all residents of the Parish and was hand delivered to all 1,000 homes. In addition to this, given the proximity of some houses to Awsworth

Parish and its services, questionnaires were also delivered to 122 homes in adjacent parishes.

The questionnaire was also available to complete online, via the Awsworth Parish Council Website.

The questionnaire was publicised via a leaflet (see Figure 4), delivered to all households, the Parish Council website and notice placed on local noticeboards.

Survey Returns

A total of 123 questionnaire responses were received by the closing date. The data from the paper copies were inputted into the Survey Monkey software by the steering group.

The 123 survey responses represent a return of 11%.

Key Survey Findings

- Whilst there was a feeling by some that there should not be any further development in the Parish, it was recognised by most that some future development was inevitable. A key concern emerging throughout the questionnaire was the impact of development on the feel and look of Awsworth as a village and the impact on traffic and parking, which was already considered a major issue.
- Access to the countryside was a key consideration for choosing to live in Awsworth.
- Access to the countryside and the friendliness of the place are what respondents like most about Awsworth.
- Respondents most dislike public transport in Awsworth (in particular the poor bus service) and traffic.
- The majority of respondents would prefer *any* new housing development to be located between Newtons Land and Park Hill on fields between the edge of the village and the bypass.
- In the case of future development, the majority of respondents most strongly believe, that there would be a need for expansion of the school and new play areas.
- The types of houses most strongly supported were affordable houses, retirement/sheltered houses, bungalows, medium houses (3 beds) and semi-detached houses.
- There was support for employment development.
- Traffic flow and parking were considered serious problems.
- Strong support for Green Infrastructure proposals and/or policies.
- Support for Bennerley Viaduct to be reused and opened to public access as new cycleway/walkway.

A summary of the findings along with an update of the Neighbourhood Plan process was hand delivered to all those that had been provided with a questionnaire during the final week of December 2016.

A full survey report of the **Community Questionnaire** is shown at **Appendix 1**

'AWSWORTH FUTURE?' – OUR NEIGHBOURHOOD PLAN - LOOK OUT FOR THE QUESTIONNAIRE COMING YOUR WAY SOON
PLEASE HAVE YOUR SAY ABOUT THE FUTURE OF YOUR VILLAGE - 350 NEW HOMES IN AWSWORTH – WHERE DO THEY GO? - YOU DECIDE!
BUT THIS IS JUST ONE OF THE ISSUES WE MIGHT NEED TO CONSIDER

Please take the time to complete the Questionnaire to help inform **your Neighbourhood Plan** which will influence how Awsworth & its surrounding parish area develops in the future. Your involvement & views are critical to its success. Please note this is not Awsworth Parish Council's plan. It is the local community's plan. Our plan. Your plan. Please have your say about where you live!

Neighbourhood planning gives communities power to develop a shared vision for their neighbourhood and deliver the sustainable development they need. Parishes can use neighbourhood planning to set planning policies through neighbourhood plans to determine decisions on planning applications. It provides a powerful set of tools for local people to ensure that they get the right types of development for their community.

Our Neighbourhood Plan must be in general conformity with the strategic policies of the Local Plan prepared by Broxtowe Borough Council, including the provision of up to 350 new homes in Awsworth by 2028. The Neighbourhood Plan should reflect these policies and plan positively to support them. It should not promote less development than set out in the Local Plan or undermine its strategic policies. Outside these strategic requirements, the Neighbourhood Plan will be able to shape and direct sustainable development in our designated neighbourhood area of Awsworth Parish **[Please see map overleaf]**.

Once the Neighbourhood Plan has been examined to demonstrate that it conforms to the strategic policies of the Local Plan a local referendum must be held to allow the plan to be brought into force. At which point, the policies it contains take precedence over existing non-strategic policies in the Local Plan for our neighbourhood, where they are in conflict.

To help us understand what people want we need to know what **ISSUES** concern you most & then decide whether & how the Neighbourhood Plan can address them. Even if some issues cannot be covered by the plan these can still usefully inform the work of the Parish Council and other stakeholders going forward. Then we need to decide on an overall **VISION** (for the future of our village & parish) & also the key **AIMS** (what we want to do) & key **OBJECTIVES** (what needs to be done to achieve our Vision & Aims).

The Parish Council & local community need to work together. We value contributions from all residents as well as those who work in our parish. If you wish to join our **Steering Group** (made up not just of Parish Councillors but other people who live & work locally) please let us know. Even if you do not, please take the opportunities to provide feedback at the various stages of plan preparation by attending public meetings or responding when we consult you. We will use the **Parish Council's website** as well as the **Village Voice newsletter** to provide updates & for the consultation stages. We would also welcome responses from residents & businesses in areas adjoining Awsworth Parish (currently forming parts of Cossall, Greasley & Kimberley).

TO FIND OUT MORE PLEASE COME ALONG TO THE AWSWORTH NEIGHBOURHOOD PLAN 'DROP-IN' SESSION
BETWEEN 6.30 - 8.30 PM ON WEDNESDAY 6TH JULY 2016 IN THE YOUTH CENTRE BUILDING @ AWSWORTH VILLAGE HALL

For more information & updates please look @ www.awsworthparishcouncil.co.uk & Facebook: Awsworth Neighbourhood Plan

Figure 3 : Publicity flyer informing residents about the Neighbourhood Plan Community Questionnaire and the 'Drop-In' session

6.4 Engaging with Young People

The Steering Group wanted to ensure that the views of young people were reflected in the Plan. The group contacted Awsworth Primary School who were enthusiastic about getting involved.

Awsworth Primary School (29 March 2017)

Pupils from Awsworth Primary School participated in a Neighbourhood Plan activity facilitated by the consultant and member of the steering group.

Activity

The activity involved two classes of approximately 30 pupils per class in two sessions sitting in groups of 5 or 6 around tables. Each group was provided with a large map of

the Parish and supporting materials, and everyone was encouraged to take an active role in each exercise.

After a brief overview of land use planning and the purpose of the Awsworth Neighbourhood Plan, the class were led through five exercises. These explored where the participants lived, what they liked and disliked about the area, what could be improved and a vision for the future.

Participants were asked to discuss as a group record their comments on the map and paper supplied.

Summary of Outcomes

The participants showed great enthusiasm for the topic, interacting comfortably with the maps and working well as a team.

Overall there was good awareness of the area, in terms of its strengths and the potential opportunities for improvement. Not surprisingly, the local parks and playgrounds featured highly in terms of what the pupils liked about Awsworth. Arguably more surprising, was the awareness and impact of broader issues, notably traffic and presentation of the public realm.

Generally, there is an overall appreciation of what Awsworth has to offer young people, not only in terms of the parks, but also access to the surrounding countryside and the opportunities this provides.

The sessions highlighted the impact that the local environment including roads and traffic can have on young people in terms of their perceptions of safety and freedom to move around on foot or bicycle.

A copy of all the comments recorded by the participants on stick-it-notes and paper is provided at **Appendix 2**.

7.0 The Policies

A series of 'Working Group' meetings consisting of mainly Steering Group members were led by the consultant. The Working Group meetings covered those topics that had arisen through the community consultation and research to date; heritage and design, the natural environment, transport and housing. The objective of the Working Groups was to draft policies, substantiated by community input to date and robust evidence.

7.1 Newtons Lane Housing Allocation and the former Bennerley Coal Disposal Point and Bennerley Viaduct

One of the biggest issues to be addressed by the Neighbourhood Plan was the proposed allocation through Broxtowe Borough Council's Part 2 Local Plan, of 250 dwellings on land off Newtons Lane, Awsworth. Now called 'Land west of Awsworth (inside the bypass)'. A second opportunity that the Neighbourhood Steering Group

wished to explore through the neighbourhood planning process was the future use of the former Bennerley Coal Disposal Point. A third issue was the future for Bennerley Viaduct. These three matters probably comprise the three key elements of the neighbourhood plan.

The steering group met with Harworth Estates (and their consultants Pegasus Planning) together with Sustrans on 6th March 2017. This was to discuss Harworth's proposals for housing at Newtons Lane and how this linked to Sustrans' Bennerley Viaduct project. Steering group members met with Harworths and Pegasus on 27th March. A further meeting was held on 2nd May. On 6th June the steering group liaised with Pegasus about Harworth's public exhibition. This was primarily intended to be about BCDP land but also including land off Newtons Lane and Bennerley Viaduct.

Public Exhibition (June 2017)

At the Steering Group's suggestion, consultation relating to land at the former Bennerley Coal Disposal Point and land at Newtons Lane, Awsworth was undertaken by Pegasus Group on behalf of Harworth Group PLC.

A public exhibition was held at Awsworth Village Hall, Awsworth on Monday 19th June 2017 from 4.00pm to 7.00pm. Detailed indicative plans and layouts were displayed, and members of the development team were present to answer any questions, listen to any views and learn about local issues.

Pegasus Group and Awsworth Parish Council wanted to know local views on the initial ideas for the land off Newtons Lane and also the former Bennerley Coal Disposal Point. The Parish Council also welcomed any comments on the Neighbourhood Plan.

In addition, steering group members and parish councillors were also present to talk to people about the neighbourhood plan linkages and implications.

Leaflets were delivered to 1,121 properties informing them of the initial ideas for the site and inviting them to attend the consultation event.

Comment forms were available for completion at the public exhibition as well as online.

There was a total of 120 individuals that attended the exhibition. A total of 43 consultation responses were received (21 at the exhibition and 22 via the website).

Key Findings

- The Neighbourhood Plan could address road infrastructure, public transport links, traffic calming, school, village stores and doctors. Secondly, it could do more to tackle drainage/flooding, to help preserve the environment and to achieve a suitable mix of housing in new developments.

- Regarding the Newton Lane housing allocation, the main concern raised was the potential increased traffic running through the village.
- Respondents were generally unsupportive of development of green belt land (Newtons Lane).
- There was concern regarding the development proposals and the loss of wildlife.
- Negative aspects regarding the Newtons Lane allocation included that it was out of scale with the village, the housing association provision would bring the area down and the proposal was too vague with regards to types of housing.
- There were mixed reviews regarding employment, with some welcoming the proposed rail related employment and others questioning the type of employment the proposal would generate.
- Concerns were raised with regards the capacity of the school, the lack of a doctor's surgery at Awworth and the inadequate number of local stores to support the residents from the proposal.

PUBLIC CONSULTATION AWSORTH

INTRODUCTION ABOUT HARWORTH GROUP PLC
 Harworth Group plc is one of the largest land and property regeneration companies in the UK, owning and managing over 22,000 acres across 150 sites in the North of England and the Midlands.
 We bring life to old brownfield sites and turn derelict land into employment areas, new homes, low carbon energy and environmental projects and places where people want to be. The basis of our approach is to work with partners on sustainable projects which will strengthen local economies and improve the lives of those in the surrounding communities. Our track record includes master planning and delivery of major housing and employment schemes across the North of England and the Midlands.

OUR PROPOSALS
 Harworth has proposals for the development of land off Newtons Lane, Awworth and the former Bennerley Coal Disposal Point north of Shilo Way.
 For the land off Newtons Lane, Broxtowe Borough Council are proposing to allocate the site to provide some 250 dwellings through its Part 2 Local Plan. Harworth has prepared initial masterplan proposals to show how the land off Newtons Lane can be developed.
 For the Bennerley Coal Disposal Point, discussions with the Neighbourhood Plan Group has identified the future use of the site as a key issue for the Neighbourhood Plan. The site offers a unique opportunity to deliver a rail related employment development taking advantage of the existing rail connection to the site.

AERIAL LOCATION

BENNERLEY CONCEPT PLAN

CONCEPT LAYOUT

BENNERLEY COAL DISPOSAL POINT

BENNERLEY VIADUCT

NEXT STEPS ...
 Harworth is keen to work with both Broxtowe Borough Council and Awworth Parish Council in working up the proposals for both sites through the Local Plan and Neighbourhood Plan. Harworth will look to make submissions on these plans when they are published for consultation later in the year.

Harworth **Pegasus Group**

Figures 4 Display board: Former Bennerley Coal Disposal Point and Land at Newtons Lane, Awworth Public Exhibition

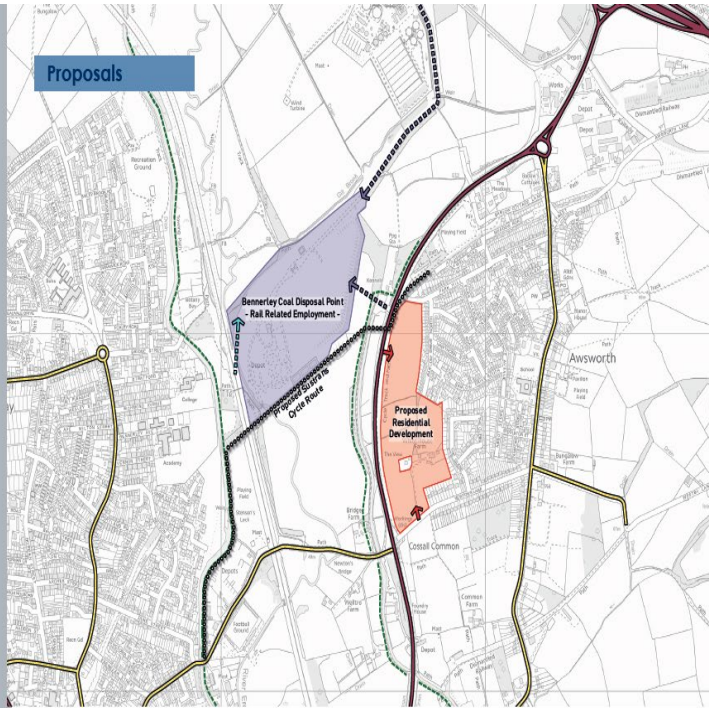
The Broxtowe Local Plan and Awsworth Neighbourhood Plan



Broxtowe Borough Council are preparing their Local Plan to determine where future housing and employment development will take place and propose to allocate land at Newtons Lane in Awsworth to provide some 250 dwellings to meet future housing demand. Harworth has prepared initial masterplan proposals for the site that will be available at the exhibition which it is keen for local people to see and pass comment on.

Alongside the Local Plan, Awsworth Parish Council is preparing a Neighbourhood Plan for the area. In discussions with the Neighbourhood Plan Group, a key issue that has been identified is the future use of the former Bennerley Coal Disposal Point. To assist the preparation of the Neighbourhood Plan, the Group asked Harworth to arrange an exhibition to allow residents to view and comment on options for the site.

The exhibition will therefore also present Harworth's proposals for rail related employment development on the site and how this could link in to proposals by Sustrans to provide a new cycle route across Bennerley Viaduct.



The Proposals that will be shown on the day include:

- some 250 dwellings on land north of Newtons Lane including affordable housing;
- a new junction on Shilo Way to provide access to the site;
- a cycle connection across Shilo Way to connect to the new cycle route across Bennerley Viaduct;
- redevelopment of Bennerley Coal Disposal Point for rail related employment uses; and
- potential for new car park and informal recreation area on land west of Shilo Way.

Former Bennerley Coal Disposal Point and Land at Newtons Lane, Awsworth



Harworth Group plc are putting forward proposals for the re-development of the former Bennerley Coal Disposal Point for rail related employment uses and residential development on land off Newtons Lane.

A public exhibition has been arranged to allow local residents to view these proposals and we strongly encourage all local residents to attend to scrutinise and pass comment on the plans whilst they are at draft stage.

Who is Harworth Group plc?

Harworth is one of the largest land regeneration companies in the UK, with an established track record of transforming former industrial developments into new residential areas, commercial developments and low carbon energy and environmental projects across the North of England and the Midlands.

More on Harworth can be found at www.harworthgroup.com.



The Consultation Event

The consultation event will be held on:

Monday 19th June 2017,
from
4pm to 7pm
at:
Awsworth Village Hall,
The Lane, Awsworth

Members of the development team will be on hand throughout the event to answer any questions about either the Newtons Lane or Bennerley proposals. Members of the Neighbourhood Plan Group will also be in attendance to answer questions on the Neighbourhood Plan.

How can I make my views known?

You can comment on the proposals by completing the response form available at the consultation event. Comments can be provided either on the day itself or being submitted to Harworth by **Monday 3rd July 2017**.

What will happen to the comments?

All thoughts, suggestions and issues received as part of the consultation will be carefully considered to help shape the proposals. Comments will also assist the Neighbourhood Plan Group in preparing the Neighbourhood Plan for the parish.



Harworth



Pegasus Group

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PUBLIC CONSULTATION

Former Bennerley Coal Disposal Point and Land at Newtons Lane, Awsworth



Harworth



Pegasus Group

Figures 5 and 6 Publicity flyer informing residents about the former Bennerley Coal Disposal Point and Land at Newtons Lane, Awsworth Public Exhibition.

7.2 Engaging with local businesses

In forming the business chapter of the Neighbourhood Plan, in June 2016 businesses in and immediately adjacent to the Parish were invited to join the Steering Group and help shape the plan. Unfortunately, none responded. They were also invited to complete a survey which was conducted during February – March 2017.

The purpose of the survey was to obtain information about businesses in terms of type, longevity, location and the services essential to them as well as seeking information and views from businesses themselves that could inform the business policies in the Neighbourhood Plan.

A total of 75 surveys were delivered by hand to 35 business premises and 40 home-based businesses. Businesses were invited to complete the paper copies and return to the Parish Council Office or complete on-line via the Awsworth Parish Council Website.

The questionnaire was publicised via the facebook page and the Parish Council website.

The response rate was slightly disappointing, with only 9 responses received in total, despite a series of follow-ups by the steering group. However, the responses evidence the diversity of businesses operating in the Parish value to local businesses of the affordable and good quality premises close to where they live.

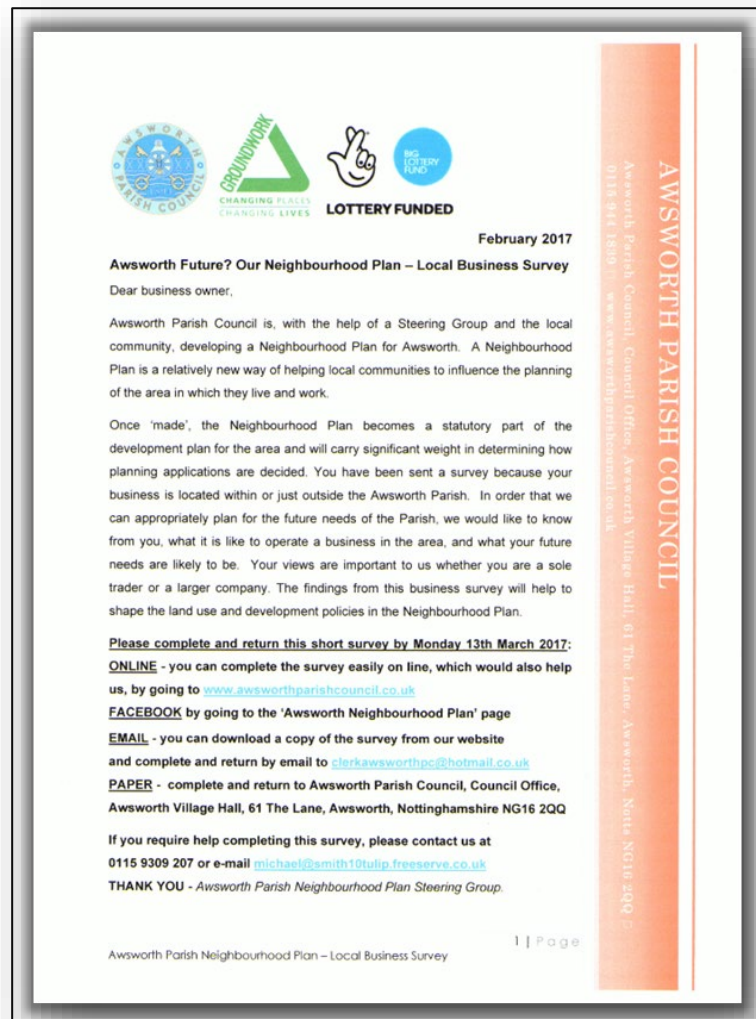


Figure 7: Local business survey

Summary of main findings: quantitative

Types of business: the responses illustrated the wide diversity of business types and premises in which business is undertaken in Awsworth. Business types included IT, professional services, hospitality, personal services, education, pet services, design and marketing, local artist and tutor. The premises in which these businesses are conducted include a farm, kennels and cattery, converted old school, office, business park and home.

Longevity of business: most of the of respondents' businesses were long established, with 6 of the 9 business being in operation over 10 years.

Employment: the majority of respondents employ between 2 and 10 employees, a number of which live within a 2-mile radius of Awsworth.

Business Location: the reasons identified as being important (includes those rated as very important and important) for being in Awsworth were 'affordable premises' (7), 'quality of premises' (7) and 'close to where you live' (7). The least important reason for being located in Awsworth was 'proximity to suppliers (6)

Future Plans: the majority of respondents (5) have plans to expand their business. To assist businesses to develop and thrive, a number of suggestions were put forward (in order of priority). Respondents were also asked to identify potential barriers and constraints to development.

Priorities	To develop and thrive	Barriers and constraints
1	Links to local educational bodies, bigger site, better transport link, better parking (in association with the school), increased resident awareness of the business (business directory), improved broadband and a health centre.	NHS funding, planning support for more agricultural buildings, restrictions on development due to the Green Belt, mobile coverage, parking around the school site, lack of resident awareness of local business and quality of broadband.
2	Safer roads (especially Main Street and Awsworth Lane), building expansion (associated with the school), sign posting Lawrence Avenue and other businesses off the main roads, internal space and environmental grants.	Planning office support for more horizontal diversification, space, business rate increase and availability of suitable premises.

3	Better transport links, free fortnightly business waste removal and support with grey water management.	Planning office support for a residential building to house more international students.
4	Planning office support for extended ponds.	Planning office support for extended ponds
5	Expansion and management of our ponds and fresh water springs.	Planning office support for increased footprint of retail outlet.

Additional Space: respondents highlighted the need for the following additional retail space (100m² to 200m²), office space (up to 50m² and 50m² to 100m²), storage space (up to 50m²) and industrial/workshop (50m² to 100m²). Other comments noted 'residential space', 'additional land for exercising dogs' and 'additional teaching area'.

Encouragement of other businesses: business that could be encouraged to Awsworth to compliment the respondent's business included community services (4), tourism, leisure and craft (3), retail shops (3) and financial and professional services (1). Specifically mentioned was a health centre/ GP surgery.

8.0 Regulation 14 Consultation

Following consideration by the Parish Council, it was agreed to proceed with the formal pre-submission consultation of the draft Neighbourhood Plan in accordance with Regulation 14 of the Neighbourhood Planning Regulations.

The consultation period commenced on the 23rd February 2018 and ended on the 13th April 2018. This ensured 8 weeks were available for consultation responses to be made (to meet the minimum requirement for 6 weeks to be allowed).

The draft Plan was publicised effectively in the local community and to wider stakeholders. This included where the plan could be viewed and the methods by which a response could be given.

The draft Plan was made available:

- Awsworth Parish Council website www.awsworthparishcouncil.co.uk
- paper copies of the Plan could be requested / made available at Parish Office

The community were informed about the consultation via:

- Awsworth Parish Council website & Facebook Page
- Full colour fold-out A3 size 12 panel summary sheet explaining plan proposals hand-delivered to each household in Awsworth Parish and those in adjacent parts of Cossall and Kimberley Parishes

- Press Releases sent to local newspapers also advertising 4 consultation events including exhibition boards in Village Hall – 23/24 February, 17 March, 6 April

Statutory consultees and relevant bodies were informed via:

- Email / letter (the email and full list of consultees set out in Appendices 5 and 6)

Responses could be made via:

- preferably completing online response form via Survey Monkey
- emailing completed response forms to the APC Clerk
- depositing completed response forms at the Parish Office
- posting completed response forms

Responses

103 individual responses were received from 27 organisations and 22 residents comprising some 200 separate comments when multiple comments are disaggregated

Summary of responses

A summary of consultation responses was produced setting out the main comments received and the Steering Group’s response to these (see Appendix 7).

This was based on an initial composite schedule of consultation responses prepared by the Steering Group which included their initial proposed responses.

The Steering Group liaised with Broxtowe Borough Council on various queries and issues arising out of representations, prior to Awsworth Parish Council formally approving the use of the composite schedule as a basis for amending the consultation draft to submission version.

This was necessarily an iterative process. Particularly in relation to amending the submission policies. At Harworth Group’s invitation the Steering Group met with them on 21st May 2019 for an update about their proposals and timetable for land off Newtons Lane [now referred to in the Part 2 Local Plan as Land west of Awsworth (inside the bypass) and covered by Awsworth Neighbourhood Plan Policy H1]. Pegasus / Harworth subsequently expressed themselves content with Policy H1 as proposed to be amended for the submission plan, subject to one minor amendment.

On 4th June 2019 the Parish Council approved the intended final submission policies to be sent to Broxtowe Borough Council for statutory screening opinions (Strategic Environmental Assessment / Habitats Regulations Assessment) and required consultation with statutory consultees (5 week period 28th June to 2nd August 2019). This stage is required before the plan can be formally submitted.

The revised Plan was considered on 1st October 2019 by the full Parish Council which formally agreed the submission of the draft Awsworth Neighbourhood Plan to Broxtowe Borough Council. The Plan (together with a Background Document and a number of accompanying documents) was submitted to the Borough Council in October 2019.

Appendix 1 - Awsworth Neighbourhood Plan Questionnaire

1.0 Introduction

A questionnaire was undertaken to better understand the current and potential future development issues and opportunities for Awsworth and in doing so, inform the production of the neighbourhood Plan.

Questionnaires were hand-delivered and available to complete online via the Parish Council's website. The questionnaire was open to all residents of the Parish (c2,240 and c1,000 homes) plus 122 homes in 2 adjacent parishes. Between 15th - 25th July 2016.

A total of 123 questionnaires were completed, representing an 11% response rate.

1.1 The analysis

The survey consisted of a mixture of 'open' and 'closed' questions. In order to capture and quantify the key themes emerging in the open-ended questions and in the 'other' option of some questions, comments have been categorized. The number of references to each category have been quantified, but this is referred to in the report as an approximate percentage given the attribution of themes to categories is not exact.

1.2 Key Findings

Whilst there was a feeling by some that there should not be any further development in the Parish, it was recognised by most that some future development was inevitable. A key concern emerging throughout the questionnaire was the impact of development on the feel and look of Awsworth as a village and the impact on traffic and parking, which was already considered a major issue.

Some of the key findings include:

- Access to the countryside was a key consideration for choosing to live in Awsworth.
- Access to the countryside and the friendliness of the place are what respondents like most about Awsworth.
- Respondents most dislike public transport in Awsworth (in particular the poor bus service) and traffic.
- The majority of respondents would prefer *any* new housing development to be located between Newtons Land and Park Hill on fields between the edge of the village and the bypass.

- In the case of future development, the majority of respondents most strongly believe, that there would be a need for expansion of the school and new play areas.
- The types of houses most strongly supported were affordable houses, retirement/sheltered houses, bungalows, medium houses (3 beds) and semi-detached houses.
- There was support for employment development.
- Traffic flow and parking were considered serious problems.
- Strong support for Green Infrastructure proposals and/or policies.
- Support for Bennerley Viaduct to be reused and opened to public access as new cycleway/walkway.

2.0 Results

2.1 Profile of Respondents

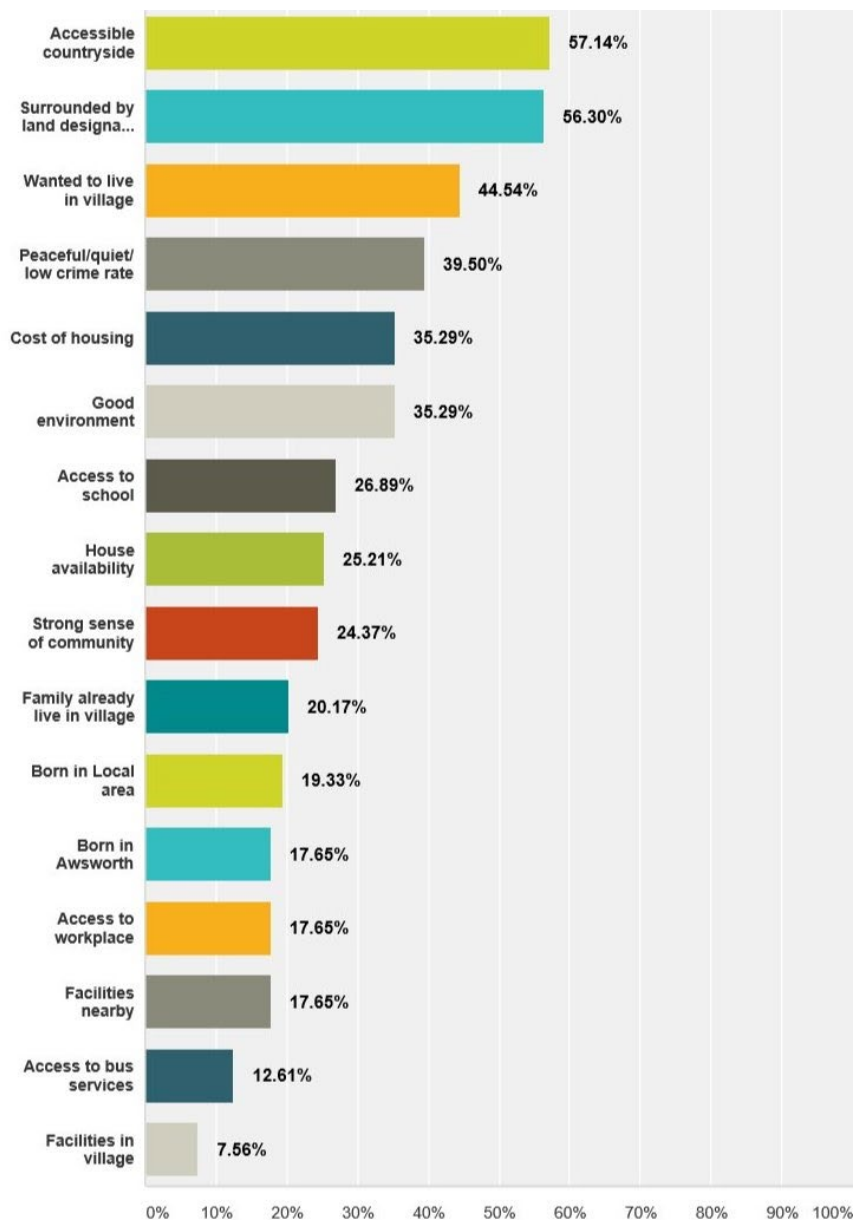
- There was a reasonable representation of respondents from all areas of the village identified in the questionnaire, in particular The Lane/ Bonners Lane/ Westby Lane (14%, (16)). Newtons Lane, in the parish of Cossall were also represented in the questionnaire.¹
- The majority of respondents (79%, (95)) have lived in Awwsworth for more than 10 years.
- Home ownership is high. The majority of respondents (51%, (56)) 'own their home outright', followed by 'buying on a mortgage' (42%, (46)).
- All respondents that did identify their ethnic background, did so as 'white British' (100%, (100))
- 26% (27) from a total 104 responses identified as having a long-standing illness, disability or infirmity. 26% (19) of which stated that this does limit their activities.

2.2 Considerations for living in Awwsworth

Respondents were asked which from a list of considerations, affected their decision to live in Awwsworth. The majority of respondents (57%, (68)) identified 'accessible countryside', followed closely by 'surrounded by land designated as Green Belt' (56%, (67)). The fact that people 'wanted to live in village' (45%, (53)) and 'peaceful/quiet/low crime rate (40%, (53)) were also significant considerations. The considerations least affecting their decision were 'access to bus services' (13%, (15)) and 'facilities in village' (8%, (9)).

¹ Questionnaires were distributed to Newtons Lane in the Cossall Parish, given their physical connection to the village of Awwsworth.

Figure 1 Considerations for living in Awsworth



2.3 Vision for Awsworth

Respondents were asked whether they agreed with the following Vision or whether further key aims could be included.

‘In 15 years’ time Awsworth Parish will be a safer and more attractive area. It will value the local community and their aspirations and provide people with a sense of pride and belonging. It will be a thriving and vibrant place, where everyone can be involved and contribute.’

There were fifty responses, 30% (15) of which were supportive of the Vision statement. A further 36% (18) of respondents provided additional or alternative aspirations, the key elements of which are listed in table 1 below.

The majority of contributions referred to the community, in particular in relation to ‘valuing the community’ but also ‘providing people with a sense of pride’, ‘community spirit’ and inclusive and harmonious community. A number of responses related to the ‘feel’ of the place, notably a ‘thriving’ place but also ‘relaxing’, ‘friendly’ and ‘quiet’.

Table 1: Community aspirations

Theme	Aspirations
Community	Value the community (12) <ul style="list-style-type: none"> - all members of the local community - all ages - the local community and nurture their aspirations - all villagers and their values - family life - the contribution and ideas provided by people with a sense of openness - local people and their way of life - everyone can feel valued and appreciated
	Provide people with a sense of pride (3)
	Everyone can be involved and contribute (3)
	A good community spirit (2)
	Provide people with pride and hope
	Provide people with a sense of belonging
	A strong vibrant community encompassing people of all ages.
	Everyone can get along and live happily
	A valued place, where everyone can live in harmony
	Acceptance of new people not from Awsworth
	Inspirational place where everyone can achieve and prosper
	Provide people with the means to develop
	Provide people with a community
	Live and thrive

	Taking into consideration and supporting disabilities and limitations
	A 'good neighbour' policy and looking after an ageing population/lonely residents
Theme	Aspirations
Feel	Thriving place (4)
	Thriving and lively/vibrant place (2)
	A friendly village (2)
	Thriving but relaxing
	Relaxing
	A small town feel
	A quiet place to live
	Calm
	Tranquil village
	A bigger area
	A busy suburb of Nottingham
	A busier area
Environment	Attractive area (2)
	Greener and fresher area
	Value its surroundings
	Rural surroundings
	Enjoy the surrounding countryside
	Pleasant area
	Value the environment
Safe	A safer area (6)
Size	Remain a village (2)
	Awsorth garden village
	Not a sprawling place with lack of identity

	New homes for increased population
--	------------------------------------

Theme	Aspirations
Facilities/ infrastructure	Freely accessible places to leisurely enjoy, along with sporting facilities to build
	Provide people with facilities
	Good transport
Sustainable	More sustainable area
	Prosperous area
	Progressive area

2.4 Community perceptions of Awsworth

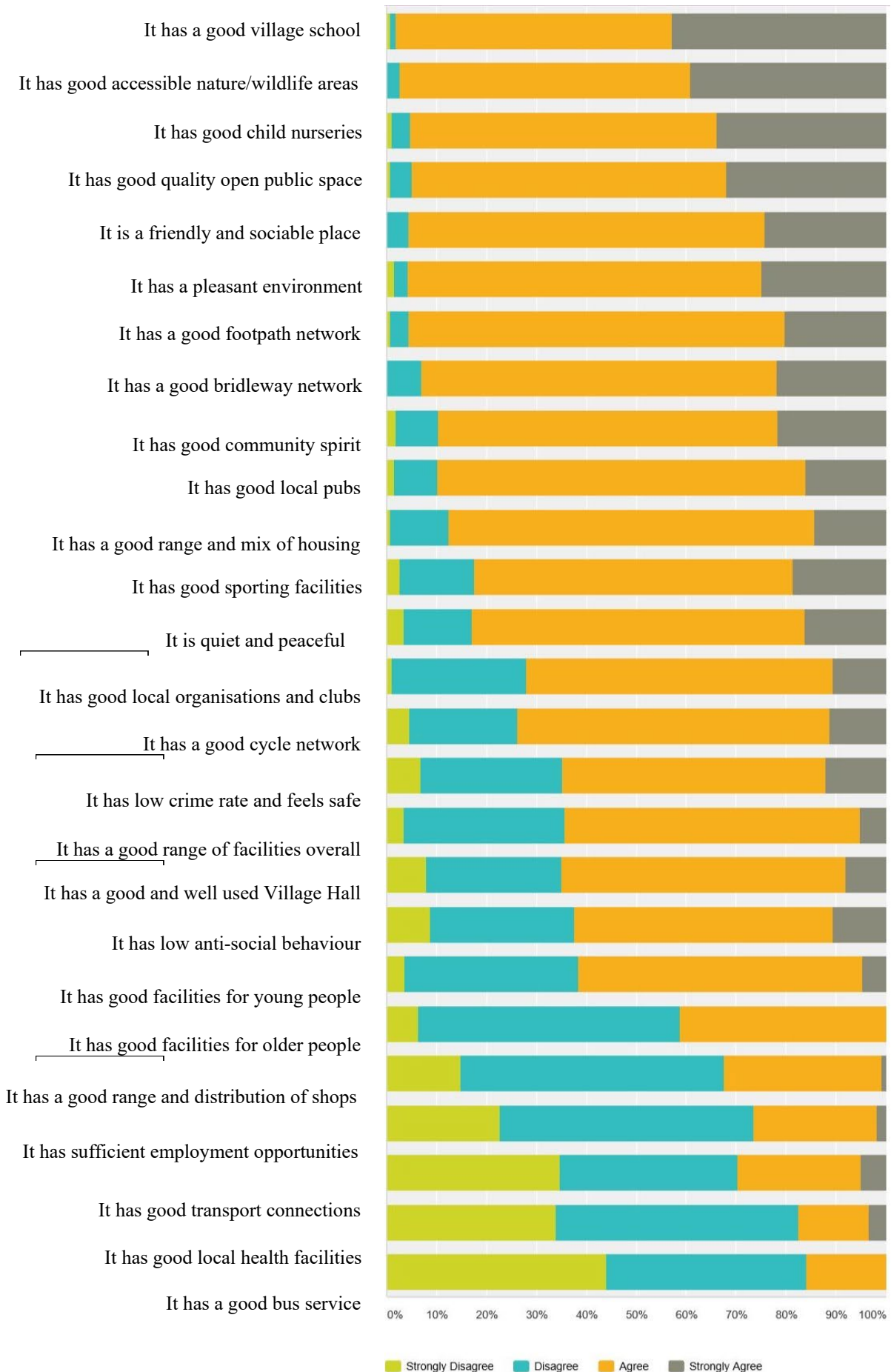
Respondents were asked to rate how strongly they agreed or disagreed with a list of statements regarding Awsworth. The majority of respondents strongly agreed or agreed with all statements with the exception of the statements listed in the following table, in which case a greater proportion of respondents strongly disagreed/ disagreed than strongly agreed/ disagreed.

Table 2: Statements about Awsworth the community disagree with

Statement	Strongly disagreed/ disagreed	Strongly agreed /agreed
It has a good bus service	84% (100)	16% (19)
It has good health facilities	83% (95)	17% (19)
It has good transport connections	71% (85)	30% (36)
It has sufficient employment opportunities	74% (81)	27% (29)
It has a good range and distribution of shops	68% (76)	33% (37)
It has good facilities for older people	59% (64)	41% (45)

The highest levels of dissatisfaction were associated with public transport and general transport links. Local health facilities and employment opportunities were concerns for a relatively high proportion of residents.

The statements most strongly agreed on were 'it has a good school' (98%, (110) and 'it has good accessible nature/wildlife areas (98%, (115)).



2.5 What the community likes about Awsworth

Respondents were asked (to state in their own words) what they liked most about Awsworth. The majority, approximately 45% (49) of comments referred to the countryside and in particular access to the countryside and the openness and rural setting of the area.

Approximately 32% (35) of comments made reference to Awsworth being a friendly place. Comments included:

“Friendly feel to village.”

“Friendly neighbours and shopkeepers, interesting mix of people from all walks of life.”

“Very friendly and sociable people.”

Table 3 What people like about Awsworth

Theme	Key comments	Percentage
Countryside	Access to the countryside, openness, rural setting, peaceful, footpaths and canals, nature, Green Belt	45% (49)
Friendly	Friendly feel, friendly people, sociable people	32% (35)
Village life	Village life, village feel, village atmosphere, village identity, village community, small enough to know people, nice size village	21% (23)
Community spirit	Good community spirit, people look out for you, sense of community, community feel	20% (22)
Quiet/Peaceful	Peace and quiet of the village, peacefulness, it can be quiet, low noise levels	19% (21)
Walks	Access to nice walks, good walking, plenty of lovely places to walk, walks along canal and bridle paths	16% (18)
School	Good school, quality school, Awsworth Primary and Nursery School, excellent school	16% (18)
Location	Location, easy reach to Nottingham and Derby, close to three towns, commuter friendly, easy access to motorway, can walk to local towns	15% (17)
Facilities	Local park and play area, lots of good shops within 3 mile radius, facilities within the village are within walking distance, Youth Club, good facilities for child/family areas, sporting opportunities available.	12% (13)
Crime/safety	Low crime rate, feels safe	8% (9)
Public houses	Good local pubs, Gate Inn	7% (8)
Environment	Clean, pleasant environment, generally pleasant environment in village especially along The Lane/ Main Street/ Gin Close Way (Awsworth in Bloom)	5% (6)

Other likes with fewer than 5 responses for each theme respectively, included housing (affordable and a good mix) and character.

2.6 What the community dislike about Awsworth

Respondents were asked (to state in their own words) what they disliked most about Awsworth. The majority, approximately 44% (49%) concerned public transport with almost all relating to the bus service in terms of times, frequency and connections. Approximately 40% (45) of responses related to traffic, most notably, concerns with access to the estate via Station Road. Traffic problems on Park Hill were also a concern for a number of respondents.

Table 4 what people dislike about Awsworth

Theme	Key comments	Percentage
Public transport	Poor bus service, loss of bus service in the evening and weekends, lack of reliable bus service, bus service inadequate, bus service not regular enough, no night bus service, poor transport links/connections, lack of access to tram service, bus routes, bad bus service to Nottingham, no direct bus to Derby, lack of bus service to Phoenix/Eastwood etc.	44% (49)
Traffic	Traffic build up travelling towards Kimberley/Eastwood, speed of cars through the estate, one way in and out of Station Road, increasing traffic, speeding traffic, traffic congestion, traffic problems mostly on Park Road area, use of Park Hill as a race track, access out of the village, road into the estate, too much traffic through village at peak times, traffic problems caused by IKEA, traffic congestion in Park Avenue area, traffic using the inner road, speed of traffic at The Lane/Main Street, volume of traffic in village used to avoid bypass, school picking up arrangements – cars reversing down Bonners	40% (45)
Antisocial behaviour/ crime	Anti-social behaviour at times, house burglary, increasing crime rate, meeting drug sellers when out walking dog, don't feel safe, crime rate gone up making it hard to relax at night, car crime, vandalism and graffiti, lack of visual policing	29% (32)
Facilities	Not many facilities, not enough for kids to do, hall appears run down, lack of health facilities, no doctors, lack of facilities for the elderly, no dentist, lack of shops, poor variety of shops, children not able to play on Shilo playground, nothing to do in Awsworth for younger children.	23% (26)

Theme	Key comments	Percentage
Parking	Parking through entire village is awful, have to park 2 streets away, Park Hill has massive parking issues, parking on Station Road, too many double yellow lines limiting parking, people parking on pavements, the village car park is not big enough for all the cars (school pick up), parking on corners and both sides of the road, inadequate off road parking.	14% (16)
Public realm	Lacks village character, little pride in appearance and appeal, boarded up public toilets, lack of village upkeep and maintenance, look of village hall, general condition of pavements and roads, losing village look, jungle on Bonners Lane forgotten, once attractive tree-lined 'gateway approach to village from A610 along Gin Close Way rapidly becoming eyesore (highway verges and adjacent employment/ commercial land), houses on main street look shabby and give poor impression as enter village	9% (10)
Prospect of more housing	Not happy about more houses being built, hearing that houses will be built at back of our property on Main Street, proposal of 350 houses, proposed new houses, threat of houses being built on Green Belt, more houses being built which will change the nature of the village.	6% (7)
Off-road motor bikes	Motorcycles on former Bennerley Coal Disposal land, off road bikes at weekends	5% (6)

Other dislikes with fewer than 5 responses for each theme respectively, included the issue of noise (traffic), housing (poor quality newer housing and the need for good quality social housing and housing for older people) employment (opportunities).

2.7 Preferred location of future housing

Respondents were asked where they thought future housing in Awsworth should be located. The majority of respondents (62%, (63)) felt that most of the new homes should be built between Newtons Lane and Park Hill on the fields between the western edge of the village and By-Pass.

There were 41 comments, 7 of which put forward Bennerley area as a potential for housing.

"Make use of bennerley brownfield site as much as possible. Access off bypass not green belt and not on anyone's doorstep."

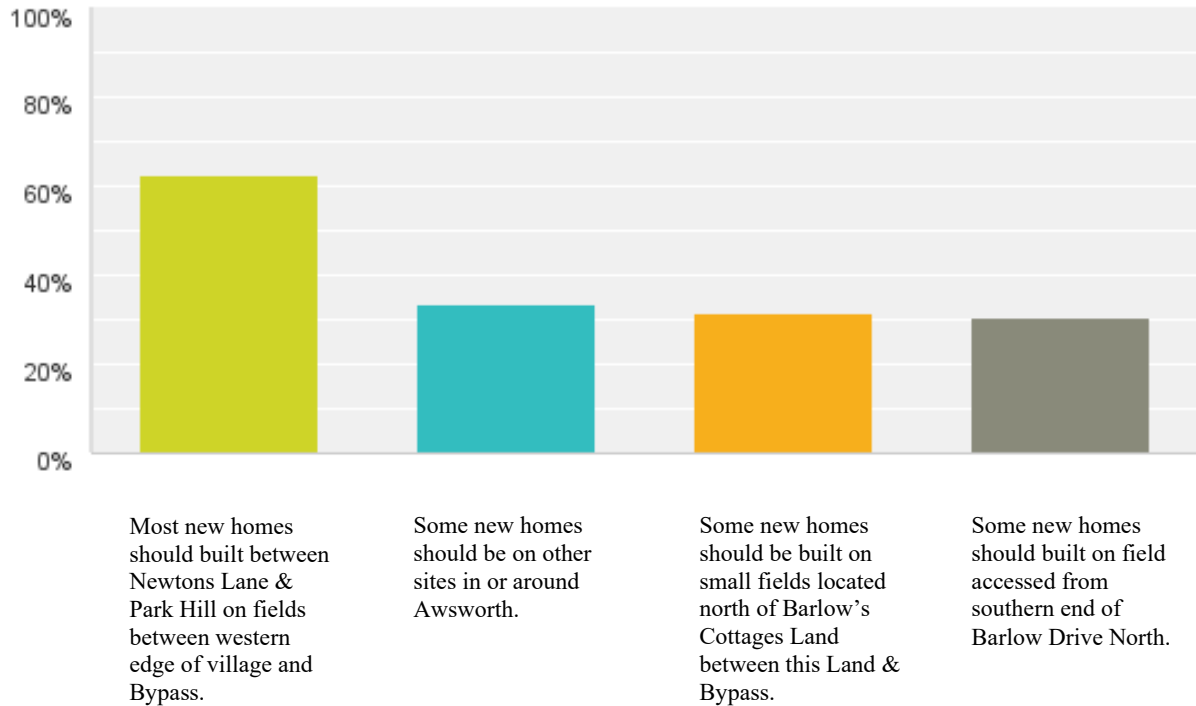
Access to the by-pass was noted by 4 respondents as a determining factor for housing sites.

"The indicated new homes should have access to by-pass via an island, this would keep traffic speed down."

“Wherever they are built despite the official Broxtowe report, entrance/exit to the bypass is essential.”

Other sites noted in the comments included land inside the Parish; behind Ponderosa, East Main Street and The Lane, Bamfords, within the village confines and; land outside the Parish; Cossall, land down to Hogs Head, LSD Skip Site, Andersens’ Nursery and Lower Newtons Lane west of bypass.

Figure 3 Location for future housing



2.8 Potential infrastructure and facility requirements

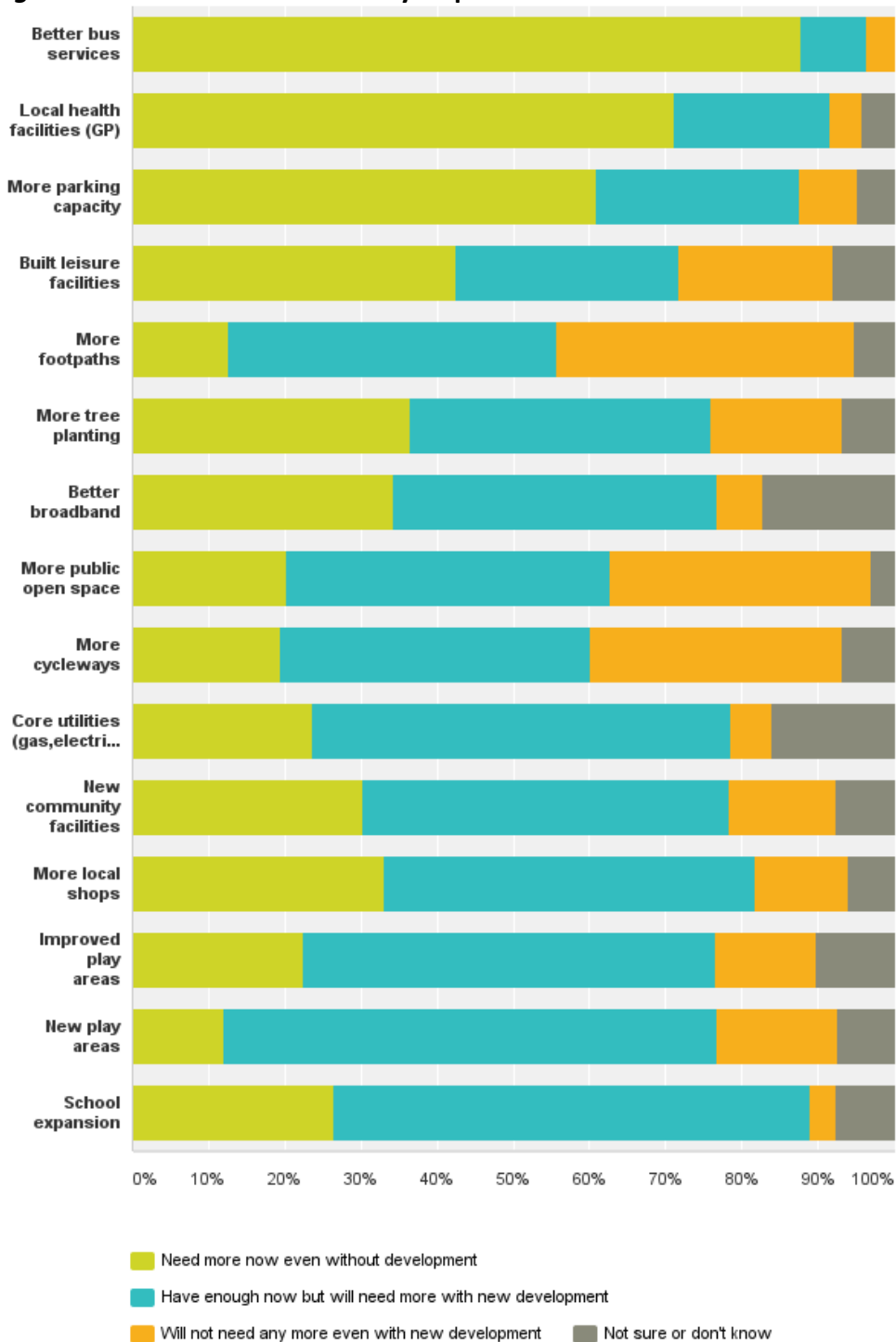
Respondents were asked, in the light of future housing and jobs, what infrastructure and facilities might be needed in the Awsworth Parish in the next 15 or so years.

In response to the statement ‘have enough now but will need more with new development’ the majority of respondents (62%, (73)) identified school expansion, followed by new play areas (65%, (70)). Better bus services were identified as the least critical (9%, (10)), but was a stand-out majority (88% (100)) in terms of ‘need more now even without development.’

In addition to a better bus service, Local health services (71%, (84)) and more parking capacity (71%, (84)) were identified as priorities in terms of ‘need more now even without development.’

In regards to the statement; ‘will not need any more even with new development’, the top three responses were more footpaths (39% (37)), more public open space (42%, (34)) and more cycleways (33%, (34)).

Figure 4 Infrastructure and facility requirements



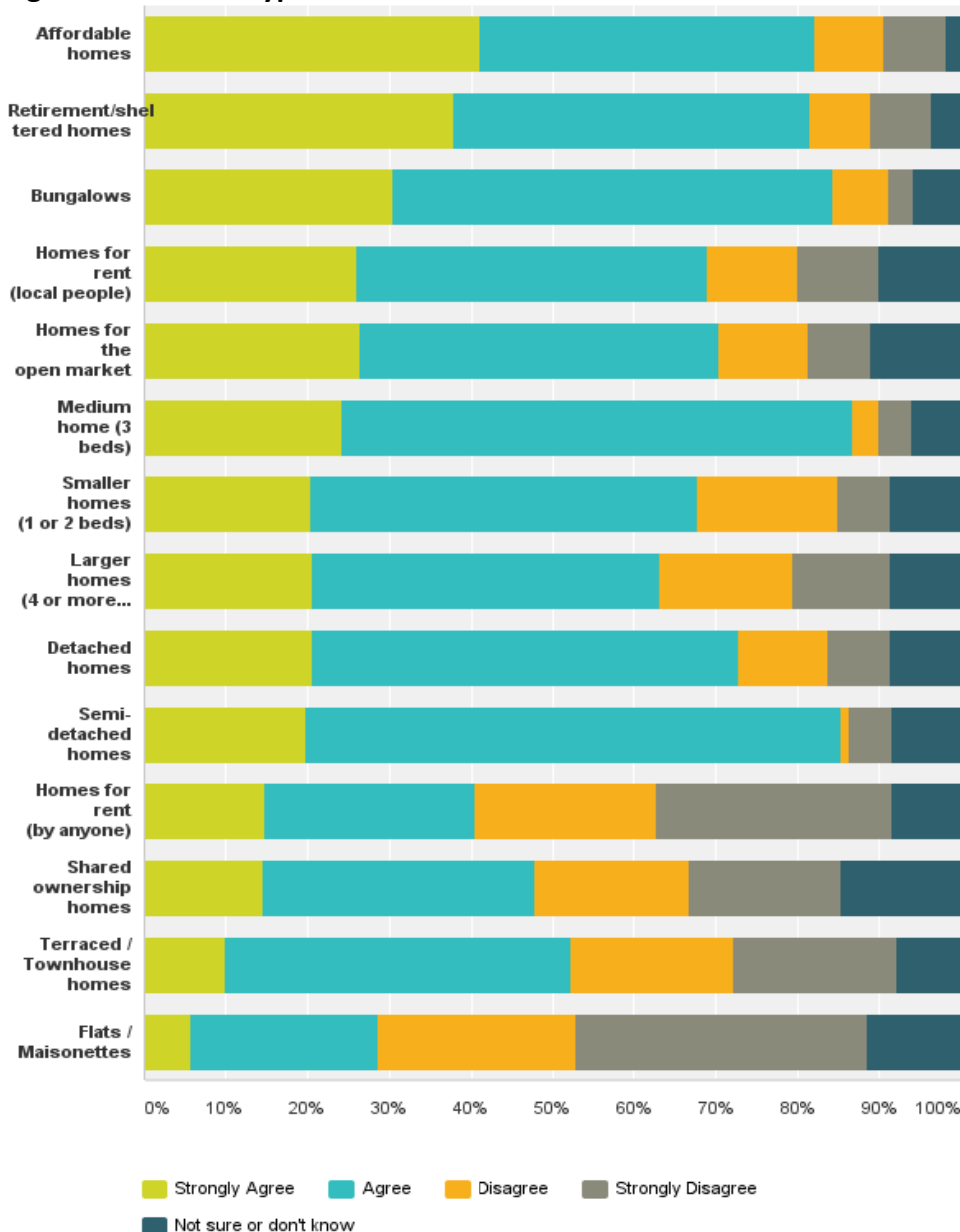
2.9 Preferred type of new houses

Respondents were asked what types of new homes should be built. The majority of respondents strongly agreed or agreed with all housing types, except for 'homes for rent by anyone' (51%, (35) either strongly disagreed or disagreed compared to 41%

(38) agreeing or strongly agreeing) and ‘flats/ maisonettes’ (48%, (52) compared to 29% (25)).

The types of houses receiving the most support (agreed/ strongly agreed) were affordable homes (82%, (88)), retirement/sheltered homes (82%, (88)), bungalows (84%, (86)), medium home (3 beds) (87%, (86)) and semi-detached homes (86%, (82)). The least preferred (dislike/ strongly dislike) type of housing were flats/ maisonettes (48%, (52)) and homes for rent (by anyone) (51%, (48)), terraced/townhouses (40%, (36)) and shared ownership homes (38%, (36)).

Figure 5 Preferred types of new houses



2.10 New employment development

Respondents were asked whether they thought new employment development should be provided in Awworth and if so where this should be. The majority of respondents (43%, (48)) felt that yes new employment development should be provided.

In regards to location, the majority (30%, (33)) identified ‘adjacent to the village’ followed by ‘within the parish but away from the village (24%, (27)). There were 38 comments, 10 of which made specific reference to Bennerley as a potential employment site.

“Potentially on part of former Bennerley Coal Disposal Point Land but limited and subject to stringent planning conditions.”

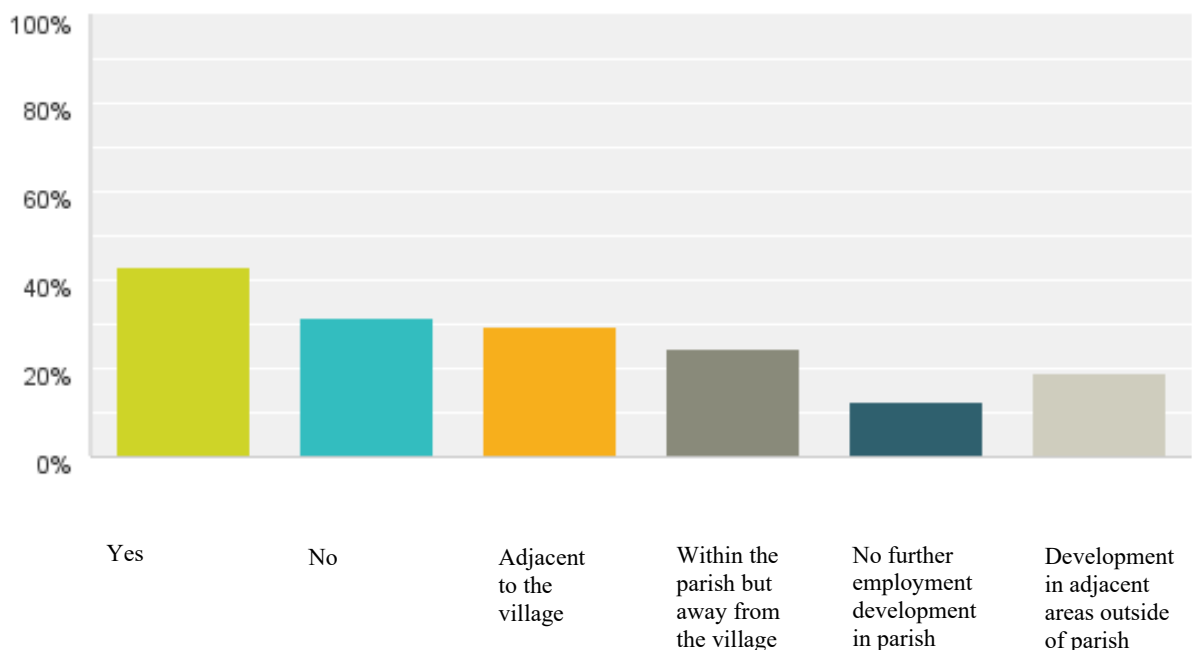
A number of comments stated that further employment development was not required in the parish.

“Jobs elsewhere can be accessed easily.”

“No room for further employment development in the parish.”

Specific locations put forward for employment development included land outside the parish; fields adjacent to Newtons Lane, east of The Gate Inn, Gin Close Way and within the Parish; alongside the bypass.

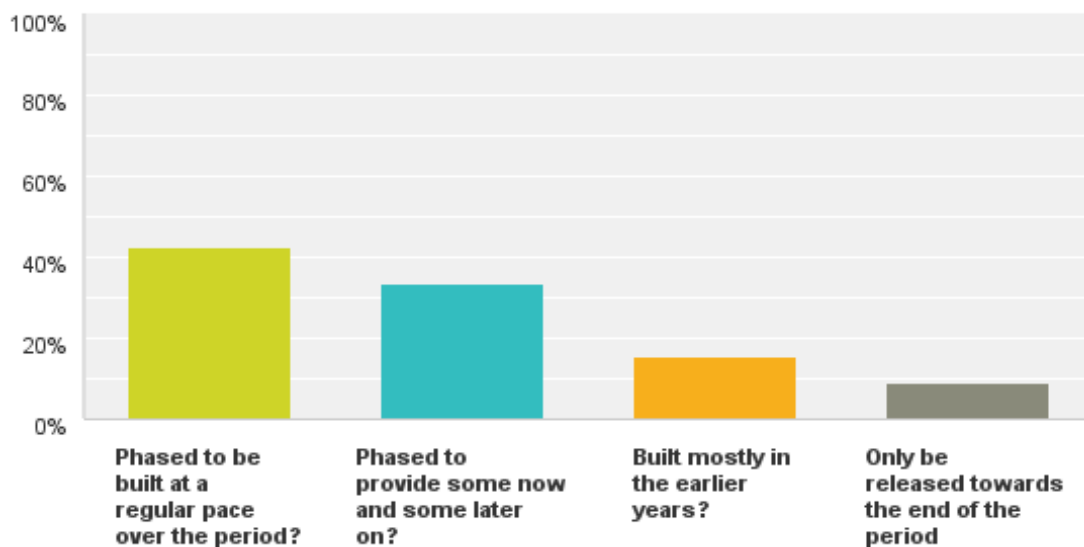
Figure 6 New employment development



2.11 Phasing Development

Respondents were asked whether the development of new homes should be phased over the next 15 years. The majority (42%, (47)) believe that development should be ‘phased to be built at a regular pace over the period’. Only 9% (10) respondents felt development should ‘only be released towards the end of the period.’

Figure 7 Phasing development



2.12 Additional comments

Respondents were invited to provide further comments or questions about new homes or new employment, not previously covered. There were 40 responses identifying several themes. The majority (approximately 33%, (13)) were in relation to traffic and access concerns. Comments included:

“Worried about proposed access to new homes bottom of Barlow drive north, with station road being the only way into the estate, traffic along here I think already maxed out.”

“New works should be kept on hold until a proper road has been put in to access sites off the bypass.”

“Any new employment opportunities should be close to A610 or Awsworth bypass to avoid increased traffic through the village.”

“How can there be a one-way system for in and out of the village. Surely this will delay emergency services when needed. Park Hill cannot take any more traffic. Entrance for in and out should be Newtons Lane end.”

“Access to new development should not be via Station Road/Park Hill.”

Threat to the village character/feel was raised by approximately 6 respondents. Comments included:

“I am concerned that with more new homes and residents, and the need for more facilities, that Awsworth will no longer feel like a small friendly village.”

“...I think the number of houses will compromise the community spirit.”

“Don’t build – you will ruin the village. There is not enough parking or school places as it is, and you want to bring more people into it? Just think about it.”

“Would prefer no development at all as we would then not be a village any longer.”

There were a similar number of comments regarding infrastructure and facilities. Comments included:

“What funding will be available to finance the infrastructure of a growing/developing population? (schools, medical, dental, hotels and organised sport).”

“All new homes should take into consideration the exceptionally poor access in the village. The transport links are non-existent and we need additional health/ school/ parking facilities.”

2.13 Awsworth Parish boundaries

Respondents were asked whether they would be in favour of Awsworth Parish boundaries being re-drawn to include adjoining areas. The majority (50%, (56) indicated that yes, they were in favour, with 32% (36) stating no. In regards to potential areas that might be incorporated into Awsworth Parish, ‘In Cossall – part of The Glebe, Newtons Lane and possibly northern part of Awsworth Lane’ was the most popular choice (50%, (56)).

There were 22 comments. Comments made in favour of redrawing the boundaries included:

“This area feels as if it’s in our parish boundary anyway, would look better improved with trees, looks a bit neglected.”

“A good case can be made for re-drawing to widen Awsworth boundaries. These are logical extensions. That part of Cossall physically attached to and effectively forming part of Awsworth. A610 now forms logical boundary in north both for that part of Greasley along the northern part Gin Close Way and that part of Kimberley further east of Gate Inn and north of Awsworth Lane, possibly including Hogs Head.”

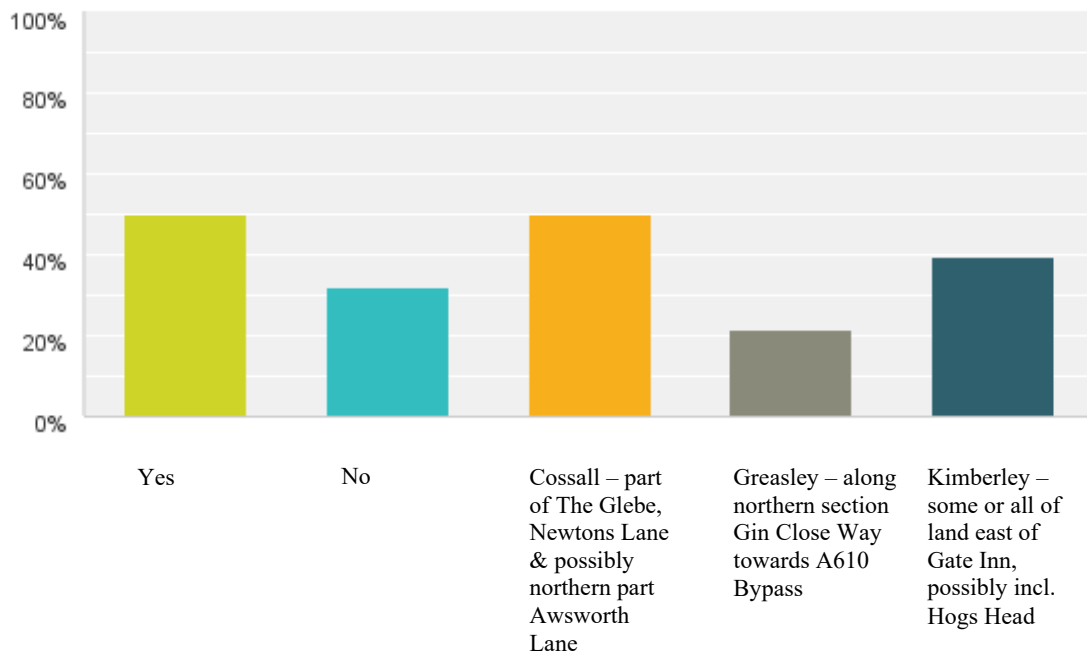
Comments not in favour of redrawing the boundaries included:

“Redrawing of any boundaries will make Awsworth less and less of a village.”

“If we want to remain a village and not a conurbation with Kimberley this cannot happen.”

A number of respondents stated that they could not make an informed comment, given the lack of information provided.

Figure 8 Redrawing parish boundaries



2.14 Allocation of specific sites and housing design policies

Respondents were asked whether the plan **should** look to allocate specific sites for new homes as well as include policies to ensure any new development is acceptable in terms of sustainability, respects local character and distinctiveness. The overwhelming majority (94%, (104)) stated ‘yes’.

There were 17 comments including:

“The local character and distinctiveness of Awsworth makes it what it is. Creating a new development that deviates from this is likely to segregate the community.”

“Housing stock is mixed, but town houses are too packed in and contribute to the current parking problems.”

“All sites should be including sustainability, local character and distinctiveness.”

Respondents were asked whether the plan **should only** include policies to ensure any new housing development is acceptable by being sustainable and also respect local character and distinctiveness. The majority of respondents (85%, (93)) stated yes.

There were 6 comments which included:

“Not ‘only’. There needs to be thought about infrastructure.”

“At the moment I don’t think there IS a local character or distinctiveness.”

2.15 Allocation of sites for new employment development

Respondents were asked whether the plan **should** allocate specific sites for new employment as well as include policies to ensure that any new employment development is acceptable by being sustainable and respects local character and distinctiveness. The majority of respondents (76%, (81)) stated yes.

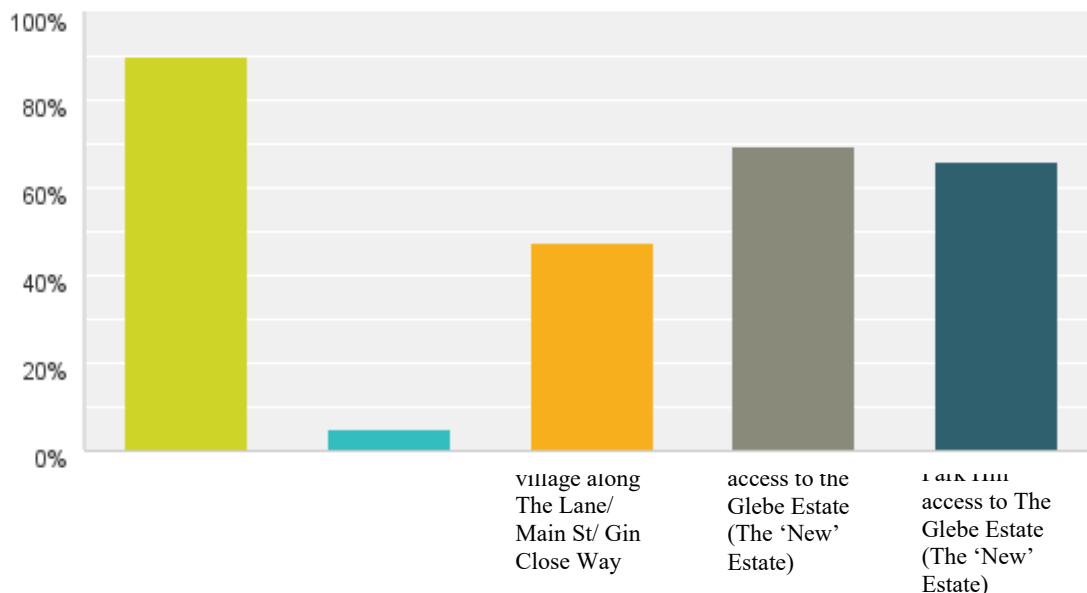
Reasons provided in the comments section as to why the plan should not allocate employment sites included that the village was not appropriate and that it would take away the character of Awworth as a village.

Respondents were asked whether the plan **should only** include policies to ensure any new employment development is sustainable and also respects local character and distinctiveness. The majority of respondents (78%, (78)) stated yes.

2.16 Traffic

Respondents were asked whether they thought there were any serious traffic flow or parking problems requiring a solution. The majority of respondents (90%, (106)) indicated that yes there were serious problems, most notably 'Station Road access to the Glebe Estate' (69%, (82)), followed by 'Park Hill access to the Glebe Estate' (66%, (78)) and finally 'through the village along The Lane/ Main Street/ Gin Close Way (47% (56)).

Figure 9 Traffic and parking problems



There were 49 comments, a number of which identified further locations to those options provided in the questionnaire. These include:

Table 5 Traffic and parking problems

Location	Issues
Middleton Street	Traffic and parking during school run hours
Stamford Street	congested
Newtons Lane/ The Lane junction	Parking
Abbott Street	Parking
Barlow North	Speeding
Barlow Drive South	Parking
Tulip Road	Parking
Recreation ground	Parking at school times
Croft Crescent	Used as a drive through
The Lane	Used as a cut through avoiding bypass Parking just above Newtons Lane makes it difficult for traffic emerging from Newtons Lane
Near Nisa shop	Parking

Potential remedies put forward include:

- Remove yellow lines on The Lane/ Main Street to encourage parking, slowing through traffic
- Alternative access as Station Road (if proposed development goes ahead)
- Speed bumps/ traffic calming through village
- Remark parking spaces in Rec car park
- All new houses must have parking (not parking areas not maintained by residents or the local council)

2.17 Proposals and or policies for the ‘Awsorth Approach’ area

Respondents were asked whether the plan should include proposals and/or policies for the ‘Awsorth Approach’ area along Gin Close Way between the A610 roundabout and Awsorth’s Tub Island roundabout. The majority of respondents (86%, (90)) indicated yes.

2.18 Future for Bennerley Viaduct

Respondents were asked what future they would like to see for the disused Bennerley Viaduct. The overwhelming majority (82%, (93)) believed that it should be ‘re-used and opened to public access as a new cycleway/walkway link to Cotmanhay.

There were 18 comments identifying potential other uses including housing, conservation, leisure and links to walks.

2.19 Future use of dis-used land at the former Bennerley Coal Disposal Point

Respondents were asked what future they would like to see for the extensive area of dis-used land at the former Bennerley Coal Disposal Point located immediately north of Bennerley Viaduct. There were 8 options provided. The most popular option was ‘re-used for a new ‘Country Park’ and nature conservation but with some

employment uses' (37%, (42)). The least popular option was 'retained as it is' (3%, (3)).

There were 24 comments identifying use for conservation, employment, housing and leisure. Comments included:

"Technical college/ education facility for hi tech manufacturing."

"Natural floodplain must be retained."

"Brownfield site why not housing."

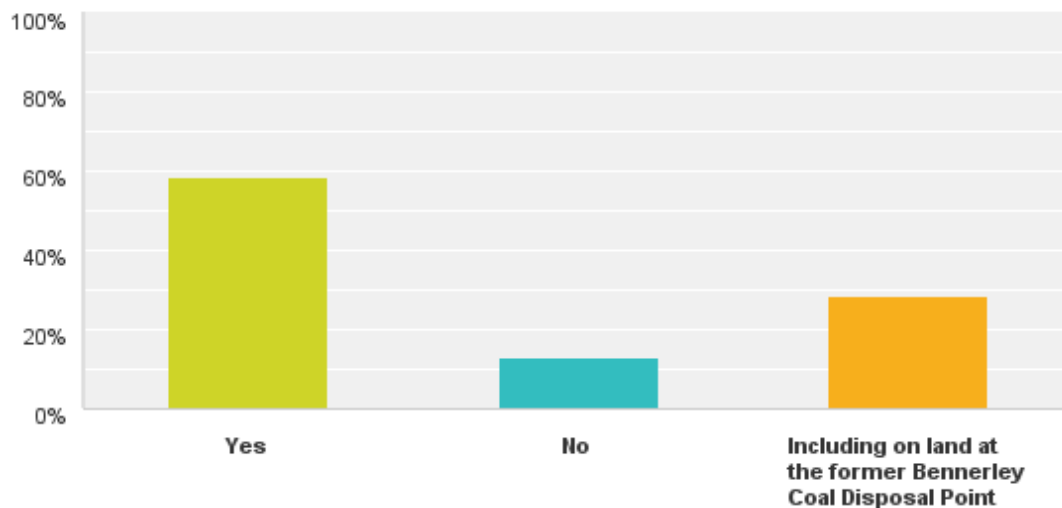
"It is an open space/ makes divide between sprawling towns."

"With Sustrans/ Bennerley Viaduct Project securing stage 2 HLF bid we need to be working towards capitalising on their success and redevelop this area for public use."

2.20 Local footpath and bridleway network

Respondents were asked whether the plan should provide and promote better use of the local footpath and bridleway network. The majority (59%, (64)) stated yes and further 28% (31) felt that this should include on 'land at the former Bennerley Coal Disposal Point.'

Figure 8 Promotion of local footpath and bridleway network



2.21 Proposals/policies for Green Infrastructure

Respondents were asked whether the plan should include proposals and/or policies to provide/promote green infrastructure e.g. tree planting, local 'pocket park', ponds etc. The majority of respondents (90%, (10)) supported the idea.

There were 33 comments which included potential locations for green infrastructure:

- Barlow Drive North (2)

- Bennerley
- Gin Close Way
- Edge of recreation grounds
- Barlows cottages
- Glebe Farm
- Wherever possible (6)

A number of comments made specific reference to planting trees, notably on the approach to the village.

“More woodland planting around the village. Especially as we are located in ‘The Greenwood’. Consider having a policy linked to ‘The Greenwood’ initiative. Also more tree planting within the village in verges etc. particularly to counter increasing loss of mature trees from private gardens.’

A general comment was made regarding the role that village green spaces can play in facilitating a sense of local pride, if maintained and installed properly.

2.22 Off-road bikers

Respondents were asked whether they consider off-road bikers to be a serious problem, requiring a solution. The response was relatively evenly split with 37% (41) indicating yes and 36% (40) indicating no, off-road biking was a serious problem. Comments would indicate that any adverse effects from off road bikers was dependent upon where people live. Land at the former Bennerley Coal Disposal Point was identified as a problem area by 25% (28) of respondents.

There 59 comments, a number of which identified additional locations where off-road biking was an issue:

- Nottingham Canal to coal tip
- Speeding through the village
- Curly Wurlys
- Glebe Farm Estate
- Bottom of Park Hill
- Cossall Pit Tip

A number of comments raised the specific issue of noise, notably at the weekends. Some comments highlighted the need to designate an area or that Bennerleys was a suitable area for off-road biking.

2.23 Village Hall

Respondents were asked how often they make use of the village hall and for what reason. The majority of respondents (39%, 47)) use the hall ‘infrequently (less than twice a year).’ A significant proportion of respondents (24%, (29)) ‘never use the

village hall.’ A greater proportion of respondents (39%, (47)) are ‘aware of what the village hall provides’ than unaware (28%, (34)).

There were 49 comments, approximately 35% of which made reference to what the hall might offer in terms of activities and included:

- Art based activity
- Music
- Theatre (2)
- Speakers (2)
- Activities for seniors (2)
- Exercise/fitness classes (2)
- Craft clubs (3)
- Social/village functions (3)
- Girl Guides/Rainbows/ Brownies

Approximately 24% of comments highlighted the need for better advertising.

“An events page/ poster/ leaflet drop to know what is happening there.”

“Not aware of what is on offer, there is a communication need here.”

Approximately 15% of comments stated the need for refurbishment.

“Needs redecorating. Up to date kitchen, toilets need replacing.”

“Needs bringing up to date.”

“Wants revamping must be the worst Village Hall out of all the local areas.....it is scruffy, all that barbed wire around it. It looks like a prison. About time some money was spent on it starting with the toilets, they are disgusting....”

“Village Hall urgently requires refurbishment to improve the external appearance of the building which looks unattractive and neglected.”

A number of comments referred to the rates charged and the need to reduce these.

“We used to hire the hall three times a week. Unfortunately, we had no choice but to reduce to once per week. The other halls are cheaper (£10 per hour) and are more welcoming and inviting with the regards to the building and staff. We were regular users however was told we could not have our set days if other came along, even though we had already booked.”

2.24 Group, clubs or organisations

Respondents were asked which local groups, clubs or organisations they belonged to or used. There were 65 responses, approximately 40% (26) of which stated that they were not involved in any group, club or organisation. Those that are involved in groups

identified a variety of local groups/clubs/organisations including bowls club, Boys Brigade, activities at the Methodist Church and St Peters Church, youth club, scouts and various sporting activities.

2.25 Other issues

Participants were asked whether there were other key issues which they thought should be considered and possibly included either as proposals or policies in the plan or any other comments. A significant number of comments were related to traffic and access, picking up on earlier points made regarding volume, congestion, parking and safety for pedestrians. Concerns were highlighted about the impact of future development on Awsworth notably its ability to remain a village and the need for good quality housing.

The following are comments made, concerning issues not previously been identified

“Some of the new housing that has been built is badly designed and we need to prevent more of this.”

“There is already very little green space left at the bottom of the village. Birds and wildlife have only recently started to recover from the building that has already taken pace. People have moved here for the very reason of this small breathing space, children’s safety, a place to walk etc.”

“Awsworth is not the village it used to be. We have a lot of crime. All these drug dealers meeting in Pocket Park and other places in Awsworth. You know who they are but nothings done about it. Pocket Park needs some seats and picnic tables. That’s why people don’t go there. Plus the druggies.”

“If so many houses are to be built we definitely need another access directly onto Shilo Way. Also there must be plenty of trees and wildlife corridors. I currently have foxes, hedgehogs, frogs etc. The buildings must be surrounded by free spaces & not just packed in.”

Appendix 2 – School Activity - Consulting school children

Introduction

A consultation session was undertaken with Key Stage 2 pupils at Awsworth Primary School on Wednesday 29 March 2017.

The aim of the session was to inform the pupils about land use planning and find out from them what is currently good about Awsworth and what could be improved to inform the vision and policies of the Awsworth Neighbourhood Plan.

Activity

The activity involved two classes of approximately 30 pupils per class in two sessions sitting in groups of 5 or 6 around tables. Each group was provided with a large map of the Parish and supporting materials and everyone was encouraged to take an active role in each exercise.

After a brief overview of land use planning and the purpose of the Awsworth Neighbourhood Plan, the class were led through five exercises. These explored where the participants lived, what they liked and disliked about the area, what could be improved and a vision for the future.

Participants were asked to discuss as a group record their comments on the map and paper supplied.

A more detailed outline of the session is provided at Appendix B

Summary

The participants showed great enthusiasm for the topic, interacting comfortably with the maps and working well as a team.

Overall there was good awareness of the area, in terms of its strengths and the potential opportunities for improvement. Not surprisingly, the local parks and playgrounds featured highly in terms of what the pupils liked about Awsworth. Arguably more surprising, was the awareness and impact of broader issues, notably traffic and presentation of the public realm.

Generally, there is an overall appreciation of what Awsworth has to offer young people, not only in terms of the parks, but also access to the surrounding countryside and the opportunities this provides.

The sessions highlighted the impact that the local environment including roads and traffic can have on young people in terms of their perceptions of safety and freedom to move around on foot or bicycle.

A copy of all the comments recorded by the participants on stick-it-notes and paper is provided at Appendix A

Findings

Where pupils live

The majority of pupils indicated on the map that they lived within the Parish.

What pupils like

Pupils were asked what they liked most about living in the Parish. There was a total of 61 'likes' recorded.

The majority (25) of 'likes' made reference to parks in general or specifically the Rec or Shilo. Twelve participants stated that they specifically liked the Rec. The reasons given included *'it is protected nicely'*, *'it is safe'*, *'skate ramps'* and *the 'pond'*.

Five participants noted their like for the pocket park (Shilo) because *'there is a wood to explore'*, *'big enclosed area with wildlife'* and *'a place for having fun.'* A further two respondents stated that they liked the football pitch at Shilo.

There were 18 'likes' for various elements of the natural environment. The majority of these (7) made specific reference to the fields for reasons of *'nature'*, *'family picnics'*, *'a place to walk'* and *'peace and quiet.'* The canal, school playing field and grassy area on Barlow Drive South were specific areas that respondents liked.

The shops and facilities were mentioned by eight participants and included reference to Beavers and the school.

Six participants liked the feel of the place. Comments included *'everyone is so friendly'*, and *'I like the peaceful neighbourhood.'*

Parks (25)	Natural environment (18)	Shops and facilities (7)	Feel (6)	Other (5)
The Rec (12)	The fields (7)	Beavers (2)	Friendly (1)	Viaduct (2)
The park/s (6)	Canal (3)	School (2)	Relaxing (1)	Back garden (1)
Pocket park – Shilo (5)	School playing field (2)	Shop – The Lane (2)	Nice people (1)	Cycle lane on bypass (1)

Football pitch – Shilo (2)	Grass sect. Barlow Drive South (2)	Pubs and food (1)	Peaceful (1)	The way houses are set out and horses in back field (1)
	Flowers (2)		Quiet (2)	
	Views (1)			
	Wooded areas (1)			

What pupils dislike

Pupils were asked what they disliked most about living in the Parish. There was a total of 53 ‘dislikes’ recorded.

The majority of ‘dislikes’ made reference to traffic and transport. Four comments noted a dislike for bumps on the road, three comments highlighted the lack of traffic lights with a specific reference to Main Road and the subsequent safety concerns. Further concerns were raised regarding off road bikers (3), busy roads (3) and speed (3), notably the speed of traffic on the by-pass and the noise impact on nearby houses, the volume of traffic around Nisa in the morning and the need for speed bumps on The Lane.

A number of participants disliked certain aspects of the public realm, notably littering (7), dog mess (4) and holes in the paths (3).

There were six comments made in relation to the shops and facilities. Comments included *‘there should be a doctor’s in case anyone is not very well and I think it should be next to Idinys Kitchen because there is a big gap there’* and *‘I don’t like how many fast food places there are. Also not enough grocery shops.’*

There were five comments with a specific reference to parks, including a dislike for smoking that takes place and teenagers breaking the play equipment.

Traffic and transport (23)	Public realm (18)	Shops and facilities (6)	Parks (5)
Bumps on road (4)	Litter (7)	The food (2)	Smoking (2)
No/ not enough traffic lights (3)	Dog mess (4)	School (2)	Break play equipment (1)
Busy roads (3)	Holes in path (3)	People hanging out at the shops (1)	Litter (1)
Off-road bikers (3)	Dirty car park - The Rec (1)	No doctors (1)	Unfriendly (1)
Speed (3)	Replace fences (1)		

Concern more houses will bring more traffic (2)	Lack of care for public property (1)		
Don't like Main Street (1)	Future building (1)		
Traffic at roundabout (1)			
Lack of bus stops (1)			
Park Hill narrow (1)			
Infrequent buses (1)			
Cars not looking where they are going (1)			

What could be improved

Pupils were asked what could be improved in the Parish. There was a total of 62 'improvements' recorded.

The majority (24) of comments made reference to improvements in traffic and transport. Four comments were made regarding parking and specifically '*more car parks*', '*parking wars everywhere*', '*the Glebe and Newtons too many cars and too little spaces*' and '*off-street parking*'.

Speed was also highlighted by three participants, notably at the bottom of the village where there are less speed cameras. Improvements to public transport (2) included the frequency of buses and the need for more bus stops around Awsworth and new houses.

There were fourteen comments regarding improvements to parks including more/better equipment the need for more parks (2).

Eleven comments were concerned with improvements to the public realm, picking up on issues raised in the previous exercise including littering and pavements. In relation to safety presumably, the need for CCTV cameras was raised by two participants.

Improvements to shops and facilities (8) highlighted the need for more clubs (2), more activities (2) such as swimming, cycling, gymnastics and parkour' and the need for a healthy food shop and '*Less chippy's and fast food places.*'

There were five comments associated with the natural environment including more footpaths, tree planting and more ponds.

Traffic and transport (24)	Parks (14)	Public realm (11)	Shops and facilities (8)	Natural Environment (5)
Smoother roads and pavements (4)	Improve playgrounds and parks (10)	Safety (3)	More clubs (2)	Orchids (1)
Parking (4)	A café near a pocket park (1)	Street lights (2)	Bigger school (2)	Bird watching (1)
Address Speed (3)	More parks (2)	Litter (2)	The shops (2)	More ponds (1)
More traffic lights (2)	A friendlier park (1)	Stop fires near Viaduct (1)	More activities (1)	More tree planting (1)
More space on road (2)		Improve pavements (1)	More pubs (1)	More public footpaths in fields (1)
Dirt bikes (2)		More ramps for disabled (1)		
Public transport (2)		Concrete car park (The Rec) (1)		
Improve public paths (1)				
Improve dog walking tracks and pedestrian crossings (1)				
More bike trails (1)				
Safety on the roads (1)				
Street lights off (1)				

The future

Pupils were asked what they would like a future Awwsworth to look and feel like. There was a total of 68 'future visions' recorded.

The majority of comments made were in broad reference to shops and facilities (25), notably sports facilities (included a football stadium and swimming pool), better or more schools, entertainment and shops (bigger and more).

A similar number of comments were made with reference to the natural environment. Participants want to see a better environment incorporating more wildlife areas, more lakes, more trees and woodland and more fields. A future Awsworth will have lots of countryside, more parks and will be a quiet place. There will be less cars and pollution and more people riding bikes.

Twelve comments made mention of homes and jobs, notably more job opportunities, nicer homes with big gardens, with flats and care homes for elderly people.

Eight comments were broadly related to the public realm and included a future Awsworth that is safe, with less litter and more healthy eating options.

Shops and facilities (25)	Natural Environment (23)	Homes and jobs (12)	Public realm (8)
Sports facilities (5)	Better environment (6)	Jobs opportunities (3)	Safe (3)
Better/more schools (4)	Countryside (4)	Nice/ nicer houses (2)	Eating more healthy food (1)
Entertainment (4)	More parks (3)	Houses for elderly (2)	Less littering (1)
Shops (3)	A quiet place (2)	Bigger gardens (2)	A smoking zone (1)
Doctors and pharmacy (2)	More bird facilities (2)	Separated houses (1)	More children (1)
Café/restaurant (2)	Fewer cars (2)	No more space (1)	Dogs on the park (1)
More hospitals (1)	Nature reserve (1)	Bigger homes (1)	
Lots of fun things to do (1)	More spacious (1)		
Adventure playground (1)	Less farms (1)		
Garden Centre (1)	More allotments (1)		
Underground (rail) or airport (1)			

Appendix A

Pupils like

Parks	Natural Environment	Shops and facilities	Feel	Other
Pocket park because it is very close to my house and there is lots of room on the field and there is a wood to explore. The park is very fun too. I like the spinney thing.	The fields because the family have picnics there and the willow tree, because we call it the 'family tree' (Viaduct)	I like the chip shop at Londis.	I like the whole village because everyone is so friendly	I like the viaduct
I like the pretty park and the park is big (The Rec)	The fields because they have loads of nature. My family can walk Buster.	Beavers	I like the area its relaxing (Estate)	My back garden
I like the park because it is protected nicely (The Rec)	I love the big grassy bit in front of 73 on Barlow Drive South	Beavers	I like the community because there is a lot of nice people	The blocks on Lara's road.
I like it here because its quiet and I like the park (The Rec)	The school playground and big grassy bit off Barlow's Drive South. I like this because me and my friend play on it nearly everyday and its only in front of my house.	Free School	I like it here because it's quiet so I can play on my bike (Cossall)	I like the way the houses are set out and the horses in the back of the field.
The park because it's safe and protected properly (The Rec)	I like to go down the canal with my dad watching people fish	I like the school because it gives us education and a nice green field.	I like the peaceful neighbourhood	I like the cycle lane on the by-pass
I like the football pitch (Shilo)	I live in Barlows Cottages Lane and in front of my mum and dads bedroom window I like the views and the field in front of my house and there's horses on the field.	(shop on The Lane) because I can get food from there if I need anything I can get it.		The viaduct
Shilo Park	I like the fields because it is a nice place to walk	I like the pubs and the food		I like Awsworth because I live with my mum
The Park	I like the canal			
The Rec	I like the green grass			
The big enclosed area with wildlife (Shilo)	I like how clean the canals are			

Parks	Natural Environment	Shops and facilities	Feel	Other
I live near 2 parks and often go to play with my friends	I like how many plants grow around the by-pass			
Pocket park because there's lots of parts to explore and play with people	I like walking in the fields but there need to be more paths			
I live near 2 parks and shops	I like the wooded areas and greenery			
That we can scooter around. The Rec and the pond there.	I like the fields because they're nice and peaceful and you can get some nice fresh air and I can walk my dog there.			
I like the pond at the Rec	The reason I chose the roundabout is because it has nice flowers			
Playing with my friends at the Rec				
Playing at the Rec				
Lots of space to play on your bike at the park				
I like the Rec because it's a good place to go in your spare time				
I like the local park area because there's lots to do there.				
I like the Rec because it has skate ramps				
I like the football field				
I love the Rec but we need more ramps				
I like the pocket park				
I like the park because it is a place for having fun				

Pupils dislike

Traffic and transport	Public Realm	Parks	Shops and facilities
I don't like that people go fast on the by-pass near the park, because there is houses and people want peace.	I don't like people dropping litter. I think people should pick up dog mess, I don't like that	I don't like the Rec because the people who use cigarettes and leave them on the floor.	The food
I don't like how the main road doesn't have any traffic lights.	I don't like that people litter in the bushes and trees.	Teenagers break the play equipment at the Rec and Shilo	There should be a doctors in case anyone is not very well and I think it should be next to Idinys kitchen because there is a big gap there.
I don't like the main road because it hasn't got any traffic lights and isn't safe.	I don't like that people leave dog mess on the ground.	People need to stop smoking weed on the Rec	School
Don't like the traffic at the roundabout	Holes in the paths.	I don't like people smoking on the Rec	I dislike the fact that our school is too small and there so many people joining
I don't like the traffic on the streets of Awsworth.	There is a lot of grit where I play and my friend fell over and got grit in her elbow. So please make it grass (The Glebe).	Make the parks friendly	I don't like that people hang out at the shops. They scare me.
I don't like the bumps on the road.	Littering everywhere		We need more ice cream vans coming through Awsworth
The noise from off- road bikers, where the old mine was (Bennerely)	People don't pick up dog poo		I don't like how many fast food places there are. Also not enough greenery shops.
Off-road bikers riding through village streets	I think there should be more bins, because there is always litter on the floor.		

Traffic and transport	Public Realm	Parks	Shops and facilities
Busy roads	I don't like the car park because it's dirty (The Rec).		Other:
Too many pot holes in the road on Park hill and Station Road.	I don't like the litter in the park/public houses and estates		I live on Barlows Cottages and you might be building on a field in front of my house.
I don't like the Main Street Road	I don't like how much rubbish is left around. Also we need special cigarette bins.		
The business of the A6096. Make another main road.	I don't like that people litter and make noise		
Bumps in the road	There is a lot of dog poo and litter around Awsworth		
If they make more houses, it will make more traffic	I do not dislike anything		
There are too many houses being built! The more houses the more traffic	We need to replace fences around Awsworth		
The bumps in the road (Donkey Piece)	All over paths and bumps		
There needs to be speed bumps (The Lane)	I don't like it that people don't care about public property		
Not enough traffic lights			
Not enough bus stops			
My lane (Park Hill) because it is too narrow and people cant get there.			
Buses don't come very often			
I don't like how much traffic is around Nisa in the morning			
Bus stops			
Cars are not look where they are going			
I don't like the teenagers riding their bikes at night time. They wake me up.			

Improvements

Traffic and transport	Parks	Public realm	Natural Environment	Shops and Facilities
The roads need to be smoother	I think we can improve the playgrounds and parks	Concrete on the car park (The Rec)	We could have more orchids to make Awsworth more healthy (Bennerley Grassland site).	Clubs
I think we need more traffic lights and more shops	I think that we can improve by putting in more equipment.	I don't like the dog poo all over the streets	Have a nice bird watch so you can see what type of birds there are in Awsworth (south of Kimberley Dismantled Railway LWS)	More kids clubs and activities for youths
More space on the road	A little café somewhere like near the pocket park, so people can visit there and have a nice drink and some food.	Put CCTV cameras on the parks	More ponds (Bernnerley Grassland Site)	Make the school bigger
Make a road for bikers outside the village	Repaint/ fix some of the equipment at the park because they are squeaky, dirty or just damaged.	Stop littering	More planting trees	More activities like swimming, cycling, gymnastics, kickboxing, parkour.
Paint the lampposts so they cannot switch on	Make the park bigger (The Rec)	I think that there should be a sign that says no bonfires (near Viaduct) because it is not very nice, it make a mess and doesn't help the environment.	More public footpaths in fields	A bigger school for more children
The holes in the roads and pavements.	Skateboard ramps for younger children	On Barlow Drive South there should be a little bit of light (add a lamppost) because it goes quite dark.		More pubs

Traffic and transport	Parks	Public realm	Natural Environment	Shops and Facilities
The roads need improving because they have holes.	I think we should get more equipment to play on at the Rec and pocket park.	We need to improve the pavements		Healthy foods shop. Less 'chippy's' and fast food places.
To have more bus stops around Awsworth and new houses.	Fix the swing and slide on the pocket park.	Improve CCTV		The shops
To improve dog walking tracks and pedestrian crossings.	Pocket Park – need more play equipment and they need more grown up swings, not baby swings.	More ramps for disabled		Other:
Fix bumps in the road	More parks	A safer area		I don't know what to improve
Near the bottom of the village there are less speed cameras and cars go faster than 20 mph.	Skate ramps	Street lights		We need to save more money because there some things we don't use
Improve public paths	More places to play sport e.g. like the cage at the Rec	The amount of bins		
More car parks	The Rec ramps			
Off street parking	Make the park more friendly			
The Glebe and Newtons too many cars and too little spaces				
Parking wars everywhere				
I want it to have more traffic lights on the main roads.				
Make the A6096 a bit larger than one lane in case of people being lazy.				

Traffic and transport	Parks	Public realm	Natural Environment	Shops and Facilities
Public transport frequency – more buses.				
Please make more bike trails for people to have lots of things to do because people just stay in and watch tv and don't get enough fresh air.				
Cars need to look where they are going				
I want to improve the speed in the neighbourhood				
Safety on the roads				
I don't like that people drive too fast on the road.				
Stop dirt bikes				

The future

Shops and facilities	Natural environment	Homes and jobs	Public realm
Adventure playground	Awsorth still be a quiet place	New houses need to look nice	Safe place for children to walk around the village
Gaming zone	Keep it quiet and more plants	Jobs office	Less littering
Garden Centre	Bird watching building (near Viaduct)	More flats for elderly people	A smoking zone
Local swimming pool	More spacious	Bigger gardens	More children
Local cafe	More wildlife areas	More opportunity to work	Dogs must be allowed on the park (only if you will clean up)
Jo Jo bow shop and concerts	More park	Nicer houses	Eating more healthy food
Local Mac Donalds	Better environment	Bigger homes	Security on the Rec (bad teenagers)
Bring the fair back	More lakes	Care homes	Police and neighbourhood watch
Gaming zones	More bird houses	To have more houses and knock down some of the field on the Rec.	
Normal hotels	More parks	Separated houses	

Shops and facilities	Natural environment	Homes and jobs	Public realm
A football stadium	Still have countryside	Massive gardens	
Sports clubs and martial arts	More people riding bikes instead of going in cars	More places to work	
Less cars there is so much pollution	More trees and woodland around	There will be no more space in the village because of all the new houses	
Public swimming pools and toilets	Protect the countryside		
Doctors and pharmacy	Nature reserve		
Shops - parking	More park		
More entertainment - cinema	Less farms		
Mend things more	More fields		
Lots of fun things to do	More allotments (healthy food)		
GP surgery	Moor woods		
We think we need more hospitals so we don't have to go to the QMC.	Nature homes		
A better school, like a high school with more class rooms.	Lots of countryside		
Underground (rail) or airport			
Bigger shops			
More schools			
To have more shops, but real shop (Tesco) and get rid of Idan's Kitchen			
More schools			

Detail:

Who are we and what are we here for?

Good morning, we are here today, because we want to hear from you about what you like about living and going to school in Awsworth and what you might dislike and think could be improved.

We would like to use your thoughts and ideas to help write a plan that will shape how Awsworth will grow and change in the future. We know that more houses will be built and more people will come and live in Awsworth. BUT as Awsworth changes – what do you as young people want to keep or what do you think we need more of?

What is planning and how it effects as all

So why is planning important and why should we care?

Well, if you look outside your bedroom window, you might see parks, fields or other houses. Town planning has decided where these houses should go and has stopped the fields around Awsworth being built on.

Planning is how we make sure we have enough houses to live in, we have space to play, shops, there are buildings to work in and we have community buildings for everyone to use, such as schools, hospitals, libraries and that we can move around by bike, car, bus, train and walk.

It is really important that young people such as yourselves are involved in this process.

Activities

We are going to ask for your thoughts on a number of questions. These are group activities, so you will need to discuss around your table and ensure that everyone's ideas are included. Importantly, there are no right or wrong answers, only thoughts and ideas.

Exercise 1

Everyone has a map of Awsworth on their tables.

As our first exercise, can you all identify where you live on the map and mark this with a star. If you live outside of the area shown on the map, you can find the school and mark this with a star.

Exercise 2

Now we would like you to think about what you **like** most about living in Awsworth?

You might like to think about:

- The things there are to do, places to go? Where do you go for fun? – parks, shops, clubs?
- Do you like the look of the area? – the streets, parks, buildings, countryside?

Discuss this briefly as a group and then identify any specific areas with a **GREEN** DOT and tell us why it is you like it (place/ activity) on a **GREEN** Stick-it-note.

Table – can you give me 2 things that your group like about living/going to school in Awsworth.

Exercise 3

Now we would like you to think about what, if anything you **dislike** about living in Awsworth.

You might like to think about:

- The things there are to do, places to go?
- How easy it is to get to where you want to go - walking, cycling, by car or bus

- The look of the area? – the streets, parks, buildings?

Discuss this briefly as a group and then identify any specific areas with a **PINK** dot and tell us why it is you **dislike** it on a **PINK** stick-it-note.

Table – can you give me 2 things that your group **dislike** about living/going to school in Awsworth

Exercise 4

Now we would like you to think about **what would make Awsworth an even better place to live/ go to school**

If you were making plans for the future, what would they be?

- Could there be more places to play, walk, ride a bike?
- What about shops?
- Would the buildings look the same or different?
- Have you visited somewhere recently that you really liked?

Discuss this briefly as a group and write your ideas on the A3 sheet provided. Specific areas can be marked on the map using an **ORANGE** sticky dot.

Table – can you give me 2 things that your group think **would make Awsworth an even better place to live/go to school?**

Exercise 5

Now we would like you to think about **how you would like the area to look and feel in the future (when you have grown up and left school)**

You might like to think of certain words that might describe how you would like Awsworth to be?

e.g. Awsworth will be a place where I can afford to live? I will be able to travel easily to work or university? It will be quiet and relaxing? It will be busy and exciting?

Discuss this briefly as a group and write your ideas on the A3 sheet provided. Specific areas can be marked on the map using an **BLUE** sticky dot.

Table – can you give me 2 things that your group think about **how you would like the area to look and feel in the future**

Appendix 3 - Note content correct except 'Daventry' should read 'Awsorth' but numbering format is not reproduced correctly

Consultation Summary – Proposed Housing Development at Newtons Lane, employment development at the former Bennerley Coal Disposal Point and Awsorth Neighbourhood Plan.

Consultation Summary

SUBJECT: Public Consultation Responses Summary

Response Rates: Exhibition **15** and Website **2** Total 17

REF: EMS.2807 Land at **DATE:** June 2017
Awsorth

1. SUMMARY OF DAVENTRY EXHIBITION

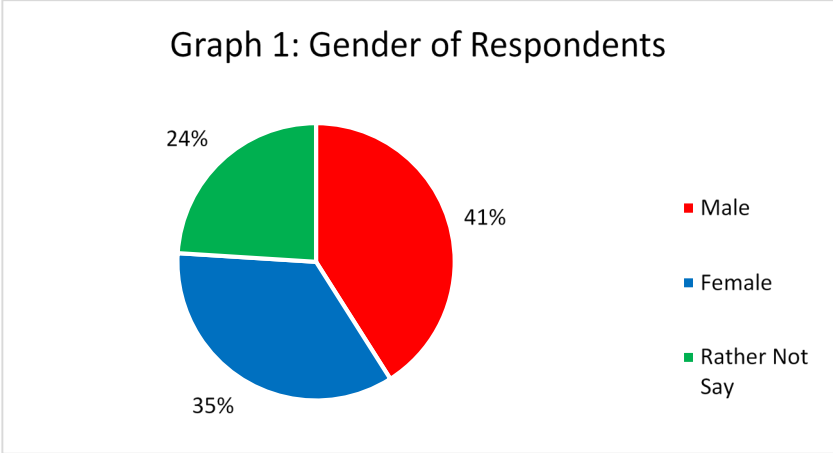
1.1 The public exhibition in Awsorth was held on Monday the 19th June 2017 from 16:00pm until 19.00pm at Awsorth Village Hall. There was a total of **120** individuals that attended.

2. SUMMARY OF RESPONSES

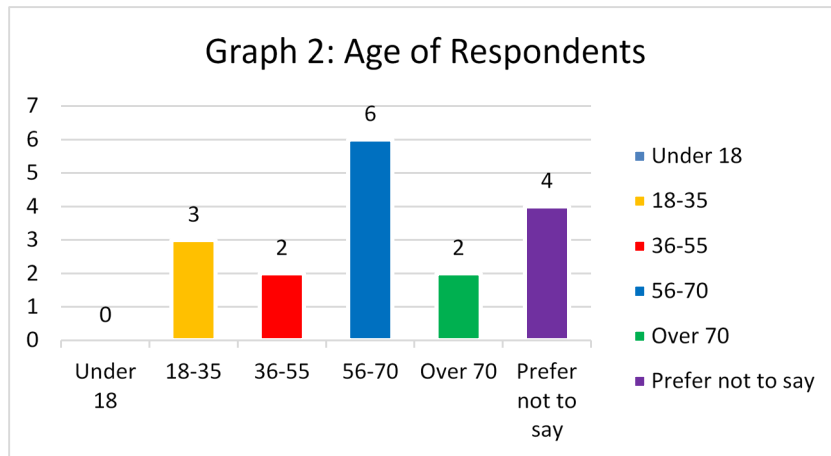
2.1 A total of **17 responses** have been received so far from the exhibition and website. The majority of responses are from the exhibition (15), followed by the website (2).

2.2 Overall there was a low response rate which appears to show that the proposals have not attracted a significant level of public concern when the response rate is compared with the overall number of people who were consulted.

2.3 The gender split between the response rates is skewed towards more male than female and the rest have not stated their gender (Graph 1).

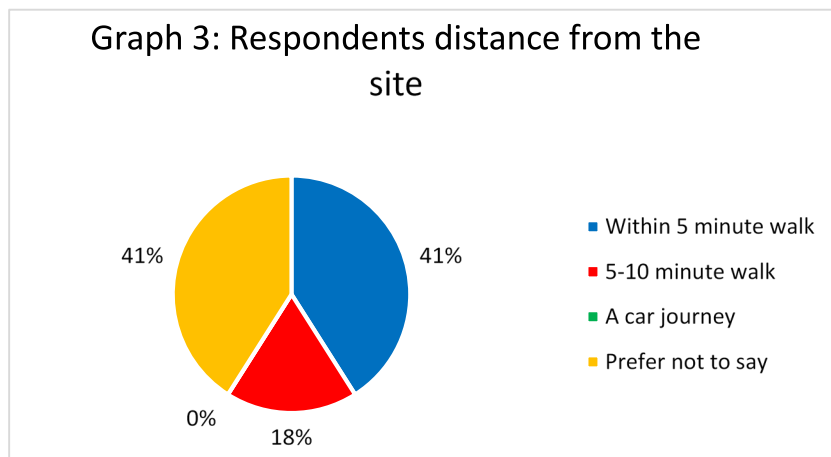


1.1 A large number of respondents are in the age group 56-70, 0 responses under 18,



and a few in the other categories. This can be seen in Graph 2.

1.2 Most of the respondents live less than a 5 minutes walk away from the site, or they preferred not to say. The rest lived a 5-10 minute away. None live a car journey away. This can be seen in Graph 3.



1.3 All the respondents to the website are a local resident.

1.4 The comments received through the form have been analysed on the basis of the various issues raised by respondents. The responses generally contained more than one comment and there are areas of overlap where several people have raised similar issues.

1.5 The table below shows the split of comments in relation to the broad topics. The most frequently commented upon topic was transport, planning and urban design, and the environment.

Topic type	Total	Percentage
Transport	8	18%
Planning & Urban Design	8	18%
Environment	8	18%
Housing	6	14%
Economy	6	14%
Facilities & Services	5	11%
Additional Comments, Principle	3	%
Total	44	100%

1. TRANSPORT

- 1.1 The transport issues are primarily related to the proposed access off Newtons Lane, and how it could increase traffic flows through the village.
- 1.2 The comments also highlight the traffic that builds up along the A610.
- 1.3 A few also mentioned the need for an improved bus service in Awsworth, especially as there is no Sunday service.

2. PLANNING AND URBAN DESIGN

- 2.1 Issues regarding Planning and Urban Design mainly relate to how the Neighbourhood Plan could be altered. The main suggestion was that the Neighbourhood Plan should do more to address the need for improved transport connections and local facilities.
- 2.2 Other suggestions for the Neighbourhood Plan were: use a type of dwelling that has minimum hard standing, do not build the proposal on Barlow North Drive and change the Bennerley Coal Disposal Point to renewable energies rather than a rail link (one comment for each suggestion).
- 2.3 Non-related Neighbourhood Plan issues were related to the current housing overlooking the proposed gardens, and the need for more sustainable development.

3. ENVIRONMENT

- 3.1 The main concerns for the environment were the loss of wildlife and the building on green belt land, especially when there is brownfield land available to develop.
- 3.2 Comments also mentioned how there was a need for a suitable drainage strategy, that there could be a noise issue if the coal disposal point is developed, and that there will be a rise in CO² levels from the proposed development.

1. HOUSING

- 1.1 On one hand, there were negative comments about the housing proposed. The development was considered to be out of scale with the current village, and the housing association within the development would bring the area down.
- 1.2 In comparison, others have commented that they have no problem with the suggested development, stating that Broxtowe Council have highlighted this site as the only place suitable for development.
- 1.3 One comment positively responded to the proposed housing development, believing it to be a good idea.

2. EMPLOYMENT

- 2.1 Some comments questioned the point of the proposed employment, or commented that they weren't interested in any employment being developed.
- 2.2 In contrast, there were comments welcoming the proposed development.
- 2.3 There were questions asked about what the proposed development entailed, and whether the station was being extended. One comment also stated that the employment land should be set aside for housing instead.

3. FACILITIES AND SERVICES

- 3.1 People have raised concerns over the capacity of the school and medical centre, stating that they are already oversubscribed without further development happening.

4. ADDITIONAL COMMENTS, PRINCIPLE

- 4.1 The comments that didn't fit in to the above categories criticised the development, stating it was only happening because of the Bennerley Viaduct, and so that the developers can make more money.

Note – Above extracted from summary prepared by Pegasus Planning for Harworth Group

Content correct except 'Daventry' should read 'Awsorth' but numbering format is not reproduced correctly

Appendix 4 – Local Business Survey



LOTTERY FUNDED

February 2017

Awsworth Future? Our Neighbourhood Plan – Local Business Survey

Dear business owner,

Awsworth Parish Council is, with the help of a Steering Group and the local community, developing a Neighbourhood Plan for Awsworth. A Neighbourhood Plan is a relatively new way of helping local communities to influence the planning of the area in which they live and work.

Once 'made', the Neighbourhood Plan becomes a statutory part of the development plan for the area and will carry significant weight in determining how planning applications are decided. You have been sent a survey because your business is located within or just outside the Awsworth Parish. In order that we can appropriately plan for the future needs of the Parish, we would like to know from you, what it is like to operate a business in the area, and what your future needs are likely to be. Your views are important to us whether you are a sole trader or a larger company. The findings from this business survey will help to shape the land use and development policies in the Neighbourhood Plan.

Please complete and return this short survey by Monday 13th March 2017:

ONLINE - you can complete the survey easily on line, which would also help us, by going to www.awsworthparishcouncil.co.uk

FACEBOOK by going to the 'Awsworth Neighbourhood Plan' page

EMAIL - you can download a copy of the survey from our website and complete and return by email to clerkawsworthpc@hotmail.co.uk

PAPER - complete and return to Awsworth Parish Council, Council Office, Awsworth Village Hall, 61 The Lane, Awsworth, Nottinghamshire NG16 2QQ

If you require help completing this survey, please contact us at

0115 9309 207 or e-mail michael@smith10tulip.freemove.co.uk

THANK YOU - *Awsworth Parish Neighbourhood Plan Steering Group.*

1 | Page

Awsworth Parish Neighbourhood Plan – Local Business Survey

Awsworth Parish Council, Council Office, Awsworth Village Hall, 61 The Lane, Awsworth, Notts NG16 2QQ
0115 944 1839 www.awsworthparishcouncil.co.uk

AWSWORTH PARISH COUNCIL

1. Company name:

.....

2. Address

.....

3 In what type of premises is this business (mostly) based? (please tick)

- An office
- A unit or business park
- Your home

Other (please specify)

.....

4. How many years has your business been operating in Awsworth?

.....

5. How many people does the business employ?

- 1
- 2-5
- 6-10
- 11-15
- 16+

6. What number of employees live within a 2-mile radius of Awsworth?

- 0
- 1 to 3
- 4 to 10
- 11 to 20
- 20+

7. To what extent are the following, important reasons for being based in Awsworth?

	Not important	Important	Very important
Close to where you live			
Good transport links			
The quality of premises			
Affordable premises			
Proximity to suppliers			
Proximity to customer			
Your business is based from home			

Other (please specify)

8. Where should employment land be located?

- In Awsworth village
- Elsewhere in the Parish
- Don't consider there is a need for additional employment land
- Don't know

Other (please specify)

9. What are your future business plans? (tick all that apply)

- Expansion
- Disposal
- Relocation
- Reduction
- No change

Other (please specify)

**10. What will help your business to develop and thrive during the plan period to 2028?
Please list up to five in priority order.**

e.g. better transport links, improved access, bigger site, extension to home working office or workshop space.

1.
2.
3.
4.
5.

11. Are there any barriers or constraints that prevent your business from developing in the plan period to 2028? Please list up to five in priority order.

e.g. car parking availability, traffic, quality of broadband and mobile coverage, availability of land, suitability of buildings etc.

1.
2.
3.
4.
5.

**12. What additional space will your business require over the plan period to 2028?
(Please tick all that apply).**

	Up to 50m ²	50m ² to 100m ²	100m ² to 200m ²	200m ² or more
Retail				
Office				
Storage				
Industrial/workshop				
Other:				

13. Are there any other businesses that the Plan could encourage to locate in Awsworth that may complement your business? For example improve the village footfall, use your waste or your products etc.? (tick all that apply)

- Retail shops
- Pubs, restaurants and cafes
- Tourism, leisure and crafts
- Community services
- Financial and professional services
- Transport, storage and distribution

Other (please give details)

.....

.....

.....

14. If you have other comments about business activity in Awsworth, please provide them in the space below.

.....

.....

.....

15. To help us understand the range of existing businesses in Awsworth, please tick the box that best describes the nature of your business.

- Agriculture, horticulture, landscaping
- Building and construction
- IT
- Manufacturing and engineering
- Motor trade
- Professional Services
- Retail
- Hospitality (pub, café, restaurant, accommodation)
- Storage
- Transport
- Personal Services (hairdressing etc.)

Other (please specify)

.....

Appendix 5 - Regulation 14 Consultation : Groups and Bodies Formally Consulted

Awsorth Neighbourhood Plan – List of Consultees - February 2018

NAME OF ORGANISATION
ACNA Centre
ABC Youth Club
Awsorth Cossall & District Village Produce Association
Awsorth Bowls Club
Awsorth Cricket Club
Awsorth & Cossall History Society
Awsorth Methodist Church
Awsorth Primary & Nursery School
Awsorth School House Day Nursery
Awsorth St Peter's Church
Awsorth Villa Football Club
Awsorth Village Hall
Barratt Homes North Midlands
Beeston and District Civic Society
BREEAM
Brinsley Parish Council
British Gas
Broxtowe Borough Council
Broxtowe Ramblers
Broxtowe Womens Project
BTCV
Campaign to Protect Real Ale
Campaign to Protect Rural England
Canal & River Trust
Connexions
Constituency Office
Cossall Parish Council
D2N2
Derbyshire County Council
Derbyshire Gypsy Liaison Group
Derbyshire Police and Crime Commissioner
Design Council
DGLG
Eastwood Town Council
EE
Environment Agency
Erewash Borough Council
Farming and Wildlife Advisory Group
Forestry Commission
The Gardens Trust

Gate Inn Awsworth
Greenwood Partnership
Greasley & District Civic Society
Greasley Parish Council
Groundwork East Midlands
Hall Construction
Harworth Estates
Hall Construction
High Speed Two (HS2) Ltd
Highways England
Historic England
Hogs Head Hotel & Restaurant
Home Builders Federation
Homes & Communities Agency
HS2 Growth Partnership
Inland Waterways Association
Kimberley Town Council
Lowland Derbyshire and Nottinghamshire LNP
Langridge Homes Ltd
Midland Womens Aid
National Farmers Union
National Grid
National Grid for Electricity and Gas Transmission Assets
Natural England
NET Project Office
Network Rail
NG16 Hedgehogs
North Broxtowe Preservation Society
North Midlands NHS England
Nottinghamshire Building Preservation Trust
Nottingham Chinese Welfare Assoc.
Nottingham Community Housing Association
Nottingham Express Transit (NET)
Nottingham Friends Of The Earth
Nottinghamshire Biological and Geological Records Centre
Nottinghamshire County Council
Nottinghamshire Police
Nottinghamshire Police and Crime Commissioner
Nottinghamshire West CCG
Nottinghamshire Wildlife Trust
NUH NHS Trust
Nuthall Parish Council
Office of Rail Regulation
Oxalis Planning
Pedals

Public Health - Nottinghamshire County
Real Edge Awsworth
Rural Community Action Notts
Severn Trent Water
The Society For The Protection Of Ancient Buildings (SPAB)
Sport England
St Peter's Church Awsworth
Sustrans
The Coal Authority - Planning and Local Authority Liaison
The Woodland Trust
Trent Barton
Trinity Farm Cossall
Trowell Parish Council
Twentieth Century Society
UK Coal Ltd
UK Coal Mining Ltd
Victorian Society
Vodafone and O2
Volunteer Centre Broxtowe
Western Power
Well Pharmacy

Appendix 6 – (a) Email (b) Letter - sent to Statutory Consultees (and others)

Appendix 6(a)

Dear Sir/Madam

**Awsorth Neighbourhood (Development) Plan:
Pre-Submission Consultation**

Friday 23rd February until Friday 13th April 2018

A Neighbourhood Plan is being prepared for Awsorth Parish (in Broxtowe Borough, Nottinghamshire). Following extensive community consultation and a review of the evidence base a **Consultation Draft Plan** and an accompanying **Background Document** have been prepared.

Formal **consultation on the Pre-Submission Draft Awsorth Neighbourhood Plan** will be undertaken commencing **Friday 23rd February until Friday 13th April 2018** (to meet the requirement for a minimum period of 6 weeks to be allowed).

Please see the attached consultation letter.

Representations should be made by 5.00pm on Friday 13th April 2018 preferably online via the Awsorth Parish Council Website.

IF YOU ARE NOT THE APPROPRIATE CONTACT PLEASE FORWARD THIS E-MAIL

**PLEASE COULD YOU LET US KNOW IF YOU WISH TO BE REMOVED FROM OUR
CONSULTATION LIST FOR ALL FUTURE CONTACT ABOUT THE PLAN PROCESS**

Hayley Holt - Clerk to Awsorth Parish Council

Appendix 6(b)

See below



23rd February 2018

Dear Sir/Madam

Awsworth Neighbourhood (Development) Plan: Pre-Submission Consultation

A Neighbourhood Plan is being prepared for Awsworth Parish (in Broxtowe Borough, Nottinghamshire). Following extensive community consultation and a review of the evidence base a **Consultation Draft Plan** and an accompanying **Background Document** have been prepared.

In accordance with the Neighbourhood Planning (General) Regulations 2012 this letter concerns the Pre-Submission consultation and publicity required by Regulation 14. Before the plan can be formally submitted to the local planning authority (Broxtowe Borough Council) details of the plan's proposals are being publicised:

- (i) to bring them to the attention of all those who live, work or carry on business in the neighbourhood area and to provide an opportunity for representations to be made; also
- (ii) to consult any consultation body (referred to in paragraph 1 of Schedule 1 to the Regulations) whose interests Awsworth Parish Council as the qualifying body considers may be affected by the proposals for a neighbourhood development plan; and
- (iii) a copy of the proposals for the neighbourhood development plan has been sent to the local planning authority (Broxtowe Borough Council).

Formal **consultation on the Pre-Submission Draft Awsworth Neighbourhood Plan** will be undertaken commencing **Friday 23rd February until Friday 13th April 2018** (to meet the requirement for a minimum period of 6 weeks to be allowed).

The plan's proposals contained in the **Consultation Draft Plan** (and supporting evidence contained in the **Background Document**) may be inspected in **electronic format** on the Awsworth Parish Council website www.awsworthparishcouncil.co.uk

In addition a number of **paper copies of the Consultation Draft Plan and Background Document** may be made available for short term loan via the Parish Council's Office by contacting the Clerk by email clerkawsworthpc@hotmail.co.uk or telephone 0115 944 1839.

Representations should be made by 5.00pm on Friday 13th April 2018 preferably **online** via the Awsworth Parish Council Website or on a **paper form** which can be downloaded from the Parish website or paper copies obtained from the Clerk.

Subject to consideration of all responses received the Draft Plan may be modified before being formally submitted to Broxtowe Brough Council who will arrange for an independent examiner to scrutinise the plan before it can be finally approved and brought into force following a Local Referendum.

Hayley Holt - Clerk to Awsworth Parish Council

Awsworth Parish Council, Council Office, Awsworth Village Hall, 61 The Lane, Awsworth, Notts NG16 2QQ • 0115 944 1839 • www.awsworthparishcouncil.co.uk

AWSWORTH PARISH COUNCIL

Appendix 7

Responses to Regulation 14 Consultation

No.	Section/ Policy	Respondent	Summary of Comment	Proposed Response	Suggested Actions
1	General & by inference Policy GI 2	NFU	Highlighted the need for policies that do not impede the viability and ability of farmers to diversify eg. rural diversification, renewable energy, conversion of vernacular buildings.	That the NFU comments are noted. The Plan does not include specific policies that either enable or impede the matters raised. These issues were not raised by the community through the consultation process.	No Change
2	General	Sports England	Outlines how the planning system can play a role in facilitating social interaction and creating healthy, inclusive communities.	This is a general comment and provision of information. The Plan has been produced with regard to the NPPF and Guidance. The need to create healthy communities is an important thread underpinning the Plan, clearly evident in a number of the policies including design, transport, community facilities, green infrastructure and local space designation.	No Change
3	General	Historic England	Highlight the area's important designated heritage assets; Grade II* listed Bennerley Viaduct and three Grade II listed assets and the need to safeguard those elements which contribute to their significance. Further, a recommendation to speak with the planning and conservation team at Broxtowe Borough Council and Nottinghamshire County Council archaeological service.	This is largely a general response. The advice is welcomed and has been suitably addressed in the development of the Plan. Discussions have taken place with Broxtowe Borough Council and Notts County Council have been consulted.	No Change
4	General	Broxtowe Borough Council	I have done one [i.e. Online] response with my comments on the Local Green Spaces report.(very impressive document I thought). I then tried to do another but Survey Monkey will only let you submit once. [NB: Survey Monkey was subsequently enabled to allow multiple responses]	Note and support the proposed minor corrections to the Plan. Note: reference that Ilkeston Station is now built already acknowledged paras 11.14 and 11.15 and Aim TT1.	Amend Plan with minor corrections: - Broxtowe <u>Borough</u> Council. Remove references to District

			<p>I detail below my comments on the Draft Plan.</p> <ul style="list-style-type: none"> - There are references to Broxtowe District Council [NB: Not specified – but note Aim BED 1 pages 55 & 111 & Aim GI 3 pages 76 & 114] - Ilkeston Railway Station is now built - 12.2 and other areas. The text relating to Bennerley viaduct might need updating given Sustrans latest comments. - 12.11 and 12.12. It is worth mentioning the Erewash Valley trail which runs along the canal. - 8.38 Is G6 really a Local Green Space. I have made this same comment in the response to the Local Green Spaces report - Figure 21 The line of the Erewash Valley trail is slightly wrong. I attach a plan showing the correct route. <p>I realise my points are only minor but hopefully helpful in making sure the document is as accurate as possible.</p>		<ul style="list-style-type: none"> - Update, where relevant, supporting text relating to Bennerley Viaduct to reflect Sustrans latest comments. (see 102) - Amend supporting text paras 12.11 / 12.12 and Fig. 21 to correctly reflect the route of the EVT
5	General	Seven Trent	<p>Thank you for giving Severn Trent the opportunity to comment on Awsworth Neighbourhood (Development) Plan: Pre Submission Consultation. We have provided our comments on Policy H1 on the standard form provided 'Awsworth 1 Sewerage Assessment (Mar 18)'. In addition to this, we have provided further general information and advice on a separate attachment 'Awsworth 1 Response'.</p>	Noted.	No Change
5 (1)	Policy H1	Seven Trent Water	<p>Thank you for the opportunity to comment on your consultation. We would like to comment on Policy H1 which can be found on the attached document 'Awsworth 1 Sewerage Assessment (Mar 18)'. We would draw your attention to the medium potential risk of this development on the sewerage network and would ask you to please keep us informed</p>	<p>Provision of general guidelines in relation to Policy H1 welcomed. In regards future notification, it will fall to the developer and Broxtowe Borough Council to liaise with Seven Trent Water in terms of specific plans for the site.</p>	No Change

			regarding this site when your plans are further developed when we will be able to offer more detailed comments and advice. For your information we have set out some general guidelines that may be useful to you.		
5 (2)	General	Seven Trent	<p><u>NOTE:</u> The purpose of these desktop based assessments are to indicate where proposed development <u>MAY</u> have a detrimental impact on the performance of the existing public sewerage network taking into account the size of the development proposals.</p> <p>For most new development provided the surface water in [is] managed sustainably through use of a SuDS the additional foul only flows will have a negligible impact on existing sewer performance but where there are pre-existing capacity constraints additional capacity improvements may be required.</p> <p>Where subsequent detailed modelling indicates capacity improvements are required such work will be phased to align with development occupancy with capacity improvement works will be funded by Severn Trent Water. However, whilst Severn Trent have a duty to provide additional capacity to accommodate planned development, we also have a requirement to manage our assets efficiently to minimise our customers' bills. Consequently to avoid potential inefficient investment we generally do not provide additional capacity until there is certainty that the development is due to commence. Where development proposals are likely to require additional capacity upgrades to accommodate new development flows it is highly recommended that potential developers contact Severn Trent as early as possible to confirm flow rates and</p>	Note general advice with thanks.	No Change

			intended connection points. This will ensure provision of additional capacity can be planned into our investment programme to ensure development is not delayed.		
6	General	HS2 Limited	Thank you for consulting HS2 Ltd on Awsworth's Neighbourhood Plan. I can confirm that as the area specified in the Neighbourhood Plan is outside of formal safeguarding for Phase 2b of HS2, therefore HS2 Ltd raise no objection.	Noted with thanks.	No Change
7	Policy H1	Resident	The plan is contradictory. It says to maintain rural areas, then it states to add 250 dwellings (an increase of about 25% to the village) into the village? So many more houses goes against 'What people value most about Awsworth' (according to your own handout). There are brownfield sites which would be better options to build the houses needed within Broxtowe. Awsworth would lose all the things the village most values. It would also bring Awsworth closer to Cotmanhay, not good!! Don't build on the land off Newton's Lane. The bypass is dangerous enough as it is, without adding a road / roads on / off it to access this site. Access would be on a fast curved (bad visibility) Road. Very dangerous. Keep Awsworth as a village surrounded by green spaces, protect existing wildlife and habitat! Awsworth is a small village with hardly any amenities. If the development went ahead, it would turn Awsworth into a small town with hardly any amenities!! There is a poor public transport service which is not suited to a large increase of persons,	The Plan does not allocate housing at Newtons Lane or at any other location in the Parish. A neighbourhood plan is required to be in general conformity with the local plan for the area. In this case, Broxtowe Part 1 Local Plan and Broxtowe Part 2 Local Plan (at submission stage). The land off Newton's Lane is allocated for residential development in the Part 2 Local Plan. Awsworth Neighbourhood Plan has been developed within this broader strategic policy context. Policy H1 seeks to ensure that the Newtons Lane housing site delivers benefits to current and future residents through the application of local criteria. Note – 'Land off Newtons Lane' now referred to as 'Land West of Awsworth (inside the bypass)'	No Change

			living in the proposed dwellings. No buses for 3 days at Xmas in 2017!		
8	General	Resident	<p>I have read through and the plan seems to be sensitive to the village as a whole and the environment.</p> <p>Possible traffic route from village to the main road/ bypass via Cossall as village roads and lanes are at bursting point now. The village will have back up traffic putting off potential buyers.</p> <p>Dog muck, it is everywhere. We are sick of seeing it on our walks. It ruins the country walks and the</p>	<p>Welcome general support for the Plan. Whilst concerns regarding traffic within Awsworth are acknowledged, they are outside the remit of the Neighbourhood Plan.</p> <p>Issue of dog mess is not a planning issue and thus also outside the remit of the Plan. The broader need to enhance the public realm however, is picked up in the Parish Projects (Aim CFS 1)</p>	No Change

			village (I know it is not part of the Plan, but is a real issue).		
9	General Sect. 11 Pg. 92 Para. 11.3-18 Policy TT1	Resident	As Awsworth is developing I feel it needs to have a better bus service and one that operates in the evenings. There are good bus services in Ilkeston, Eastwood and Kimberly, but Awsworth is bypassed – why? I walk with a stick and to catch buses I often have to walk to Kimberley or Ilkeston (and walk back on return journeys) It would be good to have better transport facilities.	Whilst concerns regarding public transport within Awsworth are acknowledged, they are outside the remit of the Neighbourhood Plan. However, the Parish Council through Aim TT 1 will endeavour to work with operators and other bodies to seek ways to improve local provision if possible.	No Change
10	Policy H1	Resident	Housing on green belt, Land of(f) Newtons Lane. They told us 250 houses. What about the toads? What about the traffic all cutting up Newtons lane, which they will. 2 or 3 cars per house, reality, Awsworth cannot support all these houses. It will not be a village, most people don't work, The wildlife will disappear, very rare the canal is free of rubbish. What a tragedy. It might read nice but your dreaming. Fish are stolen from the canal, swans are killed, Nothing is done. Yes, please leave a space for nature. We don't own this planet we share it with nature, it will be the end of the village, its greenbelt for a reason. We love green space, leave it for future generations. It won't be peaceful, Our lives will be ruined.	The allocation of housing numbers is undertaken through the local plan. The neighbourhood plan must be in general conformity with the local plan and cannot propose less development than that which is proposed. Furthermore, the greenbelt is outside the remit of a neighbourhood plan. Thus, the focus of the Plan is to shape development coming through the Local Plan using locally specific policies that seek to address the issues that the community are most concerned about. Extensive research and consultation has been undertaken to develop criteria that will shape future development to minimise adverse impacts on the local community, natural and historical environment.	No Change
11	Sec. 6.0 Pg. 35 Policy H1	Resident	The whole plan is very big on vision but lacking detail. The consultation draft uses a lot of words “encourage”, “promote” but there seem to be very few concrete proposals. Where is the money coming from? 200 plus houses will be built, with the attendant problems of access roads, parking etc. Local roads are already overloaded at peak times. Newtons lane is one way above The Glebe.	A neighbourhood plan is a land use planning policy document. Its purpose is to provide a suite of policies by which future development applications in the parish will be assessed (along with the Local Plan). There are limitations in terms of the wording that can be used in the plan policies. Policies have to be realistic and achievable. In many instances the plan can only encourage or	No Change

			<p>Where are the facilities for the present residents? Shops, medical, transport etc.</p> <p>Has anyone considered the environmental effect of traffic fumes & noise from the bypass at peak times?</p> <p>Where is Cossall represented in all of this. I do not wish to be incorporated into Awsworth Parish.</p> <p>I realise all of this [is] a waste of time, as the building will go ahead whatever anybody thinks. It's good to get it out of ones system.</p>	<p>promote, especially when responsibility and decisions ultimately lie with other bodies.</p> <p>In relation to concerns about problems of access roads, parking and traffic at peak times, these are all matters that will require to be addressed by any specific proposal or scheme. Policy H1 includes criteria which the plan considers should be satisfied in order to support c200 new homes on that part of the site which is in Awsworth.</p> <p>The plan covers Awsworth Parish. Nonetheless, residents in the adjacent Newtons Lane area of Cossall have been consulted at each stage of the process because this area adjoins Awsworth village and forms part of the Awsworth Key Settlement defined by Broxtowe for planning purposes.</p>	
12	Pg. 37 Para. 6.17 Policy H1	Resident	<p>I purchased my bungalow on Barlow Drive North because it backed onto greenbelt land. I believe that removing greenbelt status would de-value my property and certainly affect my peace, quiet and quality of life.</p> <p>Please do not build on green belt land. I also strongly oppose any plans to make Barlow Drive North a through road to a new development.</p> <p>I would like to know why the building of houses is even being considered on green belt land?</p> <p>If this building is to go ahead, what are the timescales involved so that I can make arrangements to sell and move on.</p>	<p>Green Belt boundaries can only be altered through a review of the local plan. Thus, a neighbourhood plan has no influence in terms of alterations to a green belt boundary.</p>	No Change
13 (1)	Policy TT1	Nottinghamshire County Council Transport & Travel Services	<p><u>Current Awsworth Bus Network</u> <i>Awsworth is served by Trent Barton. Their commercial service 27 operates every half hour between Kimberley and Ilkeston.</i></p> <p><u>Neighbourhood Plan</u> <i>TTS welcome the draft Plan and the emphasis on</i></p>	<p>Comments are considered to be supportive and helpful.</p> <p>It is proposed to include background information as necessary.</p> <p>Support for the draft plan and emphasis on sustainable development is welcomed.</p>	<p>Amend the Plan to:</p> <ul style="list-style-type: none"> - include a criterion that developer contributions towards improved public

		<p><i>sustainable development. TTS have reviewed the plan and wish to comment as follows:</i></p> <p><i>Aim TT1 is supported together with the following:</i></p> <p><i>POLICY CFS 2: New or Enhanced Community Facilities states that proposals that seek to co-locate community facilities and that are located near public transport and accessible by walking and cycling will be considered favourably.</i></p> <p><i>Aim TT 1 Public Transport: The Parish Council encourages, and will work with Nottinghamshire County Council, the bus operators and other relevant bodies to improve the provision of public transport in the Parish, particularly links with the main towns of Nottingham and Derby and the new train station at Ilkeston.</i></p> <p><i>Section 10.3 states that the proportion of people travelling to work by public transport is considerably lower in Awsworth (5.9%) when compared to the national average of 11%.</i></p> <p><i>The plan objectives on Page 78 includes reference to "Encourage, where both possible and viable, appropriate infrastructure including health and transport to support present demand and future needs."</i></p> <p><i>Section 11 of the plan refers to Traffic and Transport and Policy TT3 refers to Sustainable Transport provision with Sections 11.13 to 11.18 (and 11.23) referring to Public Transport provision and related issues i.e. lack of evening and Sunday services.</i></p> <p><i>The plan refers to the new Ilkeston train station development at Section 2.62, which will play an important role with promoting access to work, education and leisure opportunities.</i></p>	<p>Comments regarding development sites are welcomed.</p> <p>It is agreed that the inclusion of a criterion/policy regarding the provision of developer contributions towards improved public transport services and infrastructure</p> <p>Would enable the council to effectively negotiate for suitable developer contributions.</p>	<p>transport services and associated infrastructure, where appropriate, will be sought through s106 agreements for development sites. (Propose to include new Policy DC 1 – Developer Contributions from New Development in Awsworth Parish (see 89)</p> <ul style="list-style-type: none"> - make clear that sites/schemes that afford access to existing public transport facilities should be given priority for development. (see 89) - Add reference to Eastwood Voluntary Car scheme in supporting text para 11.14 as outlined.
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		<p><i>The emphasis on sustainable modes of Transport (11.27 to 11.32) and the associated Policy TT3 is also welcome by Transport and Travel Services. The 'Traffic and Transport' Section (page 32) states that public transport has been raised as a key issue, in particular, the poor bus service. It is important therefore that future development in the Plan area supports the viability of public transport and that this is supported by younger people who aspire to a future with less cars and pollution. The plan objectives include reference to encouraging where both possible and viable, appropriate infrastructure including health and transport to support present demand and future needs.</i></p> <p><u><i>Development Sites</i></u></p> <p><i>Section 2.54 of the Plan refers to housing growth for up to 350 new homes in Awsworth and the surrounding area by 2028 which would result in the local population growing by perhaps 700 people. About 300 of these new homes would be in Awsworth, with the rest mostly in neighbouring Cossall Parish.</i></p> <p><i>The plan refers to a number of development sites, including reference to the accessibility of the site to public transport services.</i></p> <p><i>TTS request that developer contributions towards improved public transport services and infrastructure is specified as a criterion to be met for a site to be supported by the Neighbourhood Development Plan. It is suggested that sites/schemes that afford access to existing public transport facilities should be given priority for development. In particular, Transport & Travel Services will wish to explore with developers the provision of contributions for the provision of public</i></p>		
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		<p>transport services and waiting facilities including real time departure displays and raised kerbs, and complemented by Automatic Vehicle Location (AVL) and Traffic Light Priority (TLP) where appropriate, through Section 106 agreements. A statement within the plan which supports this approach will complement other strategic documents, and enable the council to effectively negotiate for suitable developer contributions.</p> <p><u>Community Transport</u></p> <p>Community transport services are provided in the Awsworth area including the Eastwood Voluntary Car scheme. It is suggested that reference to their work is included within the Plan, together with the potential for Community Transport and related services i.e. taxi buses to complement the local bus network.</p> <p>The reference in the document to the role of taxis, which are licensed by Broxtowe District Council and their role in the local economy is supported.</p> <p>TTS request that developer contributions towards improved public transport services and infrastructure is specified as a criterion to be met for a site to be supported by the Neighbourhood Development Plan. It is suggested that sites/schemes that afford access to existing public transport facilities should be given priority for development.</p> <p>In particular, Transport & Travel Services will wish to explore with developers the provision of contributions for the provision of public transport services and waiting facilities where appropriate, through Section 106 agreements. A statement within the plan which supports this approach will complement other strategic documents, and</p>		
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			<p><i>enable the council to effectively negotiate for suitable developer contributions.</i></p> <p><i>Community transport services are provided in the Awsworth area including the Eastwood Voluntary Car scheme. It is suggested that reference to their work is included within the Plan, together with the potential for Community Transport and related services i.e. taxi buses to complement the local bus network</i></p> <p>It should be noted that all comments contained above could be subject to change, as a result of ongoing negotiations between the County Council, the Local Planning Authority and the applicants. These comments are based on the information supplied and are without prejudice to any comments the County Council may make on any future planning applications submitted for this site. Should you require any further assistance in relation to any of these matters please do not hesitate to contact me.</p>		
13 (2)	General	Nottinghamshire County Council Public Health	<p>The Nottinghamshire Joint Strategic Needs Assessment (JSNA) provides a picture of the current and future health needs of the local population: http://jsna.nottinghamcity.gov.uk/insight/Strategic-Framework/Nottinghamshire-JSNA.aspx. This states the importance that the natural and build environment has on health.</p> <p>The Nottinghamshire Health and Wellbeing Strategy sets out the ambitions and priorities for the Health and Wellbeing Board with the overall vision to improve the health and wellbeing of people in Nottinghamshire: http://www.nottinghamshire.gov.uk/caring/yourhealth/developing-health-services/health-and-wellbeing-board/strategy/</p>	<p>Comments on health and wellbeing are welcomed. As outlined in the submission, the NPPF highlights the role that planning can play in promoting healthy communities.</p> <p>An underlying goal of the Awsworth Neighbourhood Plan is to ensure that future development and land use makes a positive contribution to the health and well being of its residents. The Plan has drawn heavily on the NPPF, associated guidance and leading practice in ensuring that the policies meet this end. However, the health checklist is a valuable tool, that will be utilised in future amendments and monitoring of the Plan.</p>	No Change

		<p>The 'Spatial Planning for Health and Wellbeing of Nottinghamshire' document approved by the Nottinghamshire Health and Wellbeing Board in May 2016 identifies that local planning policies play a vital role in ensuring the health and wellbeing of the population and how planning matters impact on health and wellbeing locally. In addition a health checklist is included to be used when developing local plans and assessing planning applications: http://www.nottinghamshireinsight.org.uk/insight/news/item.aspx?itemId=44. It is recommended that this checklist is completed to enable the potential positive and negative impacts of the neighbourhood plan on health and wellbeing to be considered in a consistent, systematic and objective way, identifying opportunities for maximising potential health gains and minimizing harm and addressing inequalities taking account of the wider determinants of health.</p> <p>Obesity is a major public health challenge for Nottinghamshire. Obesity in 10-11 year olds in this area is similar to and not better than the England average. It is recommended that the six themes recommended by the TCPA document 'Planning Health Weight Environments' – http://www.tcpa.org.uk/data/files/Health_and_planning/Health_2014/PHWE_Report_Final.pdf are considered to promote a healthy lifestyle as part of this application. The six themes are:</p> <ul style="list-style-type: none"> • Movement and access: Walking environment; cycling environment; local transport services. • Open spaces, recreation and play: Open spaces; natural environment; leisure and recreational spaces; play spaces. 		
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			<ul style="list-style-type: none"> • Food: Food retail (including production, supply and diversity); food growing; access. • Neighbourhood spaces: Community and social infrastructure; public spaces. • Building design: Homes; other buildings. • Local economy: Town centres and high streets; job opportunities and access. <p>It is recommended that a health checklist is completed to enable the potential positive and negative impacts of the neighbourhood plan on health and wellbeing to be considered.</p>		
13 (3)	P. 39 Policy H1	Nottinghamshire County Council Highways	<p><u>Highways</u> Policy H1 supports the development of around 200 homes in Awsworth on the larger part of the site 'Land off Newtons Lane' subject to 17 no. provisions a number of which relate to highway and access issues. A first point to note is that a number of these 17 conditions are inconsistent and contradictory, for example condition f) advises that there will be no direct access to Awsworth Village whereas condition b) advises that the development should be physically connected to and integrate with the village, whilst condition g) advises that secondary vehicle access should be taken from Newtons Lane [which connects to the village] to the south etc. The County Council as local highway authority would object to Policy H1 conditions f) and g) . The County Council would not permit any direct frontage access to the A6096 Shilo Way (Awsworth Bypass) and the development will need to be integrated and connected to the existing roads in Awsworth village with both suitable vehicle, and cycling and walking links. It is important that the new development is</p>	<p>The points are noted, and it is agreed that the criteria relating to traffic and access in H1 should be made clearer to prevent any ambiguity. The intention of criterion (f) is that there should be <u>no direct vehicular access between the new development and existing Glebe Farm Estate</u> to the immediate east (i.e. via either Park Hill or Barlow Drive North). Developers have confirmed this is not intended. Criterion (b) intends that the development should be physically connected to and integrate with the village to allow <u>non-vehicular movements</u> by means of walking and cycling links and routes. Criterion (g) proposes a <u>secondary vehicle access</u> should be taken from Newtons Lane to the south. This would provide an <u>indirect vehicular link</u> to Awsworth village at The Lane.</p> <p>Further, it is acknowledged that the feasibility of the transport and access principles outlined in Policy H1 will depend on the outcomes of a Transport Assessment</p>	<p>Amend criteria (b), (f) and (g) - now (a), (f)(v) and (f)(vi) - in Policy H1 to improve clarity. Include wording in supporting text that the criteria relating to highways will be subject to feasibility, based on a detailed Transport Assessment. Make clear at outset of Traffic & Transport criterion (f) that a Transport Plan should be submitted (with any planning application).</p>

			<p>integrated into the existing community and made as 'permeable' as possible so as to encourage sustainable trip making to schools and local services. A detailed Transport Assessment will need to be undertaken by the developer of the Land off Newtons Lane". The scope of the Transport Assessment will need to be discussed and agreed by Nottinghamshire County Council. A fundamental issue is that vehicular access to the A6096 would only be considered, should it not prove possible to adequately serve the development by connections to the existing highways in the village. Then and only then would a junction with the bypass be entertained. In this event then it is suggested that further consideration would initially need to be given to connecting Newtons Lane to the A6096 such that a four arm junction is created. It is important to limit the number of new junctions with the A6096 Awsworth Bypass as further junctions will impair the free and expeditious movement of traffic along the bypass. This in turn could lead to traffic reverting to routes through the village to the detriment of road safety and amenity. The Transport Assessment will need to consider the impact of additionally generated traffic and the need for schemes of mitigation, where likely impacts are considered severe.</p>	<p>undertaken by the developer in consultation with Nottinghamshire County Council.</p> <p>A Transport Plan will be required in connection with any planning application.</p>	
13 (4)	Policy H1	Nottinghamshire County Council Infrastructure	<p>It is noted that a significant number of dwellings are proposed within the Neighbourhood Plan Boundary. It is important that housing growth is supported by the provision of infrastructure to mitigate the impact of this development. It is therefore requested that a clause be included within Neighbourhood Plan that confirms that where there is an identified need to mitigate the</p>	<p>It is agreed that the dwelling numbers outlined in policy H1 are significant. However, housing is not allocated through the Plan, rather this has been done through the emerging Local Plan. The Neighbourhood Plan (in accordance with the basic conditions) is simply seeking to shape development, proposed through the Local Plan. It is agreed that there is a need to mitigate</p>	<p>The Plan be amended to include a clause or policy regarding developer contributions (in conjunction with 13 (1)) (Propose to include new Policy DC 1 – Developer Contributions from New</p>

			impact of development, developer contributions will be sought for education, transport and other forms of infrastructure.	development in terms of appropriate developer contributions for infrastructure such as education and transport. The community are very concerned about the impact of development on current infrastructure. The Plan seeks to highlight these concerns and priorities for future provision.	Development in Awsworth Parish – see 89)
13 (5)	General	Nottinghamshire County Council Minerals and Waste	In respect of minerals and waste safeguarding, none of the policies within this Neighbourhood Plan appear to present risk to any active or permitted facilities. It is worth noting that the Awsworth Neighbourhood Plan area is within a Minerals Safeguarding and Consultation area for surface coal.	Noted with thanks	No Change
14	General	Forestry Commission	Thank you for consulting the Forestry Commission regarding your local plan. Unfortunately, the Forestry Commission is not in a position to respond to Neighbourhood plans. Our particular concerns lie with the treatment of Ancient Woodland and we refer you in the first instance to the Standing Advice prepared by Natural England and the Forestry Commission https://www.gov.uk/guidance/ancient-woodland-and-veteran-trees-protection-surveys-licences . I hope this is useful.	Noted with thanks	No Change
15 (1)	Policy GI 1	Notts Wildlife Trust	Policy GI1 Blue and Green Infrastructure. We <u>support</u> this policy. <u>Suggested changes:</u> In relation to any new development, we suggest the use of conditions, S106 agreements or CIL to support Blue and Green Infrastructure projects and this could be proposed in the policy wording or supporting paragraphs. Reason: to increase chances of funding for projects coming forward in relation to GI enhancement.	General support for Policy GI 1 is welcomed. Agree that it would be of value to include green infrastructure provision as part of the proposed additional policy/ criteria regarding developer contributions for new development. Reference to buffer zones to green infrastructure is also a welcome addition to the Plan.	The Plan be amended to include a clause or policy regarding developer contributions. That this policy include the provision of green infrastructure, where applicable. Propose to include new Policy DC 1 – Developer Contributions from New Development in Awsworth Parish (see 89)

			Protection of GI might also involve creation of buffer zones (i.e. setting development proposals back from existing GI assets). We suggest this is mentioned in the policy wording or supporting text. <u>General comment:</u> There is much to support in the policy and supporting text, such as reference to Greenwood Community Forest, Broxtowe Council Green Infrastructure Strategy 2015-2030 and relevant GI corridors identified in the strategy.		Amend Policy GI 1 to include that a requirement for a buffer zone to protect habitats, may be required where appropriate.
15 (2)	Aim GI 1	Notts Wildlife Trust	We <u>support</u> this aim to improve or reinstate existing ponds and to create new ones.	Support for aim GI 1 is welcomed.	No Change
15 (3)	Policy GI 2	Notts Wildlife Trust	GI2 Local Landscape Character Areas - We <u>support</u> this policy <u>Suggested changes:</u> Add a reference to the species planting lists for local character areas, as published on the NCC website. http://cms.nottinghamshire.gov.uk/home/environment/landimprovements/landscapecharacter.htm	Support and suggested reference welcomed.	Amend supporting text to Policy GI 3 to include reference to the species planting list for local landscape character areas as indicated as part of the justification for Policy GI 2.
15 (4)	Policy GI 3	Notts Wildlife Trust	Policy GI3 Biodiversity - We <u>support</u> this policy. <u>Suggested changes:</u> We recommend referring to the fact that presence of protected species is a material planning consideration and that development proposals should include sufficient information on biodiversity, including a wildlife survey (where appropriate). It should also be recognised that planning conditions can and should be used in relation to protected wildlife and habitats, including delivery of mitigation and compensation, where appropriate. Further advice can be found in the government guidance https://www.gov.uk/topic/planning-development/protected-sites-species and <i>BS 42020 Biodiversity in planning and development</i> . Reason: to provide a higher level of certainty that	Support for Policy GI 3 is welcomed. It is considered that the policy, in conjunction with national policy, adequately addresses the conservation of protected species and their habitats. However, further wording along the lines suggested might provide clarity as to the expectation of developers with regards undertaking a wildlife survey where appropriate. Note H 1 criterion (p) includes reference to bat and bird boxes.	Amend supporting text to Policy GI 3 to include requirement for developers to undertake a biodiversity survey where appropriate. (now included in policy)

			<p>required wildlife protection/ mitigation/ compensation will be secured.</p> <p>Linked to paragraph 8.34, it is worth adding that bat and bird boxes can and should be incorporated within any new buildings and that sustainable urban drainage systems should be considered for certain developments. If appropriately designed, applying Suds principles can deliver biodiversity, as well as flood alleviation benefits.</p> <p>General comment: We consider the supporting paragraphs provide an accurate and detailed description of the wildlife interests of the parish in terms of its wildlife sites, habitats and species supported. We welcome references to the Biodiversity Opportunity Mapping exercise and relevant NPPF paragraphs.</p>		
15 (5)	Policy GI 4	Notts Wildlife Trust	<p>Policy GI4 Local Green spaces - We <u>support</u> this policy.</p> <p><u>General comment:</u> Could there be any scope for improvement of Local Green Spaces or creation of new ones within the policy wording?</p>	<p>Support for Policy GI 4: Local Green Spaces is welcomed.</p> <p>Policy GI 4 seeks to designate areas demonstrably important to the community as Local Green Space.</p> <p>In accordance with the NPPF, Local Green Spaces should be designated when a plan is prepared or reviewed and be capable of enduring beyond the end of the plan period. Therefore, the creation of new Local Green Spaces is not relevant.</p> <p>The types of improvements to a Local Green Space, will depend on a number of factors including its core function (recreation, environmental etc) and character. A sentence in the justifying text could be added in this respect.</p>	<p>Amend Plan – add wording to the justification for Policy GI 4 to state that the Plan is supportive of improvements to the Local Green Space when it does not harm the openness and special character and enhances its core functions. (8.37)</p>

15 (6)	Policy GI 5	Notts Wildlife Trust	<p>Policy GI5 Trees and Hedgerows - We <u>support</u> this policy.</p> <p><u>Suggested changes:</u> As stated in the policy wording, it is important that tree planting 'make a positive contribution to the landscape character of the site and surrounding area'. Whilst mainly beneficial, tree planting can sometimes be damaging to nature conservation if carried out on inappropriate sites, such as species-rich grasslands. We suggest that this is recognised in the supporting text or policy wording and also refer to the fact that native species (ideally of UK or even better, regional or local provenance) should be used. Also refer to the landscape character area guidance: http://cms.nottinghamshire.gov.uk/home/environment/landimprovements/landscapecharacter.htm</p> <p><u>General comment:</u> Could landowner uptake of relevant Countryside Stewardship / Forestry Commission schemes be promoted https://www.gov.uk/government/collections/countryside-stewardship-woodland-support (or its importance referred to in the text) as an important mechanism to help achieve the aspirations of this policy?</p>	<p>Support for Policy GI 5: Trees and Hedgerows is welcomed.</p> <p>It is agreed that the policy could be further strengthened by highlighting the need to use native species and referencing the planting guidelines for the local landscape character area. Secondly, that tree planting should only be undertaken on appropriate sites, in consultation with relevant local wildlife groups.</p>	<p>Amend Policy GI 5 to make reference to the need to use native species, that make a positive contribution to the landscape character and biodiversity of the site and surrounding areas.</p> <p>Add reference in the supporting text to the species planting lists for local character areas, as published by Nottinghamshire County Council. (8.34)</p> <p>Add reference to the Countryside Stewardship/ Forestry Commission Schemes in the supporting text. (8.51)</p>
15 (7)	Aim GI 2 and Policy GI 3	Notts Wildlife Trust	Aims GI 2 Tree Planting and GI 3 Tree Preservation Orders - We <u>support</u> these aims in relation to trees and TPOs.	Support for Aims GI 2 and Policy GI 3 welcomed.	No Change
15 (8)	Policy NC 1 Nottingham Canal	Notts Wildlife Trust	Support Policy NC 1 Nottingham Canal	Support for Policy NC 1 Nottingham Canal is welcomed	No Change
15 (9)	Policy BCP 1 Bennerley	Notts Wildlife Trust	Support Policy BDP 1 Bennerley Country Park	Support for Policy BDP 1 Bennerley Country Park welcomed	No Change

	Country Park				
16	Policy GI 4 (G10)	Hall Construction (Coal Contractors)	<p>In order for CDP policy GI 4 to meet the basic condition requirements, it is considered that it should be modified to remove the proposed designation of site G10 as LGS.</p> <p>In conclusion, it is considered that the CDP, whilst well written and presented, has some key issues in respect of the proposed designation of site G10 as local green space.</p>	<p>It is not considered that inclusion of site G10 as a LGS is necessarily contrary to national policy and advice set out in the NPPF and NPPG. Background Report 2 – Local Green Spaces – makes clear that the audit of local green spaces has been undertaken in accordance with NPPF criteria.</p> <p>The proposed Local Green Space (G10) is within the Green Belt. NPPG requires that <u>consideration should be given to whether any additional local benefit would be gained by designation as LGS [our emphasis]</u>. However, it does not rule out such designation per se. It makes clear that whether to designate land is a matter for local discretion.</p> <p>The fact that Broxtowe’s Local Plan does not specifically propose G10 (for example as safeguarded open space etc) does not of itself prevent the neighbourhood plan proposing the site for LGS at the more detailed parish-level subject to sufficient justification being provided.</p> <p>This is not a blanket designation as implied. It extends to a single, discreet field parcel located at the very edge of the village. Halls question the logic of the Plan not including other similar land in the vicinity. Policy GI 4 does not look to include the wider land-holding in this part of the Parish not least because this would more clearly amount to a blanket designation and comprise an extensive tract of land. Policy GI 2 – Local Landscape Character Areas – more</p>	<p>Amend page 24 of Background Report 2 to include reference to G10 being adjacent to The Lane Recreation Ground.</p> <p>No change to Policy GI 4 (G10).</p>

				<p>appropriately acknowledges the wider value of landscape in the Parish including the traditional field pattern found east of the village.</p> <p>Questions are raised as to whether the land is local in character or constitutes an extensive tract of land. The 'Local Green Spaces Report' – acknowledges that the site is sizeable but not an extensive tract of land. We estimate that it extends to 2.34 hectares (about 18% of the total area of LGS proposed).</p> <p>As regards whether G10 can be considered to be of local character, the field feels part of the local area being immediately adjacent to the built area and very close to the main road. It has well-defined edges contained by mature hedgerows (with mature trees, particularly to its outer edges). It connects directly to the built area via well-used public footpath. We contend that being local in character need not equate to a site being required to be located within or otherwise contained by the built area. Awsworth has relatively little local green space within the built area, which highlights the importance attached to those spaces but also makes it much more likely that land at the edge of the settlement might legitimately need to be designated for LGS purposes.</p> <p>As regards being demonstrably special to the local community with a particular local significance, the Background Report also sets out the importance of G10 in several respects concerning scenic value, recreational value, historic significance and wildlife value.</p>	
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				<p>However, we should add that there was an important omission from the Background Report in this regard. This relates to the site's location adjacent to north side of The Lane Recreation Ground (see Policy GI 4, LGS G1). Awsworth Parish Council have long considered the potential to extend the Rec, particularly to either the immediate north or south. APC have previously contacted Hall Construction (Coal Contractors) about the possibility of acquiring G10 land but without success to date. The location relative to the Rec is an important consideration which underlines the particular local value placed on G10 both in its own right and when considered with the adjacent Rec. Designation of G10 as LGS would therefore complement the existing Rec (LGS G1) and safeguard it for potential community use in conjunction with the Rec. In keeping with LGS designation it is envisaged that land at G10 would be used sympathetically for uses appropriate to public open space, whilst retaining the essential qualities of the site in relation to public access and the natural environment.</p> <p>ANPSG contacted Hall Construction and other landowners about the intention to include certain sites as LGS, making clear that they would have opportunities to make representations. ANPSG met with Hall Construction to discuss Hall's intentions for land they own in the Parish. This included discussion about G10 and was followed by a site visit and further discussion. ANPSG invited Hall's to contribute wording for inclusion in the</p>	
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				draft Plan in relation to their land and particularly the Plan's intentions for G10 but unfortunately, despite reminders, no further response or contact was forthcoming. Note – Email query 13 th May 2019 asked about current state of play – update sent 24 th May.	
17 (1)	Objective 3 Pg. 33	Woodland Trust	<p>Thank you very much for consulting the Woodland Trust on your neighbourhood plan for Awsworth, we very much appreciate the opportunity. Neighbourhood planning is an important mechanism for also embedding trees into local communities, as such we are very supportive of some of the policies set out in your plan</p> <p><u>Issues and Opportunities</u> The Woodland Trust is pleased to see that your plan identifies the natural environment as being the first of several attributes being acknowledged with the issues and opportunities for Awsworth, and one of the objectives in the vision seeks to protect and enhance the local landscape.</p> <p>Trees are some of the most important features of your area for local people, and this is being taken into account with the adopted Greater Nottingham Aligned Core Strategies (2014), which acknowledges the setting of a number of mature landscape areas in Broxtowe Borough. Also, Policy 16 (Green Infrastructure, Parks and Open Space) seeks to protect, conserve and enhance appropriate landscape character, and this general Local Plan policy should also be taken into account with the issues and opportunities in the Neighbourhood Plan for Awsworth.</p>	<p>Welcome supportive comments.</p> <p>In regards to the proposed addition to Objective 3, the term 'environmental assets' is an all encompassing term that includes protected and non-protected habitats, open spaces, woodlands, hedgerows and trees.</p> <p>It is considered that this would be a better approach, than highlighting a list that covers some but not all potential assets.</p>	No Change

			<p>Therefore, the third objectives of your Neighbourhood Plan should be amended to also seek to protect and enhance the local landscape character of Awsworth:</p> <p>“Protect environmental assets and where possible enhance the network of green and blue infrastructure, and also protect and enhance the local environment, green and open spaces, established woodland and wooded areas, veteran trees, hedgerows and trees”.</p>		
17 (2)	<i>Policy GI 5 (& para 8.40)</i>	Woodland Trust	<p>We are pleased to see that the Neighbourhood Plan for Awsworth does identify the need to conserve and enhance its landscape, and how any new development in your Parish needs to respect its distinctive landscape character.</p> <p>However, your Plan for Awsworth should also seek to ensure development must conserve mature trees and hedgerows, so there is no loss or degradation of ancient woodland in your parish. It should also support conserving and enhancing woodland and trees, such as oak trees, with management, and also to plant more trees in appropriate locations. Increasing the amount of trees and woods in Awsworth will provide enhanced green infrastructure for your local communities, and also mitigate against the future loss of trees to disease (eg Ash dieback), with a new generation of trees both in woods and also outside woods in streets, hedgerows and amenity sites.</p> <p>Ancient woodland would benefit from strengthened protection building on the National Planning Policy</p>	<p>Supportive comments are welcomed. It is considered that the Plan includes an appropriate degree of protection for mature trees and hedgerows in the Parish:</p> <p>Policy GI1 states that development proposals should protect existing Green Infrastructure, having regard to the aims of the Greenwood Community Forest.</p> <p>Policy GI 4 seeks to designate a number of local green spaces that incorporate woodland and trees, including Naptha Wood.</p> <p>Finally, GI5 intends to protect areas of woodland, tree belts and hedgerows that are a priority habitat, provide an integral part of a Green Infrastructure Corridor or contribute to the landscape character of the Parish.</p> <p>As per Aim GI 3, the Parish Council seeks to actively pursue Broxtowe Borough Council and other stakeholders in the making of Tree Preservation Orders.</p>	<p>Amend Policy GI 5 to include ‘An appropriate buffer zone, where appropriate of semi-natural habitat, should be established between any development and any area of ancient woodland.</p> <p>A minimum buffer of 15 metres will normally be required between the development and ancient woodland or veteran trees.’</p> <p>Amend the supporting text to GI 5 to include reference to there being no known Ancient Woodland in the Parish. (8.41)</p> <p>Also refer to value of aged individual and veteran trees. (8.48)</p>

		<p>Forum (NPPF). On 5th March 2018 the Prime Minister Theresa May launched the draft revised NPPF for consultation. Paragraph 173 states:</p> <p>development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland) should be refused, unless there are wholly exceptional reasons and a suitable mitigation strategy exists. Where development would involve the loss of individual aged or veteran trees that lie outside ancient woodland, it should be refused unless the need for, and benefits of, development in that location would clearly outweigh the loss;</p> <p>Whilst recognising that this policy is draft we believe it must be given due weight in the plan making process, as it shows a clear direction of travel from central Government to strengthen the protection of irreplaceable ancient woodland.</p> <p>Therefore, we would recommend that Policy GI 5 for trees and hedgerows should include something along these lines:</p> <p><i>“Substantial harm to or loss of irreplaceable habitats, such as ancient woodland and trees, should be wholly exceptional”.</i></p> <p>The Woodland Trust would suggest that your Neighbourhood Plan is more specific about ancient woodland protection. For example, the introduction and background to the consultation on the</p>	<p>There are no Ancient Woodlands identified in the Parish (in consultation with Natural England’s ‘Magic’ data base)</p> <p>Importantly, national policy outlines protection for Ancient Woodlands. The Plan does not seek to repeat national policy.</p>	<p>Amend supporting text para 8.40 to acknowledge trees and woodland can play a key role in delivering improved health & well-being at a local level. Amend ‘e.g. to biodiversity, human health and enjoyment’ to ‘e.g. to biodiversity, improved human health and well-being and enjoyment’.</p>
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		<p>Kimbolton Neighbourhood Development Plan (2017) identified the importance of ancient woodland, and how it should be protected and enhanced. Also, we would like to see buffering distances set out. For example, for most types of development (i.e. residential), a planted buffer strip of 50m would be preferred to protect the core of the woodland in the geographical area of your Neighbourhood Plan. Standing Advice from Natural England and the Forestry Commission has some useful information: https://www.gov.uk/guidance/ancient-woodland-and-veteran-trees-protection-surveys-licences</p> <p>The profile of Awsworth identifies the need to retain and enhance its rural character as a small rural settlement, and also the need for development to integrate with the landscape. Given that Neighbourhood Plans are a great opportunity to think about how trees can also enhance your community and the lives of its residents, the natural environment and tree and woodland conservation in Awsworth, should also be taken into account with Policy GI 5 in your Plan.</p> <p>Therefore, we would like to see the importance of trees and woodland recognised for providing healthy living and recreation also being taken into account with your policy for Green and Blue Infrastructure Network in the Neighbourhood Plan for Awsworth. In an era of ever increasing concern about the nation's physical and mental health, the Woodland Trust strongly believes that trees and woodland can play a key role in delivering</p>		
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			improved health & wellbeing at a local level. Whilst, at the same time, the Health & Social Care Act 2012 has passed much of the responsibility for health & wellbeing to upper-tier and unitary local authorities, and this is reinforced by the Care Act 2014. Also, each new house being built in your parish should require a new street tree, and also car parks must have trees within them.	
17 (3)	Sect. 14.0	Woodland Trust	<p>Whilst the Woodland Trust is pleased to see your plan will be implemented with several Parish Projects, such as Aim GI 2 for tree planting and GI 3 with Tree Preservation Order, it should also seek to protect ancient hedgerows and deciduous woodlands, as well as also seeking to retain and enhance open green spaces and resist the loss of open space. Whilst also ensuring the provision of some more, to what extent there is considered to be enough accessible open space in your community also needs to be taken into account. There are Natural England and Forestry Commission standards which can be used with developers on this:</p> <p>The Woodland Access Standard aspires:</p> <ul style="list-style-type: none"> • That no person should live more than 500m from at least one area of accessible woodland of no less than 2ha in size. • That there should also be at least one area of accessible woodland of no less than 20ha within 4km (8km round trip) of people's homes. <p>The Woodland Trust also believes that trees and woodlands can deliver a major contribution to</p>	<p>Comments are welcomed.</p> <p>In terms of protecting ancient hedgerows and deciduous trees, the woodlands and a number of trees and hedgerows that are priority habitat, provide an integral part of a GI corridor or contribute to landscape character have been identified for protection. Important green spaces have been identified and will be protected through Policy GI 3.</p> <p>Propose to include reference to the Woodland Access Standard to reflect WT's advice (8.52).</p> <p>Propose to include reference to the contribution trees and woodlands can make to resolving water management issues to reflect WT's advice (8.53).</p>

			<p>resolving a range of water management issues, particularly those resulting from climate change, like flooding and the water quality implications caused by extreme weather events. This is important in the area covered by your Neighbourhood Plan because trees offer opportunities to make positive water use change, whilst also contributing to other objectives, such as biodiversity, timber & green infrastructure - see the Woodland Trust publication <i>Stemming the flow</i> – the role of trees and woods in flood protection - https://www.woodlandtrust.org.uk/publications/2014/05/stemming-the-flow/.</p>		
17 (4)	General	Woodland Trust	<p>We would like to take this opportunity to draw your attention to the Woodland Trust's neighbourhood planning microsite: https://www.woodlandtrust.org.uk/campaigning/neighbourhood-planning/ which may give you further ideas for your plan and monitoring progress.</p> <p>Also, the Woodland Trust have recently released a planners manual which is a multi-purpose document and is intended for policy planners, such as community groups preparing Neighbourhood Plans. Our guide can be found at: https://www.woodlandtrust.org.uk/mediafile/100820409/planning-for-ancient-woodland-planners-manual-for-ancient-woodland-and-veterantrees.pdf?cb=8298cbf2eaa34c7da329ee3bd8d48ff</p> <p>In addition other Woodland Trust research which may assist with taking your Neighbourhood Plan foreword is a policy and practice section on our website, which provides lots of more specific</p>	Welcome support and direction in terms of further reading.	No Change

			<p>evidence on more specific issues such as air quality, pollution and tree disease: https://www.woodlandtrust.org.uk/publications/</p> <p>Our evidence base is always expanding through vigorous programme of PhDs and partnership working. So please do check back or get in touch if you have a specific query. You may also be interested in our free community tree packs, schools and community groups can claim up to 420 free trees every planting season: http://www.woodlandtrust.org.uk/plant-trees/community-tree-pack/</p>		
18	General	Landridge Homes	I thank you for the invitation to comment on the plan but we are happy to rely on the expert knowledge of the Parish Councillors in relation to the formation of the Plan. We would however like to remain on the Consultation list please.	Note and welcome comment	No Change
19	General	NG16 Hedgehogs	<p>Thank you, I have had a look at the Neighbourhood Plan. On the whole, I think it seems to be well done. My only concern is that you a) focus on smaller building units, bearing in mind that a large percentage of the population are now single, so vast numbers of houses with lots of bedrooms are becoming irrelevant, and b) you keep your developments as connected and porous as possible to help wildlife.</p> <p>You mention tree planting but do not mention hedgerows. These are a good way of providing wildlife habitats and nature corridors at street level, also having the added benefit of reducing air pollution from traffic at street level where it is most needed.</p>	<p>Welcome supportive comment.</p> <p>Policy H 2: 'Housing Mix' makes clear that priority should be given to the provision of smaller properties (less than 3 bedrooms) suitable for young people, young families and older people to meet an identified need.</p> <p>In relation to concern (b), this is the intention of Policy H 1 criterion (p) that it incorporates design features, which will increase biodiversity and encourage wildlife to live within and easily pass through the development, Including: green corridors; porous boundaries; bat and bird boxes; and native plant species.</p>	Add wording to the supporting text to Policy GI 4 regarding the benefits of providing wildlife habitats and reducing traffic pollution (8.54)

			<p>If fencing is required, I would recommend hedges or at least picket fencing, or open plan and NOT gravel board fencing which is ugly and very damaging to wildlife, thank you.</p>	<p>Policy GI 4 supports opportunities for the creation, restoration, extension and enhancement of hedgerows. Reference to the benefits of hedgerows with regards traffic pollution could be usefully added to the supporting text (8.54).</p>	
20	Aim APB 1	Greasley Parish Council	<p>At this stage we have only one substantive comment to offer, that refers to the likelihood of a forthcoming boundary review, Aim APB 1 (page 110) refers.</p> <p>As matters stand at the moment Greasley Parish Council would not support a proposal to redraw our mutual boundary along the alignment of the A610 main highway. The land at present within Greasley to the south of the A610 is regarded as a strategic resource not only in view of its current and future commercial/employment potential (along the Gin Close Way frontage) but also because of its proximity to the Giltbrook Retail Park on the northern side of the highway. Depending upon the outcome of deliberations to extend the Nottingham tram network through Greasley and Kimberley to Giltbrook and possibly beyond this is an area we would wish to retain within our sphere of interest.</p> <p>Obviously, this matter is likely to form the subject of some more detailed discussions/representations at a future date.</p> <p>I write on behalf of the Parish Council and thank you for the opportunity to peruse the pre-submission draft of your document. You are to be congratulated on the scope and presentation and the final version is obviously going to comprise a valuable resource for those of your residents who are interested in researching the background and potential evolution of their community. In this</p>	<p>Welcome generally complimentary comments.</p> <p>Note that Aim APB 1, is simply an aim and not a land use policy that will be used to determine planning applications in the area. This aim is the starting point for future discussions.</p>	No Change

			context it is pleasing to note that local school children were involved in contributing to the plan.		
21	General	Broxtowe Borough Council	<p>Please find below our representations to the Parish Council's Pre-Submission 'Awsorth Neighbourhood Plan' consultation.</p> <p>Firstly, we would like to thank and congratulate you and the rest of the Parish Council and Neighbourhood Plan Steering Group for the considerable amount of time and work which must have been spent in preparing the Neighbourhood Plan.</p> <p>We would like to stress that we are very impressed by the Plan; it is very interesting, informative and extremely well presented.</p> <p>We would like to suggest just a few minor alterations, which we feel could further enhance the quality of the Plan. Please find our suggestions below, set out by 'Policy' or 'Figure' number.</p> <p>In summary, all of the issues raised in this letter are very easily addressable and I would like to confirm that we will be very happy to work with you to progress the Neighbourhood Plan to the next stage in the process.</p> <p>Thank you once again for all of your hard work on this excellent draft of your Neighbourhood Plan. Should you require any further information or require any clarification or further assistance, please do not hesitate to contact me.</p>	Welcome supportive comments and suggested alterations (21(1) – 21 (7))	No Change (but see 21(1) – 21(7) below)
21 (1)	Policy H1	Broxtowe Borough Council	<p>Q2(1) - We would like to reiterate the need for the policy within the Neighbourhood Plan to be aligned with that of the Part 2 Local Plan, in order to ensure consistency between the two documents.</p> <p>Q2(2) - We are of the view that it would be helpful for Policy H 1 to clarify the size (in particular, the</p>	Q2(1) - Fully appreciate the need for Neighbourhood Plan policy to be aligned with that of Broxtowe Part 2 Local Plan to ensure general conformity and consistency.	Amend Policy H1: Q2(1) amend the policy title to 'Land West of Awsorth (inside the bypass)'

			<p>maximum size of unit to be permitted) and the type of the 'neighbourhood shop' proposed within part (d) of the Policy.</p> <p>Q2(3) - Further information on the types of 'recreational and community facilities' requested might also be useful.</p> <p>Q2(4) - Parts (f) and (g) of the Policy may be contradictory, particularly in relation to vehicular access to the village.</p> <p>Q2(5) - It may also be that part (k) of the Policy (which sets out the need for public transport to serve nearby towns and villages and Ilkeston Railway Station, from the site) should be set out as an 'aspiration', as this may be outside of the control of the Parish Council / Neighbourhood Plan.</p>	<p>Q2(2) – Agreed, further clarification to regarding what is meant by a 'neighbourhood shop' would be helpful</p> <p>Q2(3) – Agreed, it would be of benefit to provide clarity around the types of recreational and community facilities that the policy is seeking. It is intended that this should be determined through the master plan process (which should also involve local community engagement and input including in relation to possible types of recreational and community facilities)</p> <p>Q2(4) - As regards (f) and (g) potentially being contradictory, particularly in relation to vehicular access to the village. Propose to clarify Policy H1(f) & (g) (see response to 13 (3)). Previous (f) and (g) now (f)(i). A Transport Plan will be required in connection with any planning application.</p> <p>Q2(5) It is important that the new development be connected by sustainable modes of transport, to key destinations within and beyond the Parish boundaries. However, it is agreed that this is outside the remit of a neighbourhood plan. Note Aim TT 1 Public Transport covers this intention.</p> <p>Propose to amend criterion (k) to acknowledge (as Harworth confirm) road layout connection through the site from Shilo Way to Newtons Lane will be designed to allow bus services to access the site. (see 89)</p>	<p>Q2(2) Add wording to criterion (p) to state that this relates to a small local convenience store, approximately 100 to 150 m² gross floor space but excluding any form of hot food takeaway use subject to viability. A new shop would serve not only new homes but existing homes nearby. Part of the justification is that the existing estate to the east has a significant number of older less mobile residents who would benefit from provision of a more conveniently located and easily accessible local shop.</p> <p>Q2(3) Add a sentence to the supporting justification, that in relation to the type of recreational and community facilities, the intention is that this will be determined at the master planning stage, in consultation with the community and relevant stakeholders.</p> <p>Q2(4) Amend criteria (f) and (g) in Policy H1 to</p>
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					<p>improve clarity. Now (f)(i). Include wording in the supporting text that the criteria relating to highways will be subject to feasibility, based on a detailed Transport Assessment. Make clear at outset of Traffic & Transport criterion (f) that a Transport Plan should be submitted (with any planning application).</p> <p>Q2(5) Amend criterion (k) as outlined - now (f)(vi).</p>
21 (2)	Policy GI 4 Fig 15 & LGS 1	Broxtowe Borough Council	<p>Q3(1) - We would like to note that some of the areas which the Neighbourhood Plan proposes as 'Local Green Space' are already protected by the 'Green Belt' designation. Planning Practice Guidance (Paragraph: 010 Reference ID: 37-010-20140306, Revision date: 06 03 2014) states that <i>'if land is already protected by Green Belt policy, or in London, policy on Metropolitan Open Land, then consideration should be given to whether any additional local benefit would be gained by designation as Local Green Space'</i>.</p> <p>Q3(2) - The Green Belt boundaries could be shown on the 'Local Green Space' plan on page 72 of the Neighbourhood Plan. A plan showing these boundaries is available on the Borough Council's website, and we can forward a copy to you, if you feel that would be useful.</p> <p>Q3(3) - 'Local Green Space' Sites G2B/G2A, G9, G10, G11, G12, and G14 could therefore be</p>	<p>ANPSG RESPONSE</p> <p>Q3(1) (3) - As regards the suggestion that some of the proposed LGS could be removed because it is already designated as Green Belt. NPPG requires that consideration should be given to whether any additional local benefit would be gained by designation as LGS. However, it does not rule out such designation per se. It makes clear that whether to designate land is a matter for local discretion. The fact that Broxtowe's Local Plan does not specifically propose these local green spaces (for example as safeguarded open space etc) does not of itself prevent the neighbourhood plan proposing the site for LGS at the more detailed parish-level subject to sufficient justification. Background Report 2 – 'Local Green Spaces' - sets out the importance of areas proposed to be designated as LGS in various respects, for example scenic value,</p>	<p>Amend Figure 15 (& Fig LGS 1) – 'Local Green Spaces' to exclude the frontage non-Green Belt part of G1.</p> <p>Retain 'Local Green Space' Sites G2B/G2A, G9, G10, G11, G12, and G14 in Policy GI 4.</p> <p>Amend Figure 15 (& Fig LGS 1) to remove private houses at Barlows Cottages and their curtilages from G13</p>

			<p>'removed' as these sites are already protected by the 'Green Belt' designation.</p> <p>Q3(4) - The boundary for Site G1 could be amended as most of this site is already designated as 'Green Belt'.</p> <p>Q3(5) - We would also strongly recommend revising the boundaries of Sites G11 and G13, as it is our opinion that it would be unreasonable for 'Local Green Space' designations to include 'houses' in residential use, domestic gardens, or areas in commercial / open storage use.</p> <p>We are of the view that it would be difficult to argue that 'private houses' could fall within the category of 'green space'. We would also question whether rear gardens, which in the case of the properties along Barlows Cottage Lane cannot be seen from public land, could be seen as <i>'demonstrably special to the local community and hold a particular local significance'</i>.</p> <p>It should be noted that these properties are, in any case, protected by the Green Belt designation.</p>	<p>recreational value, historic significance and wildlife value. This local assessment uses advice set out in Table 1 – NPPF Criteria for Local Green Space designation.</p> <p>Q3(2) In terms of Illustrating the Green Belt on the 'Local Green Space Plan', this is already shown at Figure 5. To also show Green Belt at Figure 15 is unnecessary and would make the LGS areas less clear.</p> <p>Q3(4) –It is suggested that the boundary for Site G1 could be amended as most of this site is already designated as 'Green Belt'. However, this would have the effect of removing the majority of the G1 open green space which is precisely the area the Plan intends should be designated because of its particular local significance. The non-Green Belt frontage part of the site is the less valuable part of the wider site in strict LGS terms and could therefore be more easily removed from the LGS designation without detracting from the Plan's intention for G1.</p> <p>Q3(5) Agree and propose that private houses at Barlows Cottages and their curtilages should be removed from G13. However, we do not consider that G11 requires to be revised. The area does not include a private house or domestic garden. It comprises a small-holding, which is a discreet, essentially open area in an important gap along (Lower) Main Street. A small part to the east alongside the Public Footpath is used to grow produce. While the</p>	
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				larger part of the site west of the footpath is occupied by some traditional agricultural and storage buildings, including some open storage of agricultural vehicles, the majority comprises open grassland.	
21 (3)	Policy TT2	Broxtowe Borough Council	In terms of car parking, Policy TT 2 states: <i>'Generally, this provision should not be below the standards set by Nottinghamshire County Council and Broxtowe Borough Council for new development'</i> . However, the Borough Council's standards (as set out within Appendix 4 of the 2004 Broxtowe Adopted Local Plan) are maxima. Therefore, the Parish Council may wish to slightly revise this part of Policy TT 2.	Note and agree the need to revise policy TT 2 in order to be in general conformity with the Broxtowe Adopted Local Plan. Following further discussions with Broxtowe BC it was agreed to remove reference to Broxtowe BC standards from policy. It is therefore assumed that there is no reason to amend paragraph 11.25 to refer to Broxtowe BC standards being maxima.	Amend Policy TT 2 to <i>'Generally, this provision should accord with the standards set by Nottinghamshire County Council and Broxtowe Borough Council for new development.'</i> Amend paragraph 11.25 to reference Broxtowe Borough Council standards being maxima.
21 (4)	(paras 11.8, 11.20 & Fig 20)	Broxtowe Borough Council	We are of the view that it would be useful for a description to be provided, in order to explain what Figure 20 shows and the policies which it refers to.	Agree that the value of Figure 20 could be improved by including an explanation of what it is seeking to illustrate and the policies which it refers to.	Amend the Plan to include the following description for Figure 20: Para 11.20: Figure 20 shows the parking hotspots in the Parish (categorised as primary (Level 1) or secondary level (Level 2)). Para 11.8: Figure 20 shows the speeding hotspots in the Parish (categorised as primary (Level 1) or secondary level (Level 2)).

					<p>Add note under Figure 20 (or in supporting text): Note The legend denotes 'parking', 'speeding' and 'junction' which are shown at Levels 1 and 2. These are recognised hotspots or problem locations which have been identified through the plan process. They are categorised as primary (Level 1) or secondary level (Level 2). While these are essentially represented diagrammatically, parking and speeding locations are shown in relation to the relevant length of road involved. Where possible, parking locations are attributed to the relevant side of the road in question. Junctions are shown by use of a coloured circle. (and see new 11.27)</p>
21 (5)	Policy BCP 1	Broxtowe Borough Council	Bennerley Country Park We would recommend that it would be appropriate for the development of a 'country park' to be referred to within the Neighbourhood Plan as an ' <i>aspiration</i> ' rather than as a ' <i>policy</i> ', as the	Welcome support for Policy BCP 1: Bennerley Country Park' from Broxtowe Borough Council. We recognise the challenges that may be posed which could be largely outside the	Add the following to the supporting text: 'A Country Park at the former Bennerley Coal Disposal Point

			<p>development of such a facility may pose challenges which could be largely outside of the control of the Parish Council. There may also be other issues which would need to be resolved, such as the need for new infrastructure, including car parking facilities, new visitor centre buildings, public toilets etc. which would be inappropriate development in the Green Belt, and the additional traffic that such a development would be likely to attract, which would need to be assessed first by other authorities (such as Nottinghamshire County Council, as the local highways authority). We would be very happy to assist the Parish Council and the Neighbourhood Plan Steering Group in taking this forward.</p>	<p>direct control of the Parish Council. Which is the reason why we favour a co-operative approach to resolving the preferred future use for land at Bennerley. We also acknowledge that Policy BCP 1 is essentially aspirational at this stage. However, it is considered crucial to establish the Plan's policy stance and the local community's view of the preferred future use for this key site. We understand that there would be issues to resolve (such as built development and traffic implications) which would require the involvement of other agencies and that some elements would be likely to constitute inappropriate development in the Green Belt and need to be considered in that context. Nonetheless, we feel it imperative to clearly set out an agreed way forward in the Plan that Awsworth Parish Council, Harworth Group PLC and other interested parties could support. The situation at Bennerley has effectively been in limbo for the last 25 years. We do not consider it to be sustainable for the site to remain neglected and unused for another 25+ years. Given this and comments made by Harworth, it is proposed that further detail be added to Policy BCP 1 and supporting text to make clear that the Plan supports the principle of a Country Park on the former Bennerley Coal Disposal Point.</p>	<p>would be delivered by means of a co-operative approach involving all interested parties (to be agreed but proposed to include Harworth Group PLC, Awsworth Parish Council, Broxtowe Borough Council, Erewash Borough Council and others).' The precise wording of the Policy to be the subject of further discussions by the Steering Group.</p> <p>Subsequently agreed with Broxtowe on basis of substituting new Policy BCDP 1 – Former Bennerley Coal Disposal Point Land. This in part responds to concerns about deliverability and to better reflect the aspirational nature of the plan's intentions and the need for partnership working. (and see 90)</p>
21 (6)	Section 12.0	Broxtowe Borough Council	<p>In terms of other minor amendments, you might wish to slightly revise paragraph 12.3, following recent announcements by Sustrans in relation to their latest plans for the Bennerley Viaduct.</p>	<p>Acknowledge the new situation regarding the Bennerley Viaduct project and propose to amend supporting text to reflect and update the position based on information provided by</p>	<p>(refer to 87 and 102)</p>

				Sustrans and Friends of Bennerley Viaduct. (see 87 and 102) [& Railway Paths Limited]	
21 (7)	General	Broxtowe Borough Council	There are also references within the Plan to 'Broxtowe <i>'District'</i> Council', which should be changed to 'Broxtowe <i>'Borough'</i> Council'.	Noted with thanks.	Amend Plan to correct any reference from Broxtowe <i>'District'</i> Council to <i>'Borough'</i> Council.
22	General	East Midlands Airport	<p>Thank you for consulting East Midlands Airport on the Pre-Submission draft of the Awsworth Neighbourhood Plan. As the Airport is some distance from the village, we do not have any detailed comments to make, but offer a few observations that may be helpful in the plan-making process.</p> <p>East Midlands Airport is a significant UK airport handling some 4.9 million passengers a year, serving around 100 destinations. The Airport is also a national cargo airport, carrying 350,000 tonnes of freight and mail, second in the UK to London Heathrow. East Midlands Airport is the UK base for global express operators DHL and UPS. There are currently 8,000 people employed on the Airport site in 80 individual businesses. The Airport is a major employer in the East Midlands Region. In 2017 24.4% of the Airport's on-site working population lived in Nottinghamshire and of this, 435 live in Broxtowe Borough. The number of jobs at the Airport and the surrounding is forecast to grow, providing increased employment opportunities for the Borough's residents and the wider region.</p> <p>Awsworth benefits from convenient access to the M1 and the local road network, with the M1 providing a direct link to the Airport. There have also been recent improvements in public transport connectivity with the Trent Barton My15 bus</p>	<p>Welcome observations in relation to East Midlands Airport.</p> <p>No change requested, however, propose to add appropriate references to the Plan to strengthen the Employment and Transport sections.</p>	Amend Plan to include appropriate references in the Transport and Employment Sections as necessary. (see 10.3)

			<p>service being extended to serve East Midlands Airport. The My15 to the Airport now runs hourly with the first departure from Ilkeston at 04.55 and the last departure at 23.00. This provides a connection that can meet the transport needs of both passengers and people working at the Airport.</p> <p>Thank you for the opportunity to comment on the draft Neighbourhood Plan and hope that these observations are helpful</p>		
23	General	The Coal Authority	<p>The Coal Authority is a non-departmental public body which works to protect the public and the environment in coal mining areas. Our statutory role in the planning system is to provide advice about new development in the coalfield areas and also protect coal resources from unnecessary sterilisation by encouraging their extraction, where practical, prior to the permanent surface development commencing.</p> <p>As you will be aware the Neighbourhood Plan area lies within the current defined coalfield. According to the Coal Authority Development High Risk Area Plans, there are recorded risks from past coal mining activity in the form of 123 mine entries, recorded and likely unrecorded coal workings at shallow depth and surface mining activity.</p> <p>It is noted that the Plan does not propose to allocate any specific sites for development, as those included within the Plan are being considered as part of the Local Plan process. However, if the Neighbourhood Plan does decide to allocate any sites for future development in these areas then consideration will need to be given to the potential risks posed to surface stability in accordance with the National Planning</p>	<p>Note and welcome comments.</p> <p>No change requested, however, propose to include text to reflect comments made in relation to recorded risks from past coal mining activity in the plan area (according to the Coal Authority Development High Risk Area Plans, there are recorded risks from past coal mining), potential risks posed to surface stability and the need to consider the impacts of mineral sterilisation.</p> <p>Also propose to add that recent ground investigation works (at the approved Gin Close Way housing site and proposed housing site west of Awsworth inside the bypass) have revealed old mineshafts requiring remedial treatment to allow development to safely take place.</p>	<p>Amend Plan as outlined to highlight as background information that the Parish lies within the current defined coalfield. There are recorded risks from past coal mining, potential risks to surface stability and a need to consider the impacts of mineral sterilisation. Also that recent ground investigation works (at the approved Gin Close Way housing site and proposed housing site west of Awsworth inside) the bypass have revealed old mineshafts requiring remedial treatment to allow development to safely take place. This will have a bearing on exactly</p>

			<p>Policy Framework and the Broxtowe Development Plan. In addition any allocations on the surface coal resource will need to consider the impacts of mineral sterilisation in accordance with the National Planning Policy Framework and the Development Plan.</p> <p>In accordance with the Neighbourhood Planning (General) Regulations 2012 (as amended) please continue to consult The Coal Authority on planning matters using the specific email address of planningconsultation@coal.gov.uk.</p> <p>The Coal Authority wishes the Neighbourhood Plan team every success with the preparation of the Neighbourhood Plan.</p>		where buildings can be located. (6.47)
24	General	Awsworth Cossall & District VPA	I went to the exhibition at the village hall and am happy with the proposals that will be submitted	Welcome comment in support of the plan.	No Change
25	General & Policy BV1/ BCP1	Resident	<p>I fully support this Plan, in particular Policy BV1 to restore Bennerley Viaduct as a cycle/walk way and Policy BCP1 to support the development of the land at Bennerley as country park.</p> <p>This is an excellent document – very well thought out, comprehensive and well presented throughout.</p>	Welcome support for the plan.	No Change
26	General	Resident	<p>[New houses] Not to be built too close to existing houses – or built too high. To have tree barriers.</p> <p>Q4(1) - Assurance of an awareness of schools and healthcare.</p> <p>Q4(2) - Any plans to include easy access for pedestrians.</p> <p>Q4(3) - Road access – especially Station Road and Park Hill already causing traffic problems.</p> <p>Q4(4) - Assurance of affordable housing for all.</p>	As regards new houses not being built too close to existing houses. Policy H1 sets out criteria which are considered necessary in relation to the proposed new homes on this site (and any other proposals in the plan area). In general terms criterion (c), which refers to incorporating high quality design and master plan to respect the existing settlement form and character of Awsworth, might be expected to cover this matter. However, this is an important consideration for existing and new residents alike.	Amend Policy H1 to include the following as criteria (d) and (e): (c) 'the layout of new homes and gardens should not unacceptably impact on the amenity of neighbouring properties by way of privacy, daylight, noise and visual intrusion.

				<p>Therefore, an additional criterion is proposed in this respect. Now criterion (a).</p> <p>As regards new houses not being built too high, Policy H 1 criterion (a) provides for a mix of housing sizes and types but does not specify a maximum height. In recognition of potential adverse impacts on nearby existing homes (and on new homes) it is proposed to amend policy to make clear that dwellings should generally be no more than 2 to 3 storeys in height. Now covered at (e).</p> <p>As regards tree barriers. Policy H 1 includes a number of criteria, for example: (m) – now (i) - ‘A landscaped buffer, including tree planting...of at least 25 metres depth is provided between the A6096 Shilo Way and the new housing’; (o)- now (k) - ‘it retains, and where possible, improves trees and hedgerows of good amenity or arboricultural / biodiversity value’.</p> <p>Q4 (1) – As regards an assurance of schools and healthcare, this is outside the remit of a Neighbourhood Plan and a matter for the Borough Council (see also 13 (4) Q4(2) Policy H 1(l) provides ‘Safe and integrated pedestrian and cycle routes are included, that connect to the village and to important community facilities, especially Awsworth School, Ilkeston Station and Bennerley Viaduct’. Now (f)(vii) and slightly amended to refer to convenient routes.</p> <p>Q4 (3) - As regards road access especially Station Road and Park Hill already causing</p>	<p>(d) ‘new homes should generally be no more than 2 to 3 storeys in height (including any 3rd storey utilising the roof-space wherever possible) with all new houses, especially higher ones, located an appropriate distance from each other and from existing properties.</p> <p>Criterion (c) now included at (a). Criterion (m) now (i). Criterion (o) now (k). Criterion (l) now (f)(vii). Criterion (f) now (f)(i). Criterion (a) now (b).</p>
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				<p>traffic problems. The Plan proposes that there should be no direct vehicular link between the existing Glebe Farm Estate and the new housing development (i.e. via either Barlow Drive North or Park Hill). This is the intention of Policy H 1(f) which proposes '...with no direct access to Awsworth village'. Criterion (f)(i) clarifies.</p> <p>Q4 (4) - As regards an assurance of affordable housing for all. Paragraphs 6.31 – 6.37 set out the local context in some detail. Policy H 3 'Affordable Housing and Local Needs' proposes that the Plan supports provision of affordable housing that clearly reflects and meets local housing need. In respect of the major allocation on land off Newtons Lane Policy H 1(a) 'It provides for a mix of housing sizes and types (including adequate provision of high quality affordable homes in accordance with [borough] council standards'. Criterion (a) now (b).</p>	
27	General	Natural England	<p>Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.</p> <p>Natural England is a statutory consultee in neighbourhood planning and must be consulted on draft neighbourhood development plans by the Parish/Town Councils or Neighbourhood Forums where they consider our interests would be affected by the proposals made.</p> <p>Natural England does not have any specific comments on this draft neighbourhood plan. However, we refer you to the attached annex</p>	Welcome general advice.	No Change

			<p>which covers the issues and opportunities that should be considered when preparing a Neighbourhood Plan.</p> <p>Best and Most Versatile Agricultural Land We have not checked the agricultural land classification of the proposed allocations, but we advise you ensure that any allocations on best and most versatile land are justified in line with para 112 of the National Planning Policy Framework.</p> <p>Strategic Environmental Assessment Where Neighbourhood Plans could have significant environmental effects, they may require a Strategic Environmental Assessment (SEA) under the Environment Assessment of Plans and Programmes Regulations 2004. Further guidance on deciding whether the proposals are likely to have significant environmental effects and the requirements for consulting Natural England on SEA are set out in the National Planning Practice Guidance at: http://planningguidance.communities.gov.uk/blog/guidance/strategic-environmental-assessment-and-sustainability-appraisal/sustainability-appraisal-requirements-for-neighbourhood-plans We would be happy to comment further should the need arise but if in the meantime you have any queries please do not hesitate to contact us</p>		
28	Background Doc Pages 18, 19, 20, 28	Broxtowe Borough Council	<p>Q2(1) Page 18 and 19 land is not owned by Broxtowe Borough Council but is maintained by Broxtowe.</p> <p>Q2(2) Page 20. Is this really a Local green Space? Does it have clearly defined edges? A very well researched and put together document</p>	Welcome suggested changes. Agree that Q2(1) and Q2(3) should be reflected in the Plan. Suggestion Q2(2) is more appropriately covered in 29.	Amend Background Doc at pages 18 & 19 to make clear Broxtowe Borough Council maintain this land Pg. 28 Site G14 include reference to the fact that

			Q2(3) Page 28 In recreational Value worth mentioning that the Erewash Valley Trail runs through here		the Erewash Valley Trail runs through the Parish.
29	Policy GI 4 (G6)	Broxtowe Borough Council	Is G6 really a local Green Space, does it have clearly defined edges? It is just a series of Grass Verges. Does it devalue the other Green Spaces you have included? I would suggest it be removed	We recognise that the local green space identified is not a single discreet area but comprises a linear series of small grass verge areas fronting dwellings, the edges of which are clearly defined. While we appreciate the point made as to whether this devalues the other Local Green Spaces included in the plan, G6 has been identified for the reasons given on page 20 of Background Report 2 – Local Green Spaces. areas.	No Change
30	Sect. 12.0	Broxtowe Borough Council	1) In 12.11.and 12.12 worth mentioning The Erewash Valley trail which runs along the canal. (2) Figure 21 the line of the Erewash Valley trail is slightly wrong. I sent a plan showing the correct line by email to the Parish Clerk. It runs along the Bridleway. The correct line is also shown on the EVT leaflet on our website. (3) 12.2 and subsequent paragraphs the text relating to Bennerley Viaduct needs updating once the latest developments and news from Sustrans become clear.	Suggested corrections are appreciated Mention is made in para 12.11 to EVT running along towpath west of canal which (2) comments is incorrect. EVT follows route of bridleway east of canal which is mentioned at para 12.12.	Amend text at paras 12.11 and 12.12 to make correct reference to EVT running along bridleway. Amend Figure 21 to show EVT running along bridleway. Update 12.2 and subsequent paragraphs in response to information provided by Sustrans, Railway Paths Limited and Friends of Bennerley Viaduct. (see 102)
31	Sect. 9 Pg. 78 Para 9.6	Resident	NOT SUPPORT there are not enough facilities such as doctors/dentist/shops to cope with anymore housing there also isn't enough room in the school or nurseries for this extra housing increase size of school, add additional facilities more housing over time will eventually turn this	The Plan does not allocate housing at Newtons Lane or at any other location in the Parish. A neighbourhood plan is required to be in general conformity with the local plan for the area. In this case, Broxtowe Part 1 Local Plan and Broxtowe Part 2 Local Plan (at submission stage). The land off Newton's Lane	No Change

			village into a town and most people in Awsworth like the fact its a village	is allocated for residential development in the Part 2 Local Plan. Awsworth Neighbourhood Plan has been developed within this broader strategic policy context. Policy H1 seeks to ensure that the Newton Lane housing site delivers benefits to current and future residents through the application of local criteria.	
32	Sect. 11.0 Pg. 92 Para. 11.12	Resident	Not support referring to Park Hill in particular, one narrow street to give access to a large housing estate already is poor planning and I am surprised this was allowed to being with, speed at which drivers come down this narrow piece of road is also too fast – very surprised someone hasn't been killed. Additional roads into the existing estate behind Park Hill (where shops are on Lawrence Avenue) and new roads added for any additional housing.	TT 1 reflects the current situation and recognised traffic problems in relation to Park Hill being the only access to the existing estate. The policy is about traffic management measures including in conjunction with new development which looks to improve highway and pedestrian safety, particularly where road safety issues have been identified. The Plan does not propose that Park Hill should provide vehicular access to any further new development. It is unclear what is intended by the suggestion for 'additional roads into the existing estate behind Park Hill (where shops are on Lawrence Avenue)'. The matter of 'new roads added for any additional housing' is something about which the Highway Authority would require to be satisfied.	No Change
33		Resident	I am in full support of the Neighbourhood Plan. The Steering Group have clearly spent a lot of time and effort to ensure that Awsworth has a thorough Plan. Lots of research has gone into the document and it is clear that this plan is here to protect Awsworth and ensure what is best for the future of Awsworth.	Support for the Plan is welcomed.	No Change

34	Sec. 9.0 Pg. 78	Resident	<p>Please discuss and have a contingency plan for the Awsworth Primary School and the future plans in accommodating a growing number of children from the village directly whilst considering the 30% of the schools current enrolment who are from out-of-catchment who desire the good standing that Awsworth continues to hold with Ofsted.</p> <p>Provide an appealing and safe environment that supports people to use local amenities and facilities</p>	<p>Response noted in relation to school existing and future capacity and potential implications of new homes.</p> <p>The Plan does not allocate housing at Newtons Lane or at any other location in the Parish. The land off Newton's Lane is allocated for residential development in the Part 2 Local Plan. It is outside the remit of the Neighbourhood Plan to develop contingency plans for local education provision as a result of new development. However, the Plan does highlight the community's concerns and need for developers to contribute to appropriate local infrastructure.</p> <p>As regards providing an appealing and safe environment that supports people to use local amenities and facilities. This is an important part of the Plan's Vision set out on page 33. The Plan has an objective to provide an appealing and safe environment that supports people to use and appreciate the local amenities and facilities.</p>	No Change
35	Policy H 1	Resident	<p>NOT SUPPORT</p> <p>Not support the plan regarding the distance between the new houses to be built and the existing houses on Barlow Drive North</p> <p>We would like a green area for leisure e.g. like a grassed area between the houses on Barlow Drive North and the starting of the new houses.</p> <p>Alternatively, we would like a minimum of 25 metres between the existing houses on Barlow Drive North and the start of the gardens of the</p>	<p>The Plan needs to respond to change including finding room for new homes and aims to do this in the most acceptable way.</p> <p>Although the borough-wide Part 2 Local Plan sets out key development requirements for the site, the parish-level neighbourhood plan seeks to establish those further requirements which the local community consider to be necessary, to support this major new development in principle and to</p>	<p>Amend Policy H1 to include the following as criteria (d) and (e):</p> <p>(c) 'the layout of new homes and gardens should not unacceptably impact on the amenity of neighbouring properties by way of</p>

			new houses plus additional tree screening between the two.	ensure that it results in the best outcomes both on the site and in relation to the village and wider area. Policy H 1 supports development but only subject to stringent criteria being satisfied before planning permission is granted. This criteria includes high quality design and master plan to respect the existing settlement form and character. Further, incorporation of open space, landscape buffer and retention of trees and hedgerows.	privacy, daylight, noise and visual intrusion.
36	H 1	Resident	Not support the plan regarding the distance between the new houses to be built and the existing houses on Barlow Drive North. We would like a green area for leisure e.g. like a grassed area between the houses on Barlow Drive North and the starting of the new houses. Alternatively, we would like a minimum of 25 metres between the existing houses on Barlow Drive North and the start of the gardens of the new houses plus additional tree screening between the two We would like the new dwellings to be no higher than two storeys.		(d) 'new homes should generally be no more than 2 to 3 storeys in height (including any 3 rd storey utilising the roof-space wherever possible) with all new houses, especially higher ones, located an appropriate distance from each other and from existing properties'.
37	General Policy H1	Resident	I am in support of the neighbourhood plan. Lots of effort has been made to ensure these homes are the most suitable for Awsworth and our village environment Just hoping access to the new estate is not via Station Rd as there is far too much traffic going up and down there as it is.	Support for the Plan is welcomed. Note intention of Policy H 1 (f) '...no direct access to Awsworth village' is that there should be no vehicular access via the existing Glebe Farm Estate (i.e. Park Hill / Barlow Drive North). Promoters Harworth have confirmed this is not intended.	Amend criterion (f) - now (f)(i) - to make clear the intention that access to the Newtons Lane Housing Site via Station Road will not be supported. (see 13(3) & 21(1))
38	Sect. 4.0 Pg. 28 Para. 2.62	Sustrans	Include reference to the good cycling link to the station via the cycle path alongside Shilo Way. Its only 1 mile from Naptha House turn-in and only takes 5 minutes cycling.	Welcome suggestion.	Add text to para 2.62: 'There is a good cycling link to the station via the cycle path along the eastern side of Shilo Way.'
39	Sect. 3.0 Pg. 32 Para. 2	Sustrans	Bennerley Viaduct - it is important that future development integrates well Add to this that it is also important that future development protects, integrates well with and improves the walking and cycling infrastructure that connects with the viaduct and project	Welcome support.	Add text to reflect general comments in relation to walking and cycling. (and see 12.0 for update to reflect comments by Sustrans, Railway Paths Limited

			aspirations e.g. the route of the great northern path		and Friends of Bennerley Viaduct)
40	Sec. 4.0 Pg. 33 Para. 4.1	Sustrans	Support objective: Protect environmental assets and where possible enhance the network of green and blue infrastructure	Welcome support.	No Change
41	Sec. 4.0 Pg. 33 Para. 4.1	Sustrans	Support objective (conditional): Ensure that the Nottingham Canal and Bennerley Viaduct and their settings are maintained and enhanced for the benefit of people and wildlife Amend text of this objective to include reference to the connecting walking and cycling infrastructure. E.g. Ensure that the Nottingham Canal and Bennerley Viaduct and their settings <i>and their connecting walking and cycling infrastructure</i> are maintained and enhanced for the benefit of people and wildlife.	Welcome support and suggested amendment to objective to strengthen walking and cycling element.	Amend (4 th bullet) objective as suggested.
42	Sec. 4.0 Pg. 33 Para. 4.1	Sustrans	Support objective: Provide an appealing and safe environment that supports people to use and appreciate the local amenities and facilities Good walking and cycling infrastructure which enables convenient non-car access to local amenities and facilities will enable this objective to be realised. Making it easy and appealing to walk and cycle to local facilities and amenities will counter car use and encourage people to use their local facilities rather than get in a car and drive elsewhere	Welcome support for objective.	Amend Plan to reflect general comment about 8 th bullet objective in the supporting text. (9.11)
43	Sec. 4.0 Pg. 34 Para. 4.1	Sustrans	Support objective: Encourage traffic calming and control measures which address traffic flow and speed through the Parish.....	Welcome support	No Change
44	Sec. 4.0 Pg. 34 Para. 4.1	Sustrans	Support objective: Ensure new housing development integrates well with the existing settlement pattern and community..... Add wording, ideally as a separate objective, about ensuring all new developments have good walking and cycling accessibility and	Welcome support for Objective	Amend Plan to include an additional objective: 'ensure all new developments have high quality walking and

			<p>infrastructure Also, add something about seeking S106 monies through development to improve and enhance surrounding walking and cycling infrastructure</p> <p>Ensuring that new development has good walking and cycling infrastructure which integrates well with the existing walking and cycling infrastructure will help new development to integrate and help sustain existing community facilities.</p>		<p>cycling accessibility and infrastructure.'</p> <p>Consider including that developer contributions towards improved and enhanced surrounding walking and cycling infrastructure, where appropriate, will be sought through s106 agreements for development sites.</p> <p>Propose to include new Policy DC 1 – Developer Contributions from New Development in Awsworth Parish (& see 89)</p> <p>Add wording to supporting text: (6.4) 'Ensuring that new development has high quality walking and cycling infrastructure which integrates well with the existing walking and cycling infrastructure will help new development to integrate and help sustain existing community facilities'.</p>
45	Sec. 6.0 Pg. 39	Sustrans	Add – including through walking and cycling infrastructure	Welcome additional text.	Amend Plan criterion (b) [now f(vii)] to add

	Policy H1b		Good quality walking and cycling infrastructure will be the main way to enable good integration and access to facilities whilst avoiding car movements into the village		wording as suggested '...including through the provision of walking and cycling links.'
46	Sec. 6.0 Pg. 39 Policy H1f	Sustrans	Good quality walking and cycling infrastructure will be the main way to enable good integration whilst avoiding car movements into the village	Note comment with reference to criterion (see response to 45)	No Change
47	Sec. 6.0 Pg. 39 Policy H1i	Sustrans	Add – ' <i>...including excellent walking and cycling connections so people can easily access facilities without using their car.</i> ' Good quality walking and cycling infrastructure and connections will help mitigate	Welcome support for criterion. But for consistency (Policies CFS2, CFS3, CFS4) instead of 'excellent' propose 'high quality, convenient' (& see 56, 64, 66)	Add wording to Policy H1(i) - now at (f)(vii) - as suggested to improve and clarify. Add wording to supporting text to reflect comment.
48	Sec. 6.0 Pg. 40 Policy H11	Sustrans	Amend as follows: 'Safe and integrated pedestrian and cycle routes <i>and infrastructure</i> are included, that connect to the village and to important community facilities, especially Awsworth School, Ilkeston Station and Bennerley Viaduct <i>and to the other facilities and amenities in the village to support their patronage e.g. shops</i> '	Welcome support for criterion	Amend criterion (l) – now (f)(vii) - to Policy H1 to add wording broadly as suggested to improve and clarify.
49	Sec. 6.0 Pg. 41 Para. 6.30	Sustrans	Great Northern Line Local Area of Special Character Add – 'It also underlines the importance of providing high quality and convenient walking and cycling infrastructure	Welcome comment.	Add wording broadly as suggested to improve and clarify in relation to walking and cycling infrastructure. (6.34)
50	Sec. 7.0 Pg. 54 Para 7.24 (& Policy BED 2)	Sustrans	SUPPORT - Great Northern Line Local Area of Special Character Add wording to state that developer contributions will be sought to improve it	Welcome support and comment. As regards developer contributions. Propose to include new Policy DC 1 – Developer Contributions from New Development in Awsworth Parish (see 44 & 89) Some amendment to para 7.24 required to clarify route of Great Northern [Railway] Path west of Gate Inn.	Amend last sentence supporting text para 7.24 to say 'Opportunities to create, maintain or enhance high quality walking and cycling routes along this corridor will be supported' - to improve and clarify in relation to walking and

					<p>cycling infrastructure. For consistency also propose to amend Policy BED 2: Local Character Areas of Special Character to say 'development proposals should be of a high quality...' rather than 'good quality' to better reflect the special importance of these areas.</p> <p>Also add to Policy BED 2 'Opportunities to create, maintain or enhance high quality walking and cycling routes along the Great Northern Line corridor will be supported. Improved directional signage to help walkers and cyclists will be encouraged'.</p>
51	Sec. 7.0 Pg. 54 Para. 7.26 (& Policy BED 2)	Sustrans	Add – '...and that it provides improvement to the walking and cycling infrastructure along the route.'	<p>Welcome support and comment. However, para 7.26 and Policy BED 2 cover 2 Local Areas of Special Character.</p> <p>In the case of the Great Northern Line Corridor (and especially the Great Northern [Railway] Path), directional signs to help walkers and cyclists, would be particularly welcome, although these may be helpful in both Local Areas of Special Character. (& see 50)</p>	<p>Add in Policy BED 2 and amend last sentence to supporting text para 7.24 'Opportunities to create, maintain or enhance high quality walking and cycling routes along this corridor will be supported.'</p> <p>In Policy BED 2 include 'Improved directional signage to help walkers</p>

					and cyclists will be encouraged'. (see 50)
52	Sec. 8.0 Pg. 58 Para. 8.9	Sustrans	Add mention of multi-user trails e.g. Erewash Valley Trail The Erewash Valley Trail is a key multi-user trail route through the parish	Welcome comment. Although EVT is mentioned more fully on page 97, given its importance in the parish, propose to include reference as outlined.	Include reference after footpaths to 'multi-user trails (particularly the key route of the Erewash Valley Trail)...
53	Sec. 8.0 Pg. 60 Para 8.16	Sustrans	Make cross reference to the Great Northern Line/route	Welcome suggestion	Add reference 'Corridor 2.7 also coincides with the Great Northern Line route'. (now 8.19)
54	Sec. 8.0 Pg. 61 Fig. 11	Sustrans	Should the Kimberley Cutting corridor run along the line of Bennerley Viaduct rather than to its north?	As the title makes clear Fig 11 is adapted from a published source which is a diagrammatic indication of the line of the corridors rather than a precise map-based route. Also noting that the corridors on the ground will in places be wider than might be suggested on the map. It is the Nuthall Cutting and Kimberley Railway Corridor (2.7) not Kimberley Cutting Corridor (2.8) which is shown running to the north of Bennerley Viaduct.	Amend Fig 11 (only if possible) to show corridor 2.7 running along Bennerley Viaduct. Amend Policy GI 1 Green and Blue Infrastructure Network to make clear '...(shown indicatively in Figure 11)...
55	Sec. 8.0 Pg. 71 Policy GI 4	Sustrans	Suggest expanding this policy to including something along the lines of – '...opportunities will be sought from new development in the vicinity of green spaces to improve walking and cycling access to green spaces.'	Welcome comment. Propose to expand policy as outlined. It is considered that this will strengthen policy.	Expand Policy GI 4 by adding a sentence 'Opportunities will be sought from new development in the vicinity of Local Green Spaces to improve walking and cycling access to green space.'
56	Sec. 9.0 Pg 79 Para 9.11 (CFS 1)	Sustrans	Viability of facilities will be supported through good quality and convenient walking and cycling infrastructure. It is important that new development be	Welcome comment. Propose to add comment in supporting text as outlined.	Include general comment as supporting text para 9.11.

			required to provide this in order to enable attractive and convenient non-car access to facilities.		
57	Sec. 9.0 Pg. 81 Policy CFS 2(a)	Sustrans	Add- '...and cycle parking facilities	Welcome comment. Propose to expand policy as outlined.	Amend Plan to add '...and cycle' parking facilities to Policy CFS 2 criterion (a) as suggested.(now at (b))
58	Sec. 9.0 Pg 81 Policy CFS 2	Sustrans	Add a bullet: 'that it integrates well with existing walking and cycling infrastructure and enables convenient walking and cycling accessibility.'	Welcome comment. Propose to expand policy as outlined.	Include new criterion (d) to Policy CFS 2 as suggested.(now at (c))
59	Sec. 9.0 Pg. 81 Policy CFS 2	Sustrans	Amend last sentence to: 'Proposals that seek to co-locate community facilities and that are located near conveniently for public transport and are conveniently accessible by walking and cycling will be considered favourably.	Welcome comment. Propose to expand policy as outlined.	Amend last sentence Policy CFS 2 as suggested.
60	Sec. 9.0 Pg. 82 Policy CFS3	Sustrans	Add – '...including cycle parking provision.'	Welcome comment. Propose to expand policy as outlined.	Amend Policy CFS 3 1 ST bullet to say 'increased parking and cycling provision in the vicinity of the retail areas'
61	Sec. 9.0 Pg. 82 Policy CFS3	Sustrans	Add bullet: 'Improvements to the quality and accessibility of walking and cycling facilities to and from local shops.' Good walking and cycling infrastructure will help sustain existing community facilities and shops	Welcome comment. Propose to add bullet to policy as outlined.	Add new (2 nd) bullet to Policy CFS 3 as suggested. Reflect second point in supporting text (9.11)
62	Sec. 9.0 Pg. 82 Policy CFS3	Sustrans	Add – '... particularity for people on foot and bike.'	Welcome comment. Propose to add bullet to policy as outlined. But for consistency refer to 'cycle'.	Amend last (3 rd) bullet Policy CFS 3 as suggested.
63	Sec. 9.0 Pg. 83 Policy	Sustrans	Add to last sentence – '...and have convenient walking and cycling access.	Welcome comment. Propose to expand policy to include but as ...'(including convenient walking and cycling)'	Add to last sentence

	CFS4				Policy CFS 4 as suggested. Propose to include within sentence.
64	Sec 10.0 Pg 87 Para 10.13	Sustrans	Add – ‘...and that there is good quality cycle commuting routes available e.g. for access to Nottingham and Kimberley.’	Welcome comment. Propose to add to supporting text as outlined.	Add to supporting text para 10.13 ‘...and that there are good quality cycle commuting routes available e.g. for access to Kimberley and Nottingham.’
65	Sec. 10.0 Pg. 88 Para 10.14	Sustrans	Highlight the good cycle link here from Awsworth to the train station	Welcome comment. Propose to add to supporting text as outlined.	Add sentence in supporting text para 10.14 ‘The good cycle link from Awsworth to the station along Shilo Way also helps’.
66	Sec. 11.0 Pg. 91 Para 11.5	Sustrans	Add- ‘...providing safe and viable alternatives <i>such as convenient and good quality walking and cycling infrastructure....</i> ’	Welcome comment. Propose to add to supporting text as outlined.	Add sentence to supporting text para 11.5 as suggested.
67	Sec. 11.0 Pg. 92 Policy TT1		Amend text to include cyclist safety as well as pedestrian safety	Welcome comment. Propose to expand policy as outlined.	Amend Policy TT 1 to say ‘...improve highway, cyclist and pedestrian safety’
68	Sec. 11.0 Pg. 93 Para 11.15	Sustrans	Include mention that it is only a 5 minute bike ride away (1 mile) Important to promote and raise awareness of the accessibility of the train station by bike to encourage less car use	Welcome comment.	Add new sentence in supporting text - ‘Helpfully, it is only about a 5 to 10 minute bike ride away (1 – 1.5 miles / 1.75 – 2.4km)’
69	Sec 11.0 Pg. 94 Para 11.23	Sustrans	Amend as follows: ‘...unless the necessary investment in public transport <i>and in walking and cycling</i> is forthcoming....’	Welcome comment.	Amend supporting text para 11.23 as suggested
70	Sec. 11.0 Pg. 94 Para 11.25	Sustrans	however providing greater parking provision could encourage more cars and car use	Note comment. Acknowledge potential unwanted consequence of encouraging more cars and car use. However, as para 11.25 makes clear this is intended to provide	No Change

				sufficient parking in new development, especially in those parts of the Parish where the general lack of off road parking spaces is having the greatest negative impact on the character and quality of life of an area. .	
71	Sec. 11.0 Pg. 97 Para. 11.27	Sustrans	Amend as follows: '...it would be clearly preferable for parents to walk <i>and/or cycle</i> to school...' not only to reduce traffic congestion but also to improve children's health.	Welcome support and comment. However, this relates to 3 rd sentence. Although this is already partly covered in para 11.28 the suggested wording usefully reinforces the message about the benefits of walking and cycling. Include in slightly modified form.	Amend to say '...it would clearly be preferable for parents to walk and/or cycle with their children to school, both to reduce traffic congestion and pollution and improve the health of parents and children.' (now 11.28)
72	Sec 11.0 Pg. 97 Para 11.29	Sustrans	Add to end of sentence: '...which provides a good cycle link to Ilkeston train station, for example.'	Welcome comment.	Add to end of sentence as suggested (now 11.30)
73	Sec. 11.0 Pg 97 Para 11.29	Sustrans	Cross reference this to the route of the Great Northern path...as previously mentioned	Welcome comment	Amend to '...and towards Kimberley via Awsworth Lane and the Great Northern Path.' (11.30)
74	Sec. 11.0 Pg. 97 Para 11.32	Sustrans	Amend as follows: '...but to add value to it <i>and to improve and enhance it.</i> '	This is implicit in the last sentence. However, propose to amend as above to make intention clearer in slightly modified form.	Amend to '...add value by improving and enhancing it'. (11.33)
75	Sec. 11.0 Pg. 97 Para 11.32	Sustrans	Add: 'It should also include improvements to road crossings and junctions to provide better and safer crossing of roads for pedestrians and cyclists.	Welcome comment. Propose to add wording as above to make plan's intentions clearer.	Add wording as suggested. (11.33)
76	Sec. 11.0 Pg 98 Policy TT3 (ii)	Sustrans	Amend as follows: ' <i>Good quality walking and cycling infrastructure which integrates well into the existing walking and cycling network</i> '	Welcome comment. Propose to amend policy broadly as outlined. But refer to 'convenient and high quality walking and cycling infrastructure'	Amend Policy TT 3 criterion (ii) – now (b) as suggested but slightly revised
77	Sec 12.0 Pg. 100 Para. 12.2	Sustrans	We are no longer intending to re-submit the bid. see update.	Note comment which is very disappointing and of great concern because it impacts detrimentally on one of the plan's key issues	Update para 12.2 and other parts of this section as necessary to reflect

				and proposed policy. Propose to update this paragraph (and elsewhere as necessary) to reflect the revised situation as advised by Sustrans (and Railway Paths Limited and Friends of Bennerley Viaduct). However, it is proposed that the thrust and intent of the policy will be retained.	revised situation as outlined. (& see 87 & 102)
78	Sec. 12.0 Pg. 101 Para. 12.3	Sustrans	Support – conditional See update (87 & 102)		No Change (& see 87 & 102)
79	Sec 12.0 Pg 102 Policy BV1	Sustrans	Support	Welcome support.	No Change
80	Sec. 12.0 Pg. 106 Policy NC1	Sustrans	Add a bullet as follow: 'enhance the walking and cycling infrastructure'	Welcome comment. Propose to amend policy as outlined but expanded to include for possibility of horse-riding.	Add new bullet Policy NC1 as (e) -'enhance the local walking, cycling and (where possible horse-riding) infrastructure'
81	Sec. 13.0 Pg. 107 Para 13.4	Sustrans	Cross reference these wildlife corridors to the Great Northern path route	Welcome comment.	Amend Plan supporting text to cross refer by adding 'The latter corridor also coincides with the Great Northern Line Local Area of Special Character covered at Policy BED 2'
82	Appendix 1 Pg. 112 AIM BED2	Sustrans	'Details' text below bullets – Amend wording as follows: '...significant parts survive which can be improved and used, <i>including improving it as a key piece of walking and cycling infrastructure</i> '	Welcome comment. Propose to amend supporting text as outlined.	Amend supporting text to Aim BED2 - after '...significant parts survive which can be improved and used' by adding ' , including improving it as a key

					piece of walking and cycling infrastructure'
83	Appendix 1 Pg. 113 AIM GI 1	Sustrans	Green and Blue Infrastructure - End of first paragraph on page 113 – Add: 'there is also potential to create new wetlands and ponds in association with sustainable urban drainage schemes created through new development such as the proposed housing for Land West of Awsworth inside the bypass' As mentioned in Policy H1.	Welcome comment. Propose to add to supporting text as outlined.	Amend supporting text to Aim GI 1 by adding as suggested. Re-number as Aim GB 1 to more clearly distinguish from Policy GI 1. (and re-number GI 2 and GI 3 as GB 2 and GB3)
84	Appendix 1 Pg. 115 AIM CFS 1	Sustrans	Community Facilities and Shops – Add to bullets as follow: 'enhancing walking and cycling facilities and making the public realm a better and safer place for people to enjoy'	Welcome comment.	Add new bullet point In supporting text to Aim CFS 1 as suggested.
85	Appendix 1 Pg. 115 AIM CFS 2	Sustrans	Village signage, 3 rd bullet – Add text to say that signage should be aimed primarily at people walking and cycling rather than people in cars – to encourage walking and cycling	Welcome comment.	Amend 3 rd bullet in supporting text to Aim CFS2 by adding '..., aimed primarily at those walking and cycling rather than driving.'
86	Appendix 1 Pg. 116 AIM TT 1	Sustrans	Traffic and Transport – Sustrans can help promote sustainable travel choices and help people to make changes to more sustainable travel	Welcome comment. Although no change is suggested propose to add new sentence to 'Details' paragraph	Add 'Sustrans can help promote sustainable travel choices and help people to make changes to more sustainable travel'
87	Sec. 12.0 Policy BV 1 BCP 2	Friends of Bennerley Viaduct	SUPPORT – BV 1 Bennerley Viaduct & BCP 1 Bennerley Country Park The Friends of Bennerley Viaduct support the Plan in that it is compatible with the aspirations the group has for the viaduct and the area	Welcome support for plan particularly in relation to Policies BV1 and BCP 1. Welcome FoBV's support in principle for developing some of the land in the vicinity of the viaduct as a country park (Policy BCP 1).	Amend to update Policy BV 1 supporting text in response to information about the new situation for the Bennerley Viaduct restoration project

		<p>underneath it. The Friends' aims include environmental enhancement, sustainable transport, improved access and boosting visitor numbers to the area, all of which are shared with the plan.</p> <p>The initial "one-off" project to bring the viaduct back into use as a walking and cycling route will not now proceed, following Sustrans' decision, in December, 2017, not to resubmit their bid for HLF funding. A new partnership led by Railway Paths Ltd., and including Sustrans and FoBV, is now examining project options for a more incremental approach to achieving the same aim. The details of any project to be taken forward will become clearer in the next few months and will be subject to approval by the RPL board and Sustrans executive. Plans for the viaduct are therefore still broadly in keeping with the aspirations expressed in the plan, albeit with a longer time scale.</p> <p>The Friends support in principle the concept of developing some of the land in the vicinity of the viaduct as a country park. The advantages of a country park are obvious, and such use would complement a restored viaduct used as a walking and cycling route. It would also create a positive and welcoming setting for the viaduct, which in turn would assist with the development of heritage tourism in the area.</p> <p>The Friends would not support a proposal by Harworth Estates which detracted from the views of, or from, the viaduct, or which was intrusive or detrimental in other significant ways</p>	<p>Note FoBV's comments in relation to not supporting a proposal by Harworth Estates (i.e. Bennerley Coal Disposal Point land adjacent) which detracted from views of, or from, the viaduct, or which was intrusive in other significant ways to the structure and the area beneath it. Also note FoBV's comment about circumstances in which they might be able to support a more limited employment related development if it was limited in scope, effectively landscaped and tied to the creation of a country park. Such development would constitute inappropriate development in the Green Belt and would need to be considered on that basis.</p>	<p>(and see 102)</p> <p>Add to supporting text to reflect FoBV's support in principle for developing some of the land in the vicinity of the viaduct as a country park.(13.6)</p> <p>Note – The update from RPL requires a more substantial redraft of Section 12.0.</p>
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			to the structure and the area beneath it. But if employment related development was limited in scope, effectively landscaped and tied to the creation of a country park, then the Friends would look at any scheme on its merits when more detail was available.		
88	General	Resident	<p>As our property is the most affected by this development. This will seriously damage our property in almost every way from peace and quite and a stand alone with no traffic to being surrounded and noisy. Properties are too close.</p> <p>This is Green Belt.</p>	Comments noted. The housing site at Newtons Lane is an allocation in the Part 2 Broxtowe Local Plan. The Neighbourhood Plan has not allocated the housing site, but through its policies, seeks to ensure the best possible outcomes for the local community and environment.	No Change (see 89)
89	Sec. 6.0 Pg 35-40 Policy H1	Pegasus Planning on behalf of Harworth Group	<p>H1 - Meeting Housing Need... 'Land west of Awsworth inside the Bypass'</p> <p>Harworth Group PLC has an interest in land to the West of Awsworth and therefore supports the Neighbourhood Plan's stated support for the residential development on the site as set out in Policy H1.</p> <p>Although the site is currently within the Green Belt, Broxtowe Borough Council has included the site as a housing allocation within the Submission Draft version of the Part 2 Local Plan</p> <p>(Policy 4.1 – 250 homes) and is therefore seeking this land to be removed from the Green Belt through the Local Plan process. This is acknowledged in Paragraphs 6.17-6.18 of the Neighbourhood Plan.</p>	<p>Support for inclusion of Policy H 1 is welcomed. Acknowledge that the borough-wide Part 2 Local Plan sets out key development requirements for the site. However, this does not prevent the parish-level neighbourhood plan establishing those further requirements which the local community consider to be essential, in order to support this major new development in principle and to ensure that it results in the best outcomes both on the site and in relation to the village and wider area.</p> <p>Agree criterion (a) should be deleted. Criterion (a) does not require that all new homes should be built to lifetime standard but reasonably requires that all should be capable of being readily converted which is considered to sensibly provide future-proofing. Local community responses have highlighted the difficulty for those wishing to stay in the village</p>	<p>That the Plan Policy H1 be amended in light of the comments: Criterion (d) – now (p) - : reference to neighbourhood shop as an aspirationl will be supported. Further information to be included in the justification. Amend policies criteria (b), (f), (h) and (k) as outlined. (now (a), (f)(i), (f)(ii), (f)(vii)) (and see 26)</p> <p>Criterion (g) – now (f)(i) - see 13(3)</p>

			<p>The Aligned Core Strategy gives a requirement of up to 350 homes being provided in or adjoining the Key Settlement of Awsworth. The site is also included within the SHLAA (2017/18) and it is expected that 250 homes could be delivered between 2019 and 2024. Around 8.2ha of the site is within the Awsworth Parish, with the remaining land being within the Cossall Parish.</p> <p>It is acknowledged in Paragraph 6.15 that this site is considered by Broxtowe Borough Council as being the most appropriate site for housing development at Awsworth.</p> <p>Policy H1 states that the Awsworth Neighbourhood Plan supports development at this site subject to seventeen criteria (a-q) which should be applied to the development through the planning process.</p> <p>Given the site's Green Belt status, it will be for the Broxtowe Local Plan to make the required changes to the Green Belt to allocate the site for housing. Policy 4.1 of the Submission Draft</p> <p>Part 2 Local Plan sets out the key development requirements for the site.</p> <p>It is considered that the proposed policy in the Consultation Draft Neighbourhood Plan sets out overly prescriptive requirements for the development of the site that are not justified and are likely to result in conflicts with the Local Plan. Our comments in relation to the proposed clauses are set out below:</p>	<p>in later life in terms of insufficient appropriately configured accommodation. Criterion (a) makes clear that the context for this requirement is to meet the demographic characteristics and requirements of the Parish. However, propose to amend criterion - now (c) - to refer instead to meeting 'Building for Life 12' criteria.</p> <p>With reference to criterion (d) welcome confirmation that the development will make appropriate provision for amenity space and childrens' play onsite (criterion (e) refers) with appropriate contributions to improvements of existing youth / adult facilities in the village. Criteria (g) and (h) now refer.</p> <p>Disagree requirement for neighbourhood shop is not justified and should be deleted. However, in light of responses received, propose to express as an aspiration rather than a requirement which would allow for the possibility of a facility being provided. As regards scale of development not being sufficient to support provision of a neighbourhood shop also propose that policy makes clear this relates to a small local convenience store with floorspace of 100 - 150 square metres, excluding any form of hot food takeaway, provision to be subject to a viability. Also propose to include justification in accompanying text.</p> <p>It is accepted and proposed that criteria (f) could helpfully be made clearer but and while this is not strictly necessary for criterion (g) it is proposed to make this part of policy clearer.</p>	<p>Propose to include new Policy DC 1 – Developer Contributions from New Development in Awsworth Parish – and supporting text. (& see 13(1), 13(4), 15(1) & 44)</p> <p>Policy DC 1 would apply to contributions to youth / adult facilities.</p> <p>As regards subsequent comments by Harworths:</p> <ol style="list-style-type: none"> 1. Propose to add to criterion (k) wording as suggested. 2. No further change to criterion (p)
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		<p>Clause a) requires that all homes should be built or capable of being readily converted to lifetime standard. There is no justification for this requirement and it is not something that the Borough Council would require. This requirement should therefore be deleted;</p> <p>Clause d) refers to the provision of a range of recreational and community facilities including a neighbourhood shop. The development will make appropriate provision for amenity open space and childrens' play onsite, with appropriate contributions to improvements of existing youth/adult facilities in the village. The scale of development proposed would not support the provision of a neighbourhood shop and this requirement is not justified and should be deleted;</p> <p>Clause f) refers to primary vehicular access via Shilo Way with no direct access to Awsworth Village. The masterplan proposals for the site show the main access to the site from Shilo Way.</p> <p>A second point of access is also proposed from Newtons Lane. This would provide for access to Awsworth Village and is considered an appropriate access solution for the site. The policy should be clear that an access from Newtons Lane is acceptable and that this will provide for access to Awsworth Village;</p> <p>Clause k) refers to the provision for frequent and accessible public transport services providing links to nearby urban centres and Ilkeston Station. The connection through the site from Shiloh Way to Newtons Lane will be designed to allow bus services to access the site. Existing</p>	<p>Criterion (f) refers to vehicular movements and reference to 'no direct access to Awsworth village' (as previously agreed with Harworth Estates) is intended to relate to there being no vehicular access to / from the existing Glebe Farm Estate to the immediate east i.e. via either Park Hill or Barlow Drive North. Propose to amend criterion (f) – now (f)(i) - to make clear '...There should be no vehicular access via Park Hill or Barlow Drive North'.</p> <p>As regards criterion (g) the intention to provide a second point of access is already supported as being appropriate, policy and supporting text are clear. Criterion (g) – now (f)(i) - specifically refers to a 'secondary more limited vehicular access from Newtons Lane, Cossall, to the south'. Para 6.23 also states 'Vehicular access is also proposed off Newtons Lane (in Cossall Parish) which would allow access to/from The Lane'. For information, Newtons Lane is wholly located in Cossall Parish so would not provide a direct vehicular access to Awsworth village but an indirect one via The Lane. Criterion (g) will be further clarified in this regard (& see 13(3)).</p> <p>However, it should also be noted that Nottinghamshire County Council (as Highway Authority) have raised concerns especially about providing a new access connection using A6096 Shilo Way and the need for a Transport Assessment to explore all options before they could entertain a new access being provided as currently proposed by Harworth Estates and supported by Policy H 1 (f). Note that Policy H 1 support for a new</p>	
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		<p>services running through the village are accessible from the site. Harworth Group are in discussions with Service operators about routing of services through the site, but the final decision will be for the Service operators. The clause should be amended to refer to the masterplan proposals for the site enabling bus access through the site.</p> <p>Clause m) seeks to secure a landscape buffer of at least 25 metres in depth between the A6096 Shilo Way and the new housing. There is an existing strong hedgerow along the site boundary to Shilo Way which will be retained save for provision of necessary vehicle and cycle/pedestrian access points. The masterplan provides a green landscape corridor along the site's western boundary that, in combination with the existing hedgerow will provide a buffer of at least 25 metres along this boundary.</p> <p>Policy H1 should be amended as detailed above</p> <p>Note – Discussions with Pegasus Planning and Harworth Group PLC provided an update regarding progress with their proposed development on Land west of Awsworth (inside the bypass). They subsequently commented on the draft Policy H 1 as amended and proposed to be submitted as follows:</p> <p>1. Generally the policy seems to be fine and covers the relevant points. On landscaping, it is our intention to seek to retain existing planting – but there may have to be some hedgerow removal to facilitate access and an overall good design –</p>	<p>vehicular access via Shilo Way assumes that this would be acceptable to the Highway Authority (ANPSG's understanding is that this is acceptable in-principle to the Highway Authority). Para 6.23 states that 'Initial discussions with the developers and Broxtowe [Borough] Council suggest that the main vehicular access should be onto the A6096 Shilo Way. The Plan supports that this access should be onto the A6096, as this will help mitigate any impact the development may have on highway safety and congestion in the Parish especially through the village.' Obviously, this crucial aspect requires to be clarified before the plan is finalised. As regards criterion (k) – now (f)(vi) - propose this should be amended as suggested to make clear that 'the masterplan proposals should enable bus access through the site, to facilitate provision of conveniently accessible public transport services, (which can provide links to the main nearby urban centres, as well as Ilkeston Station)'. The existing service running through the village may be accessible from the new site but is not considered to be conveniently accessible in terms of distance and walking time, especially in view of the terrain. As regards criterion (m) – now (i) - note and welcome confirmation that proposed green corridor along site's western boundary combined with retained existing hedgerow will provide a buffer of at least 25 metres depth. No change required. Additionally, propose to amend criterion (b) – now (a) - to make clear that the requirement</p>	
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			<p>and ensuring the numbers are achieved. Where there is loss we will look to introduce replacement planting. Clause K might usefully be amended to reflect this – [by adding ‘Where features are lost they will be replaced by suitable new planting.’</p> <p>2. It is noted that there is reference to support for a neighbourhood shop. There are no proposals to provide this and any future provision would be dependent on viability.</p>	<p>‘Functionally and physically, it is connected to and integrates with Awsworth village’ is also intended to provide for and encourage those walking and cycling rather than those travelling by car. Add ‘...., particularly provision of convenient and safe routes and links for pedestrians and cyclists.’ - now (f)(vii).</p> <p>Propose to include new Policy DC 1 – Developer Contributions from New Development in Awsworth Parish – and supporting text. This is in response to other representations seeking plan policy reference to certain types of infrastructure and facilities to be provided through developer contributions (see 13(1), 13(4), 15(1) & 44). However, other types of provision might reasonably be required in connection with a particular development proposal. While this would apply to Policy H 1 potentially it also applies more widely.</p> <p>As regards subsequent comments by Harworths:</p> <p>As regards 1. Agree to add wording to criterion (k) as suggested.</p> <p>As regards 2. No change proposed to (p) which has been modified to allow for the possibility acknowledging that this would have to be subject to viability.</p>	
90	Sec. 13.0 Pg 107-108 Policy	Pegasus Planning on behalf of Harworth Group	NOT SUPPORT - 13.0 Bennerley Coal Disposal Point - BCP1 - Bennerley Country Park Harworth Group PLC has an interest in the land at the former Bennerley Coal Disposal Point	We understand and respect Harworth Group’s position regarding their aspirations for the future redevelopment of land which they own at the former Bennerley Coal Disposal Point.	Replace Policy BCP 1 - Bennerley Country Park with new Policy BCDP 1 -

	BCP 1		<p>and has previously expressed their interest to Awsworth Parish Council in order to seek support for the proposal to redevelop this derelict site for employment purposes, specifically rail related operations.</p> <p>There is an opportunity for rail-related employment development at the site of the former Bennerley Coal Disposal Point given its existing rail connection and historic land use. The former Bennerley Coal disposal point to the west of Shilo Way, Awsworth, is owned by the Harworth Group and extends to some 20 hectares. The site consists of large areas of hardstanding associated with the coal distribution depot dismantled in the mid-1990's. There is an existing high standard vehicular access from the A610 and an existing rail spur from the Midland Mainline runs in to the site. Harworth Group are also proposing a vehicular access to the site from Shilo Way.</p> <p>Given the site history, in the absence of redevelopment of this brownfield site the land will remain derelict. An AECOM report commissioned by the landowner in 2017 provides an assessment of Freight Feasibility. This report suggests a viable use of the site would be for employment purposes due to its existing connections to the rail network. Harworth Group has sought to constructively engage with the Neighbourhood Plan Group throughout the preparation of the Neighbourhood Plan to agree an approach to the future of the site which recognises its unique strategic advantages as a location for rail related employment uses, whilst at the same</p>	<p>Certainly, we share their desire to see the land put to beneficial use. The site has been disused for more than 20 years. While we also understand their disappointment with the approach the neighbourhood plan now proposes to take to the site, our vision for the site's future is fundamentally different to what Harworth Group are proposing and want the plan to support. Also, taking into account the local community's preferences expressed through the community questionnaire, which supported alternative futures for the land (particularly those including a 'country park' in some combination).</p> <p>It is not considered that the site, which is in the Green Belt, is a suitable or sustainable location for employment related development. The Plan would like to see it remain in open use. The Plan supports and encourages its use as country park.</p> <p>However, in response to representations by Harworth's and Broxtowe Borough Council (see 21(5) above) it is proposed to replace Policy BCP 1 – Bennerley Country Park by new Policy BCDP 1 – Former Bennerley Coal Disposal Point Land.</p> <p>Whilst the intention and thrust of the policy remains unchanged the new policy makes this clearer, responds to concerns raised about deliverability of a 'country park', sets out the Parish Council's role and includes clear reference to the crucial need to work in partnership with others.</p>	<p>Former Bennerley Coal Disposal Point Land and supporting text.</p> <p>Add to supporting text to reflect FoBV's support in principle for developing some of the land in the vicinity of the viaduct as a country park.(13.6)</p> <p>Include reference in supporting text to Historic England's List Entry reasons for Bennerley Viaduct being listed Grade II*. (at 12.2)</p>
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		<p>time securing appropriate benefits for the community on Harworth's wider land interests. Harworth has also worked closely with Sustrans in support of their bid to open the Viaduct as a recreational cycling and walking route, including the offer of land critical to the success of the project.</p> <p>We are therefore disappointed with the approach the Neighbourhood Plan now proposes to take to the site.</p> <p>The site falls within the Green Belt and therefore any proposals to remove the site from Green Belt and allocate it for employment uses would be a matter for the Broxtowe Local Plan. Harworth consider that there is a clear justification for the removal of the site from Green Belt and its allocation for strategically important rail related employment uses. We have made representations to the Broxtowe Submission Draft Plan on this basis.</p> <p>The Draft Neighbourhood Plan deals with the Bennerley Viaduct at Section 12 and Policies BV 1 and BV 2. Bennerley Coal Disposal Point is considered at Section 13 and Policy BCP 1. Policy BV 1 aims to support development proposals that protect and enhance the structure and setting of the viaduct and Policy BV 2 advises that any development within the visual setting of the viaduct should protect the open setting of the viaduct. In terms of the former Coal Disposal Point, Policy BCP 1 sets out the draft plan's support for the development of land at Bennerley as a Country Park.</p> <p>The Bennerley Viaduct is a Grade II* structure listed because of its architectural interest as an</p>	<p>FoBV's support in principle for developing some of the land in the vicinity of the viaduct as a country park (Policy BCP 1).</p> <p>As regards Harworth's reference to the reasons for the viaduct's listing. Agree it would be helpful were this to be clearly referenced in the plan supporting text.</p>	
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		<p>outstanding survival of the mature phase of development of the railway network in England, its rarity as one of two surviving wrought-iron viaducts in England, and its constructional interest as a bespoke lightweight structure using wrought-iron lattice girders and piers to reduce loading on foundations set in heavily undermined ground. The structure was designed to span an extensively worked coal mining landscape (Source – Historic England, List Entry).</p> <p>Historic photographs show that the structure sat within an industrialised landscape that included the Bennerley Coal Disposal point.</p> <p>Redevelopment of the derelict coal disposal site would not therefore conflict with the purposes of listing of the structure. It is therefore considered that Policy BV 2, in seeking to safeguard the open setting of structure, does not reflect the purposes of listing and is not justified.</p> <p>Policy BCP 1 sets out the Neighbourhood Plan's aspirations to support the development of land at Bennerley as a Country Park. The draft plan provides no details how these aspirations would be delivered. The Plan's proposed approach for the site not only ignores the unique strategic opportunity for rail related employment uses to provide local jobs, it would mean that the site would remain derelict and the current conflicts associated with off-road biking would continue. The proposals presented by Harworth Group through the preparation of the draft plan, presents a considered approach that would secure the regeneration of the site, support Sustran's aspirations for the Viaduct as a recreational cycling route, offer the</p>		
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			<p>opportunity for informal recreational uses and provide the potential to deliver the communities aspirations for a Country Park on the wider landholding. It is considered that the Neighbourhood Plan should support this approach.</p> <p>In earlier discussions with the Neighbourhood Plan Group, a form of words was discussed that would set out the Plan's support for a strategy that would secure the local community's aspirations for the regeneration of the site to help secure Sustran's proposals.</p> <p>The Plan should be amended to delete Policy BCP 1 and include the following: POLICY BCP 1 – FORMER BENNERLEY COAL DISPOSAL POINT</p> <p>The former Bennerley Coal Disposal Point is of strategic importance offering a rail connected site for specific rail related operations.</p> <p>The development of the former Bennerley Coal Disposal Point for rail related operations that require a rail connected site will be supported.</p> <p>The Parish Council will support the allocation of the site and its removal from Green Belt through the Broxtowe Local Plan. Proposals should not prejudice the opening of the Bennerley Viaduct as a new footpath/cycleway, and should provide for parking facilities for cyclists accessed from Shilo Way.</p> <p>Development of the site should safeguard the historic significance of the adjoining listed Bennerley Viaduct.</p>		
91	General (& by inference Policy H 1)	Erewash Borough Council	- Erewash Borough Council, an adjoining local planning authority to Awsworth Parish, welcomes the general approach taken by the draft Neighbourhood Plan in recognizing the	The general support for the Plan is welcomed, in particular its efforts to bring about the Bennerley Viaduct's reinstatement and all the associated benefits this would bring about	Reflect supportive comments in supporting text as necessary

	Policy BCP 1		<p>scope to increase accessibility between Awsworth and the recently-opened Ilkeston Railway Station. With the Parish in such relative geographic proximity to the Station, access enhancements should be supported wherever opportunities arise. These may include more legible on-street routes allowing pedestrians and cyclists to access the Station with greater ease, or alternatively, enhanced public transport (i.e. local bus) provision enabling quick and safe access to the facility (and vice versa).</p> <p>The Borough Council also notes with interest the provisions made within the draft Plan to encourage the restoration of Bennerley Viaduct to a condition which would see walkers and cyclists able to safely span the Erewash Valley. Whilst the restoration of the Viaduct as a useable transportation infrastructure asset would undoubtedly bring direct accessibility benefits to Awsworth Parish, it will also play a role in allowing for the longer-term development of a wider Green Infrastructure network that spreads out into Nottinghamshire and Derbyshire.</p> <p>In this regard, Erewash Borough Council supports the efforts of the draft Plan to bring about the Viaduct's reinstatement and all the associated benefits this would bring about.</p>	(see 90)	
92	Sec 1.0	Resident	<p>Support the plan</p> <p>I think this is a well researched and relevant plan</p>	This support is welcomed.	No Change

93	Housing Pg 2 (Policy BED 3)	Resident	We need good design quality in Awsworth. Investigate new developments in the county for similar footprints. A good local design to replicate for medium density housing is these look good after some 20 years and seem to integrate well with many styles. They always look interesting /never boring	<p>Welcome SUPPORT in respect of enabling some influence on planning / design decisions.</p> <p>Q4 - Welcome comments about need to ensure good local design quality endures which is the Plan's aim for new development. See Policy BED 3: 'Design Principles'.</p> <p>Propose to make clear in supporting text that this should be demonstrated by any planning application and that for major development such as land off Newtons Lane the master plan provides an opportunity to consider how other successful designs could be beneficially used in Awsworth.</p>	<p>Briefly amend supporting text to Policy BED 3 as outlined (7.33 and 7.34) (and see 89)</p> <p>Add supporting text to Policy H 1. To reflect ensuring good local design, opportunity for major development to use master plan and consider other successful designs. Include under Building for Life as new para 6.46.</p>
94	Housing Pg. 2	Resident	Any new build housing, to consider height and proximity to existing buildings, with particular reference to bungalows.	<p>This general support is welcomed including about need to consider height and proximity to existing buildings with particular reference to (existing) bungalows.</p> <p>Policy H1 sets out criteria which are considered necessary in relation to the proposed new homes on this site (and any other proposals in the plan area). Concerns about the new homes being situated too close to existing homes have been raised by a number of respondents. In general terms criterion (c), - now (a) - which refers to incorporating high quality design and master plan to respect the existing settlement form and character of Awsworth, might be expected to cover this matter. However, this is an important consideration for existing and new residents alike.</p>	<p>Propose change as regards height and proximity of new build housing to existing buildings as new criteria (d) and (e). (see 26 & 89)</p> <p>Amend supporting text to criterion (c) – now (a) – about master plan process and local community involvement</p>

				<p>Therefore, propose to make this clear by adding a new criterion - (d) - along the lines of - 'the layout of new homes and garden space should ensure adequate separation distances, to avoid unacceptable impacts on and between existing and new homes, resulting from such matters as possible overlooking, loss of natural light or noise disturbance'. Also propose to add wording in supporting text along the lines of 'Possible detrimental impacts on and between existing neighbouring homes and new homes should be carefully considered, and avoided or mitigated as far possible, in relation to matters such as overlooking, daylight and noise'. Propose to add wording to supporting text to explain that careful layout and orientation can help to reduce such unwanted impacts.</p> <p>Policy H 1 criterion (a) – now (b) - provides for a mix of housing sizes and types but does not specify a maximum height. In recognition of potential adverse impacts on nearby existing homes (and on new homes) it is proposed that -(e) - 'new homes should generally be no more than 2 to 3 storeys in height (including any 3rd storey utilising the roof-space wherever possible) with all new buildings, especially higher ones, located an appropriate distance from each other and from existing properties'.</p> <p>Criterion (c) – now (a) - proposes that it incorporates high quality design and master plan to respect the existing settlement form and character of Awsworth. Policy intends</p>	
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				that the development should be determined through the master plan process (which should also involve local community engagement and input which could include in relation to height of new buildings or layout) but propose policy criterion (c) and supporting text should make this intention clear.	
95	Map 18 (assume Fig. 8 Pg. 43) & Policy H 1	Resident	<p>Provided an access road is not immediately at bottom of our garden – and the buildings are some distance from our garden (e.g. Ideally some garden space is back-to-back with our gardens).</p> <p>No vehicular access via Barlow Drive North (therefore NOT down Park Hill – as this is ALREADY congested)</p>	<p>Q2 - Policy H1 sets out criteria which are considered necessary in relation to the proposed new homes on this site (and any other proposals in the plan area). Concerns about the new homes being situated too close to existing homes have been raised by a number of respondents. In general terms criterion (c) – now (a) - , which refers to incorporating high quality design and master plan to respect the existing settlement form and character of Awsworth, might be expected to cover this matter.</p> <p>However, this is an important consideration for existing and new residents alike. Therefore, propose to make this clear by adding a new criterion along the lines of - ‘the layout of new homes and gardens should not unacceptably impact on the amenity of neighbouring properties by way of privacy, daylight, noise and visual intrusion’.</p> <p>Also, new criterion (e) refers to ensuring all new homes are an appropriate distance from each other and from existing properties.</p> <p>Propose to add wording to supporting text to explain that careful layout and orientation can help to reduce such unwanted impacts.</p>	<p>Policy H1 be strengthened with regard to an additional criterion (c) now (d) -, ‘the layout of new homes and gardens should not unacceptably impact on the amenity of neighbouring properties by way of privacy, daylight, noise and visual intrusion’.</p> <p>Also, new criterion (e) refers to ‘...all new homes, especially higher ones, located an appropriate distance from each other and from existing properties’ (see 26 & 89)</p> <p>As regards potential impact of any new road access propose new criterion – new Criterion (f)(iv) refers as outlined.</p>

				Q3 - As regards the potential impact of any new access road propose to make clear in policy – ‘The relationship between the proposed road layout and existing or new homes should ensure that the impact of new roads on both new and existing homes is acceptable’. Criterion (f)(iv) refers.	
96	General Policy H 1	Resident	<p>Plan persay I support.</p> <p>I think there should be access from Housing Estate i.e. Barlow Drive North on to Newtons Drive. As well as proposed accesses.</p> <p>Station Road parking is not safe for me to go on and off my drive. If there was an accident there is no other access onto the estate.</p>	<p>Welcome support for Plan.</p> <p>Q3 – The Plan proposes that there should be no direct vehicular link between the existing Glebe Farm Estate and the new housing development (i.e. via either Barlow Drive North or Park Hill). This is the intention of Policy H 1(f) which proposes ‘...with no direct access to Awsworth village’. Park Hill already serves almost 450 homes (about 44% of Awsworth’s total homes). Station Road and Park Hill together provide access to at least 570 homes (56% of Awsworth homes). Paragraph 11.9 refers.</p> <p>Q4 – The issue of on-street parking and the problems it can cause is acknowledged. The Plan paragraphs 11.8-12 , 11.19-26 refer while Policy TT1 ‘Traffic Management’ and TT2 ‘Car Parking’ provide the Plan’s response. Paragraph 11.6 acknowledges that ‘A number of issues raised by the community are difficult to address directly through the Neighbourhood Plan’. Para 11.12 states that ‘Whilst formulation of transport policy at local level is essentially a matter for Nottinghamshire County Council (as Highway Authority) in conjunction with</p>	No change in response to these comments but propose criterion (f) – now (f)(i) – to be clarified (see 89)

				Broxtowe [Borough] Council, and therefore to some extent beyond the remit of a Neighbourhood Plan, the Plan does support and strongly encourage actions that can be taken to improve vehicular and highway safety – especially along and around future hot spots’. Note that Figure 20 – ‘Traffic and Parking’ shows these locations, including parking issues along Station Road which are recognised to be highest level (Level 1)	
97	Sec. 8.0 Pg. 63 Policy GI 2	Resident	What are the ‘Landscape Actions’ for areas NC01 and NC02 as set out in the Greater Nottingham Landscape Character Assessment (GNLCA) and in Appendix 7 of Broxtowe Part 2 Local Plan.	This response does not specifically request change but asks a question seeking explanation of ‘Landscape Actions’ cross-referred in Policy GI 2 but set out in greater detail elsewhere. Paragraphs 8.21 – 8.23 explain the context in which Policy GI 2 is set and in particular makes clear that development proposals should accord with Broxtowe Part 2 Policy 30 ‘Landscape’. Policy GI 2 also makes clear that development proposals should therefore be consistent with the ‘landscape actions’ set out in the GNLCA and Appendix 7. It is not considered necessary to replicate detailed provisions contained in these other documents. Paragraph 1.16 states that the aim of the Plan is not to replicate the strategic policies in the local plan, but to add local value to them. This is the intention of Policy GI 2 as explained at paragraphs 8.22 - 23. It should also be noted that Broxtowe Borough Council have not expressed any concern about this matter.	No Change But note GI 2 now re-numbered GB 2
98	Appx 1 Pg. 110	Cossall Parish Council	We read with interest your Neighbourhood Plan, the Parish Council have discussed this and have	Noted. CPC were informed that in order to consider our response to CPC's comment we	No Change

	AIM APB 1		certain reservations, mainly regarding Points in the Appendices	really need to know which part(s) of (we assume) Appendix 1 they have reservations about. No response received.	
99	Sec. 9.0 Pg. 71 GI 4	St Peter's Church, Awsworth	Local Green Space (under para 77 of NPPF) looks to recognise areas special to the Community and I see no problem with St Peter's churchyard been recognised as this. I presume this only indicates that we have no plans for building on the area and in due course part of the car park may change use. In terms of the churchyard extension that is not currently under planning... we only explore this once the existing churchyard is full. This could be 3-5 years hence and we would go through all the channels required.	Welcome support for local green space	No Change
100	General	Kimberley Town Council	Kimberley Town Council Neighbourhood Plan committee have reviewed your plan. They have no objections. The committee were very impressed with the comprehensive report that Awsworth have produced. Please record a neutral response.	Note Kimberley Town Council have no objections and the comments made regarding our plan are welcomed	No Change
101	Sec. 6.0 Pg. 36 Policy H 1 Sec. 9.0 Pg.78 para 9.6	Awsworth School	Q4 – GENERAL COMMENTS? The school has certainly seen rising numbers over the last few years which led us to temporarily increasing our Published Admission Number (PAN) from 40 to 50 in 2015, 2016 and 2017; this means we can have up to 50 children in the younger year groups rather than the 40 we've had for at least the last 30+ years. Due to actual and further anticipated increasing demand for places locally, the LA have recently asked us to permanently increase our PAN to 50, which we	Response noted in relation to school existing and future capacity and potential implications of new homes. Propose to include a summary update to reflect the situation. Also noting that a response from the Education Authority is still awaited. Note – no response received. Notts County Council have commented about the importance of housing growth being supported by the provision of infrastructure	Propose that the Plan supporting text (Policy H1 and / or Community Facilities and Shops para 9.6) be amended to provide further detail on existing and future capacity at the primary school.(new paras 6.48 and 6.49 refer)

		<p>can accommodate with our planned re-organisation. We will be creating a new classroom in September, which the LA are funding, but this is an internal conversion of existing rooms, rather than an extension. When I first arrived at the Junior School (1986) there were seven classrooms in use. Over time, due to a falling roll, the number of classrooms fell to five, with one of the classrooms being converted into the Children's SureStart Centre and another into the IT suite. From September we will increase again to six classes, with the Children's SureStart Centre now used as the staff room it means we have to convert existing space to create the additional classroom.</p> <p>When I've spoken to the LA, they believe that the school will be able to accommodate any additional children from the new housing development due to the fact that approximately 35% of our pupils currently live outside our catchment area. They therefore expect that as the children start with us from the new development, the squeeze will be on children who are coming over the border from Derbyshire in particular; children who live in the catchment area will be given priority. The LA did say that they believe the developers were not obliged to contribute towards the building of a new school as the size of the development itself did not warrant this. Therefore, a possible solution, which we have talked about if the need for expansion ever did arise is for the school to be built upwards - that is something that is feasible and far less costly than a new build.</p> <p>Inevitably, it's a bit like sticking one's finger out in the wind at the current time as one never knows how many children are going to come through the</p>	<p>(including education) to mitigate the impact of Development.</p>	<p>Also, the importance of housing growth being supported by provision of infrastructure (including education) to mitigate the impact of development (with cross-reference to Policy DC1 – Developer Contributions). Referenced at 9.6 and new Policy DC 1 Developer Contributions criterion (f)</p>
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			doors. Ironically, following an increasing demand for places for our younger children over the past three years, we're now experiencing a slowdown from September 2018, with the number of children in Nursery and Reception falling quite a bit below our capacity numbers. Re the number of nursery places, I'd guess that we'll fall by about a 1/3 for the coming year.		
102	Map LHI 1 Background Doc Pg. 35	Sustrans	<p>NB: Cover Email - I enjoyed reading the plan - there's lots of good stuff in there. Most of my comments are suggested amendments or additions to text. Much, as you can imagine, to do with improving walking and cycling infrastructure! Well done on getting the plan to this stage – it must have been a lot of work.</p> <p>As well as comments on the consultation draft, I've got one comment on the background document - the map on page 35 (Figure LHI 1) Local Heritage Interest: H12, the Station House is not shown, neither is Bennerley Viaduct – presumably both should be? I promised an update on the Bennerley project: Sustrans and Railway Paths Limited, the owner of the viaduct, are committed to identifying options to achieve the aim of opening up the viaduct for public access and creating a link across it between the Erewash and Nottingham canals. We are working closely with the Friends of Bennerley Viaduct to identify and assess the feasibility of various options which are likely to be a more incremental approach over a longer timeframe depending on the availability of suitable funding. So, as things currently stand, the project carries on, albeit on a smaller and incremental</p>	<p>Background Document page 35 – Figure LHI 1 (and ANP Figure 9 on page 48 of the Consultation Draft) both require H12 and other Local Heritage Interest items to be shown (covered separately as Technical Modifications).</p> <p>As regards need for update (see 77, 78 & 87) but note the situation continues to evolve.</p> <p>Note - Railway Paths Limited who are now leading on the project rather than Sustrans provided a more recent update which will be fully reflected in the plan.</p>	<p>Propose minor changes to the background document. Fig. LHI 1 (& ANP Fig. 9) to include omitted Local Heritage Interest assets H4, H8, H12, H18, H21, H25.</p> <p>Propose update supporting text to Policy BV 1 as regards Bennerley Viaduct restoration project (see 77, 78 & 87).</p> <p>Note – The more recent update from RPL requires a more substantial redraft of Section 12.0.</p>

			<p>scale and we will not be re-submitting the previous bid to the Heritage Lottery Fund. We are drafting a statement with the Friends of Bennerley Viaduct, for wider circulation, which will clarify the next steps for the project.</p> <p>If you need help on how to re-word some of the text you have in the plan in relation to Bennerley viaduct and the project let me know.</p> <p>Show H12 on Figure LHI 1 on page 35 of Background Document. [Include update in relation to Bennerley Viaduct project].</p>		
103	General (Policy GI 1 and para 8.15 refers)	Greenwood Partnership	<p>Very pleased that we would like to refer to Greenwood Community Forest in the plan. Provided information on strategic context. Also considered it very positive that we would like to think about practical projects within parish and offered advice and future assistance about practical opportunities.</p>	<p>Welcome supportive comments on plan and advice and offer of assistance on practical projects and opportunities. Aim GI 2 Tree Planting already refers. Note Aim GI 2 to be re-numbered GB 2.</p>	<p>Consider amending supporting text to include advice on strategic context as necessary.</p>

Appendix 8 – ANP Flyer – some of the information used for the Consultation Draft Plan

Awsorth Neighbourhood Plan Consultation 2018

From - Friday 23rd February
Until – Friday 13th April

The Draft Plan can be viewed online at
www.awsworthparishcouncil.co.uk

Paper copies can be made available on a short loan basis by contacting the Clerk to Awsorth Parish Council 0115 944 1839 or asking any Parish Councillor

You can make your views known either
online or in writing

Please respond online if you can as this will help us when considering your comments
<https://www.surveymonkey.co.uk/r/KP6P7LX>
or

You can comment by completing the enclosed form & returning it to the Parish Office (located to the front of the Village Hall) or hand it to any Parish Councillor

Thank You

Awsorth Neighbourhood Plan Steering Group

The **Vision and Objectives** are based on **issues and opportunities** raised by the local community. They form the framework of the Neighbourhood Plan.

The Plan seeks to retain and further enhance the qualities most valued by those who live and work in Awsorth and to address, as far as possible, the challenges.

OUR VISION

‘By 2030, Awsorth Parish will be a safer and more attractive area. It will value the local community and their aspirations and provide people with a sense of pride and belonging. It will be a thriving and vibrant place, where everyone can be involved and contribute.’

What people value most about Awsorth

From consultation with the local community, the following emerged as being important to local people. Awsorth’s Main Attributes are :

- Access to open countryside and rural setting
- Access to good walks
- Relatively peaceful and quiet
- Affordable
- Friendly village atmosphere and strong community spirit
- Proximity to good employment centres such as Nottingham and Derby



Our Objectives

To help achieve our **Vision** for Awsorth we have identified **12 Objectives** for the Neighbourhood Plan. (Shown as Blue Bullet Points overleaf)

The **Policies** seek to address the issues and help deliver the community’s **Vision and Objectives**.

The Plan’s **29 Policies** are grouped under **8 Themes** which emerged as being important to local people.

- **Housing**
- **Built Environment and Design**
- **Green and Blue Infrastructure**
- **Community Facilities and Shops**
- **Employment**
- **Traffic and Transport**
- **Bennerley Viaduct & Nottingham Canal**
- **Former Bennerley Coal Disposal Point**

Some of the Policy headlines are set out in more detail on the back of this sheet.

But for more detail please see the Plan itself which sets out Policies in full with an explanation and contains illustrative maps and photos to show the different areas to which the proposed Policies would apply.

Appendix 9 – Photos from some of the ANP consultation events



Appendix 10 – ANP Press Release

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AWSWORTH CONSULT ON THEIR NEIGHBOURHOOD PLAN

Awsworth is currently consulting with the local community (and organisations with an interest in the area) on a new draft development plan. **Formal consultation started on 23rd February and runs until 13th April (responses can be made online).** The draft plan and a background document can be viewed online via the Awsworth Parish Council website at www.awsworthparishcouncil.co.uk

The draft plan has been prepared in response to Broxtowe Borough Council encouraging their Town and Parish Councils to prepare a Neighbourhood Plan for the immediate local area. The intention being that this will give the local community more say and influence to shape the future when development proposals are considered. The Awsworth Neighbourhood Plan covers the whole of Awsworth Parish and the 1,000 or so homes within it and an estimated 2,250 residents.

A brochure explaining the plan and process was delivered to all local homes and businesses as well as those in the adjacent built parts of Cossall and Kimberley Parishes (an additional 120 or so homes). This also advertised 2 public consultation events which were held on 23rd and 24th February. **A further event is planned for Saturday 30th March between 1 and 4pm in the Youth Centre (next to Awsworth Village Hall).** At which people can see a display of material relating to the plan and can discuss things with members of the Steering Group and Parish Council.

The plan seeks to retain and further enhance the qualities most valued by those who live and work in Awsworth and to address, as far as possible, the challenges. 29 Policies grouped under 8 ‘Themes’ seek to address the issues and help deliver the community’s ‘Vision’ and 12 Objectives, based on issues and opportunities raised by the local community which form the framework of the plan.

‘Themes’ cover a range of local issues: Housing; Built Environment and Design; Green and Blue Infrastructure; Community Facilities and Shops; Employment; Traffic and Transport; Bennerley Viaduct and Nottingham Canal; Former Bennerley Coal Disposal Point.

A major issue is the **allocation of land between Park Hill and Newtons Lane for around 250 new homes** west of the village and inside the bypass A6096 Shilo Way. About 200 of these would be in Awsworth with up to 50 in Cossall Parish. These form part of the ‘up to 350 new homes required between 2011-2028’ by Broxtowe’s Local Plan, to be provided in or adjacent to the ‘Awsworth Key Settlement’ which includes adjoining areas at Newtons Lane and around the Gate Inn, Main Street.

Another key issue is the future of **Bennerley Viaduct**, a Grade II* listed building, most of which sits in Awsworth Parish. Despite very recent unwelcome news that Sustrans will not be making a fresh bid to the Heritage Lottery Fund, the Neighbourhood Plan is committed (in support of the Friends of Bennerley Viaduct) to see the iconic landmark viaduct restored and re-used, hopefully as part of a longer distance cycling and walking route. The third major issue concerns the future for the adjacent former **Coal Disposal Point land at Bennerley**. Long derelict, this extensive eyesore site, covering about 15% of the parish, is increasingly being used by off-road bikers causing noise nuisance and safety issues for local residents and those using local roads, bridleways and footpaths. The plan supports a ‘country park’ for this and adjoining land as a more sustainable alternative to any industrial re-use of this Green Belt site which also has significant wildlife importance.

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