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**Email** memberservices@rushcliffe.gov.uk

**Our reference:**  
**Your reference:**  
**Date:** 12 December 2014

To all Members of the Council

Dear Councillor

A meeting of the RUSHCLIFFE BOROUGH COUNCIL will be held on Monday 22 December 2014 at 7.00 pm in the Council Chamber, Civic Centre, Pavilion Road, West Bridgford to consider the following items of business.

Yours sincerely



Executive Manager Operations and Corporate Governance

### **AGENDA**

Opening Prayer

1. Apologies for absence
2. Declarations of Interest
3. Minutes

To receive as a correct record the minutes of the Meeting of the Council held on Thursday 25 September 2014 (pages 1 - 9)

4. Mayor's Announcements
5. Leader's Announcements
6. Chief Executive's Announcements
7. Adoption of the Rushcliffe Local Plan Part 1: Core Strategy

The report of the Executive Manager - Communities is attached (pages 10 - 286).

Appendix 1 – The Inspector's report is pages 16 – 103  
Appendix 2 – The Rushcliffe Local Plan Part 1: Core Strategy  
(latest version) is pages 104 – 273  
Appendix 3 - Amendments to the Adopted Policies Map is pages  
274 - 286

8. To answer questions under Standing Order 11(2)

## Meeting Room Guidance

**Fire Alarm Evacuation:** in the event of an alarm sounding please evacuate the building using the nearest fire exit, normally through the Council Chamber. You should assemble in the Nottingham Forest car park adjacent to the main gates.

**Toilets** are located opposite Committee Room 2.

**Mobile Phones:** For the benefit of others please ensure that your mobile phone is switched off whilst you are in the meeting.

**Microphones:** When you are invited to speak please press the button on your microphone, a red light will appear on the stem. Please ensure that you switch this off after you have spoken.



**MINUTES  
OF THE MEETING OF THE  
COUNCIL  
THURSDAY 25 SEPTEMBER 2014**

Held at 7.00 pm in the Council Chamber, Civic Centre, Pavilion Road, West Bridgford

**PRESENT:**

Councillor R Hetherington - Mayor  
Councillor F A Purdue-Horan – Deputy Mayor

Councillors R A Adair, Mrs S P Bailey, J R Bannister, D G Bell, Mrs D M Boote, S J Boote, N K Boughton-Smith, N A Brown, B Buschman, R L Butler, H A Chewings, J N Clarke, T Combellack, L B Cooper, J E Cottee, G Davidson, A M Dickinson, J E Fearon, J E Greenwood, R M Jones, K A Khan, N C Lawrence, E J Lungley, A MacInnes, Mrs M M Males, G R Mallender, S E Mallender, D J Mason, F J Mason, G S Moore, B A Nicholls, E A Plant, S J Robinson, Mrs J A Smith, P Smith, J A Stockwood, Mrs M Stockwood, B Tansley, J E Thurman, H Tipton, D G Wheeler

**ALSO IN ATTENDANCE:**

5 Members of the public

**OFFICERS PRESENT:**

A Graham	Chief Executive
P Linfield	Service Manager – Finance and Commercial
K Marriott	Executive Manager - Transformation
D Mitchell	Executive Manager - Communities
V Nightingale	Senior Member Support Officer
P Steed	Executive Manager – Finance and Commercial
D Swaine	Executive Manager - Operations and Corporate Governance

**APOLOGIES FOR ABSENCE:**

Councillors L J Abbey, J A Cranswick, I I Korn, Mrs J M Marshall, D V Smith, T Vennett-Smith, J G A Wheeler

**OPENING PRAYER**

The Meeting was led in prayer by the Mayor's Chaplain

**18. Declarations of Interest**

There were none declared.

**19. Minutes**

The minutes of the meeting held on Thursday 26 June 2014 were received as a correct record and signed by the Mayor.

## 20. **Mayor's Announcements**

The Mayor stated that he had attended thirty three engagements since the last Council meeting. He had been impressed by the hardwork of all the community groups and volunteers who ran these various events. He particularly noted how active people were raising money for good causes and bringing pleasure to other people in the community.

He thanked Councillor Bannister who was running the Robin Hood Marathon on Sunday 28 September in aid of the Mayor's Charity, The Friary. He reminded Members of several events that were being held before Christmas to raise funds for the Charity including a brass band ensemble, a dinner at the Pearl restaurant and an Evening with Charles Hanson from Antiques Roadshow.

## 21. **Leader's Announcements**

The Leader had no announcements.

## 22. **Chief Executive's Announcements**

The Chief Executive had no announcements.

## 23. **Statement of Accounts 2013/14**

Councillor Robinson presented the report regarding the Council's Statement of Accounts for 2013/14, which had previously been considered by the Corporate Governance Group on 4 September 2014. He stated that these accounts demonstrated that the Council was focussed on its viable medium term strategy and on delivering quality front line services. These accounts also reflected the work and collaboration of officers, Councillors and partners. He expressed his appreciation of the work undertaken by the Finance team in these economically challenging times. He informed Members that it was anticipated that future documents would be more concise and readable, however it had to be noted that most of the content was prescribed by legislation.

Commenting further Councillor Jones thanked officers for their hard work and for producing a very thorough report. He noted that the Council was in a very strong financial position with £2.6 million in the General Fund, £10.2 million in Earmarked Reserves and receipts of £1 million from the New Homes Bonus. He felt that, due to this strong position, the Council could consider cost effective and efficient improvements to services. He stated that the proposal to reduce the two leisure centres in West Bridgford to one had been disappointing to residents. He hoped that the recommended changes to the number of indoor bowling lanes and the extension to the learner pool would be agreed and that the building would be high quality and sustainable for many years.

Councillor Jones noted that the Council received £100,000 per annum from the sale of former Council houses and felt that this money should be used to build affordable homes in partnership with housing associations. He also noted that the Council stood to gain significant capital receipts from the

Sharphill overage agreement, and therefore it was important that this agreement was sound. He also stated that the residents of West Bridgford would want to see this money used on improvements to the area's infrastructure including the preservation of the woodland and its wildlife.

Finally, Councillor Jones queried the reduction of the net value of the Council which he felt was largely due to the increased pension liabilities over the last few years. With reference to the report he queried if the liabilities for the redundancies and agreed departures would be ongoing and how much the additional pension cost was for any other staff that 'exited' the authority. He hoped that there would be no further losses of staff, in this manner, in the future.

Councillor Boughton-Smith supported the approval of the Statement of Accounts and the Management Representation Letter. He stated that the Council had received a favourable report from the auditors and felt that Members should acknowledge the excellent work undertaken by the finance team.

Councillor S Mallender supported Councillor Jones' statement regarding redundancies and the fact that money should be spent on improved services including leisure, affordable homes and Sharphill Wood.

Councillor Clarke stated that these were an extremely good set of accounts for the previous financial year. He assured Members that the New Homes Bonus funding would be used for the community, however he urged caution as the expenditure needed to be sustainable as future funding was not guaranteed. With regard to pensions he had been advised that there was no increase in the liability and that these had been reported to Council at the appropriate time. He too congratulated the staff on their prudent management of the finances on behalf of the Council Tax payers.

In conclusion Councillor Robinson stated that these were excellent accounts and reminded Members of the forthcoming budget workshops where all Members would have the opportunity to participate in prioritising the budgets for the future.

RESOLVED that Council approve:

- a) The Statement of Accounts for 2013/14 (**Appendix A**).
- b) The Management Representation Letter (**Appendix B**).

#### 24. **Independent Review of Members' Allowances**

Councillor Clarke presented the report of the Chief Executive regarding proposals for an independent review of the Members' Allowance Scheme. He welcomed the fact that it was an independent review as this ensured that it was open and transparent and would instil public confidence. He reminded Members that the last full review had taken place in 2007 and that since then there had been a change in the community leadership role of Councillors and next year the number of Councillors would reduce to 44. He pointed out that

any proposals made to the scheme would be presented to Council in the future.

Councillor Davidson supported the recommendation and agreed that the scheme needed to be considered again. He felt that the terms of reference were reasonable and that the Chief Executive should make the appointments in consultation with the Group Leaders. However, he reminded Members that pay rises were very small and therefore, in his view, there should not be a significant increase in the allowances.

Councillor MacInnes accepted the rationale behind the request to review Members' Allowances however he was of the opinion that it was not the correct time for Members to award themselves large increases. He reminded Members that residents had experienced reductions in their income due to wage constraints and increases in inflation. In fact, research had shown that local authority staff income in real terms was approximately 30% lower than in 2010. He felt that trust in politicians was low and that Rushcliffe needed to set an example. He proposed that the recommendation should be amended as follows:

*It is RECOMMENDED that Council considers and endorses the proposals for an Independent Review of Members' allowances and:*

- a) *endorses the terms of reference for the review as set out at **Appendix 1**;*
- b) *recognises and supports the requirements of the panel to take into account the present difficult economic conditions, the views and sensitivities of local residents and the continuing requirement for prudence in relation to public sector spending; and*
- c) *authorises the Chief Executive, in consultation with the Group Leaders to finalise the three appointments to the Independent Remuneration Panel and the arrangements for any allowances payable to panel members.*

Councillor Clarke stated that he felt that this was potentially pre-empting the review and it was important that the panel could consider, and take into account, all the relevant factors.

On being put to the vote the amendment was lost.

Councillor G R Mallender supported the terms of reference. He agreed with the sentiments of the amendment especially during these economic times. However, the panel could recommend to reduce the allowance and therefore the panel's recommendations should not be pre-empted. It was important that everyone was able to stand for election and to be able to represent their community.

Councillor Hetherington reminded Members that Councillors were being asked to consider the process of the review and any appointments to the panel and not the recommendations or findings of the review.

RESOLVED that Council considers and endorses the proposals for an Independent Review of Members' Allowances and:

- a) endorses the terms of reference for the review as set out at **Appendix 1**; and
- b) authorises the Chief Executive, in consultation with the Group Leaders to finalise the three appointments to the Independent Remuneration Panel and the arrangements for any allowances payable to panel members.

## 25. **Polling District and Polling Places Review**

Councillor Clarke presented a report regarding the outcomes of a periodic review of polling districts and polling places which had been undertaken as a consequence of the review of the electoral arrangements by the Local Government Boundary Commission for England. He drew Members' attention to a revised proposal for the Bingham East Ward following a meeting between the Chief Executive and the Head Teacher of the school that was used as a polling station. He stated that there would be an ongoing review of the situation.

Councillor Davidson stated that the majority of the proposals were non-controversial. However, he could not support the use of the Town Pavilion for the Bingham West Ward. He stated that electors found it difficult to access the building itself and the fact that there was limited public transport to the site. In proposing an amendment he stated that the Town Pavilion should be replaced by the Robert Miles School as the polling place for Bingham West. He felt that a combined station for both Bingham East and Bingham West would be advantageous as it was a more convenient place. He informed Members that there was a large number of people who voted by post and that only a small number of electors went to the polling station. In future years he suggested that officers considered the Methodist Centre and Church House as alternative sites for the Bingham wards.

Councillor S Boote supported Councillor Davidson's amendment to the schedule of polling places stating that the Council should choose convenient locations to encourage people to vote.

Councillor Mrs Stockwood stated that she could not support the amendment as this would increase the problems at the school. She also felt that the access routes to the school were difficult and not satisfactory. She informed Members that access to the Town Pavilion was being improved.

Councillor Clarke stated that the amendment to have both wards use the Robert Miles School was contrary to local feeling and would compound the issue. The Chief Executive had been requested to keep this polling station under review and it was felt that as part of this both wards should be considered.

On being put to the vote the amendment was lost.

Councillor MacInnes thanked staff for their hard work in delivering the review and he recognised that this was a difficult process due to the lack of suitable premises. He believed that there was a need to consider alternatives to schools and community halls.

Councillor S Mallender agreed that it was not easy to find suitable accommodation. She outlined the access problems that occurred at the school in the Lady Bay Ward. She felt that it was important that all premises were compliant with the Disability Discrimination Act.

Councillor S Boote referred to the proposal for Keyworth North Ward to continue to use the Crossdale Drive Primary School. He stated that the position of the school was remote and that the school had to be closed on polling days. He was surprised that the Head Teacher had not received any complaints. He informed Members that Keyworth North had the highest turnout in England of 71%, however a large proportion voted by post and therefore the polling station was often quiet. Due to the changes in the wards from 2015 he proposed an amendment that there was only one station at the Village Hall in Keyworth. This was a centrally located site with access via public transport.

Councillor Cottee stated that, until recently, he had been a school governor at Crossdale Drive Primary School and the governors were unaware of any complaints. He agreed that the Village Hall could have been used as an alternative but this had not been proposed as part of the consultation. He felt that the Returning Officer could possibly consider this in the future.

Councillor Clarke stated, as with the Robert Miles School, polling day could be used as an inset day and that the schools had been informed of the dates for future elections. He asked the Chief Executive for further clarification.

The Chief Executive stated that he had visited both sites and that the Head Teacher at Crossdale Drive Primary School had confirmed that there had been no formal complaints. As the Returning Officer it was his duty to ensure that there was a smooth and efficient election. He confirmed that the Head Teacher had agreed to continue to use the school as a polling station.

Councillor D Boote stated that Keyworth was a small and cohesive village and that it would be more convenient and cheaper to have one polling station at the Village Hall.

On being put to the vote the amendment was lost.

In conclusion, Councillor Mason stated that there had been a great deal of consultation on this subject and that everyone had been listened to. Officers had worked hard and put forward sensible and workable solutions. She welcomed the fact that the Chief Executive had spoken to the Head Teachers.



RESOLVED that

- a) Council approve the:
  - (i) proposals setting out changes to polling districts, polling places and polling stations, and
  - (ii) revised schedule of polling districts and polling places as set out in **Appendix 2**.
- b) Council requests the Chief Executive to formally publish the notice of the conclusion of the review and its findings.
- c) Should a polling place be unavailable in the run up to an election, the (Acting) Returning Officer in line with his powers under electoral law be given the authority to select an appropriate alternative and formal retrospective approval be sought by Council following the election should this be a permanent proposed change.

## 26. **Scrutiny Annual Reports 2013/14**

Councillor Clarke presented the report of the Executive Manager - Operations and Corporate Governance regarding the work of the Scrutiny Groups during the year and stated that it provided illustrations of how well the scrutiny process was working in Rushcliffe. He referred to the wide range of activities undertaken by the four Groups and highlighted the interaction with Cabinet and Council in influencing and developing Council policy whilst monitoring and challenging the work of the Executive.

Councillors Davidson and R Mallender supported these comments.

Councillor Plant welcomed the comprehensive report of the four scrutiny groups. She stated that it was the duty of backbench Members to hold the Executive to account. She highlighted the work undertaken by the Member Groups which had often been challenging and thanked officers for their continued support.

Councillor Butler stated that the work undertaken had often been complex but educational. He thanked all officers and external guests who had attended the meetings.

Councillor S Boote thanked the Community Development Group Members for listening to the issue of public toilets again. At the last meeting of the Group he had been advised to contact Rural Community Action Nottinghamshire to discuss the subject. He had received a very encouraging response as Rural Community Action Nottinghamshire would foster awareness of this issue with parish councillors to encourage or improve provision within the Borough. It would also be discussed at a future parish forum. Councillor Boote had previously informed Members of the Community Toilet Scheme that was supported by the Department for Communities and Local Government. He was pleased to announce that approximately 100 Councils had a scheme in place.

Councillor Wheeler thanked all the officers and Members that had helped and supported the Performance Management Board, especially his Vice Chairman Councillor Jones. The Board had welcomed the excellent feedback from customers and the positive performance by the Council. He stated that scrutiny was not politically motivated and that its purpose was to challenge and act as a critical friend. He informed Members that he and Councillor Jones had met with the Executive Manager – Finance and Commercial to discuss the monitoring of Parkwood Leisure. He reminded Members that Streetwise Environmental was now a stand alone company and would initially be scrutinised by the Partnership Delivery Group.

Councillor Moore, as Chairman of the Corporate Governance Group, stated that finance was often a dry subject but was also very serious. He too thanked officers and Members for their input, especially Councillor Plant his Vice Chairman.

Councillor Mrs Smith, as Chairman of the Partnership Delivery Group, highlighted some of the work undertaken by the Group, including Metropolitan and Waterloo Housing, South Nottinghamshire Community Safety Partnership in respect of the effects on drugs and alcohol on crime. She informed Members that the Group had been very impressed with the Notts Wildlife Trust and the amount of hours of voluntary work undertaken.

RESOLVED that Council endorsed the work undertaken by the four scrutiny groups.

**27. To Answer Questions Under Standing Order 11 (2)**

**Question from Councillor S J Boote to Councillor J N Clarke**

What support can the Council give to traders, shopkeepers and small businesses who operate in their local communities in Rushcliffe, for example through the setting up of local business groups or traders' associations?

Councillor Clarke welcomed this question as this was a topic that he had recently been considering. He and Councillor Robinson had been formulating a proposal to develop mechanisms to address the economic growth in the Borough, and to support local business as this was an important issue. Although it was in its embryonic stage at the moment it was anticipated that there would be a report presented to Members in due course. I

**Supplementary Question**

Councillor Boote was pleased with this positive response. He asked how the Council could support the local shopping parades from being taken over by supermarkets.

Councillor Clarke stated that this was one of the reasons why it was felt that it was important that suitable mechanisms should be developed to address and support the commercial future of the Borough.

**28. Local Government Act 1972**

It was AGREED that the public be excluded from the meeting for consideration of the following item of business pursuant to section 100A (4) of the above Act on the grounds that it is likely that exempt information may be disclosed as defined in paragraph 3 of Part 1 of Schedule 12A to the Act.

**29. Investment Opportunity, West Bridgford**

Members considered the report of the Chief Executive regarding an investment opportunity in West Bridgford.

RESOLVED that Council approved:

- a) the offer made by the Chief Executive for the purchase of the landholding identified in the report in line with the figures detailed in paragraph 7.1.4.
- b) that, if required, the Chief Executive, in consultation with the Leader, the Cabinet Portfolio Holder for Resources and the Section 151 Officer be authorised to increase this offer, ensuring the minimum projected return identified in paragraph 7.1.5, in order to secure this strategic asset.
- c) That, in accordance with paragraph 7.1.6, if the offer is accepted by the vendor the Section 151 Officer be authorised to amend the 2014/15 Capital Programme to reflect this acquisition.

The meeting closed at 8.40 pm.

MAYOR

## Report of the Executive Manager – Communities

### 1. Summary

- 1.1. The purpose of the report is to recommend that the Council adopts the Rushcliffe Local Plan Part 1: Core Strategy incorporating all the main modifications recommended by the Planning Inspector to make the Plan 'sound'.
- 1.2. The Core Strategy which was proposed by the Council and then submitted to the Inspector for consideration is a key Council document and sets out the broad planning policy direction for Rushcliffe and allocates strategic sites for development. It provides the strategic policies for key areas in relation to housing, the economy, the environment, transport, renewable energy and supporting infrastructure.

### 2. Recommendation

It is RECOMMENDED that Council

- a) adopts the Rushcliffe Local Plan Part 1: Core Strategy incorporating the main modifications recommended by the Planning Inspector to make the Plan sound;
- b) deletes 'saved' Policy E4 (airport related uses at Tollerton Airport) of the June 1996 adopted Rushcliffe Local Plan in accordance with Appendix B of the Core Strategy;
- c) approves the amendments to the adopted policies map as a consequence of the deletion of saved policy E4 and the adoption of the Core Strategy; and
- d) delegates authority to the Executive Manager – Communities, in consultation with the Portfolio Holder for Sustainability, to make any necessary final minor textual, graphical and presentational changes required to the Core Strategy and adopted policies map.

### 3. Reasons for Recommendation

- 3.1. To ensure that the Council is able to fulfil its statutory function as the Local Planning Authority for Rushcliffe.

## 4. Supporting Evidence

- 4.1. The Rushcliffe Local Plan Part 1: Core Strategy sets out the broad planning policy direction for Rushcliffe and allocates strategic sites for development. It provides the strategic policies for key areas in relation to housing, the economy, the environment, transport, renewable energy and supporting infrastructure. The Plan covers the period up to 2028 but identifies some proposals that would continue post 2028. It is not the purpose of the document to identify non-strategic sites for development. This will be dealt with in a subsequent part 2 of the Local Plan and possibly emerging or any new neighbourhood plans.
- 4.2. The first formal consultation stage in the preparation of the Plan was undertaken in June 2009. This was followed by a number of further preparatory stages and associated public consultations before the Plan was agreed by full Council in December 2011 and then submitted for examination in October 2012. The appointed Planning Inspector concluded, however, that the Plan as submitted was unlikely to be found 'sound' as it, in her view, along with other matters, made insufficient provision for new housing development.
- 4.3. The examination process was subsequently suspended to allow the Council to undertake further work to identify and bring forward revised development proposals. This resulted in a revised Plan being approved by Full Council on 12 December 2013, subsequently consulted on in February 2014 and then the reopening of the examination process by the Inspector. The examination included public hearings held between 1 and 11 July 2014.
- 4.4. At the conclusion of the hearing sessions, the Inspector suggested that the Council may wish to propose a number of main modifications to the Plan to address a handful of matters, most of which related to the detailed wording of policies and/or their supporting text. Consultation took place on main modifications ending on 29 September 2014 and the responses received were forwarded to the Inspector for her consideration.
- 4.5. The Inspector issued her final report on 8 December 2014 and it is attached as **Appendix 1**. The report concludes that, subject to her recommended main modifications, the Plan is sound and can be adopted by the Council. The Inspector's main conclusions can be summarised as follows:
  - The Council has complied with the Duty to Cooperate, including reaching an agreed position with other Greater Nottingham authorities (Broxtowe, Erewash, Gedling and Nottingham City councils);
  - The housing allocation of a minimum of 13,150 new homes between 2011 and 2028 is ambitious but reflective of the objectively assessed need for the Housing Market Area;
  - The approach to housing distribution is consistent with the strategy for urban concentration with regeneration, and should enable a full range of small and large housing sites and mixed use developments to take place;
  - Strategic allocations, including those to the south of Clifton, at Melton Road, Edwalton and to the east of Gamston/north of Tollerton, are justified;
  - Policies for affordable housing are appropriate;

- The Council's methodology in assessing its five year housing supply is, with modifications, appropriate;
  - The Spatial Strategy and Policy 3 (Green Belt) are consistent with the fundamental aim and purposes of Green Belts as set out in the National Planning Policy Framework (NPPF), and that the proposals for alterations to Green Belt boundaries are underpinned by an adequate review and justified by exceptional circumstances;
  - The Plan should conserve and enhance the natural, built and historic environment appropriately, helping to improve biodiversity and green infrastructure, minimising waste and pollution, securing high quality design, and mitigating and adapting to climate change;
  - The approach and ambitions of Policy 4 (employment provision and economic development) are consistent with the NPPF;
  - The provision of employment floorspace and land above minimum targets (67,900m<sup>2</sup> of office floorspace and 20 hectares of B1(c), B2 and B8 employment land) is appropriate in order to offer choice and variety;
  - The Plan will, with modifications, contribute to building a strong, responsive and competitive economy to create jobs and prosperity, aiding regeneration;
  - The Plan is consistent with promoting a vital and competitive network and hierarchy of town and local centres which should serve Rushcliffe's communities and be resilient to future economic changes;
  - The Plan accords with promoting more sustainable transport, reducing the need to travel and offering more modal choice.
  - It has been demonstrated that the Plan's proposals would be adequately supported by appropriate infrastructure; and
  - With modifications the Plan should be deliverable, giving sufficient attention to viability and funding,
- 4.6. The main modifications that the Inspector has recommended for inclusion in the Plan are set out in the appendix to her report and are summarised in the non-technical summary at the start of her report. These main modifications are as consulted on by the Council between August and September 2014, except for two which the Inspector has changed following the consultation. These relate to (a) employment provision at Melton Road, Edwalton (see paragraph 102 of her report); and (b) the potential provision of a park and ride in the vicinity of Gamston (see paragraph 118 of her report).
- 4.7. The Plan is, therefore, in a position to be adopted, but only if the Inspector's recommended main modifications are incorporated. The Council cannot make any further main modifications, nor can it seek to delete one of her recommended modifications, and still then adopt the Plan.
- 4.8. The latest version of the Plan, which comprises the February 2014 version consulted on plus all the main modifications recommended by the Inspector, is attached as **Appendix 2**. It also includes a number of minor changes such as necessary typographical corrections, grammatical changes and factual updates. Further such minor changes may be necessary prior to final publication of the adopted Plan. None of these changes would materially affect the policies or proposals contained within the Plan, either individually or collectively.

- 4.9. The adoption of the Plan would result in ‘saved’ Policy E4 (airport related uses at Tollerton Airport) of the 1996 adopted Rushcliffe Local Plan being consequently deleted. The remainder of the 1996 Local Plan’s ‘saved’ policies will be deleted following the adoption of Local Plan Part 2 (Land and Planning Policies), which is anticipated in 2016. This second part of the Local Plan will provide a number of more detailed policies and deal with those issues not considered to be ‘strategic’ – for example, the allocation of housing land at Radcliffe on Trent.
- 4.10. **Appendix 3** outlines those amendments that are required to the Local Plan’s Adopted Policies Map if the Core Strategy is adopted. This includes identification of all the Plan’s strategic allocations and, where relevant, accompanying alterations to Green Belt boundaries.
- 4.11. Following adoption, the Plan, along with relevant formal notices and the sustainability appraisal report, must be published and made available for public inspection. Relevant parties involved in the process will also be notified. There will be a period of six weeks for legal challenge. In the event of a challenge, the Plan would remain in effect pending any decision by the courts to the contrary.
- 4.12. The alternative option is *not* to adopt the Plan. This option would represent a significant risk in an improving economy as it would leave the Borough Council without a comprehensive set of up-to-date strategic planning policies. It would result in there being the continuation of a local policy vacuum as it is now over 18 years since the Council last adopted a Local Plan, most of which is no longer in force or which makes little or no provision to meet present housing and other development needs.
- 4.13. As the NPPF makes clear, there is a “presumption in favour of sustainable development”, which means that where the development plan is absent, silent or relevant policies are out of date, proposals should be granted planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as a whole, or specific policies in the Framework indicate development should be restricted. Given which, to not adopt the Plan would considerably weaken the Council’s ability to resist unwanted speculative development proposals.
- 4.14. In particular, the NPPF sets out that relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate at least a five-year supply of deliverable housing sites. The Borough’s current supply of deliverable housing sites is below this minimum requirement and there would be little prospect of reversing this situation if the Core Strategy is not adopted.
- 4.15. Without the Plan in place, the Council would be less able to provide certainty for investors, co-ordinate the delivery of infrastructure, or seek funding to support infrastructure and growth. This would harm the Council’s ability to deliver on its corporate objectives by delaying the delivery of new homes, holding back economic growth, and potentially stalling regeneration. In this regard, it would potentially put Rushcliffe at a disadvantage when compared to those other Greater Nottingham councils (Broxtowe, Erewash, Gedling and Nottingham City) who do now have adopted Core Strategies in place.

- 4.16. To not adopt the Plan would also significantly restrict the Council's ability to produce Supplementary Planning Documents, as well as limit the ability of local communities to produce robust neighbourhood plans.

## **5. Risk and Uncertainties**

- 5.1. Failure to adopt the Plan would result in the Borough not having an up-to-date development plan. The absence of which would increase the risk of speculative unplanned development in Rushcliffe and the uncoordinated delivery of infrastructure.

## **6. Implications**

### **6.1. Finance**

- 6.1.1. There are no direct financial implications arising from this report as the costs of this activity will be met from existing resources earmarked for this purpose.

### **6.2. Legal**

- 6.2.1. The Council is under a statutory duty to produce a Local Plan of which the Core Strategy is part. Under the Local Authorities (Functions and Responsibilities) (England) Regulations 2000 (as amended) and the Council's constitution adoption of a Local Plan is a matter for full Council.

- 6.2.2. Following the adoption of the Core Strategy there would be a six week period during which any person aggrieved by the Plan may make an application to the High Court to legally challenge it.

### **6.3. Corporate Priorities**

- 6.3.1. The adoption of the Rushcliffe Local Plan is a key element of the Council's corporate priority of supporting economic growth to ensure a sustainable, prosperous and thriving local economy.

### **6.4. Other Implications**

- 6.4.1. None.



<b>For more information contact:</b>	Richard Mapletoft Planning Policy Manager 0115 914 8457 email <a href="mailto:rmapletoft@rushcliffe.gov.uk">rmapletoft@rushcliffe.gov.uk</a>
<b>Background papers Available for Inspection:</b>	Nil
<b>List of appendices (if any):</b>	Appendix 1 – Inspector’s Report dated 8 December 2014  Appendix 2 – Rushcliffe Local Plan Part 1: Core Strategy (latest version)  Appendix 3 – Amendments to the Adopted Policies Map

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# Report to Rushcliffe Borough Council

by Jill Kingaby BSc(Econ) MSc MRTPI

an Inspector appointed by the Secretary of State for Communities and Local Government

Date 8 December 2014

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PLANNING AND COMPULSORY PURCHASE ACT 2004 (AS AMENDED)  
SECTION 20

## REPORT ON THE EXAMINATION OF LOCAL PLAN PART 1: RUSHCLIFFE CORE STRATEGY

Document submitted for examination on 31<sup>st</sup> October 2012; revised document  
submitted on 3<sup>rd</sup> March 2014

Examination hearings held between 1<sup>st</sup> July and 11<sup>th</sup> July 2014

File Ref: P3040/429/5

## Abbreviations Used in this Report

AA	Appropriate Assessment
DCLG	Department for Communities and Local Government
HBF	Home Builders Federation
HMA	Housing Market Area
IDP	Infrastructure Delivery Plan
LDS	Local Development Scheme
MM	Main Modification
NET	Nottingham Express Transit
NPPF	National Planning Policy Framework
ONS	Office for National Statistics
PPG	Planning Practice Guidance
RS	Regional Strategy
SA	Sustainability Appraisal
SCI	Statement of Community Involvement
SCS	Sustainable Community Strategy
SHLAA	Strategic Housing Land Availability Assessment
SHMA	Strategic Housing Market Assessment

## Non-Technical Summary

This report concludes that the Local Plan Part 1: Rushcliffe Core Strategy provides an appropriate basis for the planning of the Borough over the next 14 years providing a number of modifications are made to the Plan. The Council has specifically requested that I recommend any modifications necessary to enable them to adopt the Plan.

The modifications can be summarised as follows:

- Confirmation that the Council would work closely with other Greater Nottingham local authorities to review the Local Plan if it became clear that the objectively assessed housing need is materially different from what it is currently determined to be, with modifications to specify the monitoring arrangements and give triggers for action;
- Explanation as to how a five year housing land supply will be calculated as the two part Local Plan is progressed;
- Clarification of the approach to affordable housing, the role of the Local Plan Part 2 and Neighbourhood Planning, and confirmation that self-build housing will be supported;
- Modifications to Policies 13 and 14 to reflect the most recent results of transport modelling, to highlight the importance of improvements to the A52(T) corridor, and provide more information on delivery and funding mechanisms for transport improvements.
- An enlarged diagram showing Green Infrastructure in Greater Nottingham, and confirmation that locally valued landscapes may be identified through Neighbourhood Plans;
- Regarding the strategic allocation at Melton Road, Edwalton, clarification that B1 and/or non B class uses will be provided, that a financial contribution to A52(T) improvements will be sought and that use of Musters Road will be restricted as specified at the detailed design and masterplanning stage;
- Clarification as to what is meant by safeguarded land in respect of the Green Belt, and how the golf course at Edwalton will be protected as a recreational facility;
- Regarding the strategic allocation south of Clifton, clarification of defensible site boundaries and confirmation that a financial contribution to A52(T) improvements will be sought;
- On the strategic allocation East of Gamston/North of Tollerton, modifications to emphasise that heritage assets, primarily the listed pillboxes and their settings, will be protected; to confirm that two points of access from the A52(T) will be required; and that widening of Lings Bar Road and a financial contribution to A52(T) improvements will be needed;
- Clarification that land East of Gamston/North of Tollerton is capable of accommodating up to 4,000 new homes and should not be restricted to providing 2,500 homes by 2028, and that a comprehensive scheme for development of the site should be provided at the outset; and
- Clarification and updating of the diagrams which illustrate the strategic allocations.

## Introduction

1. This report contains my assessment of the Local Plan Part 1: Rushcliffe Core Strategy in terms of Section 20(5) of the Planning & Compulsory Purchase Act 2004 (as amended). It considers first whether the Local Plan's preparation has complied with the duty to co-operate, in recognition that there is no scope to remedy any failure in this regard. It considers whether the Plan is sound and whether it is compliant with the legal requirements. The National Planning Policy Framework (paragraph 182) makes clear that to be sound, a Local Plan should be positively prepared; justified; effective and consistent with national policy.
2. The starting point for the examination is the assumption that the local authority has submitted what it considers to be a sound plan. The basis for my examination is the submitted Proposed Modifications (Version 2) to the Publication Rushcliffe Core Strategy – Illustration of Proposed Modifications (February 2014) [EX43].
3. My report deals with the main modifications that are needed to make the Local Plan sound and legally compliant and they are identified in bold in the report **(MM)**. In accordance with section 20(7C) of the 2004 Act, the Council requested that I should make any modifications needed to rectify matters that make the Plan unsound or not legally compliant and thus incapable of being adopted. These main modifications are set out in the Appendix.
4. The main modifications that go to soundness have been subject to public consultation and, where necessary, Sustainability Appraisal (SA), and I have taken the consultation responses into account in writing this report.

## Assessment of Duty to Co-operate

5. Section s20(5)(c) of the 2004 Act requires that I consider whether the Council complied with any duty imposed on it by section 33A of the 2004 Act in relation to the Plan's preparation.
6. The Council produced its Updated Statement of Compliance with the Duty to Co-operate in February 2014 [EX37]. This notes that Rushcliffe is located within Nottinghamshire where a two-tier local government system operates. Nottinghamshire County Council is the higher authority; geographically, West Bridgford (which lies within Rushcliffe), Nottingham City and parts of Broxtowe and Gedling Boroughs comprise the main built-up area of Nottingham. The former East Midlands Regional Plan defined the Nottingham Core Housing Market Area (HMA) to include Rushcliffe, Nottingham City and the above-mentioned Boroughs, along with part of Ashfield District and Erewash Borough. EX37 states "*Given that responsibility for this one major urban area and its hinterland is split between all these authorities, it is clearly desirable that all work together and co-operate as best as possible to deliver the best outcomes for the area as a whole.*"
7. There has been a considerable amount of joint working across Greater Nottingham on strategic planning matters notably for the preparation of Core Strategies which began in 2008. The Greater Nottingham Joint Planning Advisory Board was set up in April 2008 to advise on the preparation of co-

ordinated and aligned Core Strategies and work on other tasks including expenditure on funding received as a result of Greater Nottingham's designation as a 'New Growth Point' in 2006. There has been ongoing engagement at officer and political levels.

8. When Rushcliffe's draft Publication Core Strategy was submitted for examination in October 2012, representations from Derbyshire and Nottinghamshire County Councils and neighbouring second tier Councils raised objections that the proposed housing figures had not been produced in co-operation with them. Even if the duty to co-operate is not a duty to agree, the extent of opposition from neighbouring authorities to Rushcliffe's initial Core Strategy was a serious matter of concern. However, changes were proposed to the Local Plan by Rushcliffe Borough Council to increase the number of homes planned, to 13,150 by 2028. Then, the other authorities across the HMA made a joint response stating that they valued the continuing joint partnership working with Rushcliffe Borough and would withdraw their objections to the Local Plan if the proposed amendments to housing numbers were made.
9. These revised housing numbers have been carried forward into the Local Plan, EX43, and their production reflects constructive and active collaboration. The local planning authorities have also worked together to undertake a number of joint evidence exercises ranging from climate change policy, employment and infrastructure delivery to transport modelling. It was suggested that Rushcliffe should have looked at a wider geographical area and co-operated more fully with Leicester and Leicestershire local planning authorities as well as Newark & Sherwood Council, for the future provision of housing and transport services. Melton and North West Leicestershire Councils were asked to withdraw their Local Plans from examination because of concerns over housing requirements and meeting the full objectively assessed needs of the Leicester and Leicestershire HMA. Charnwood's Local Plan examination was also suspended for similar reasons.
10. Currently, I am advised, there is no up-to-date Strategic Housing Market Assessment (SHMA) for Leicester and Leicestershire, and it is unknown whether or not it will be feasible to meet the objectively assessed needs for Leicestershire within that HMA. EX37 refers to meetings with other neighbouring authorities including Charnwood Borough, Melton Borough and Newark and Sherwood District, although there is no mention of co-operation with North-West Leicestershire Council. However, Leicestershire's local authorities have not alleged that Rushcliffe should have engaged more with them or have played a role in meeting their housing needs. Localised transport improvements to improve access between Rushcliffe and parts of Leicestershire could be addressed, where necessary, in the Local Plan Part 2.
11. The Council has provided evidence of consultation and close working with all the relevant prescribed bodies at each stage of preparation and consultation on the Local Plan. Co-operation has also taken place with the Local Enterprise Partnership. Rushcliffe Community Partnership included organisations from

the public private, voluntary and community sectors.<sup>1</sup> EX37 reports close involvement in plan preparation with the Partnership on a range of local service provision matters, prior to it being disbanded. I am satisfied that the duty to co-operate has been met.

## Assessment of Legal Compliance and Soundness

### Legal Compliance

12. Concerning compliance with legal requirements, there was criticism that the Local Development Scheme (LDS) had rarely been up-to-date during plan preparation and this had disadvantaged interested parties, because they were unsure how the Local Plan was progressing and when they might be consulted. The Council admitted that its 2006 LDS had been in place for most of the time of plan preparation, but its website and other tools, notably the Annual Monitoring Report, had been available to keep parties informed of the planning timetable. Council officers had been available to answer telephone calls. The Local Development Scheme 2013 [EX55] is ambitious in forecasting adoption of the Core Strategy in August 2014 but is broadly acceptable in terms of timing and content.
13. The Core Strategy was subject to public consultation at various stages of preparation leading up to publication and submission, and finishing with consultation on the proposed modifications in Spring 2014. The Statements of Consultation [CD08 & EX36] set out the processes and reported on responses received. Although criticism was made of response forms and the publicity for certain events, the approach was compliant with the adopted Statement of Community Involvement (SCI), June 2007. The format of the current draft of the Core Strategy was described by some as not 'amenable to public consultation'. However, the use in EX43 of strikethrough text, underlining and coloured text to signal where changes were made is, in my opinion, transparent and helpful to readers. A new and entirely self-contained document would have left them wondering exactly where there were changes from the earlier version. Significant numbers of representations have been made to the Local Plan: 1,653 representations in February-April 2014 following consultation on the Proposed Modifications Version 2 [EX43], and 5,532 representations in March-May 2012 on the Draft Publication Core Strategy [CD01].
14. Dissatisfaction with public involvement in the examination process, however, has come from a number of local residents and parties. In particular, it was contended that following the exploratory meeting and follow-up meeting in January and April 2013, the Council had no choice but to increase its housing figures contrary to the preferences of local people. It was contended that I, the Inspector, had overridden the Council's responsibility for planning its own area. The Parliamentary Under Secretary of State (Planning)'s letter of 3<sup>rd</sup> March 2014 to the Chief Executive of the Planning Inspectorate was cited. This said "*Fundamental to the National Planning Policy Framework and to this*

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<sup>1</sup> Included Nottinghamshire (Notts) County Council, Notts Police, Notts Primary Care Trust, Principia Partners in Health, Notts Fire and Rescue Authority, Rushcliffe Community and Voluntary Service, Rural Community Action Notts, and representatives from the business community

*Government's planning reforms is the idea that local authorities, and the communities who elect them, are in charge of planning for their own areas. That is why we abolished the top down regional strategies ...".* It was argued that the Council's proposal for 9,400 houses in the draft publication Core Strategy October 2012 [CD01] was in accordance with its own perception of housing need so that insisting on the old Regional Strategy (RS) number was contrary to the Government's intention.

15. However, when CD01 was submitted for examination in 2012, the East Midlands Regional Plan was part of the development plan. It was plain that the Core Strategy was not in general conformity with its policies and this rendered Rushcliffe's Plan unsound. Even though the RS was abolished in April 2013, at the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-making (paragraph 14). Planning should proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs (paragraph 17). Section 6 of the NPPF, *Delivering a Wide Choice of High Quality Homes*, begins "To boost significantly the supply of housing, local planning authorities should ...." (my underlining). Having regard for national policy, my early reading of the Core Strategy, its evidence background and the representations on CD01, I considered it necessary to convene the exploratory meeting and explain that the Plan's provision for 9,400 new homes looked inconsistent with the NPPF and meeting housing needs in full.
16. I do not under-estimate the difficulties which the exploratory meeting presented to the Borough Council. The NPPF, however, expects positive planning to meet housing needs and, as paragraph 16 explains, the presumption in favour of sustainable development has implications for how communities engage in neighbourhood planning. The NPPF provides no support for communities to promote the under-provision of housing in their locality in conflict with paragraph 47. In response to the claim that I as the Inspector had been overbearing and unduly restricted plan-making by the Council, in my Matters, Issues and Questions ahead of the Hearings, I asked whether the Council was satisfied that it had submitted what it considered to be a sound plan in June 2014. It answered "*Yes. The Council considers that EX43 constitutes a sound plan....*" [REX10, Q9].
17. I recognise that the communities who live close to the areas which have been designated as sustainable urban extensions, are likely to see significant change in their built and green environments, in local infrastructure and in their social context. The proposal for a strategic allocation East of Gamston/North of Tollerton has been put forward in the Local Plan at a relatively late stage after the exploratory meeting. Work on access arrangements and transport continued into the examination period. Also, the proposals for South of Clifton and at Melton Road, Edwalton, have been amended by EX43 to allow for additional development to that which was envisaged by CD01. Local residents and interested parties may have found it difficult to keep up with late changes to the emerging Local Plan.
18. Residents around Edwalton Golf Course and users of its facilities considered that insufficient publicity was given to the proposal to change its status to



'safeguarded land' within the Green Belt. The meaning of safeguarding may not have been apparent to some interested parties, but it is a long-standing technical term related to Green Belts in national policy. I have taken account of the petition to the Council from Tollerton residents and others which demonstrated significant opposition to development near the village. Residents near the South of Clifton site will be disappointed that the proposed allocation was not removed from the Local Plan despite their repeated representations against it. However, I have seen negligible evidence that the processes of public consultation were defective or failed to comply with the SCI, the 2004 Act as amended, and the Regulations. Planning decisions have to be based on the planning merits of a case rather than the numbers of people for and against. The proposed sustainable urban extensions should benefit a new generation of households and families whose voices cannot yet be heard.

19. Sustainability Appraisal (SA) was carried out at appropriate stages to inform development of the Core Strategy beginning with a Scoping Report in 2009. A Final SA Report and Appendices for the Draft Publication Core Strategy in 2012 [CD03 & 04] was followed by an Addendum [EX22] in 2013 and Updated SA Addendum [EX39] related to EX43. The Council's SA work was criticised for being carried out in-house, for not reflecting satisfactory engagement with stakeholders, for giving insufficient attention to the natural environment and landscape, and for failing to evaluate the balance of costs and benefits. However, neither the Environment Agency, English Heritage nor Natural England have criticised the Council's methodology for SA. The Council has explored and appraised how it intends to meet its development needs, as well as appraising alternatives for meeting those needs. I consider that SA for the Core Strategy has been adequate.
20. Natural England alerted the Council to the possible impact of development on the prospective Sherwood Special Protection Area, which needed to be addressed through Appropriate Assessment under the Habitats Regulations. Natural England withdrew its objection as the Option for Consultation HRA Screening Report (2010) by David Tyldesley Associates had examined the impact of a similar level of growth to that put forward in Rushcliffe's Core Strategy of June 2014. The Agency also raised site-specific concerns relating to development near Sharphill Wood. However, it accepted that potential impacts could be prevented or mitigated by good planning and design.

### **Soundness**

21. Taking account of all the representations, written evidence and the discussions that took place at the examination hearings, I have identified six main issues upon which the soundness of the Plan depends.

**Issue 1 –Whether Sections 2 and 3A of the Core Strategy provide a sound basis for planning the area over the next 14 years; whether appropriate provision is made for new housing to 2028; and whether the planned timing and distribution of housing, provision for affordable housing, for gypsies and travellers, and other social groups are justified and likely to be delivered.**

22. Section 2 of the Plan includes a Spatial Portrait describing the character of the Borough, followed by a Spatial Vision for 2028 with core objectives consistent with and complementary to the Council's Sustainable Community Strategy. Section 3A begins with Policy A, Presumption in Favour of Sustainable Development, which reflects the NPPF ambition for a positive approach in favour of sustainable development. Policy 1 expects all development to mitigate against and adapt to climate change, reducing carbon emissions and energy use unless it is demonstrably not viable or feasible. Then, Policy 2 seeks sustainable development through urban concentration with regeneration for the whole of Greater Nottingham. I consider that Sections 2 and 3A of the Core Strategy outline a sound basis for planning Rushcliffe over the next 14 years, signalling a positive approach to securing sustainable development consistent with the NPPF.

*Housing provision to 2028*

23. Policy 2 of the Local Plan states that a minimum of 13,150 new homes will be provided in Rushcliffe in the period 2011-2028. The first bullet of paragraph 47 of the NPPF expects local planning authorities to use their evidence base to ensure that their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area, as far as is consistent with the policies set out in the Framework. The national Planning Practice Guidance (PPG) confirms that needs should be assessed in relation to the relevant functional area, ie. housing market area (HMA), not for individual local authorities. The Core Nottingham HMA was defined for use in the RS being broadly consistent with the travel-to-work area implied by 2001 Census data. The document, Identifying the Sub-Regional Housing Markets of the East Midlands [REX07], is somewhat dated, but it provides a credible assessment of HMAs and no more recent analysis has been provided.
24. Although the Home Builders Federation (HBF) argued that Leicester and Leicestershire might have difficulties meeting their housing needs within their HMA (or HMAs), I have seen no substantive evidence to indicate that they would be looking for sites in Rushcliffe. It was pointed out at the hearings that the land around Leicester does not comprise Green Belt as does land around Nottingham. Therefore, potential development sites close to that City might be less constrained. It would be inappropriate, in my view, for the Council to delay its plan-making just in case Leicester or Leicestershire could not meet their own housing needs and could demonstrate a case for the allocation of additional housing sites within Rushcliffe. I agree with the Council that the Core Nottingham HMA provides an appropriate basis for assessing housing needs.
25. The PPG states that establishing future need for housing is not an exact science. However, household projections published by the Department of Communities and Local Government (DCLG) should provide the starting-point

for estimating overall housing need. It is noteworthy that the Greater Nottingham Household Projections Background Paper June 2012 [ED13, paragraph 1.2] begins by stating that the basis for projections was the Office for National Statistics (ONS) 2008-based population projections and the DCLG 2008-based household projections. However, the paper repeats arguments made in the Housing Provision Position Paper [LD23] which was published in July 2011 before the NPPF. These include that the scale of new homes implied by the 2008-based projections (71,706 across the HMA 2009-26) would be impossible to deliver, would increase greenfield development (too) significantly, and would mean that the process for producing aligned core strategies across Greater Nottingham would have to start again from scratch.

26. A "balanced migration" scenario for projecting need was preferred to the 2008-based household projections, giving 51,020 new homes across the HMA for the plan period. This level of growth was broadly consistent with the RS figure, which then formed part of the development plan and sought 52,050 homes. Although rejection of the 2008-based projections for the reasons given above, in favour of figures similar to those in the RS, is inconsistent with current national policy and guidance in the PPG<sup>2</sup>, these judgments were reached in 2011 when the NPPF was not in place. There is ample evidence that the Council and the Greater Nottingham authorities went on to analyse relevant national and local demographic, social and economic data as they subsequently became available. They did not rely on old RS figures and an outdated methodology.
27. The PPG is clear that adjustments can be made to the DCLG's household projection-based estimates of housing need [ID: 2a-017-20140306]. Local household headship rates, migration, student numbers and economic factors have been analysed in order to understand the overall housing need across Greater Nottingham<sup>3</sup>. Studies begun in 2011 showed that the number of households in Rushcliffe, Nottingham City and Broxtowe Borough did not rise as much between 2001-10 as national household projections had predicted.
28. The 2008-based projections assumed continuing high levels of international immigration and increasing student numbers at Nottingham's universities. The authorities contended that changes in the economic situation post 2008 and Government policy were likely to mean changes in past trends, notably reductions in rising rates of inward migration and student numbers. Early data from the 2011 Census and the DCLG interim 2011-based household projections supported the Greater Nottingham authorities' assessment that the 2008-based household projections most likely over-estimated the future level of need for the HMA.<sup>4</sup>
29. The Housing Background Paper Addendum May 2013 [EX48] gives an estimated need of 49,950 dwellings for the HMA 2011-28 justified by the

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<sup>2</sup> And is at odds with the Hunston Court of Appeal judgment (City & District Council of St Albans v Hunston Properties Limited & Anor [2013]) which emphasised that need should be assessed independently before any policy considerations or constraints on provision

<sup>3</sup> LD20-Housing Background Paper June 2012 - Broxtowe BC, Erewash BC, Gedling BC, Nottingham CC

<sup>4</sup> EX48-Housing Background Paper Addendum May 2013 - Broxtowe BC, Gedling BC, Nottingham CC

available demographic and socio-economic evidence. The ONS published 2012-based population projections for local authority areas within England in May 2014, and these show compatibility with the Core Strategy projections for 2028 [REX11, Table 1] providing strong support for the existing and emerging Local Plans. The case for Rushcliffe providing a minimum of 13,150 new homes is set out in the Updated Housing Background Paper 2014 [EX33]. It equates to 774 new homes annually on average which is significantly higher than the annual average of 299 achieved in the preceding period 2001-13. Thus the Core Strategy aims to boost significantly the supply of housing.

30. The HBF contended that insufficient regard had been given to the need for affordable housing in the overall assessment of housing needs. The PPG expects that an increase in total housing figures should be considered where it could help deliver the required number of affordable homes. There is estimated to be a need for 463 affordable homes per annum in Rushcliffe<sup>5</sup>, and I accept that this level of provision is unlikely to be achieved solely from mixed market and affordable housing developments. However, other means of affordable housing provision<sup>6</sup> could increase supply, along with growth in the private rented housing sector. The PPG expects authorities to take account of market signals [ID: 2a-019 & 020-20140306] in assessing housing need, but concedes that "*In areas where an upward adjustment is required plan makers should set this adjustment at a level that is reasonable*".
31. Some representors argued that the overall housing figure should be reduced because market housing would be the predominant type of new provision and would be unaffordable to the majority of households in need. However, such an approach would not be appropriate as it would mean a reduction in the provision of much-needed new affordable housing secured as a percentage of total development on qualifying sites. It would also limit the scope for people to move between housing markets thereby freeing up some housing at the more affordable end.
32. Provision of a minimum of 13,150 new homes by 2028 is supported by the neighbouring authorities in Greater Nottingham. The target is ambitious but reflective of the objectively assessed need for the HMA. The Local Plan commits to a review if it becomes apparent that the objectively assessed need for housing is materially different from what it is presently determined to be. Proposed main modification **MM1(a)** would confirm that any review would be carried out on a collaborative basis with partner local authorities across Greater Nottingham. I recommend this modification to secure a sound housing policy, and comment on the likelihood of the full housing requirement being delivered in the following sections.

#### *The proposed distribution of housing*

33. The proposed distribution of new housing is set out in Policy 2 of the Local Plan. It plans approximately 7,650 new homes in or adjoining the main built

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<sup>5</sup> Rushcliffe Borough Council Housing Market Assessment Update, B.Line Housing Information Ltd [ED24]; paragraph 3.2.1.5 of EX43.

<sup>6</sup> Council reports on work with the Homes and Communities Agency to deliver rural exception homes and on delivering affordable housing on disused garage sites with Metropolitan Housing [REX13]

up area of Nottingham and approximately 5,500 elsewhere in Rushcliffe on regeneration sites and in or adjoining other settlements. The distribution is founded on a spatial strategy of urban concentration with regeneration. Much of the growth in Rushcliffe is planned adjacent to the main urban area of Nottingham where major employment areas and key services and facilities are located. A sizeable proportion of the new housing within Rushcliffe is intended to serve the needs of Nottingham City which is intensively built-up and lacks sufficient available and developable sites. Rushcliffe Borough plans to provide significantly more new housing than other authorities which abut Nottingham, but this reflects its proximity and good connectivity to the city.

34. The Council advised that reasonable alternatives to the strategy and choice of sites had been considered before the sites included in Policy 2 were selected. The Strategic Housing Land Availability Assessment (SHLAA) [EX29], Sustainability Appraisal as referenced in paragraph 3.1.2.2 of the Local Plan [EX39,CD03 & CD04], Green Belt Reviews [ED14 & EX26], and Greater Nottingham locational studies [ED06, ED07 & ED08] informed the policy<sup>7</sup>.
35. I have considered whether there is over-reliance in the Local Plan on the three sustainable urban extensions which will mean development of Green Belt land, and whether insufficient allowance is made for the re-use of previously developed land. The Government is keen to ensure that maximum use is made of brownfield sites, and that Green Belts retain their openness and permanence. My attention was drawn to the Government's recent announcements to this effect. Whilst the NPPF does not make it a "requirement" for "priority" to be given to the development of previously developed land, paragraph 111 encourages its effective use. As the Council advised, the character of West Bridgford is primarily residential and it does not contain large tracts of undeveloped, derelict or under-used land. The sustainable urban extension on land East of Gamston/North of Tollerton includes land in and around the existing Tollerton airport. Also, land at the former RAF Newton and Cotgrave Colliery is expected to provide around 1,020 new homes. The Local Plan is encouraging the re-use of these significant brownfield sites.
36. The Council pointed out that its SHLAA reflects detailed analysis of site availability and uses information from a number of sources to identify deliverable and developable sites. The 2013 SHLAA [EX29] includes sites for around 2,900 homes in existing urban areas and settlements which could meet only 22% of the Borough's full housing requirement. This, in my view, supports the Council's approach to identify additional sites beyond existing settlement boundaries in a positive and pro-active manner to meet the housing need. I have had regard for the alternative estimates of available land and buildings on brownfield sites put forward by some parties to the examination but have seen no evidence that these would become available in a timely fashion, are supported by all relevant stakeholders and would be viable to develop. They should not therefore be preferred to the Council's evidence.

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<sup>7</sup> The Council also referred to documents BD19, BD20, BD21, BD22, EX62, EX63, EX64, EX33 and EX57 which provide evidence that alternatives were duly considered.

37. Policy 2 provides for 7,000 new homes on three large sustainable urban extensions close to the edge of Nottingham, with good accessibility to employment and high level services. They would be large enough to support a mix of land uses and the provision of new infrastructure, and should enable a range of dwelling types to be provided. Policy 2 also plans for some 3,500 new homes in and around key settlements beyond the main built up area of Nottingham. Such sites may be attractive to local house-builders and enable some self-build housing as encouraged by the Government. They should support the vitality of rural settlements and add to the choice of types of housing in the Borough.
38. The figures indicate that a minimum of an additional 2,650 homes will be needed across the Borough on sites not allocated in the Local Plan. The first and second rows in the housing trajectory, Appendix D of the Plan, are underpinned by evidence from the SHLAA and indicate that some 2,900 homes would be deliverable or developable without policy change. The housing trajectory anticipates some infill and changes of use. If more brownfield sites in West Bridgford and elsewhere, or more sites in and adjoining key villages, become available than currently envisaged, as some parties consider they will, they could make a useful contribution towards achievement of the figure for housing ie. a minimum of 13,150. I have no reason to doubt that sufficient sites will be brought forward over the plan period to achieve the minimum of 2,650 dwellings. Also, I agree with the Council that the approach to housing distribution is consistent with the strategy for urban concentration with regeneration, and should enable a full range of small and large housing sites and mixed use developments to take place.

#### Sustainable urban extension to the south of Clifton

39. The Appraisal of Urban Extensions 2008 [ED06] commented as follows:  
*"Ultimately the question to answer boils down to whether the clear sustainability and regeneration potential of an urban extension in this location overrides the various environmental, mainly landscape constraints... In our judgment, the opportunities very marginally outweigh the constraints."*
40. The site is currently much used for agriculture and appears as an extensive area of open countryside from the edge of Clifton. Although not designated as land of high landscape quality, the landscape is highly valued by local people. They confirm a strong attachment to its tranquillity and rural character which has remained unchanged over many years, advising that it has never been enclosed and includes England's largest field. Much of the site is Grade 2 agricultural land, among the best and most versatile in the country, where the economic and other benefits should be taken into account. The site is located in the Green Belt and exceptional circumstances are required for its removal.
41. A planning application was submitted for development of the land in Summer 2014. The illustrative masterplan indicates that the site could accommodate some 3,000 dwellings as well as employment land, a local centre and a range of community facilities and services. The site is bounded to the west by the A453 but there is concern that reliance on field boundaries and power lines to the east and south gives less defensible boundaries. However, the illustrative master plan indicates that a new firm edge to the Green Belt can be created using balancing ponds and new woodland planting to prevent urban sprawl

and protect the adjoining countryside from encroachment. Proposed modifications to Policy 23 and Figure 5 should be made to remove ambiguity about the creation of green infrastructure areas and buffers to help create a permanent, defensible Green Belt boundary **(MM14(b) & 14(c))**. The site would be sufficiently separate from Ruddington, Gotham and Barton in Fabis to avoid the merging of settlements. The Council anticipates that the site could begin to deliver housing in 2015/16 and maintain steady delivery rates thereafter.

42. The most significant infrastructure requirements are transport. Construction of the Nottingham Express Transit (NET) to Clifton and dualling of the A453 are currently underway. The site is already well located for access to Nottingham City, East Midlands Airport and the M1. The site is thus well placed for major business interests and the proposed 3,000 new homes would be a substantial contribution towards meeting the Local Plan's overall housing figure. This site therefore offers significant sustainable development benefits.
43. The proposed urban extension would not materially conflict with the five purposes of Green Belts. Although some loss of greenfield land would occur, it would not result in the towns of Derby and Nottingham merging into one another, or harm the setting and special character of historic towns. From an objective perspective, the landscape is not so scenic and special that it should be preserved. To my mind, and reflecting the Council's own decision in this regard, the need for a significant uplift in new housing provision and for positive action to support economic growth in Greater Nottingham including Rushcliffe provide the exceptional circumstances for a change to Green Belt boundaries in this locality. There is no alternative approach that would be as sustainable as releasing the Green Belt land. I agree with the authors of the Appraisal of Urban Extensions 2008 that the opportunities for the development of this land outweigh the constraints. I consider that the sustainable urban extension south of Clifton is justified, deliverable and consistent with positive planning to meet housing needs.

#### Sustainable urban extension on land off Melton Road, Edwalton

44. This site immediately north of the A52 and west of the A606 relates well to the adjacent main built-up area of Edwalton. The Rushcliffe Green Belt Review [EX26] scored the land inside the A52 as of low-medium importance to Green Belt purposes. Its removal would not encroach upon the countryside significantly because of its position in relation to this major road. I agree with the Council that the need for sustainable development and a boost in housing provision provide the exceptional circumstances to justify the removal of land in this locality from the Green Belt for housing and mixed use purposes.
45. Planning permission was granted on appeal for 1,200 dwellings on part of this site in 2009, but no new homes have yet been delivered. A subsequent financial viability appraisal found that the costs of infrastructure were too great for the scheme which had been prepared before the credit crunch and subsequent recession. A new planning application for part of the site was submitted in Summer 2014 and delivery of new homes is expected to begin in early 2015.

46. Questions arise over how much of the land adjoining the A52 should be removed from the Green Belt. The Local Plan explains that the exact level of housing and siting of development will need to respect the setting and biodiversity of Sharphill Wood. Land to the west of the Wood is not included in the strategic allocation or planned for removal from the Green Belt. It gives a green and open setting and helps support local wildlife. I support the Council's proposed change, **MM10(d)**, and recommend it to emphasise the importance of this distinctive and attractive feature set on elevated land, described as a Local Wildlife Site and Biodiversity Action Plan habitat.
47. Edwalton Golf Course, east of the proposed sustainable urban extension, would be removed from the Green Belt and safeguarded for long term development by Policy 2. This is staunchly opposed by many local people. It was claimed that this land is used for recreational and community purposes as well as by golfers. Even if the popularity of golf has recently declined, this may be a cyclical process with the economic recession and poor weather conditions having affected the sport in recent years. Paragraph 81 of the NPPF supports positive planning to enhance the beneficial use of the Green Belt providing access and opportunities for outdoor sport and recreation. There is concern that the status of "safeguarded land" could reduce or curtail investment in the golf course.
48. Insufficient assessment, it is argued, has been undertaken of the golf course's suitability for development having regard for potential environmental or transport constraints. The County Council in commenting on MM2 argued that the golf course is an intrinsic part of the setting of Holy Rood Church Grade 2\* listed building and the setting of Edwalton village conservation area. It contains the best example of ridge and furrow within the Greater Nottingham conurbation. The Edwalton Consortium observed that its work on ecology for the Melton Road scheme had identified several protected species on the golf course. It argued that the golf course was no different from the land west of Sharphill Wood in terms of its importance for biodiversity.
49. However, it is important to understand the meaning and nature of safeguarded land. Paragraph 85 of the NPPF makes clear that "*safeguarded land is not allocated for development at the present time*" and is designed "*to meet longer-term development needs stretching well beyond the plan period*". The Golf Course will not be available for development before 2028, and would only be released for development in the longer term if a Local Plan review demonstrated that it was needed. Any future development proposal would have to take account of the site's relationship to the church and Conservation Area, the presence of the ridge and furrow and biodiversity features. As the Council observed, it might be necessary to keep free part of the site, but the golf course covers a large area of land. Proposed main modification, **MM2**, which I recommend, would explain that the golf course would be protected as a recreational facility and only considered for other uses through a future review of the Local Plan.
50. The Inspector's report relating to the 2009 planning permission highlighted the shortage of affordable housing in West Bridgford and there is concern that the opportunity to meet some of this shortage on the Edwalton site will be lost because Policy 19 allows for "*negotiation to secure up to 30% affordable housing.*" I share concerns about the difficulties for large numbers of young



(and older) people in entering the housing market which will only be exacerbated if small numbers of affordable homes are built. However, in order to achieve viable, high quality development which meets all the criteria in Policy 19, I consider that the need for negotiation and flexibility around the 30% target is justified.

51. The 2009 planning permission included a condition restricting access to the north of the site to bus and emergency vehicles only. Removing the restriction entirely could result in significant additional traffic in Musters Road and Boundary Road, which could be detrimental as these are residential streets serving Rushcliffe Academy and Jesse Gray Primary schools. The principal access to the site would be from the Melton Road, A606. However, some limited access from Musters Road could help to assimilate the new development with the existing built up area allowing movement between existing and new communities. A barrier controlled scheme could be utilised, it was suggested, as is in operation in other urban locations, to enable limited use by some private vehicles as well as buses and emergency vehicles. The Council proposed **MM10(e)** to state that the technical feasibility of this approach would be tested at the detailed design and masterplanning stage. I recommend the modification as a means of investigating improvements to the site's accessibility but agree that that this must not compromise road safety.
52. Policy 19 provides for employment development close to the existing Wheatcroft Business Park, which is discussed more fully under Issue 4. Subject to the above-mentioned MMs and to those relating to Issue 4, the Melton Road sustainable urban extension is justified and should be deliverable.

#### Sustainable urban extension East of Gamston/North of Tollerton

53. This was proposed by the Council as a location for growth in February 2010, but not taken forward in the Core Strategy submitted in 2012 [CD01]. It was included in the Proposed Modifications to the Publication Core Strategy [EX43] to help meet the increased target for the Borough, a minimum of 13,150 new homes by 2028 rather than 9,400 by 2026. I agree with the Council that the other two sustainable urban extensions south of Clifton and Melton Road, Edwalton, could not reasonably have accommodated all the implied uplift. Although the land is beyond the A52 which currently provides a distinctive eastern boundary to the main built-up area, it is close to existing suburban development and there is scope for improving linkages, as the modified Figure 6 of the Local Plan, **MM15(i)**, which I recommend, shows.
54. As for the other sustainable urban extensions, I agree with the Council that the need for new housing and economic development in Rushcliffe provide the exceptional circumstances for altering the tightly drawn Green Belt boundary in the Borough. The site which contains Nottingham (Tollerton) Airport with its runways and prominent buildings is not wholly open countryside. Development here provides the opportunity to re-use brownfield land at the airport. Polser Brook and Grantham Canal provide potential defensible boundaries to the north and east. Structural planting could be used to create a strong green edge limiting the visual impact of new development, as the land is relatively flat. The proposed site would be physically and visually

separate from Tollerton and Bassingfield villages, providing such measures were taken.

55. There is a need for new transport infrastructure and traffic management measures to ensure that accessibility and connectivity with Gamston is achieved and that the adverse impacts of additional traffic on Tollerton Lane and Cotgrave Lane can be mitigated. The Council proposed modifications to the Plan to reflect work undertaken in 2014 with the transport authorities, as described in the Transport Background Paper Further Addendum [REX53]. The modifications show that two accesses should be provided from the site to the A52(T) Gamston Lings Bar Road, and that improvements would be needed to the A52 with a financial contribution from developers. I recommend **MM15(b) & (h)** to secure good connectivity with the existing built up area to the west and reduce the propensity for rat-running through Tollerton.
56. A potential constraint to development of this site is the presence of 18 listed World War 2 pillboxes, but the developers' Site Analysis and Masterplan [REX06/1] states that these would be retained and their settings enhanced. English Heritage have reached agreement with the Council as to the acceptability of Policy B subject to modifications [REX54]. **MM15(a), (c), (d) & (f)** should be made to safeguard the heritage assets appropriately.
57. A mixed use development including around 2,500 dwellings to 2028 and a further 1,500 homes post 2028 is proposed. This is consistent with paragraph 83 of the NPPF and securing Green Belt boundaries which will have long term permanence and be capable of enduring beyond the plan period, and I support it. Those with interests in neighbouring land to the south and north argued that additional land should be considered for development extending the East of Gamston/North of Tollerton site. The case was made for including land at Homestead Farm and in the Holme Pierrepont/Adbolton area. However, I consider it unnecessary at this stage to enlarge the urban extension. Although there is merit in the argument that environmental features rather than land ownership should set the boundaries of the Green Belt, I have concerns about the potential effects of bringing development closer to Tollerton. Similarly, development to the north would limit the gap to Bassingfield, and extend into areas where there is a risk of flooding. With provision for 4,000 new homes altogether up to 2034, I see no need for safeguarding additional land and removing it from the Green Belt in this part of the Borough.
58. Although this is the least advanced of the three sustainable urban extensions, delivery is expected to begin in 2016/17. Earlier planning permissions for B1 use and a private hospital have not been implemented, but the site should be more attractive to potential new business in future if a substantial, mixed use development scheme is progressed. A consortium of major landowners and developers has already carried out technical assessment and masterplan work [REX06]. There is concern that Policy B which seeks "around 2,500 dwellings up to 2028" could signal a form of phasing of housing delivery which might hold back full development of the site. In order to deliver all the necessary infrastructure, some 4,000 homes should be built, and I accept that these should be planned on a comprehensive basis. Proposed modifications, **MM1(c) & M15(g)**, would clarify that there should be no phasing but there should be flexibility as to the rate of delivery. Subject to the above

modifications, and **MM15(e)** which removes ambiguity in the wording, I am satisfied that the allocation is justified and should be effective.

#### Other strategic allocations

59. Policies 2, 20, 21 & 22 promote strategic allocations on land north of Bingham, at former RAF Newton and former Cotgrave Colliery. These are expected to provide more than 2,000 dwellings over the plan period. Located beyond the Green Belt and served by a railway station, Bingham has good sustainability credentials. Outline planning permission has been granted for mixed use development of the site indicating an early start to delivery is feasible. RAF Newton ceased to operate in 2000 and its re-development for mixed uses has already begun, with work on around 550 additional homes expected to commence in 2015. Work has also recently started on the regeneration of the former colliery site at Cotgrave for housing and employment purposes. Modifications are proposed to Figures 2, 3 and 4 which illustrate these sites to improve their clarity and show accurately the latest road layout. I recommend these changes, **MM11, MM12 & MM13**, to achieve an effective plan.
60. Substantial new housing development is planned in or adjoining the key settlements of East Leake, Keyworth, Radcliffe on Trent and Ruddington. The precise locations for new development here and to meet local housing needs in other villages will be determined through the Part 2 Local Plan. I have taken account of the arguments that some key settlements such as Cotgrave and Radcliffe on Trent could take more housing than is proposed, and that provision in key settlements should be made in the Local Plan Part 1. Whilst the NPPF prefers a single Local Plan for each local authority to be produced (paragraph 153), the two part process is not unsound and it will enable a full assessment of the merits and constraints of all specific sites to be undertaken.
61. I note that other settlements, such as Aslockton with Whatton, have been suggested as suitable for growth. Whilst Aslockton may score well as an accessible settlement, the Council pointed out that it is within an area of significant flood risk. I support the Council's cautious approach to promoting development there. The Local Plan Part 2 should enable development opportunities in all the smaller settlements to be appraised.

#### *The proposed timing of housing delivery*

62. The NPPF paragraph 47 sets out the approach to be taken to identify and update annually a supply of specific deliverable sites to provide 5 years worth of housing against housing requirements. The PPG describes a process to assess land availability which should underpin policies in development plans for housing and economic development. Once housing need has been assessed, the authority should prepare a SHLAA to establish realistic assumptions about the availability, suitability and likely economic viability of land to meet the identified housing need over the plan period. In so doing, it should take account of any constraints such as Green Belt which may restrain the authority from meeting its need.
63. Policy 2 of the Local Plan, based on the SHLAA Report 2013 [EX29], puts forward a delivery pattern for housing with some 2,350 new dwellings in the period 2013-2018. This would amount to 470 new dwellings per annum, compared with an annual average of just over 770 dwellings required to

provide the full 13,150 dwellings over the plan period 2011-28. The ideal delivery pattern would be based on some 770 dwellings per annum in each of the first five years, with an allowance for past under-supply and added buffer. As the HBF commented, there is no evidence that housing needs will be less in the early than later years of the plan. It calculated that Rushcliffe was unable to identify a 5 year housing land supply.

64. As explained by the Council in its Housing Implementation Strategy [EX30], a significant amount of new development in Rushcliffe is to be provided from the three sustainable urban extensions. The SHLAA has found limited sites in and around the main urban area, and I accept that an alternative approach based on an increase in provision on smaller sites in more rural locations would weaken the strategic approach to urban concentration and place pressure on the Green Belt. The Updated Housing Background Paper [EX33] analyses delivery rates for different sources of housing supply including strategic site allocations, housing in key settlements and from 'infill and change of use in broad locations'. I accept that significant reliance on the sustainable urban extensions is likely to mean a comparatively slow build-up in delivery rates. However, evidence from developers and landowners for all three sites indicates collaboration with the local authority and other stakeholders, and expectations that housing delivery will begin in 2015 or 2016.
65. The Greater Nottingham Housing Market & Economic Prospects study [ED33] examined the likelihood of recovery in the housing and wider economy, and thus the prospects for delivering the proposed housing provision in Councils' core strategies across the Greater Nottingham HMA. It concluded that the planned level of housing provision across Greater Nottingham seemed feasible but ambitious. It assumed that the housing market would pick up relatively quickly after the economic downturn. It described Rushcliffe's target (in 2012 this stood at 9,400 dwellings) as particularly ambitious, but as Rushcliffe commanded the highest values in the HMA, it could expect stronger rates of housing delivery. This evidence of local market conditions supports the Council's cautious approach towards housing numbers in the first 5 years of the Plan.
66. The Housing Implementation Strategy [EX30] calculates that the Borough has 5.03 years worth of housing sites based on the HMA's objectively assessed housing need and the proposed tranche approach. This includes a buffer of 895 units which would exceed 20% of provision. It makes no extra allowance for past under-delivery, describing this as a variation of the "Liverpool" approach. The PPG prefers the "Sedgefield" approach, making up for past under-delivery in the first 5 years of a Local Plan, but this preference is not prescriptive. My attention was drawn to the approach taken in Leeds where the Core Strategy put forward a lower rate of housing delivery in the early years than subsequently. A modification to the Plan was proposed and consulted on, which stated that the figures for the early years applied to delivery and did not alter the need to maintain a 5 year supply of housing, based on the annual average requirement for the whole plan period. However, the Examining Inspector amended the proposed modification in his report emphasising that the lower figure was the housing requirement to 2016/17. I see no need for Rushcliffe to revise its approach on the basis of experience in Leeds.

67. Proposed main modification **MM1 (b)** explains how the 5 year supply would be calculated in future, bearing in mind that the Local Plan has two parts. The EX30 document reports on an examination of potential risks to housing delivery at a general and site-specific level, with reference to infrastructure requirements. It acknowledges the risk of delay in the production of the Local Plan Part 2, especially as allocations around some key settlements will require changes to Green Belt boundaries. Even though the Part 2 Local Plan is unlikely to be adopted until 2016, this timescale is not abnormal and should not prohibit the promotion of sites in West Bridgford and key settlements or to meet local needs in other villages. Paragraph 3.1.2.7 a is clear that the figures in the Policy 2 table are not upper limits to development or intended to restrict delivery. I consider that the figures provide an adequate starting point for the calculation of 5 year housing land supply. **MM1 (b)** should be made to clarify how the five year land supply would be assessed after adoption of the Local Plan Parts 1 and 2.
68. Regarding the supply of specific, developable sites or broad locations to meet housing requirements for years 6-10 years and, where possible, 11-15 years, the table in Policy 2 shows a total of 13,450 dwellings to be provided 2011-28. Whilst the Borough aims to provide a minimum of 13,150 homes, the SHLAA with other site information identified a larger potential supply. There is inevitably uncertainty as to whether the expected rate of delivery over time will be achieved, but proposed modification **MM1 (d)** confirms that performance will be closely monitored and a full review of the Local Plan undertaken if the numbers are not being achieved. I consider that, with this change, the approach to housing delivery is consistent with positive plan preparation and is sound.

*Affordable housing, provision for gypsies and travellers, and other social groups*

69. The Housing Market Update Assessment referenced in paragraph 3.2.1.5 of the Local Plan [ED24] indicates a high level of need for affordable housing in Rushcliffe. Policy 7 of the Local Plan seeks different proportions of affordable housing according to the housing market area, with up to 30% on the strategic sites. The NPPF expects policy for affordable housing to be reflective of local demand, to be sufficiently flexible to take account of changing market conditions over time and to take account of viability and costs to developers and landowners.
70. On local demand, it was pointed out that Rushcliffe has achieved only low delivery of affordable housing in the recent past.<sup>8</sup> It was suggested that the Local Plan should be more ambitious and that higher targets were achievable. In East Leake, permission for some 650 dwellings had recently been granted which was above the minimum of 400 dwellings in Policy 2. However, there was insufficient provision, it was argued, for local younger people because cheaper homes and housing to let were not being provided. The Council expressed sympathy with the views and conceded that Rushcliffe had a high proportion of 4&5 bed homes. The Local Plan policy was designed to help negotiations with developers and secure a better housing mix in future.

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<sup>8</sup> Monitoring Report for 2012/13, [EX31], indicates only 4% of all completions were for affordable housing in 2011/12, rising to 20% 2012/13

71. Having regard for paragraph 50 of the NPPF, the Local Plan provides for new housing development across the Borough in large and small new developments. I agree with the Council that this Local Plan should not be prescriptive about the mix of housing types or precise numbers for affordable housing on individual sites. The strategic allocations would be capable of accommodating a full range of types of housing to give balanced communities, and the plan allows for local housing needs to be met in small villages. Proposed modification **MM5** would add information about "Building for Life" standards which would help secure housing and neighbourhoods of high quality and adaptable design. The Part 2 Local Plan and site-by-site negotiations will be the main mechanisms to achieve better outcomes on housing mix which respond to local demand. Policy 7, with sub-sections 3&4, sets out an appropriate framework for this.
72. On responding to market conditions, Policy 7 uses the latest viability evidence<sup>9</sup> to put forward different affordable housing proportions for local housing market areas, and expects affordable housing on small sites of 5 dwellings or more, or 0.2has or more. The policy is not, however, so prescriptive that it is likely to become out-of-date quickly, with the use of "up to" figures. It helpfully places information on the expected affordable tenure mix in the supporting text. The approach allows for affordable rented housing, in accordance with Government policy. The use of a Supplementary Planning Document to provide additional advice to users would not, in my view, conflict with paragraph 153 of the NPPF.
73. The PPG Viability section emphasises the importance of understanding the costs and value of development, so that the scale of obligations and policy burdens are understood and do not threaten viability. Concerns were raised with the Viability Update Study's assumptions about build costs, allowance for potential additional costs in redeveloping brownfield sites, and sales and marketing costs. However, the build costs were based on well-used data from the Building Cost Information Service and were conservative as they did not reflect the economies of scale likely to be achieved on large sites. Estimates of developer profit were good for the Nottinghamshire area, and the assumptions were accepted by developers attending workshops. I note that the final outcome of the Government's Housing Standards Review is still not known; it is anticipated in 2015. The approach to viability assessment to support the affordable housing policy is sufficiently robust and consistent with good practice.
74. The Viability Update Study concluded that some sub-markets in West Bridgford and Rushcliffe could support targets of 40% affordable housing, above the 30% in Policy 7. It was argued that, with signs of economic recovery and interest from Waitrose, the Melton Road, Edwalton site should be capable of achieving a higher proportion of affordable housing than "up to 30%". In view of the need to aid delivery and to allow for the high transport and other infrastructure costs which the strategic allocations will incur, however, I support the more cautious figures in the policy, notwithstanding the involvement of Waitrose. In the case of the strategic sites north of Bingham, at the former RAF Newton and Cotgrave colliery, I am informed that

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<sup>9</sup> EX21 Viability Update Study, August 2013 Andrew Golland Associates

the levels of affordable housing secured were between 20% and 30% in line with the policy expectations.

75. Proposed modification **MM4(a)** to Policy 7 explains the threshold for qualifying sites and the percentages of affordable housing expected in different sub-markets clearly and without ambiguity. **MM4(c)** describes the approach to off-site financial contributions consistent with the NPPF. I support these changes to make Policy 7 sound. I am satisfied that Policy 7 gives sufficient encouragement to the provision of rural affordable housing to local people. **MM4(b)** addresses the matter of self-build housing which the Government seeks to encourage. It should be added to secure consistency with paragraph 159 of the NPPF.
76. Policy 8 sets out clear criteria for assessing potential sites for gypsy, traveller and travelling showpeople accommodation. The policy does not specify how many pitches are to be provided over the plan period and defers decisions on site allocations to "other Development Plan Documents". At the hearings, the Council advised that updated estimates of future levels of need were being established by joint working between the Greater Nottingham authorities. It seems reasonable to expect some new provision on the sustainable urban extensions to the south of Clifton and East of Gamston/North of Tollerton as Policies 23 and B require. Masterplanning for these sites and the Part 2 Local Plan should ensure that suitable sites, consistent with the stated criteria, are delivered.
77. The assessment of future housing need by the Greater Nottingham authorities for the housing market area took account of existing and likely future numbers of student households and student housing. Paragraph 50 of the NPPF seeks to deliver a wide choice of high quality homes planning for the needs of different groups in the community. No specific targets for student accommodation were set out in the Local Plan and it was suggested that the absence of a vision and information from the universities and colleges as to their future plans was a flaw. However, even if the precise numbers of new students in the future is unknown, I am informed that new purpose-built student accommodation is being provided as cluster flats in addition to single person units. In addition, many students live in traditional residential housing. There appears therefore to be scope for any surplus student accommodation to be utilised for general housing in future, if it becomes vacant. The universities and colleges have not requested it, and I see no need for this Local Plan Part 1 to address student housing in more detail.
78. I conclude that, with all the above main modifications, the Local Plan sets out a clear strategy for sustainable growth to 2028 with appropriate provision for new housing and is sound.

**Issue 2 – Whether the Spatial Strategy and Policy 3 are consistent with the fundamental aim and purposes of Green Belts as set out in the NPPF, and whether the proposals made by the Council for alterations to Green Belt boundaries are underpinned by adequate review processes and justified by exceptional circumstances.**

79. The Justification for Policy 3 of the Local Plan explains that the Nottinghamshire Green Belt was adopted in 1989 and has remained largely

unaltered in Rushcliffe since then. A number of parties suggested that there has been a case for its review and alteration for the last 20 years. The Green Belt is very tightly drawn around some of the Borough's more sustainable settlements, and non-Green Belt opportunities for development are limited. The essential characteristics of Green Belts are their openness and their permanence. Concerning openness, it is clear that much of the land proposed to accommodate the strategic allocations in the Local Plan is currently open countryside. This will inevitably be lost if the Green Belt boundaries are altered as planned.

80. The Justification for Policy 3 describes a process which began in 2006 with a strategic review of the Green Belt by Nottinghamshire and Derbyshire County Councils [ED14] and went through to 2013 with the Rushcliffe Green Belt Review [EX26]. Criticism was made of the 2013 Review, on the grounds that it should have followed the assessment of housing need and setting of a housing figure for Greater Nottingham, and have been carried out for all the authorities. Its results, it is argued, should have been used to determine environmental capacity and the distribution of housing among the various local authorities. It is relevant to record that the 2006 Green Belt Review concluded that the most important Green Belt lies to the west and north of the Nottingham Principal Urban Area, with Green Belt performing its functions to a lesser extent to the east and south (ie. within Rushcliffe). The first study rated broad areas against the purposes of Green Belts and informed the Appraisal of Sustainable Urban Extensions [ED06] and Greater Nottingham Sustainable Locations for Growth Study [ED07].
81. Even though the early studies were carried out to inform the now defunct East Midlands Regional Plan, paragraph 218 of the NPPF confirms that they can still be treated as relevant items of evidence for preparing or amending Local Plans. I have seen scant evidence to show that the Green Belt land around Nottingham has altered so much that the studies carried out between 2006 and 2010 are invalid. The earlier Tribal Studies [ED06 & ED07] were criticised because they had not been the subject of public consultation. It is not necessary, however, for all evidential studies to be consulted on. The Review in 2013 for Rushcliffe was subject to public consultation.
82. This Review was based on a 2 stage approach to reflect the two Part Local Plan preparation process. The first stage of the Review was an overall strategic appraisal of the Green Belt in the Borough with a more detailed review of land around the Nottingham built-up area. The second stage will cover more detailed changes around key settlements and villages and will inform the Local Plan Part 2. Some parties argued that the review should have been comprehensive, identifying sites in key and smaller settlements early to deliver much-needed development as soon as possible. It was suggested that a single review could have reduced (i) the need for all the sustainable urban extensions and (ii) the pressure on settlements beyond the Green Belt such as East Leake which is undergoing much development. For reasons given under Issue 1 above, I am not satisfied that sufficient land could be identified in the Borough to accommodate the level of new housing required without the three strategic allocations. As the Local Plan is being progressed as two parts, I consider the approach to Green Belt alterations to be reasonable and in line with that adopted by some other local authorities.



83. The Green Belt Review 2013 reached a different conclusion from the earlier Tribal Studies regarding broad location 5 where the strategic allocation East of Gamston/North of Tollerton is proposed. ED06 found that a sustainable urban extension here could contribute to unrestricted sprawl as it would extend beyond the A52. However, as described in paragraph 54 above, defensible boundaries can be established and the risk of coalescence with Old Tollerton avoided. Differences in conclusions between the two studies are based on reasoned judgments and do not invalidate the Local Plan.
84. Some criticised the methodology and results for mixing consideration of Green Belt purposes with other factors such as flood risk or landscape and visual effects. Others argued that more emphasis should have been given to identifying valued landscapes or high grade agricultural land in the assessment of areas. As the Review was carried out to identify whether some parts of the Green Belt could be removed from it and promoted for development, these potential constraints had to be assessed at some stage.
85. Green Belts should prevent neighbouring towns merging into one another. The Review has gone beyond this and considered the risk of merging with smaller settlements, notably Ruddington, Barton in Fabis, Gotham, Bassingfield and Tollerton. It concluded that such effects can be avoided with the intended strategic allocations and other changes. A related concern was that the Review should have assessed how the residual Green Belt would perform if the identified sites were removed. However, as the Green Belt in Rushcliffe is wide and extensive (see diagram following Policy 3), I am satisfied that it can continue to meet the fundamental aim and purposes if reduced in scale as proposed.
86. Overall, the Review analyses the role of all the defined broad areas and zones adjoining the Nottingham built-up area in meeting the Green Belt purposes. It was appropriate for the Review to have regard for the fact that additional land will be required to accommodate growth for housing and other purposes in line with the policy of urban concentration and regeneration. The scoring system was adequate for comparing different areas and zones and the Review reaches credible conclusions. It provides justification for the Spatial Strategy and alterations to the Green Belt set out in Policy 3.
87. The identification of safeguarded land to meet longer term development needs is supported by paragraph 85 of the NPPF, and safeguarding should provide flexibility for Rushcliffe to achieve sustainable development beyond the plan period. In addition to the removal of Edwalton Golf Course as safeguarded land, Policy 3 (5) refers to possible safeguarding through the Local Plan Part 2.
88. Policy 3 names additional settlements to be inset from the Green Belt (paragraph 4). The NPPF, paragraph 86, explains that villages which have an open character that makes an important contribution to the openness of the Green Belt should be included in the Green Belt. I have considered carefully the representations from Plumtree, Bradmore and Cropwell Butler Parish Councils and visited the settlements. I have also visited Normanton on the Wolds close to Plumtree and considered the argument that Plumtree's built form is punctuated by green lungs and the village should remain washed over. I understand concerns that these small villages with limited infrastructure and local services would be unsuitable to accommodate much new development.

However, the Council has proposed their inclusion as inset villages because they have a well-defined village core unlike other more linear villages or hamlets with a more dispersed built form. The NPPF points out that conservation area status or normal development management policies should be used to protect the character of villages. I consider the proposed new inset villages should be protected from harmful development by these means.

89. There is convincing evidence that the level of development set out in Policy 2 of the Local Plan cannot be delivered without removing significant amounts of land from the Green Belt. As explained under Issue 1 above, the need for sustainable development to provide an uplift in new housing provision and support economic growth by accommodating new employment constitute the exceptional circumstances to alter the Green Belt boundaries in Rushcliffe.
90. The diagram following Policy 3 and Figures 1-6 show the boundaries for the revised Green Belt and Strategic Allocations, which can be used on an updated Policies Map. I conclude that the Spatial Strategy and Policy 3 are consistent with the fundamental aim and purposes of Green Belts as set out in the NPPF, and that the proposals made by the Council for alterations to Green Belt boundaries are underpinned by an adequate review and justified by exceptional circumstances.

**Issue 3: Whether the Local Plan will conserve and enhance the natural, built and historic environment appropriately, helping to improve biodiversity and green infrastructure, minimising waste and pollution, securing high quality design, mitigating and adapting to climate change.**

91. Policy 1 expects all development proposals to mitigate and adapt to climate change. It explains what is sought by way of sustainable design and adaptation, reduction in carbon dioxide emissions, low carbon energy generation and the avoidance of flood risk. It allows for flexibility where a developer can clearly demonstrate that full compliance with the policy would not be viable or feasible. Thus, it seeks high standards to meet the challenge of climate change in accordance with paragraphs 93-97 of the NPPF whilst ensuring viability and deliverability in line with paragraphs 173-174.
92. Policy 1 states that, for residential development, water use should be no more than 105 litres per person per day. This is stricter than the current standards in Building Regulations and the level proposed through the Government's Housing Standards Review (110 litres). However, the Outline Water Cycle Study [ED05] indicated that Rushcliffe is an area of moderate water stress, and viability testing for the strategic sites [EX35] indicates that this standard should be affordable. The policy is therefore justified. The Council rejected the Environment Agency's suggestion that targets for surface water run-off should be set, pointing out that specific sites would each be very different and the targets could be too prescriptive.
93. Policy 9 promotes good design in new development, and I have considered whether the expected changes to Government policy resulting from its Housing Standards Review could render it unsound. However, as the Council argued, the policy does not set out detailed standards, which are more appropriate for definition in the Local Plan Part 2.

94. Policy 15 seeks to protect and enhance green infrastructure, landscape, parks and open space. The justification for Policy 15 helpfully sets out what is meant by green infrastructure and how the impact of development on the landscape is assessed. Although some parties sought more detailed references to landscape and green features, such as Sites of Importance to Nature Conservation, I accept that these would be more appropriately defined in the Local Plan Part 2. The policy identifies urban fringe areas as locations where new or enhanced strategic infrastructure could be promoted, and the Green Infrastructure diagram illustrates the urban fringe enhancement area. A revised and more legible Diagram has also been put forward **(MM8(b))** which illustrates green infrastructure at a strategic level and features referenced in paragraph 3.3.1.3.
95. The County Council queried whether Policy 16 was consistent with paragraph 117 of the NPPF, but the policy refers to UK and Nottinghamshire biodiversity interests which cross local authority boundaries. References to the UK Biodiversity Action Plan and to Sites of Importance to Nature Conservation, now dated, can be amended through minor modifications to the plan. The Council confirmed at the hearings that light pollution could be considered through landscape character assessments. A modification to paragraph 3.3.1.7 would acknowledge the role which Neighbourhood Plans, which benefit from the knowledge of local communities, can play in identifying locally valued landscapes **(MM8(a))**. I recommend both the above-mentioned modifications to achieve effective planning and consistency with the NPPF.
96. East Leake Parish Council expressed support for a policy on the noise impact from aircraft, and East Midlands Airport submitted evidence indicating that they do their best to regulate flights. This is being addressed through the Neighbourhood Plan and, given its localised significance in Rushcliffe, it need not be covered in this Local Plan. Subject to the above modifications, the Local Plan should conserve and enhance the natural, built and historic environment appropriately, helping to improve biodiversity and green infrastructure, minimising waste and pollution, securing high quality design, and mitigating and adapting to climate change.

**Issue 4: (i) Whether the Local Plan will contribute to building a strong, responsive and competitive economy to create jobs and prosperity, aiding regeneration where necessary; (ii) Whether the Plan is consistent with promoting a vital and competitive network and hierarchy of town and local centres which will serve Rushcliffe's communities and be resilient to anticipated future economic changes.**

#### Employment provision and economic development

97. Policy 4 seeks to strengthen and diversify the economy providing a range of sites suitable for new employment and attractive to the market. It places particular emphasis on the office sector in providing for a science and knowledge-based economy. In addition to encouraging economic development across all sectors and providing for re-location needs, it aims to work with partners to secure appropriate training opportunities and to manage existing employment sites. The overall approach and ambitions are consistent with the NPPF, paragraphs 18-22.

98. It was argued that the Local Plan fails to “set out a clear vision and strategy for [Rushcliffe] which positively and proactively encourages sustainable economic growth”. The evidence base<sup>10</sup> goes back to 2006/7 with an assessment of ‘the workplace economy’ and ‘resident population and workforce’ as well as ‘travel to work’. Subsequent updates focussed on the likely effect on workforce numbers of changes to the population and household projections, rather than on workplace economy forecasting. In view of the economic recession and substantial changes in economic structure and conditions since 2006/7, this raises concern. Nevertheless, the fundamental principles set out in the policy: a shift away from industrial /warehousing to office provision, expected growth in knowledge-driven, creative or high technology industries, and the diversification of workplaces to cater for non- B uses remain relevant. Policy 4 and the supporting text set out a locally distinctive strategy, with aspirations for growth and adaptation.
99. The argument was made that there has been no reality check on the job numbers and it is unfeasible to expect the level of job growth that is put forward. However, the Greater Nottingham conurbation is both a ‘Core City’ and a ‘Science City’ and I see no support nationally or locally for Rushcliffe to embark on a policy of stagnation or decline. The Local Plan recognises the importance of the Local Enterprise Partnership, D2N2, in positively promoting collaboration between the private and public sectors. D2N2s Growth Strategy is to support the creation of 55,000 additional jobs across its area by 2023. I have sympathy with the sentiment that *“Positively planning for economic development is not just (or even principally) about detailed econometric forecasts, or about rolling forward calculations based on past trends or even about jobs – it’s about taking opportunities and enabling areas to achieve their economic potential”*.<sup>11</sup>
100. The inherent uncertainty over econometric forecasting, exacerbated by the recent banking crisis and recession, lends support to a Local Plan policy which encourages growth and is flexible. Policy 4 states that sites will be identified for a minimum of 67,900m<sup>2</sup> of new office floorspace and a minimum of 20has of B2 & B8 employment land. The named sites could provide substantially more than the minimum, but contingency is appropriate as prospective new users will all have different requirements. The quality of sites is also important. In my view, it is necessary to plan for more than the basic amount of land, to offer choice and variety.
101. Policy 19 plans for up to 4 has of B1 and related business development on the strategic allocation at Melton Road, Edwalton. This was perceived as inflexible in view of the weakness of the B1 office market outside Nottingham city centre and high level of availability of such floorspace. The closure of some Government offices was also mentioned as a factor increasing the supply of B1 office space within the city centre, and likely to contribute to reduced demand out of centre. The recent growth in small businesses and in non-B class employment was highlighted. The Council drew attention to the 2012/13

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<sup>10</sup> ED15 Nottingham City Region Employment Land Study, 2007; ED16 Nottingham City Region Employment Land Provision Study Update, 2009; ED17 Derivation of Office Employment Figures Update Paper 2010; ED18 Greater Nottingham Employment Background Paper 2012.

<sup>11</sup> REX29/M4 Oxalis Planning

Monitoring Report, in which Appendix 2 suggests that some 21.4 has of B class land was developed 2006-13 [EX31, REX13/M4]. However, an error in respect of the British Geological Survey site at Keyworth, reduces the completions to about 12 has.

102. Landowners at the Melton Road site consider that B1 use would not be marketable or viable there. Previous business proposals for this land had been linked to the relocation of a further education college which is no longer proceeding, whereas a new Waitrose store and re-located neighbourhood centre are now planned. In view of the changed economic scene, I support in principle the Council's proposed modifications to Policy 19 in **MM10(a), (b) and (f)**, which would enable a wider range of employment generating development at this site. However, the wording could be interpreted to mean that some B1 use is still required. The Council has aimed to eliminate the phrase "and/or" elsewhere in the Local Plan because it can be ambiguous. However, in this case, I consider that its use would be clear and would give the flexibility that is required. I recommend the proposed modifications, subject to this minor amendment, which should also be made to the note attached to the bottom of Figure 1, in **MM10(f)**.
103. Provision for around 20has of employment land on the strategic allocation south of Clifton is envisaged. Figure 5 shows its location along the western edge close to the A453 road and around the 'gateway' to the site. There is concern that it would occupy a prominent position and have a significantly detrimental impact on the landscape. Its intended use for B2 and B8 purposes is misplaced, it is contended, since these industrial sectors are in decline. If development did not go ahead, there would be a loss of Green Belt land for which there were no exceptional circumstances.
104. However, this land is along a trunk road corridor serving Nottingham City and East Midlands Airport which is likely to make it attractive to new or relocating industry. Land south of Clifton will soon be connected to the city by tram giving access to a large labour pool. Even if mixed use developments which include new housing and new jobs rarely result in self-contained communities (where everyone lives and works locally), they provide the opportunity for shorter journeys to work. The NPPF's 12 core planning principles include the promotion of mixed use developments, and further support is given in paragraph 38. The justification to Policy 23 advises that all employment buildings should be sympathetically designed to minimise their impact on the landscape and existing communities. I consider that the Local Plan is reasonable in its expectations of new employment land to be provided as part of a mixed use development south of Clifton. Exceptional circumstances as already described above (see paragraph 43) justify the removal of this land from the Green Belt.
105. There is perceived to be potential for development of a hotel and marina with business use on land east of Regatta Way with a link to the Grantham Canal. The setting of the former gravel lakes and sporting facilities alongside the River Trent would aid this proposal. Although the land lies within the Green Belt, supporters point out that Policy 12 encourages provision of culture, tourism and sporting facilities throughout Rushcliffe. The Council argued that hotel and leisure facilities are main town centre uses and there is no need for additional provision in this locality. Although it has good accessibility

credentials, much of the land is at risk of flooding as well as being in the Green Belt. In view of the amount of land for business development available on other allocated sites including nearby at the strategic allocation East of Gamston/North of Tollerton, I see no need to make a new strategic allocation in the Local Plan Part 1.

106. The Council has reviewed proposed employment sites saved from the 1996 Local Plan and given an updated report in REX13, June 2014. It also reports on progress on redevelopment at the former Cotgrave Colliery and former RAF Newton sites. It advised that some employment land provision at East Leake could be considered through the Part 2 Local Plan or Neighbourhood Plan. Proposed modifications to the monitoring arrangements for Policy 4 and trigger for review of the Local Plan are given in **MM3**, which I recommend to give flexibility and achieve positive planning for the economy and jobs. I conclude that, with all the above modifications, the Local Plan will contribute to building a strong, responsive and competitive economy to create jobs and prosperity, aiding regeneration.

#### Town and Local Centres

107. Policy 5 of the Local Plan sets out the role for town and local centres in the Borough placing Nottingham city centre at the top of the hierarchy. The policy is under-pinned by the Greater Nottingham Retail Study 2008 [ED19] which was partially updated in 2013. The studies indicated limited capacity for new retail floorspace provision over the plan period. Policy 5, however, would enable any new sites to serve the strategic allocations and elsewhere to secure regeneration and enhancement to come forward under Local Plan Part 2. I conclude that the Plan is consistent with promoting a vital and competitive network and hierarchy of town and local centres which should serve Rushcliffe's communities and be resilient to future economic changes.

**Issue 5: Whether the Local Plan will promote more sustainable transport, reducing the need to travel and offering more modal choice; whether the Local Plan has identified the transport infrastructure and other improvements necessary for delivery of the spatial strategy with mitigation measures for any potential adverse impacts; and whether the transport policies are deliverable having regard for funding and stakeholder support.**

108. Policy 2 of the Local Plan based on a strategy of urban concentration with regeneration is in principle consistent with promoting sustainable transport. Policies 13 and 14 support this approach, aiming to reduce travel by private car and ensure that alternative travel modes are available. The second paragraph of Policy 13 could restrict development on the planned sustainable urban extensions, but proposed change **MM6(a)** would confirm that sites "which can be made accessible" by non-car modes would be given priority for new development. This modification would also clarify that an effective highway network can support economic development. Proposed changes of wording to Policies 13 and 14 have also been put forward in **MM6(a) & MM7(a)** to ensure that they reflect more precisely the wording in paragraph 32 of the NPPF. Judgment will have to be exercised in individual cases as to when impacts would be "severe", but this is unavoidable. Subject to these

modifications which have been proposed by the Council, I am satisfied that the approach is consistent with Section 4 of the NPPF.

109. Rushcliffe Borough Council with other Greater Nottingham local authorities published a joint Transport Background Paper in 2012 [BD29]. This set out the key conclusions from strategic transport modelling, potential transport mitigation measures for Core Strategy development proposals and identified further work requirements. It was prepared in consultation with the Highways Agency and the highway authorities of Derbyshire, Nottinghamshire and Nottingham City. Following Rushcliffe's decision to increase its housing provision from 9,400 to 13,150 new homes 2011-28, the Council commissioned further transport modelling. The key objective of the modelling work has been to identify whether there are any 'showstoppers' to delivering the Local Plan proposals and to identify the critical strategic infrastructure required to deliver the development without seriously compromising the performance of the transport network.
110. This was a high level, strategic assessment focussed on the trunk road network. Modelling was undertaken to forecast traffic levels without mitigation measures and then to assess the impact of mitigation measures from a Smarter Choices package and a Public Transport mitigation package. Sensitivity testing was undertaken to assess the impact of additional growth post-2028 to the East of Gamston/North of Tollerton. The Highways Agency carried out additional modelling work using a separate VISSIM model to assess the impact of development on the strategic road network, principally the A52, and potential improvements.<sup>12</sup>
111. Subject to the implementation of Smarter Choices and Public Transport measures and identified highway improvements on the strategic road network, it was concluded that major strategic highway interventions would not be necessary in the plan period. Improvements to the A52(T) at a number of junctions, with widening to 2 lane dual carriageway standard on the Lings Bar Road, were judged essential to avoid significant congestion. The Transport Background Paper Further Addendum [REX53] provides cost estimates for the various junction improvements, and explains how these might be met through private and public sources. The level of developer contributions, estimated at £2,000-2,500 per dwelling, appears affordable.
112. The Council proposed modifications **MM6(b) and MM7(c)** to explain the outcome of the latest transport modelling work, to explain more precisely how highway improvements on the strategic network would be funded and to emphasise the need for improvements to be provided in a timely fashion. These help to make the transport policies justified and effective, and I recommend them. For similar reasons, proposed modifications **MM10(c), MM14(a) and MM15(b)** should be made to emphasise that development of the Strategic Allocations detailed in Policies 19, 23 and B would be required to help fund A52(T) improvements.

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<sup>12</sup> Details of transport modelling are given in: Transport Background Paper Addendum [EX47]; Highways Agency Technical Note – A52 Modelling [EX51]; Greater Nottingham Core Strategies Modelling by Systra [EX44, EX45, EX46]; Transport Background Paper Further Addendum [REX53]

113. The package of transport improvements defined to deliver the Local Plan does not identify the need for a fourth Trent River crossing from Rushcliffe to Nottingham City. The Highways Agency has no plans for such a crossing. The D2N2 Local Enterprise Partnership, in bidding for funds from Government, referred to undertaking a feasibility exercise in its Strategic Economic Plan, to assess the role of a fourth crossing for delivery post-2021 [Appendix 1 to REX15]. At the hearings, I was advised that D2N2 had not been granted funding for a fourth crossing. Currently, there is no certainty that such a scheme will be implemented but this does not make the Local Plan unsound.
114. The transport assessments have been criticised for being too strategic, and there is concern that harmful effects on local highways and more localised areas have received insufficient attention. Rushcliffe Borough Council and the County Council as highway authority have powers for traffic calming and parking control which should deal with local traffic congestion and road safety problems, but generally these are not matters for the Local Plan Part 1. I have already referred to the case for limiting traffic through Musters Road, and am satisfied that the potential impact from development at Melton Road, Edwalton, can be addressed through detailed design and master planning.
115. Updated modelling work clarified what improvements on the A52(T) would be needed for development proposed East of Gamston/North of Tollerton to be implemented. Also, it found that two accesses from the site to the A52 should be provided rather than one, as proposed earlier. The updated modelling confirmed that around 4,000 dwellings and 20 ha of employment land by 2034 could be accommodated without the need for further transport assessment. As modified Figure 6 illustrates, with two new primary accesses to the site, Tollerton Lane would function as a secondary access only. The supporting text (paragraph 3.4.8.8) is clear that the exact access arrangements will be determined through masterplanning and more detailed transport assessment work. Hence, Figure 6 is only illustrative of the access points and this is appropriate.
116. I recognise the deep concern about any increase in traffic on Tollerton Lane, as it is narrow with bends and undulations which limit forward visibility. It gives access to the local school for pedestrians and motor vehicles and is already badly congested in the peak hour. Providing two accesses to the site and carrying out additional transport assessment should prevent a major increase in traffic through Tollerton onto the A606, as feared by many local people. Proposed modifications **MM15(g), (h) & (i)** should be made to reflect the Council's changed position as agreed with the Highways Agency.
117. A potential Park & Ride site north of the East of Gamston/North of Tollerton site at the A52/A6011 junction is shown on Figure 6 of the Local Plan. Doubts were raised as to the effect of a park & ride site on traffic movements in the surrounding rural area. Evidence from studies elsewhere in England suggested that such facilities could increase trips and mileage covered by cars outside urban areas.<sup>13</sup> However, the County Council has experience of the operation of park and ride services around Greater Nottingham including sites

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<sup>13</sup> Tollerton PC, 10<sup>th</sup> June 2014 [REX41/M2,3,6]



close to the tram network. The Council advised that modelling has included a park & ride site, and its provision with bus priority measures to limit traffic impact on West Bridgford is essential, as proposed modification to Policy 14, **MM7(b)**, would state. However, its "essential" nature is questioned by developers who contend that local bus services could serve the development equally well. Local Parish Councils consider that alternative locations should be considered: a site for park & ride further east could reduce traffic movements through the surrounding villages.

118. Clearly, sensitive and robust traffic management and travel demand management with improved bus services will be key considerations in developing this strategic allocation. As observed at the hearings, public subsidies to improve bus services are in short supply, so that developer contributions will be needed. However, the detail of these, including the role, timing and precise location of any Park & Ride site, should be handled through future master planning and development management (planning conditions, planning obligations and CIL) in consultation with the relevant parties. The highway authority advised that it has partnership arrangements with bus providers in the County and it should use these to secure a sustainable transport scheme for the East of Gamston/North of Tollerton site consistent with the principles in Policy 13. It is unclear that **MM7(b)** as worded is justified, and the last two lines should be re-written as follows: "*ii) bus priority measures and other improvements related to bus services to serve the strategic allocation East of Gamston/North of Tollerton which may include a Park and Ride site.*" I recommend this further modification to make Policy 14 sound.
119. Improvements to the A453 between Junction 24 of the M1 and Nottingham City are expected to reduce rat-running through Gotham and Clifton, but concern was expressed that the substantial development now planned south of Clifton might restore and exacerbate such rat-running. It was argued that the A453 widening scheme had been designed before new development south of Clifton had been conceived, and the authorities should wait to see its effects and measure actual traffic movements before committing to new development. The Highways Agency reported on preliminary modelling of the new A453 junction arrangements north of the proposed development area to test the impact of planned development on the operation of the A453. This concluded that the new junctions could handle the projected increase in traffic with minimal additional improvements required. Even with development as planned south of Clifton, the newly dualled A453 would still provide a level of service much better than the situation prior to dualling. Significant rat-running should not re-establish itself in Gotham and Clifton, the Highways Agency concluded [REX36/M6].
120. A Transport Assessment for the Clifton Sustainable Urban Extension was submitted to the Council by The Clifton Consortium in June 2014 to support a planning application [REX64]. Strong criticism was made of the Assessment on behalf of local Parish Councils including Gotham [REX68], though I note that the scoping and methodology for the Assessment were agreed with the relevant highway authorities and Highways Agency at the outset. Section 6 of the document explains that Nottingham Road would give access to the site from Clifton and Gotham, but "*in an indirect manner that would seek to*

*discourage use by general through traffic".* I accept that good highway design here should help to prevent unwanted rat-running.

121. The Transport Assessment addresses the question of junction improvements at J24 of the M1 in section 7 referring to a possible long-term solution through Strategic Rail Freight Interchange development, though acknowledging that this is uncertain. The Clifton Consortium Transport Assessment makes clear that all the highway improvement works identified are preliminary only, to demonstrate that suitable improvements can be made so that the south of Clifton development can be satisfactorily accessed without detriment to the strategic or local road networks. Highway mitigation measures tested by Systra in 2014 for the Highways Agency concluded that signalisation of the A453 approach to this junction could reduce congestion and discourage rat-running through Kegworth. Thus, the Highways Agency and highway authorities are aware of conditions at J24 and are not suggesting that these should prevent the strategic allocation south of Clifton.
122. Concerning the local road network, more detailed considerations such as the contribution of industrial traffic or traffic from the sand and gravel extraction, or the effect of the precise provision of schools on site, should be assessed and dealt with, in my view, at the master planning or planning application stage. It is for the Council and not me to examine REX64 in detail. Paragraph 32 of the NPPF states that "*Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe*". Evidence submitted to this Local Plan Examination, including the response to the Transport Assessment, does not demonstrate that development south of Clifton would fail this test.
123. I appreciate the concern surrounding poor air quality and risk of accidents on the highway network if traffic movements in the Borough increase. These are matters for the Council as well as highway authorities and other bodies to monitor and manage. This is acknowledged by the Highways Agency in its note of 9 July 2014 [REX62a]. Local Transport Plans provide an important link between transport planning and land use planning. The Council proposed a change to the Local Plan Glossary, **MM16**, which would helpfully define which Local Transport Plans will be relevant to Rushcliffe. Nottinghamshire County Council commented on the absence from the Local Plan of a specific policy for air quality management in its letter of 7<sup>th</sup> April 2014, but noted that this would be dealt with in further detail in the Local Plan Part 2. Policy 13: Managing Travel Demand and Policy 9: Design and Enhancing Local Identity support a positive approach and provide an appropriate framework for planning future development to secure a safe and healthy environment, and should ensure that road safety and pollution from traffic are given due weight.
124. Subject to the above-mentioned main modifications, I conclude that the Local Plan accords with promoting more sustainable transport, reducing the need to travel and offering more modal choice. In collaboration with relevant partners and stakeholders, the Council has identified the transport infrastructure and other improvements necessary for delivery of the spatial strategy with mitigation measures for potential adverse impacts. The transport policies should be deliverable having regard for funding and stakeholder support.

**Issue 6(i): Whether the spatial strategy is capable of being delivered given the infrastructure, community facilities and services, and standards for development which are required to support it; (ii) whether sufficient attention has been given to viability and funding in line with national policy; and (iii) whether the monitoring arrangements are fit for purpose.**

125. Section D) of the Local Plan entitled "Making it Happen" includes Policy 17: Infrastructure and Policy 18: Developer Contributions. These are supported by Appendix C which sets out the critical infrastructure requirements for delivery of the strategy and proposals. Paragraph 3.4.1.4 explains that Appendix C summarises the main elements of infrastructure identified in the Infrastructure Delivery Plan (IDP) [EX35]. The IDP dated February 2014 covers all the Greater Nottingham authorities including Rushcliffe and provides information on costs, timescales, funding sources and likely delivery agents. It is made clear in the Local Plan that the IDP is a living document as information on costs, funding and the implementation of major projects is likely to change over time. The IDP is sufficiently wide-ranging and detailed to provide support for the spatial strategy and demonstrate its deliverability in my view. Changes are proposed by the Council to Appendix C of the Local Plan to ensure that it reflects the most recent information on funding, timescales and delivery partners, which I recommend as necessary for effectiveness **(MM17)**.
126. Paragraph 3.4.2.2 lists the types of infrastructure which developments should take into account and these are consistent with the NPPF's paragraph 162. Policy 2 refers to broad locations for housing growth "in or adjoining" East Leake, Keyworth, Radcliffe on Trent and Ruddington. The numbers of homes are expressed as minima. Concerns were raised that developments here might fail to provide infrastructure satisfactorily. In East Leake, it is claimed that a primary school, health centre and sewerage works are needed. However, more precise sites and numbers would be provided at the Local Plan Part 2 and detailed planning stages, when infrastructure provision would be suitably scrutinised. Overall, the Local Plan demonstrates that careful attention has been given to viability and costing, as required by the NPPF.
127. Policy 18 states the Council's intention to introduce a Community Infrastructure Levy schedule in future, in line with Government policy. A modification to the justification text for Policy 18 is put forward by the Council **(MM9)** to confirm that developer contributions will be sought in line with national policy on planning obligations. I recommend this change. The practice of "double dipping" whereby money for infrastructure is sought through two different sources (eg. a CIL payment and a s106 payment) must be avoided. Policy 18 does not, in my view, encourage it.
128. Following the hearings, the Council looked again at the plan's monitoring arrangements. On the question as to when a full review of the Local Plan should be considered, it came up with more detailed information on indicators, triggers and actions. These are included in proposed modifications to the Appendices relating to Policies 2, 4 and 14 [REX63] **(MM1(d), MM3 & MM7(d))**. They should be made to achieve a positive and effective plan. Subject to all the above proposed modifications, I conclude that the Local Plan should be deliverable, giving sufficient attention to viability and funding, with suitable arrangements for monitoring and follow-up action where necessary.

## Assessment of Legal Compliance

**129. My examination of the compliance of the Plan with the legal requirements is summarised in the table below. I conclude that the Plan meets them all.**

LEGAL REQUIREMENTS	
Local Development Scheme (LDS)	The Local Plan Part 1 is identified within the approved LDS, April 2014, which sets out an expected adoption date of August 2014. Although this is slightly ambitious, the Local Plan's content is compliant with the LDS.
Statement of Community Involvement (SCI) and relevant regulations	The SCI was adopted in June 2007 and consultation has been compliant with the requirements therein, including the consultation on the post-submission proposed main modifications.
Sustainability Appraisal (SA)	SA has been carried out and is adequate.
Appropriate Assessment (AA)	The Addendum to Rushcliffe Core Strategy Habitat Regulations Assessment (Feb 2014) sets out why AA is not necessary.
National Policy	The Local Plan Part 1 complies with national policy except where indicated and modifications are recommended.
Sustainable Community Strategy (SCS)	Satisfactory regard has been paid to the Rushcliffe SCS.
2004 Act (as amended) and 2012 Regulations.	The Local Plan complies with the Act and the Regulations.

## Overall Conclusion and Recommendation

**130. The Plan has a number of deficiencies in relation to soundness for the reasons set out above which mean that I recommend non-adoption of it as submitted, in accordance with Section 20(7A) of the Act. These deficiencies have been explored in the main issues set out above.**

**131. The Council has requested that I recommend main modifications to make the Plan sound and capable of adoption. I conclude that with the recommended main modifications set out in the Appendix the Rushcliffe Local Plan Part 1 satisfies the requirements of Section 20(5) of the 2004 Act and meets the criteria for soundness in the National Planning Policy Framework.**

*Jill Kingaby*

Inspector

**This report is accompanied by the Appendix containing the Main Modifications**

## APPENDIX – MAIN MODIFICATIONS

### 1. Main Modification 1 (MM1) – Changes to Policy 2: Spatial Strategy’s supporting text

Ref	Point in document	Proposed Main Modification
MM1(a)	<p>Paragraph 3.1.2.6b</p> <p>(see page 27 of document EX70)</p>	<p><i>Amend paragraph 3.1.2.6b as follows:</i></p> <p>“...Should any of these assumptions subsequently prove to be inappropriate, to the extent that the objectively assessed housing need is materially different from what it is presently determined to be, the <u>Local Plan Core Strategy</u> will be reviewed as a matter of priority. <u>As part of any review process the Council would aim to work closely with partner local authorities across Greater Nottingham to establish housing needs on a cross housing market area basis.</u>”</p>
MM1(b)	<p>Paragraph 3.1.2.7a</p> <p>(see pages 27/28 of document EX70)</p>	<p><i>Amend paragraph 3.1.2.7a as follows:</i></p> <p>“<u>As set out in Section 1.2, the Local Plan is being prepared in two parts. The Local Plan Part 2: Land and Planning Policies will be prepared following the adoption of this Local Plan Part 1: Core Strategy and will, amongst other matters, allocate non-strategic sites for development. As a result of this two stage process and taking into account other factors</u> <del>Due to factors</del> including the current economic downturn, but more particularly, the lead in time required to bring forward development on strategic sites and in some cases the requirement for infrastructure to be in place prior to development, the delivery of housing across the plan period is expected to be lower in the early part of the plan period. Housing delivery will build up thereafter, <u>following the adoption of the Part 2 Local Plan and</u> due to the commencement and build out of the strategic sites and, to a lesser extent, a return to more normal market conditions. This is reflected in the table included at Policy 2 (part 3). The figures in the table are not upper limits to development or intended to restrict delivery if development is able to come forward sooner. Rather, they represent the anticipated rate of housing completions and will be used by the Council to determine the level of its 5 year supply of deliverable housing sites <u>prior to adoption of the Part 2 Local Plan. Thereafter,</u></p>

Ref	Point in document	Proposed Main Modification
		<p><u>for the remaining years of the plan period (to 2028) the 5 year supply of deliverable housing sites will be based on an annualised calculation, taking into account any under delivery against the projected housing completions included within the housing trajectory at Appendix D.</u></p>
MM1(c)	<p>Paragraph 3.1.2.10b</p> <p>(see page 29 of document EX70)</p>	<p><i>Amend paragraph 3.1.2.10b as follows:</i></p> <p>“The site will be able to deliver <u>up to 4,000 new homes in total but with expected delivery of around 2,500 homes by 2028 (the end of the plan period) and have potential capacity to continue delivering new homes for a number of years thereafter and then the completion of all remaining homes by around 2034.</u> The total number of homes that the site is able to accommodate <del>post-2028</del> will be established as part of on- going detailed design work for the site. This will take into account particular site requirements, including to appropriately mitigate impacts on the 18 listed pill boxes within or adjacent to the site, <del>highway impacts (including the outcome of further transport assessment work and the Highway Agency’s Route Based Strategies programme which is due to report in the spring of 2015),</del> to achieve a suitable layout and density of development and to provide for strategic green infrastructure, particularly around the perimeters of the site and in the vicinity of the Grantham Canal. <u>The Council would expect that from the outset there should be a comprehensive scheme for the site as a whole and for its entire development, rather than one that just deals with that element of development expected by 2028, and that planning permission would be granted on this basis. The Council would not as part of any planning consent for the whole site seek to place a limit on what proportion of the up to 4,000 homes total could be delivered by 2028. It is not expected that the number of homes post 2028 will exceed 1,500 in total and, in fact, could be somewhat lower than this.</u>”</p>
MM1(d)	<p>New paragraph and</p>	<p><i>Following after paragraph 3.1.2.21 and the existing monitoring table, the insertion of further text and an additional monitoring table, as set out below at <b>Appendix 1.</b></i></p>

Ref	Point in document	Proposed Main Modification
	<p>monitoring table following paragraph 3.1.2.21 and the existing monitoring table.</p> <p>(see pages 32/33 of document EX70)</p>	

**2. Main Modification 2 (MM2) – Changes to Policy 3: Nottingham-Derby Green Belt’s supporting text**

Ref	Point in document	Proposed Main Modification
MM2	<p>Paragraph 3.1.3.8</p> <p>(see page 36 of document EX70)</p>	<p><i>Amend paragraph 3.1.3.8 as follows:</i></p> <p>“...While the land is not required for development at the present time, should this situation change it may be brought forward through a future review of the Local Plan. <u>The golf course will be protected as a recreational facility and will only be considered for other uses through a future review of the Local Plan. Alternative uses will only be considered where it is demonstrated that an assessment has been undertaken which has clearly shown the golf course and its associated facilities are surplus to requirements, or the facility, would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location.</u>”</p>

3. **Main Modification 3 (MM3) – Changes to Policy 4: Employment Provision and Economic Development’s supporting text**

Ref	Point in document	Proposed Main Modification
MM3	<p>New paragraph and monitoring table following 3.1.4.20 and the existing monitoring table.</p> <p>(see pages 46/47 of document EX70)</p>	<p><i>Following after paragraph 3.1.4.20 and the existing monitoring table, the insertion of further text and an additional monitoring table, as set out below at <b>Appendix 2</b>.</i></p>



4. Main Modification 4 (MM4) – Changes to Policy 7: Housing Size, Mix and Choice and its supporting text

Ref	Point in document	Proposed Main Modification								
MM4(a)	Policy 7 (criterion 4)  (see pages 57/58 of document EX70)	<p><i>Amend Policy 7(4) as follows:</i></p> <p>“4. New residential developments should provide for a proportion of affordable housing <u>on sites of 5 dwellings or more or 0.2 hectares or more. The proportion of affordable housing that should be sought through negotiation on strategic sites and within each housing submarket is as follows:</u> <del>The proportion of affordable housing that will be sought through negotiation on strategic sites is expressed within site-specific policies 19-23 and B through the Local Plan Part 2 and Neighbourhood Plans will be determined on a site-by-site basis in accordance with criterion 5 of this policy. For other sites, the proportion of affordable housing that will be sought within each submarket on sites of more than 5 dwellings or 0.2 hectares is as follows:</del></p> <table border="1" data-bbox="629 815 1816 1302"> <tbody> <tr> <td data-bbox="629 815 1514 930"><u>Strategic Sites (Policies 19-23 and B)</u></td> <td data-bbox="1514 815 1816 930"><u>Up to 30%</u></td> </tr> <tr> <td data-bbox="629 930 1514 1078">West Bridgford, Rushcliffe Rural, Radcliffe, Gamston, Ruddington and Compton Acres</td> <td data-bbox="1514 930 1816 1078">30%</td> </tr> <tr> <td data-bbox="629 1078 1514 1193">‘Leake’, Keyworth and Bingham</td> <td data-bbox="1514 1078 1816 1193">20%</td> </tr> <tr> <td data-bbox="629 1193 1514 1302">Cotgrave</td> <td data-bbox="1514 1193 1816 1302">10%</td> </tr> </tbody> </table> <p><u>The proportion of affordable housing sought within each housing submarket should also form the basis for allocations made through Local Plan Part 2 and through</u></p>	<u>Strategic Sites (Policies 19-23 and B)</u>	<u>Up to 30%</u>	West Bridgford, Rushcliffe Rural, Radcliffe, Gamston, Ruddington and Compton Acres	30%	‘Leake’, Keyworth and Bingham	20%	Cotgrave	10%
<u>Strategic Sites (Policies 19-23 and B)</u>	<u>Up to 30%</u>									
West Bridgford, Rushcliffe Rural, Radcliffe, Gamston, Ruddington and Compton Acres	30%									
‘Leake’, Keyworth and Bingham	20%									
Cotgrave	10%									

Ref	Point in document	Proposed Main Modification
		<u>Neighbourhood Plans, unless there is robust, up to date evidence to suggest a different proportion of affordable housing.”</u>
MM4(b)	Inclusion of new paragraph after 3.2.1.3  (see page 59 of document EX70)	<i>Inclusion of new paragraph as follows:</i>  <u>“3.2.1.3a The Council recognises that the Government is taking a more proactive approach to supporting those individuals and communities who wish to build their own homes, and expects Local Planning Authorities to do so also. The Council, therefore, intends to undertake an appropriate assessment of need for self-build housing within the Borough. This evidence will then be used to inform the preparation of relevant policy within the Local Plan Part 2: Land and Planning Policies Development Plan Document.”</u>
MM4(c)	Paragraph 3.2.1.9a  (see page 61 of document EX70)	<i>Amend paragraph 3.2.1.9a as follows:</i>  “3.2.1.9a The Council’s previous approach, which it has been following for a number of years, is that affordable housing will be sought on sites of 15 or more dwellings or 0.5 hectares or above (irrespective of dwelling numbers). Viability testing has been undertaken through the strategic viability assessment and its 2013 update, which indicate that a lower threshold is viable right across the Borough. Affordable housing provision will now be sought on sites of 5 or more dwellings or 0.2 hectares or above (irrespective of dwelling numbers). <del>In most cases new Affordable affordable</del> housing will be achieved through on site provision, <del>rather than off site financial contributions, which is ordinarily the Council's preferred approach.</del> <u>Off-site financial contributions in lieu of affordable housing provision on site will only be considered in exceptional circumstances.”</u>

5. Main Modification 5 (MM5) – Changes to Policy 9: Design and Enhancing Local Identity’s supporting text

Ref	Point in document	Proposed Main Modification
MM5	Paragraph 3.2.3.3  (see page 67 of document EX70)	<p><i>Amend paragraph 3.2.3.3 as follows:</i></p> <p>“3.2.3.3 It is important that new housing development is of high quality, in order to enhance or create a distinctive sense of place, where people will be proud of their neighbourhood. “Building for Life” is an established and recognised methodology for assessing the design of new housing and neighbourhoods, and all new housing development will be expected to perform well against it, or any successor standards. <u>‘Building for Life 12’, the current methodology, is based on a simple ‘traffic light’ system (red, amber, green). The Council would expect new developments aim to secure as many ‘greens’ as possible, minimise the number of ‘ambers’ and avoid ‘reds’.</u> Further guidance on design standards is contained within Rushcliffe Borough Council’s Residential Design Guide. Further policy and guidance may be produced through subsequent Local Development Documents and Village Design Statements.”</p>

6. Main Modification 6 (MM6) – Changes to Policy 13: Managing Travel Demand and its supporting text

Ref	Point in document	Proposed Main Modification
MM6(a)	Policy 13 (criterion 2)  (see page 77 of document EX70)	<p><i>Amend Policy 13(2) as follows:</i></p> <p>“The priority for new development is <del>in firstly</del> selecting sites already <u>, or which can be made,</u> accessible by walking, cycling and public transport. <del>, but where</del> <u>Where</u> accessibility deficiencies do exist these will need to be fully addressed. In all cases it will be required that <u>severe impacts, which could compromise</u> the effective operation of the local highway network and its ability to provide sustainable transport solutions <u>or support economic</u></p>

Ref	Point in document	Proposed Main Modification
		<u>development will not be compromised, should be avoided.</u> "
MM6(b)	Paragraph 3.2.7.13  (see page 80 of document EX70)	<p><i>Amend paragraph 3.2.7.13 as follows:</i></p> <p>"The Greater Nottingham Transportation Model has been used to identify the strategic transport impacts of the Core Strategy upon the highway network and establish where more strategic level transport mitigation measures are required using the hierarchical approach outlined above. This higher level transport modelling work has established that there are no strategic transport issues which would prevent delivery of the Core Strategy <del>to 2028, but that further transport assessment work is necessary to determine the extent of possible development post 2028.</del>—The strategic modelling and more detailed corridor modelling has demonstrated that, <u>without improvements to the A52(T) corridor,</u> development <del>will</del> <u>would</u> give rise to severe impacts on the <del>highway trunk road</del> network. <u>Therefore, and that</u> significant highway transport mitigation measures will be required, particularly on the A52(T) and A453(T). These measures are expected to be able to be delivered through a combination of funding mechanisms including direct provision by developers, through developer contributions, <del>the Council's proposed</del> <u>(planning obligations and/or Community Infrastructure Levy)</u>, and through public funding. <u>The intention is that a developer contribution strategy will be prepared by the Borough Council working with the Highways Agency and others to set out in more detail how required transport improvements will be delivered and funded.</u>"</p>

7. Main Modification 7 (MM7) – Changes to Policy 14: Transport Infrastructure Priorities and its supporting text

Ref	Point in document	Proposed Main Modification
MM7(a)	<p>Policy 14 (criterion 2)</p> <p>(see page 82 of document EX70)</p>	<p><i>Amend Policy 14(2) as follows:</i></p> <p>“New development, singly or in combination with other proposed development, must include a sufficient package of measures to ensure that journeys by non-private car modes are encouraged, and that residual car trips will not <del>unacceptably</del> <u>compromise severely impact on</u> the wider transport system in terms of its effective operation.”</p>
MM7(b)	<p>Policy 14 (criterion 5)</p> <p>(see page 82 of document EX70)</p>	<p><i>Amend Policy 14(5) as follows:</i></p> <p>“Other <del>road based</del> schemes without committed funding which are essential to the delivery of the Core Strategy are:</p> <p>i) Package of improvements to A52(T) junctions between the A6005 (QMC) and A46T(Bingham); <u>and</u></p> <p>ii) <u>bus priority measures and other improvements related to bus services to serve land East of Gamston/North of Tollerton, which may include a Park and Ride site.</u>”</p>
MM7(c)	<p>Paragraph 3.2.8.2a</p> <p>(see page 83 of document EX70)</p>	<p><i>Amend paragraph 3.2.8.2a as follows:</i></p> <p>“The package of improvements to A52(T) junctions between the A6005 (QMC) and A46 referred to under part 5 of the policy are required given that the majority of development proposed in the Plan will impact directly on this route. The A52 is a trunk road and functions as an east-west route in the sub-region and an important distributor route for the Nottingham area. The package of junction improvements, which will generally comprise at-grade enhancements of key junctions, introduction of traffic signals and localised widening, is necessary to safeguard this function. The Highways Agency expects that this</p>

Ref	Point in document	Proposed Main Modification
		<p>package of improvements will be required <del>by around 2021</del><u>in a timely manner in order to support development as it is delivered</u>. The Borough Council, the Highways Agency and local highway authorities are committed to working together, and with developers, to ensure delivery of necessary improvements to the A52(T) <u>and to establish the appropriate timing for their delivery over the plan period.</u>"</p>
MM7(d)	<p>New paragraph and monitoring table following 3.2.8.5 and the existing monitoring table.</p> <p>(see page 85 of document EX70)</p>	<p><i>Following after paragraph 3.2.8.5 and the existing monitoring table, the insertion of further text and an additional monitoring table, as set out below at <b>Appendix 3</b>.</i></p>

8. **Main Modification 8 (MM8) – Changes to Policy 15: Green Infrastructure, Landscape, Parks and Open Space’s supporting text**

Ref	Point in document	Proposed Main Modification
MM8(a)	Paragraph 3.3.1.7  (see page 89 of document EX70)	<i>Amend paragraph 3.3.1.7 as follows:</i>  “...In some cases areas of locally valued landscapes which require additional protection may also be identified in the Local Plan Part 2 <a href="#">or Neighbourhood Plans.</a> ”
MM8(b)	Green Infrastructure plan following Policy 15’s justification text  (see pages 91/92 of document EX70)	<i>Replace the ‘Green Infrastructure in Greater Nottingham’ diagram with an amended version, which is enlarged and has additional labelling highlighting features that are referred to in paragraph 3.3.1.3. The replacement plan is set out below at <b>Appendix 4.</b></i>

9. **Main Modification 9 (MM9) – Changes to Policy 18: Developer Contributions’s supporting text**

Ref	Point in document	Proposed Main Modification
MM9	Paragraph 3.4.2.1  (see page 101 of document EX70)	<i>Amend paragraph 3.4.2.1 as follows:</i>  “Where new development creates a need for new or improved infrastructure, appropriate planning conditions and contributions from developers will be sought to make the development acceptable in planning terms. Contributions from a particular development will be fairly and reasonably related in scale and kind to the relevant scheme <u>and directly related to the development.</u> ”

10. **Main Modification 10 (MM10) – Changes to Policy 19: Strategic Allocation at Melton Road, Edwalton and its supporting text and indicative diagram (Figure 1)**

Ref	Point in document	Proposed Main Modification
MM10(a)	Policy 19  (see page 104 of document EX70)	<i>Amend Policy 19 as follows:</i>  “The area, as shown on the proposals map, is identified as a strategic site for housing for around 1,500 dwellings, up to 4 hectares of B1 and <del>/or employment generating related-business</del> development, a neighbourhood centre and other community facilities as appropriate, all of which will be constructed within the plan period to 2028. The indicative distribution of the proposed uses is identified on Figure 1.”
MM10(b)	Policy 19  (see page	<i>Amend Policy 19(B)(3) as follows:</i>  “3. There should be provision of <del>up to 4 hectares of B1</del> and <u>/or non B class employment</u>



Ref	Point in document	Proposed Main Modification
	104 of document EX70)	<u>generating uses</u> <del>related business development</del> towards the south of the site in proximity to the existing Wheatcroft Business Park <u>to provide for a wide range of local employment opportunities where appropriate;</u>
MM10(c)	Policy 19  (see page 105 of document EX70)	<i>Add the following criterion to Policy 19, section D (Transportation):</i>  <u>“10a. A financial contribution to a package of improvements for the A52(T) between the A6005 (QMC) and A46 (Bingham);”</u>
MM10(d)	Policy 19  (see page 105 of document EX70)	<i>Amend Policy 19(E)(13) as follows:</i>  “13. The creation and enhancement of open space and green infrastructure which links to the wider green infrastructure network, which has regard to the Greater Nottingham Landscape Character Assessment, and provides for biodiversity enhancements <u>for Sharphill Wood and its environs;</u> ”
MM10(e)	Inclusion of new paragraph after 3.4.3.4a  (see pages 106/107 of document	<i>Inclusion of new paragraph 3.4.3.4b</i>  <u>“It is expected that primary access to the site will be provided off the A606 Melton Road. At Musters Road, alongside bus and emergency vehicle access, the policy also allows for a limited amount of private traffic movement. It will need to be established at the detailed design and masterplanning stage, and as part of the consideration of any planning application, that it is technically feasible to achieve limited private traffic and to define who would be able use the access. If it transpires that a limited amount of private traffic movement is not technically feasible, then use of Musters Road for vehicular traffic will be restricted to just bus and emergency vehicles only.”</u>

Ref	Point in document	Proposed Main Modification
	EX70)	
MM10(f)	Figure 1  (see pages 108/109 of document EX70)	<i>Amendments to Figure 1 (which follows Policy 19's justification text) as set out below at <b>Appendix 5</b></i> <i>Also, amend the note on the Figure to read "Retention of existing Wheatcroft Business Park and up to 4 hectares of B1 and/or non B generating employment"</i>

11. **Main Modification 11 (MM11) – Changes to the indicative diagram (Figure 2) for Policy 20: Strategic Allocation at Land North of Bingham**

Ref	Point in document	Proposed Main Modification
MM11	Figure 2  (see pages 114/115 of document EX70)	<i>Amendments to Figure 2 (which follows Policy 20's justification text) as set out below at <b>Appendix 6</b></i>

12. **Main Modification 12 (MM12) – Changes to the indicative diagram (Figure 3) for Policy 21: Strategic Allocation at Former RAF Newton**

Ref	Point in document	Proposed Main Modification
MM12	Figure 3  (see page 119/120 of document EX70)	<i>Amendments to Figure 3 (which follows Policy 21's justification text) as set out below at <b>Appendix 7</b></i>

13. **Main Modification 13 (MM13) – Changes to the indicative diagram (Figure 4) for Policy 22: Strategic Allocation at Former Cotgrave Colliery**

Ref	Point in document	Proposed Main Modification
MM13	Figure 4  (see pages 125/126 of document EX70)	<i>Amendments to Figure 4 (which follows Policy 22's justification text) as set out below at <b>Appendix 8</b></i>

14. **Main Modification 14 (MM14) – Changes to Policy 23: Strategic Allocation South of Clifton and to its indicative diagram (Figure 5)**

Ref	Point in document	Proposed Main Modification
MM14(a)	Policy 23  (see page 128 of document EX70)	<p><i>Add the following criterion to Policy 23, section D (Transportation):</i></p> <p><u><a href="#">“ 11a. A financial contribution to a package of improvements for the A52(T) between the A6005 (QMC) and A46 (Bingham)”</a></u></p>
MM14(b)	Policy 23  (see page 128 of document EX70)	<p><i>Amend Policy 23(E)(16) text as follows:</i></p> <p>“The creation of significant Green Infrastructure areas <del>and</del> buffers, particularly on the southern and eastern boundaries of the site to contribute to the creation of a permanent defensible Green Belt boundary. Green corridors should also be created through the site linking feature such as the Heart Leas and Drift Lane plantations;”</p>
MM14(c)	Figure 5  (see pages 133/134 of document EX70)	<p><i>Amendments to Figure 5 (which follows Policy 23’s justification text). – see <b>Appendix 9</b></i></p>

15. **Main Modification 15 (MM15) – Changes to Policy B: Strategic Allocation at East of Gamston/North of Tollerton and its supporting text and indicative diagram (Figure 6)**

Ref	Point in document	Proposed Main Modification
MM15(a)	<p>Policy B</p> <p>(see page 135 of document EX70)</p>	<p><i>Amend Policy B(A)(2) as follows:</i></p> <p>“The development should make efficient use of land. New residential development should seek to achieve an average net density of at least 30 dwellings to the hectare. Higher densities should be achieved close to the neighbourhood centre, <u>except where this would adversely affect heritage assets and their setting;</u>”</p>
MM15(b)	<p>Policy B</p> <p>(see page 136 of document EX70)</p>	<p><i>Add the following criterion to Policy B, section D (Transportation):</i></p> <p><u>“10a. A financial contribution to a package of improvements for the A52(T) between the A6005 (QMC) and A46 (Bingham)”</u></p>
MM15(c)	<p>Policy B</p> <p>(see page 136 of document EX70)</p>	<p><i>Amend Policy B(E)(11) as follows:</i></p> <p>“The production and implementation of a heritage strategy. The heritage strategy will <u>provide a detailed analysis of the significance of heritage assets, including the contribution made by their setting, which will be used to inform the design and layout of the scheme. It will also</u> outline how the proposed development will provide for the protection and/or enhancement of heritage assets <del>including, where possible, appropriate measures for preserving the heritage assets’ and their</del> setting, <u>and include a mitigation strategy.</u>”</p>

Ref	Point in document	Proposed Main Modification
MM15(d)	Policy B  (see page 136 of document EX70)	<i>Amend Policy B(F)(15) as follows:</i>  “A high quality built environment, to create a distinctive character that <u>responds positively to the site</u> , relates well to the surroundings, <del>and which</del> gives consideration <del>to of</del> the most appropriate sustainable methods of construction.”
MM15(e)	Policy B  (see page 136 of document EX70)	<i>Amend Policy B(F)(17) as follows:</i>  “The creation of significant Green Infrastructure areas <del>and</del> /buffers, particularly on the southern and northern boundaries to contribute to the creation of permanent defensible Green Belt boundaries between the development and Tollerton and Bassingfield. An enhanced Green corridor should also be created along the Grantham Canal; and”
MM15(f)	Paragraph 3.4.8.4  (see page 137 of document EX70)	<i>Amend paragraph 3.4.8.4 as follows:</i>  <del>“...This is in order to provide an open space to assist in preserving the setting of all or some of pill boxes. A <u>Heritage Strategy will be produced to inform the approach to the design and layout of the scheme and to help determine an appropriate</u> package of <u>appropriate</u> mitigation measures, <u>will have to be identified as part of the site’s detailed design stage and be delivered in the implementation of development. These should consider the repair of the pillboxes and a management plan for their on-going maintenance and protection, open space, interpretation and a heritage trail.</u>”</del>
MM15(g)	Paragraphs 3.4.8.5 and 3.4.8.6	<i>Amend text of 3.4.8.5 and delete in its entirety 3.4.8.6 as follows:</i>  “3.4.8.5 The site will be able to deliver <u>up to 4,000 new homes in total but with expected delivery of</u> around 2,500 homes by 2028 <u>(the end of the plan period)</u> <del>and have</del>

Ref	Point in document	Proposed Main Modification
	(see pages 137/138 of document EX70)	<p><del>potential capacity to continue delivering new homes for a number of years thereafter and then the completion of all remaining homes by around 2034.</del> The total number of homes that the site is able to accommodate <del>post 2028</del> will be established as part of on-going detailed design work for the site. This will take into account particular site requirements, including to appropriately mitigate impacts on the 18 listed pill boxes within or adjacent to the site, <del>highway impacts (including the outcome of further transport assessment work and the Highway Agency's Route Based Strategies programme which is due to report in the spring of 2015),</del> to achieve a suitable layout and density of development and to provide for strategic green infrastructure, particularly around the perimeters of the site and in the vicinity of the Grantham Canal. <u>The Council would expect that from the outset there should be a comprehensive scheme for the site as a whole and for its entire development, rather than one that just deals with that element of development expected by 2028, and that planning permission would be granted on this basis. The Council would not as part of any planning consent for the whole site seek to place a limit on what proportion of the up to 4,000 homes total could be delivered by 2028.</u> <del>It is not expected that the number of homes post 2028 will exceed 1,500 in total and, in fact, could be somewhat lower than this.</del></p> <p><del>3.4.8.6 ——— Highway impact considerations mean that expected post 2028 development cannot be committed to until further assessment work takes place. This assessment work may have to be linked to certain future review points being reached (e.g. the implementation of currently required A52(T) highway improvement measures in order to allow post implementation assessment). In which case, the masterplanning process will have to ensure that the scheme as a whole is designed in such a way that certain phases can come forward separately, at a later date, if and when post 2028 development is shown to be appropriate. This will have to be done in a way that does not compromise the design quality and layout of the scheme as a whole. The Council believes that it is appropriate to plan now for development post 2028 in this particular location in order to best avoid development coming forward in a piecemeal and disjointed manner. Being able to comprehensively and holistically plan for the creation of this new community as a whole from the outset is particularly important given the limitations that exist in connecting with the rest of Gamston, meaning that it will have to function more as a</del></p>

Ref	Point in document	Proposed Main Modification
		<del>standalone urban centre than would ordinarily be the case for an urban extension.”</del>
MM15(h)	<p>Para- graphs 3.4.8.8 and 3.4.8.9</p> <p>(see pages 138/139 of document EX70)</p>	<p><i>Amend 3.4.8.8 and 3.4.8.9 as follows:</i></p> <p>“3.4.8.8 Transport modelling work undertaken to look at the likely cumulative effects of proposed development within Rushcliffe and the wider Greater Nottingham area has been used to identify that there will need to be direct improvements to the A52(T) in order to accommodate development. Primary access for the site is, at present, expected to be achieved by <u>two individual accesses</u> <del>an individual access</del> directly onto the A52(T) Gamston Lings Bar Road, <u>one of</u> which <del>also</del> allows connection to Ambleside within Gamston. Exact access arrangements <u>and the timing of delivery</u> will be determined through the masterplanning process and more detailed transport assessment work. <del>At present, there is an expectation that improvements to A52(T) junctions in Rushcliffe and the A606 Tollerton Lane/Main Road junctions, which will directly support this development, are required by around 2021.</del></p> <p>3.4.8.9 Also in the immediate locality, it has been identified that <del>it is likely</del> the <u>A52(T) Lings Bar Road will need to be widened to dual 2 lane carriageway standard between the A52(T)/Ambleside junction and the approach to the A52(T)/A606 Wheatcroft roundabout, and modified between the A52(T)/Ambleside junction and the A52(T)/A6011</u> <del>A52(T) Gamston Roundabout will need to be modified</del> to assist in accommodating development on this strategic allocation, <u>in addition to other identified A52(T) junction improvements. These</u> <del>This</del> and other measures are expected to be delivered through a combination of funding mechanisms including by direct provision by developers, through developer contributions, <del>the Council's proposed</del> <u>(planning obligations and/or</u> Community Infrastructure Levy), and through public funding. The cost, phasing and funding of road improvements requires further detailed work as more detail in relation to the site's development is established. In addition, the <u>Borough</u> Council will work in partnership with the Highways Agency and local highway authorities and the developers/landowners to finalise phasing and funding arrangements.”</p>



Ref	Point in document	Proposed Main Modification
MM15(i)	Figure 6  (see pages 141/142 of document EX70)	<i>Amendments to Figure 6 (which follows Policy B's justification text) as set out below at <b>Appendix 10</b></i>

**16. Main Modification 16 (MM16) – Changes to Appendix A: Glossary**

Ref	Point in document	Proposed Main Modification
MM16	Appendix A: Glossary  (see page 150 of document EX70)	<i>Amend definition for Local Transport Plan as follows:</i>  “ <b>Local Transport Plan (LTP)</b> – 5 year strategy prepared by Local Transport Authorities (including Nottinghamshire County). Sets out the development of local, integrated transport, support by a programme of transport improvements. Used to bid for Government funding towards transport improvements. <a href="#">Alongside the Nottinghamshire LTP, the LTPs for Nottingham, Derbyshire and Leicestershire are all relevant in the context of the Rushcliffe Local Plan.</a> ”

17. Main Modification 17 (MM17) – Changes to Appendix C: Infrastructure

Ref	Point in document	Proposed Main Modification
MM17	Appendix C: Infrastructure  (see pages 158-167 of document EX70)	<i>Amend to table as set out below in <b>Appendix 11</b>.</i>

## Appendices

### Appendix 1 – Main Modification MM1(d)

Following after paragraph 3.1.2.21 and the existing monitoring table, the insertion of further text and an additional monitoring table, as follows.

“3.1.2.22 In respect of housing delivery, consideration will be given to a full review of the Local Plan should the actions listed in the table below not keep housing delivery at the anticipated rate.”

<u>Key objective</u>	<u>Target</u>	<u>Indicator</u>	<u>Trigger</u>	<u>Action</u>
<u>Housing delivery</u>	<u>13,150 new homes by 2028, of which 1,900 will be delivered by April 2017 (first monitoring date following anticipated adoption of Local Plan Part 2)</u>	<u>Net new dwellings built</u>	<u>Shortfall of 30% cumulative completions against annualised 5 year land supply as set out in housing trajectory from April 2017 onwards (adoption of Local Plan Part 2).</u>  <u>Inability to demonstrate 5 year land supply plus 5% or 20% buffer from April 2017 onwards.</u>	<ul style="list-style-type: none"> <li><u>• Consideration of Market Signals, and risks to delivery in broad terms and on strategic sites being minimised through annual reviews of Housing Implementation Strategy.</u></li> <li><u>• Discuss with landowners and developers ways to overcome key constraints.</u></li> <li><u>• Annual review of SHLAA</u></li> <li><u>• Rectification of any delays that may occur on strategic sites through the identification of additional sites and broad locations to</u></li> </ul>

<u>Key objective</u>	<u>Target</u>	<u>Indicator</u>	<u>Trigger</u>	<u>Action</u>
				<u>achieve annualised housing land supply through Local Plan Part 2.</u>
<u>Affordable housing delivery (3,100 dwellings over plan period)</u>	<u>190 dwellings 2011-2017</u> <u>1850 dwellings 2018-2023</u> <u>1150 dwellings 2024-2028</u>	<u>Net new affordable dwellings built</u>	<u>Shortfall of 30% cumulative completions on rolling 5 year land supply</u>	<ul style="list-style-type: none"> <li><u>Review triggers and barriers to delivery on sites that will deliver affordable housing through annual updates of the Housing Implementation Strategy</u></li> </ul>

”

## Appendix 2 – Main Modification MM3

Following after paragraph 3.1.4.20 and the existing monitoring table, the insertion of further text and an additional monitoring table, as follows.

“3.1.4.21 In respect of employment land delivery, consideration will be given to a full review of the Local Plan should the following actions not keep employment land delivery at the anticipated rate.

<u>Key objective</u>	<u>Target</u>	<u>Indicator</u>	<u>Trigger</u>	<u>Action</u>
<u>Provision of additional office space (B1(a))</u>	<u>At least 67,900m<sup>2</sup> by 2028</u>	<u>Office space developed</u>	<u>30% below 5 year cumulative target for Rushcliffe and other Greater Nottingham authorities from base date of plans (2011)</u>	<ul style="list-style-type: none"> <li><u>Identify any barriers to delivery</u></li> <li><u>Review market conditions</u></li> <li><u>Review evidence in</u></li> </ul>

<u>Key objective</u>	<u>Target</u>	<u>Indicator</u>	<u>Trigger</u>	<u>Action</u>
				<p><u>relation to office supply</u></p> <ul style="list-style-type: none"> <li>• <u>Review appropriateness of allocations through employment land review and through Local Plan Part 2</u></li> </ul>
<u>Develop 20 Hectares of industrial land</u>		<u>Total amount of additional industrial and warehouse development</u>	<u>30% below 5 year cumulative target for Rushcliffe and other Greater Nottingham authorities from base date of plans (2011)</u>	<ul style="list-style-type: none"> <li>• <u>Identify any barriers to delivery</u></li> <li>• <u>Review market conditions</u></li> <li>• <u>Review evidence in relation to office supply</u></li> <li>• <u>Review appropriateness of allocations through employment land review and through Local Plan Part 2</u></li> </ul>

”

### Appendix 3 – Main Modification MM7(d)

Following after paragraph 3.2.8.5 and the existing monitoring table, the insertion of further text and an additional monitoring table, as follows.

“3.2.8.6 In respect of the delivery of a package of measures for delivering the package of improvements to A52(T) junctions between the A6005 (QMC) and A46(T) Bingham, the following monitoring arrangements will apply:

<u>Key objective</u>	<u>Target</u>	<u>Indicator</u>	<u>Trigger</u>	<u>Action</u>
<u>Improvements to strategic road network</u>	<u>Finalise planning contribution strategy for strategic road network</u>	<u>Agreed contribution strategy by December 2014</u>	<u>Lack of contribution strategy</u>	<ul style="list-style-type: none"> <li><u>Review reasons for lack of strategy and take action to rectify the situation.</u></li> <li><u>Give consideration to use of Community Infrastructure Levy without the support of a contribution strategy.</u></li> </ul>

## Appendix 4 – Main Modification MM8(b)

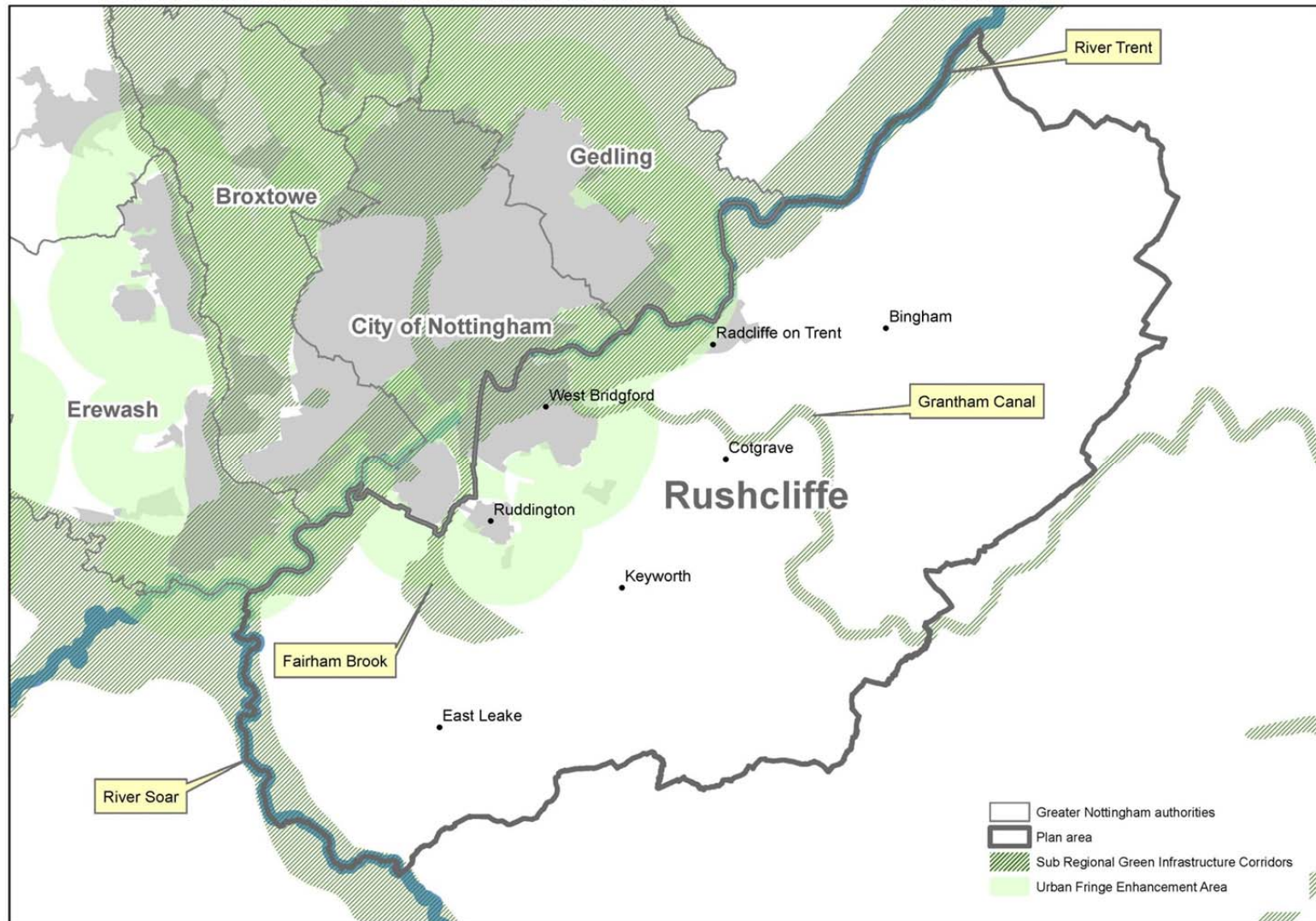
Replace the 'Green Infrastructure in Greater Nottingham' diagram with an amended version which is enlarged and has additional labelling highlighting features referred to in paragraph 3.3.1.3.

This diagram is to be deleted





This diagram is to be inserted

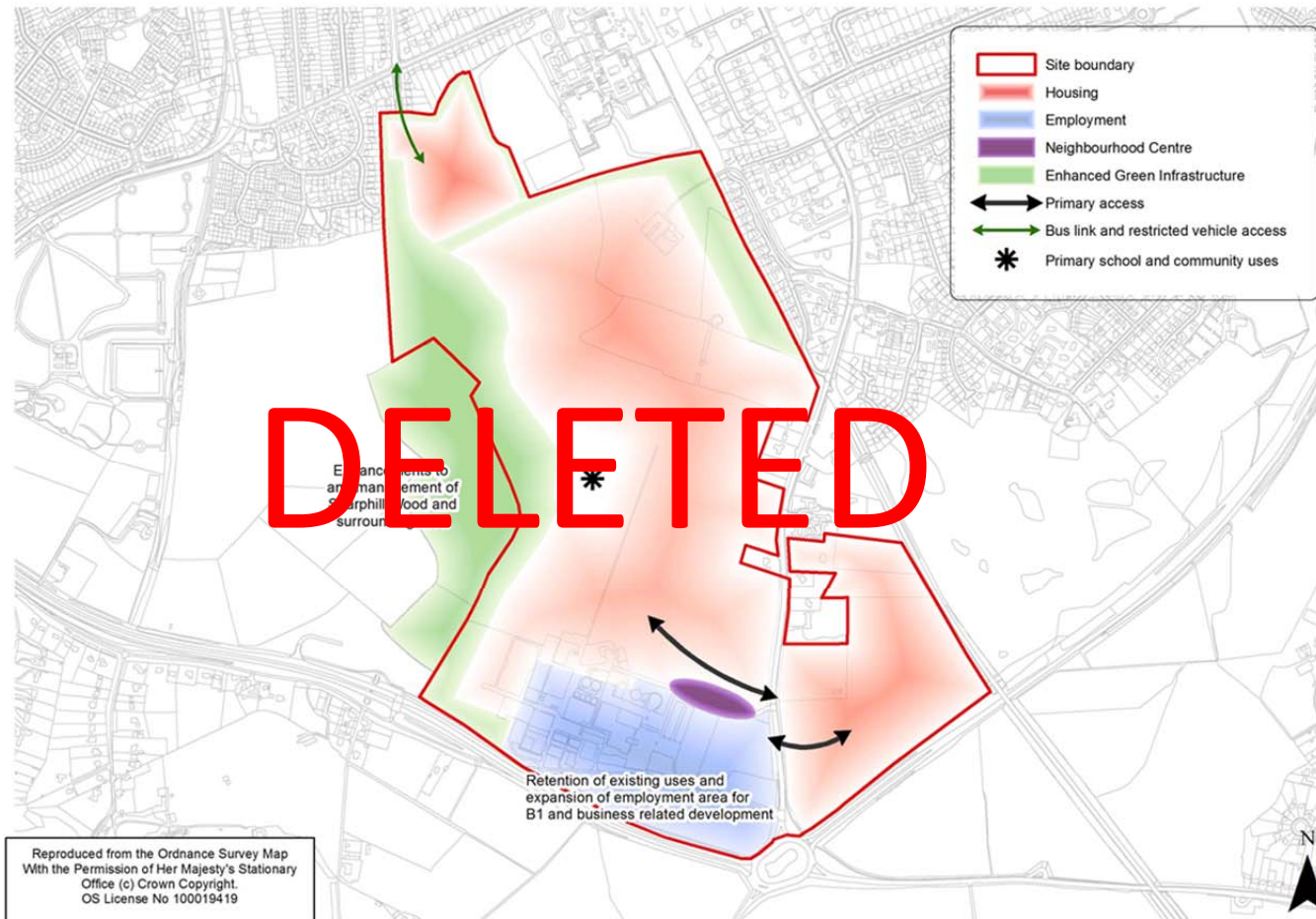




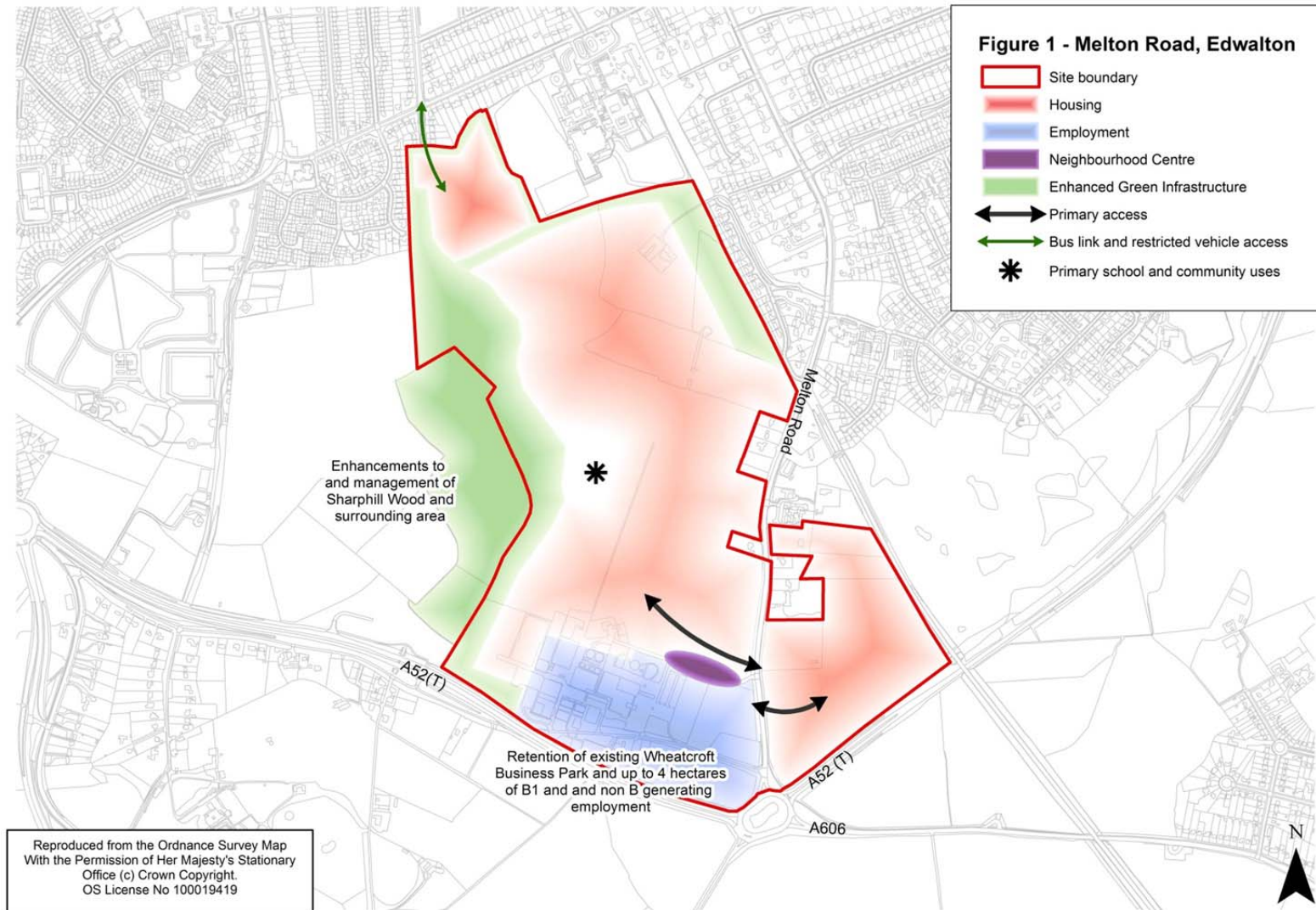
## Appendix 5 – Main Modification MM10(f)

Amendments to Figure 1 (Land at Melton Road, Edwalton) which follows Policy 19's justification text.

This diagram is to be deleted.



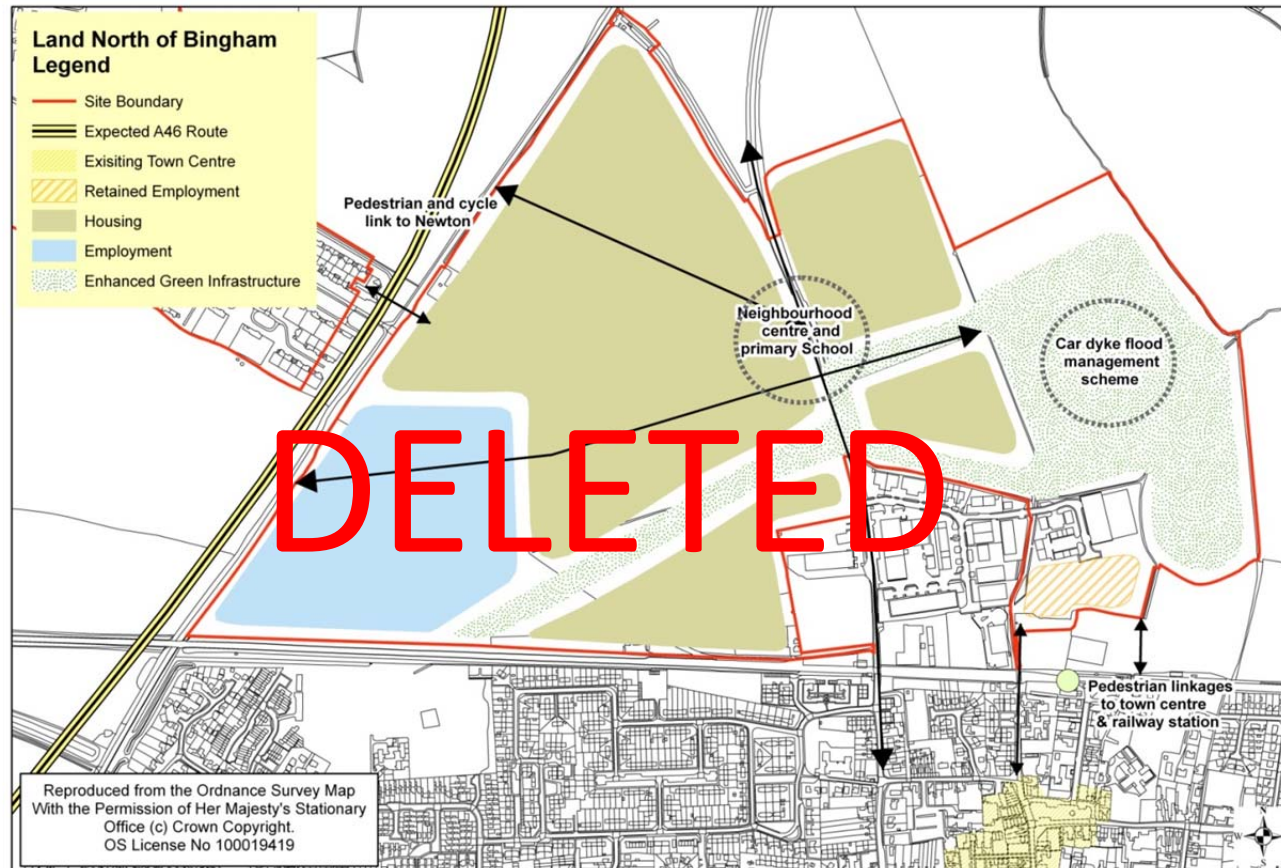
This diagram is to be inserted.



## Appendix 6 – Main Modification MM11

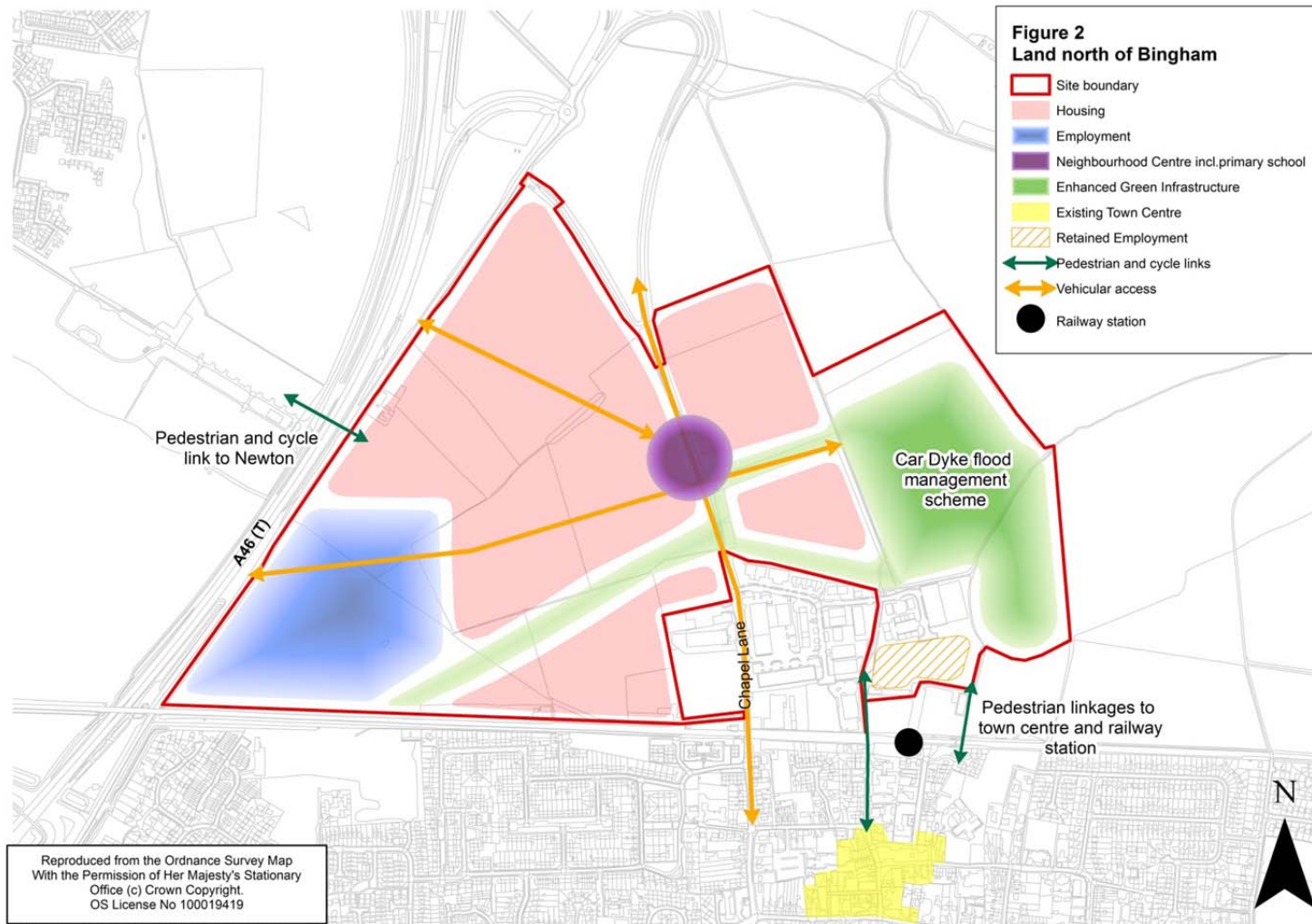
Amendments to Figure 2 (Land north of Bingham) which follows Policy 20's justification text.

This diagram is to be deleted.





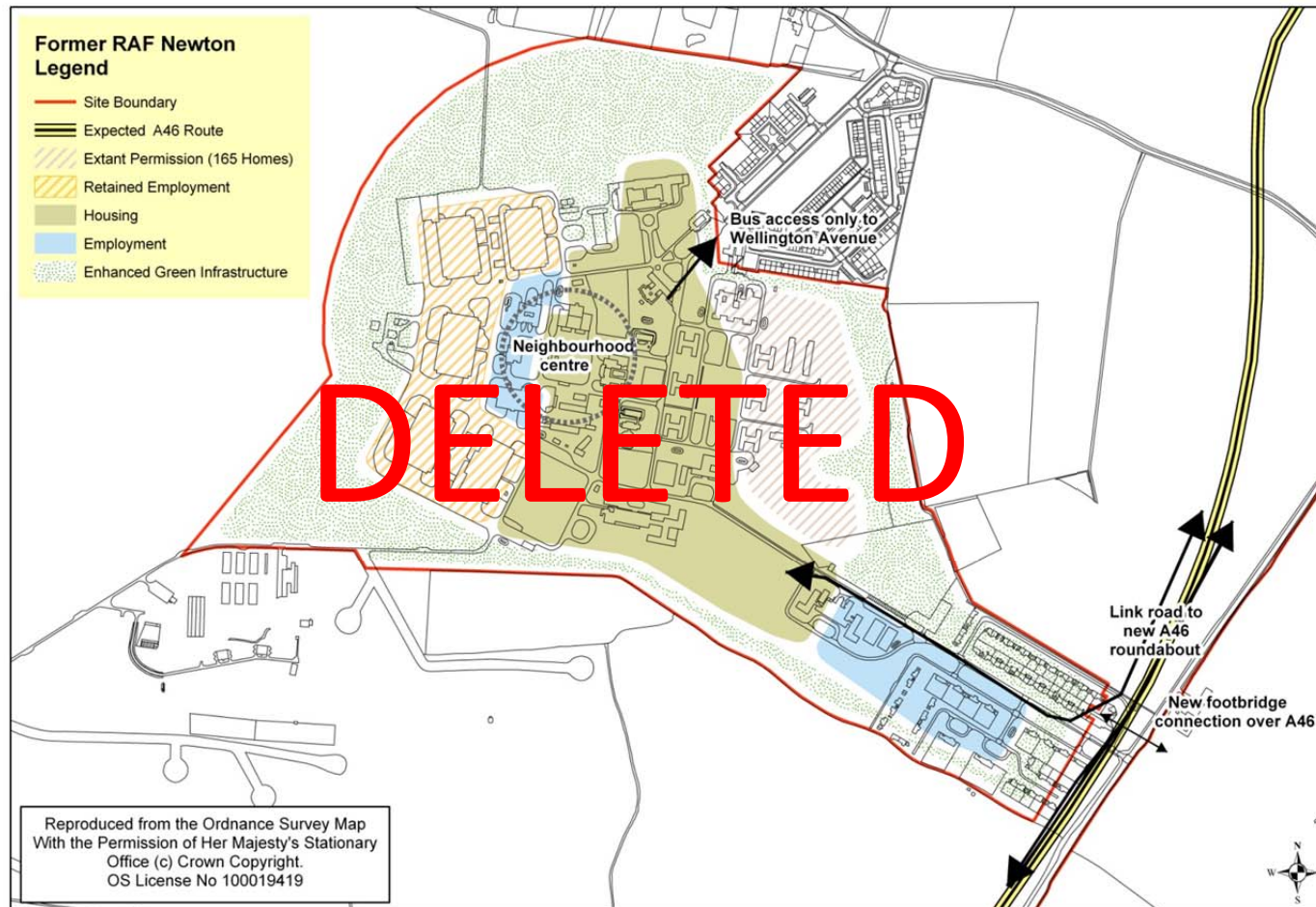
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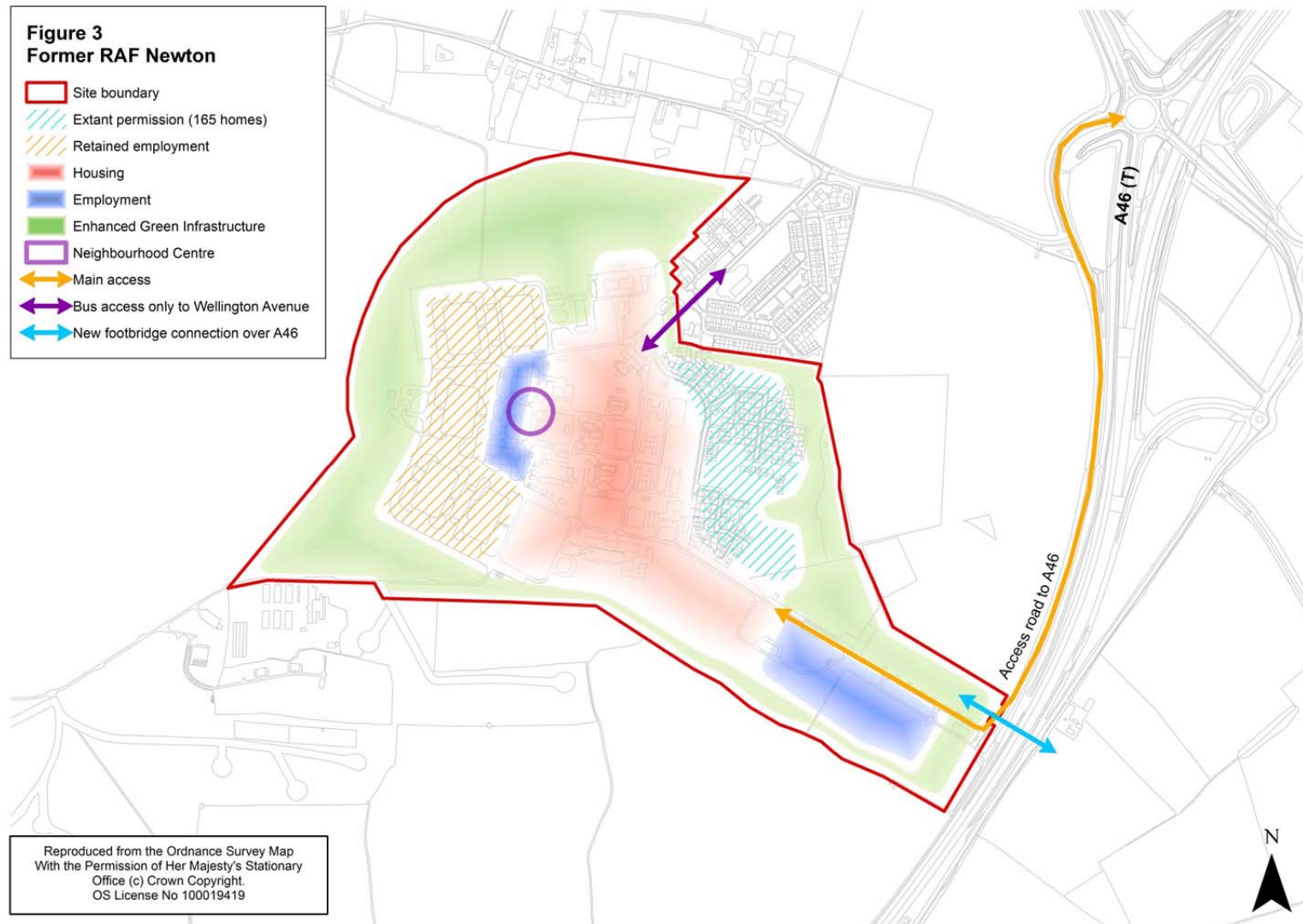
## Appendix 7 – Main Modification MM12

Amendments to Figure 3 (Former RAF Newton) which follows Policy 21's justification text.

This diagram is to be deleted.



This diagram is to be inserted.

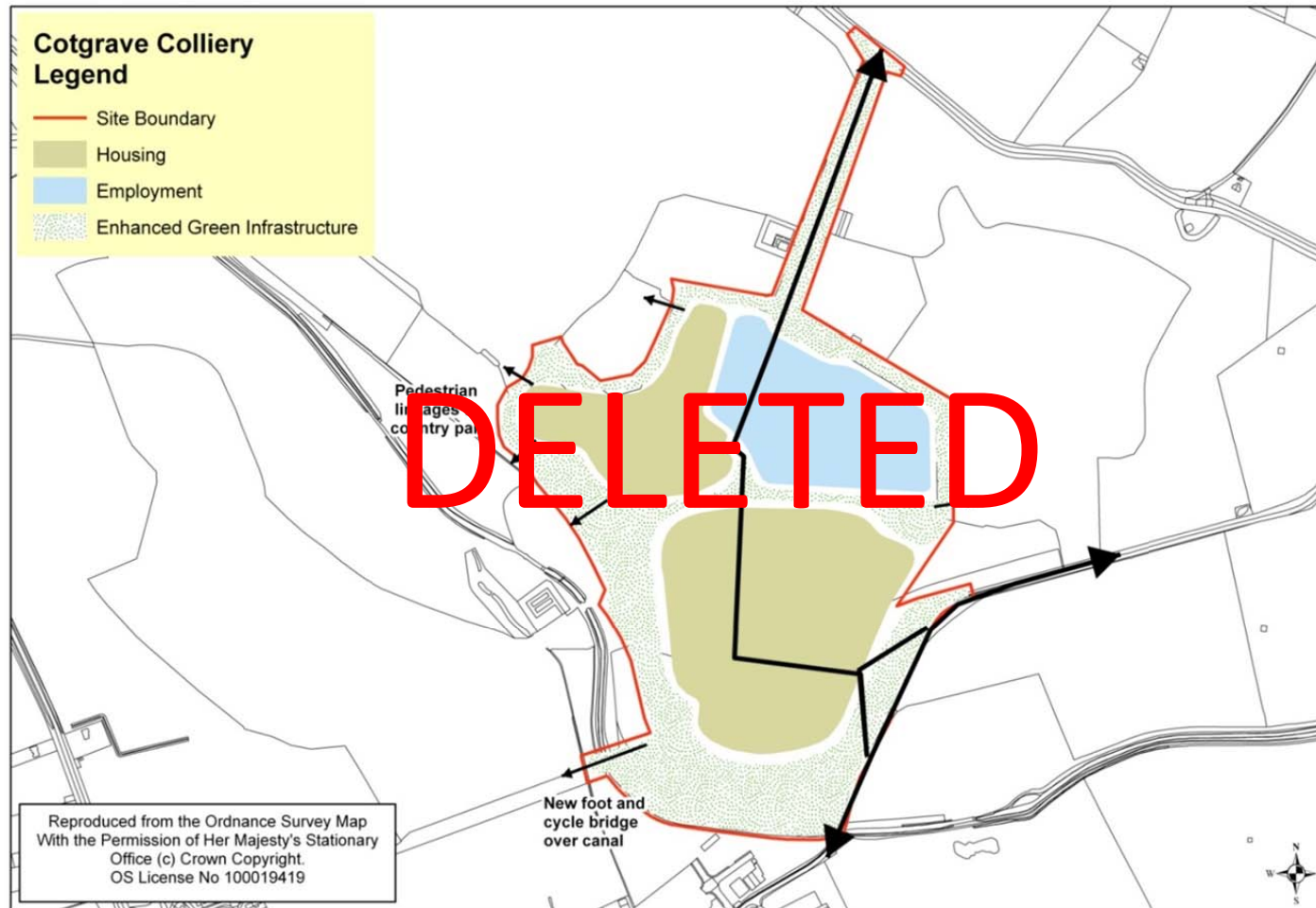




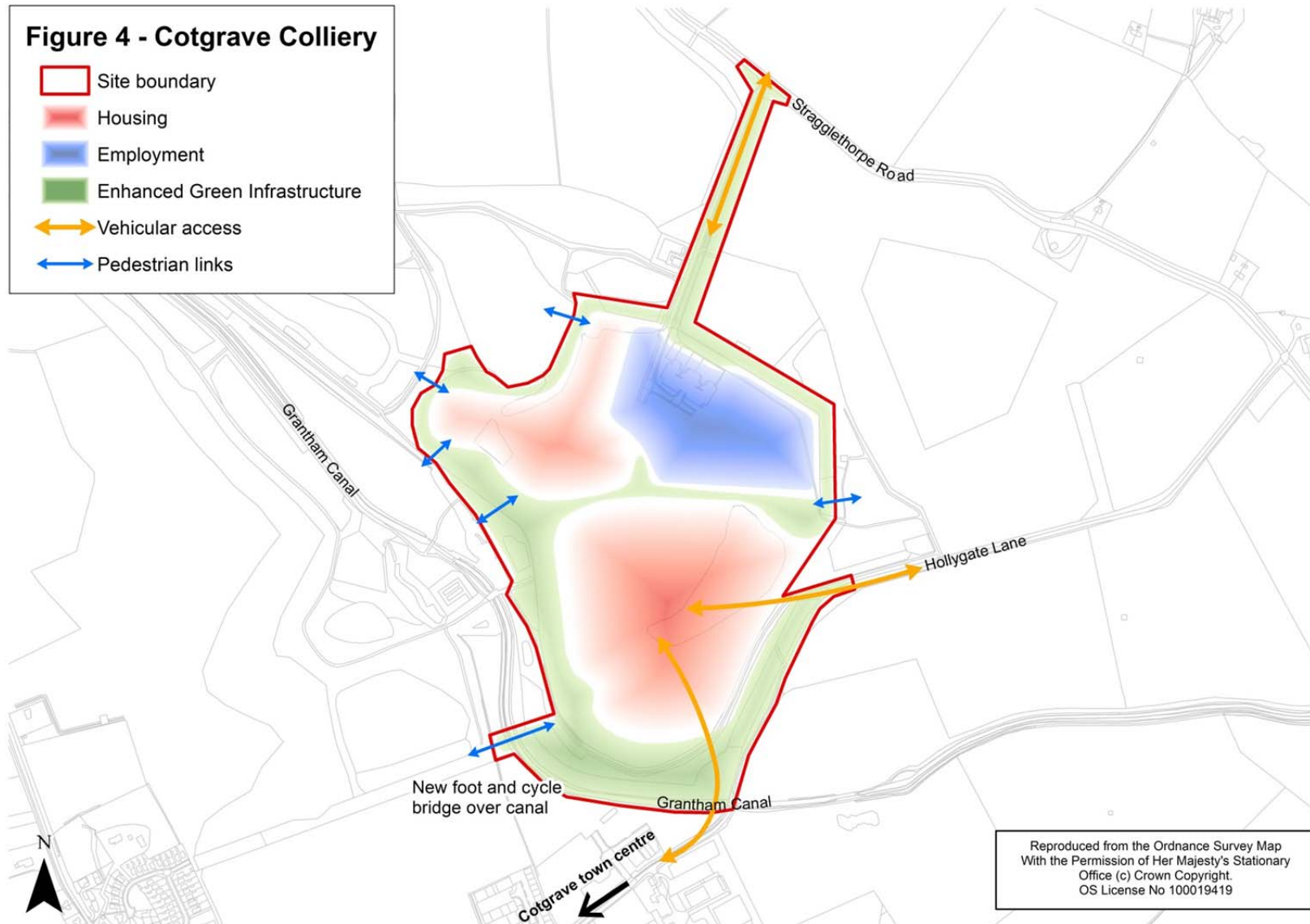
## Appendix 8 – Main Modification MM13

Amendments to Figure 4 (Former Cotgrave Colliery) which follows Policy 22's justification text.

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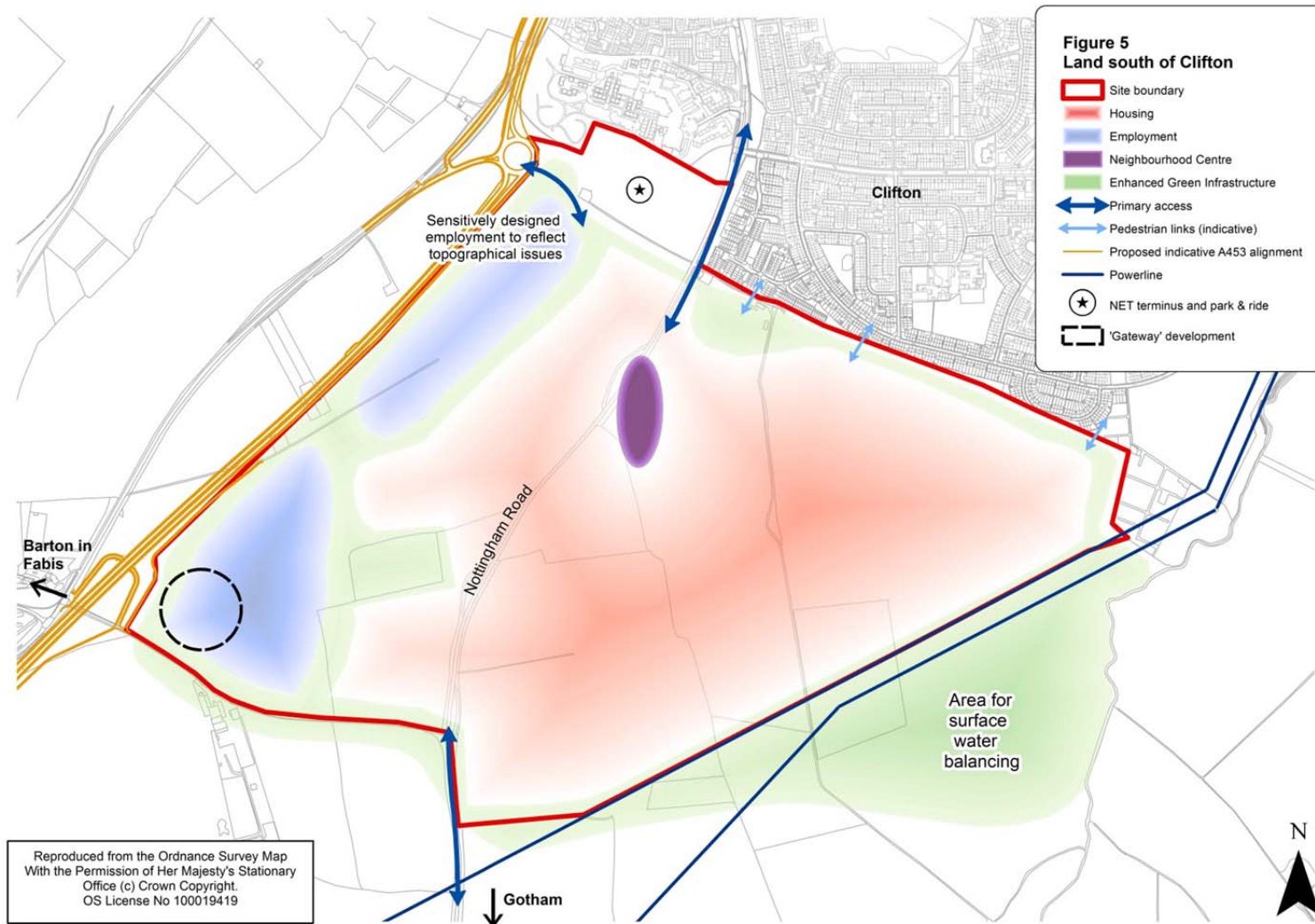
## Appendix 9 – Main Modification MM14(c)

Amendments to Figure 5 (South of Clifton) which follows Policy 23's justification text.

This diagram is to be deleted.



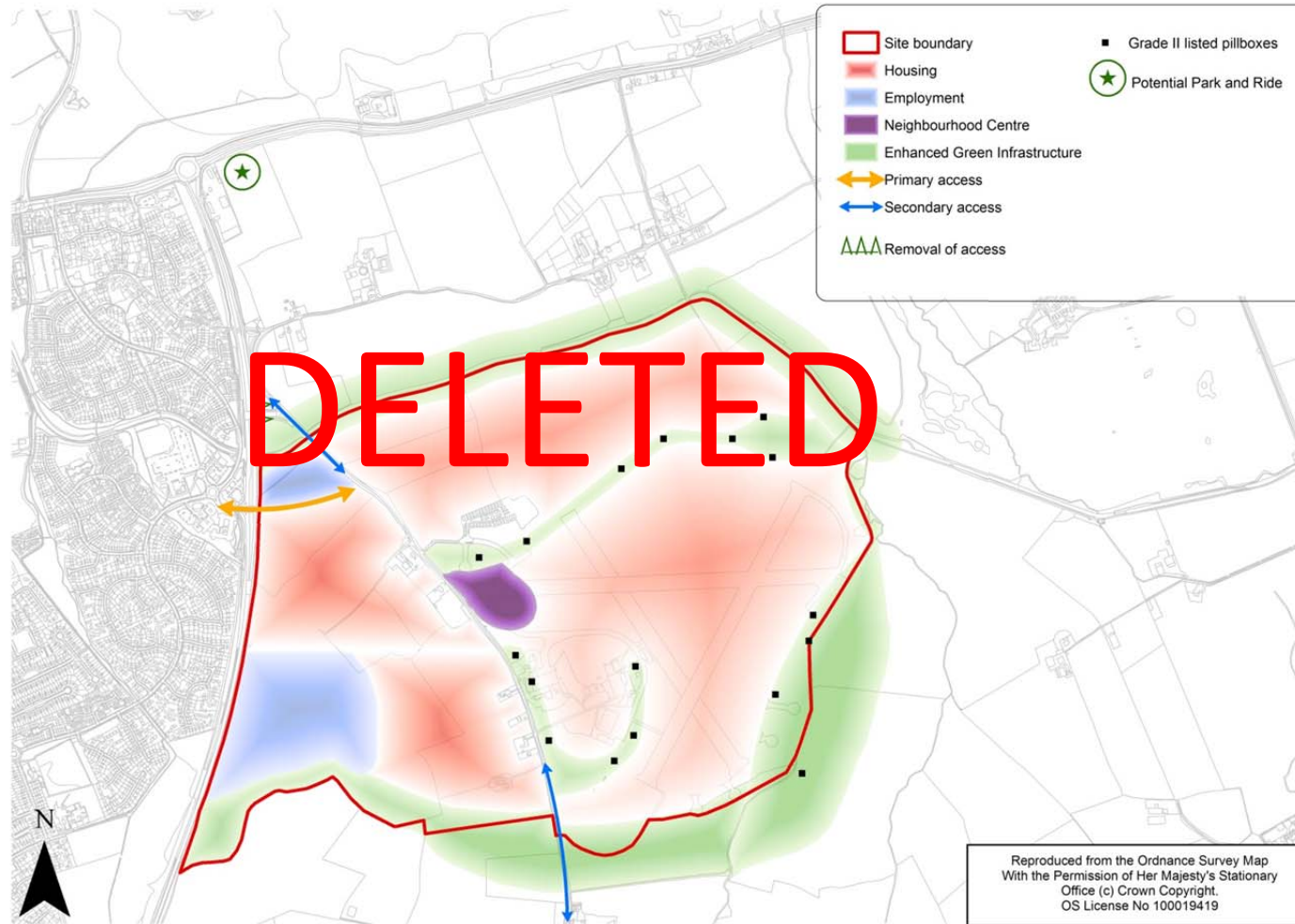
This diagram is to be inserted.



## Appendix 10 – Main Modification MM15(i)

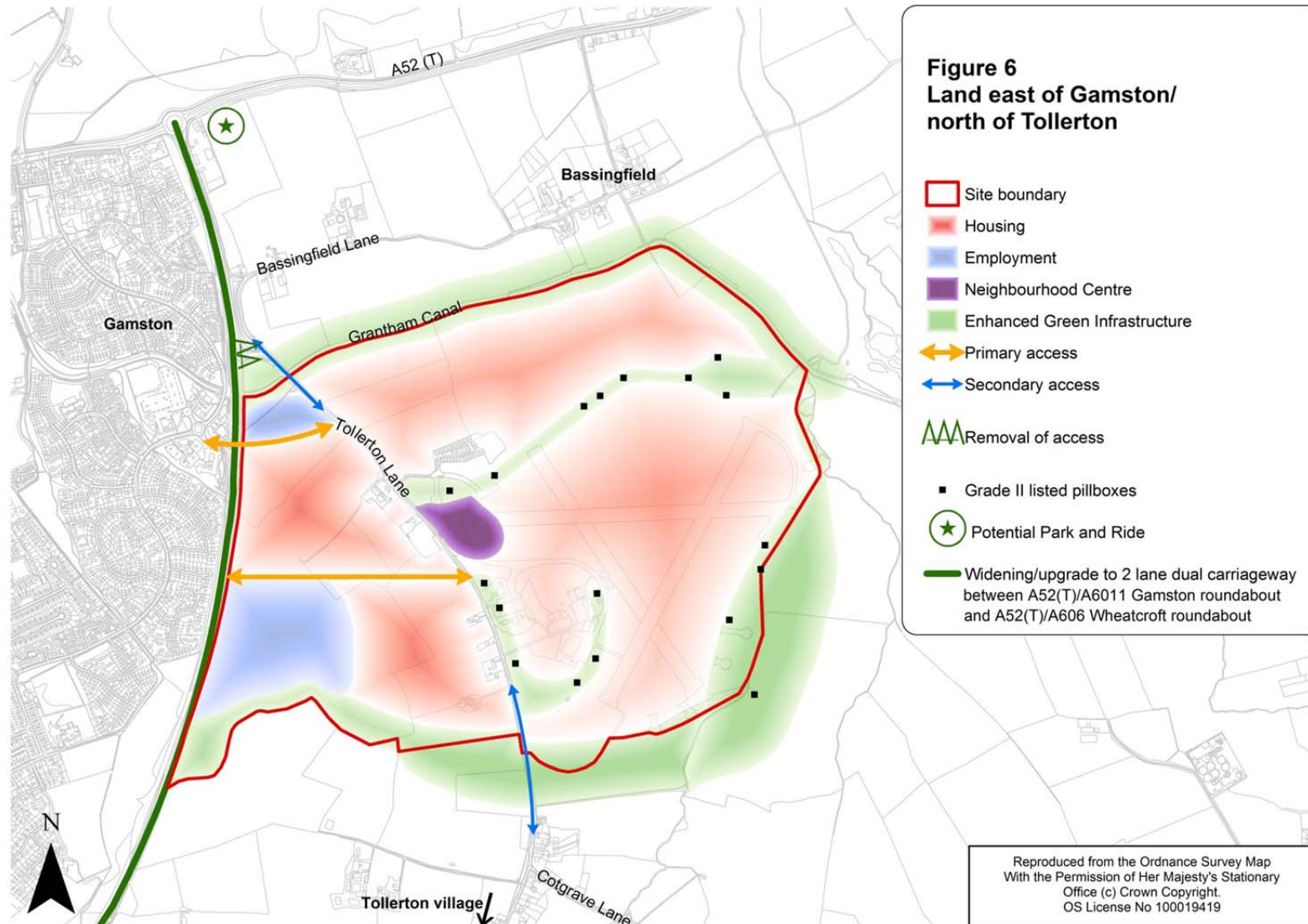
Amendments to Figure 6 (East of Gamston/North of Tollerton) which follows Policy B's justification text.

This diagram is to be deleted.





This diagram is to be inserted.



## Appendix 11 – Main Modification MM17

Amend the text of the Appendix C as follows.

“

Nature	Infrastructure Category	Authority	Site (where Relevant)	Description/ Infrastructure Requirements	Progress	Est Cost £K	Funding Secured £K	Funding Sources	Lead	Time Period
Critical and Site Specific	Transport	Rushcliffe	Clifton South	NET line 2 (Light rapid transit)	Underway	570,000	570,000	DFT NCC PFI	Tramlink Nottingham	Within 5 years
Critical and Site Specific	Transport	Rushcliffe	All	Nottingham Hub	Underway	67,000	67,000	NR EMT NCC NsCC NDE RHT	NR	Within 5 years
Critical and Site Specific	Transport	Rushcliffe	Clifton South	Implementation of the A453 improvement scheme	Underway	164,000	164,000	DFT NsCC	HA	Within 5 years
Critical and Site Specific	Transport	Rushcliffe	Clifton South	Access arrangements onto A453	Masterplanning underway	2,000-3,000		Developer	Developer	Throughout plan period
Critical and site specific	Transport	Rushcliffe	East of Gamston	Access arrangements onto A52 Lings Bar Road	Dialogue with highways authorities underway	TBC		Developer	Developer/RBC	Throughout plan period
Critical and Site Specific	Transport	Rushcliffe	Edwalton	Access arrangements onto Melton Road	Planning permission granted for revised	3,600		Developer	Developer	Within 5 years

Nature	Infrastructure Category	Authority	Site (where Relevant)	Description/ Infrastructure Requirements	Progress	Est Cost £K	Funding Secured £K	Funding Sources	Lead	Time Period
					access					
Important Strategic	Transport	Rushcliffe/NCC	South of Clifton, East of Gamston, Edwalton and other sites in A52 corridor	Package of A52 road and junction improvements between A6005 and A46	Transport Assessments /Master-planning/ Highways Agency studies	25,000-30,000		Developer / S106/CIL/ external funding source/HA	Highways Agency/ RBC/ <del>NsCC</del>	Throughout plan period
Important Strategic	Transport	NCC	All	Nottingham Ring Road Scheme	Under Construction	16,200	16,200	DFT NCC	NCC	Within 5 years
<b>Important Strategic</b> <u>Critical and site specific</u>	Transport	Rushcliffe	All	Provision of Park and Ride at Gamston <u>and associated bus priority measures in West Bridgford</u>	No Commitment	3,500		CIL/S106	NsCC, <del>HA</del> <u>Developer</u> ,	Throughout plan period
Critical Local	Flood Risk	Rushcliffe	North of Bingham	Car Dyke flood management scheme	Planning Permission	TBC		S106	Developer	Within 5 years
Local	Utilities	Rushcliffe	Cumulative Non-strategic Sites	Additional 33kV circuits and new primary substation in Gamston area		TBC		Central Networks	Central Networks	Within 5 years
Local	Education	Rushcliffe	Cumulative Non-	Primary school places	To be determined	16,069		S106/possible	RBC	Throughout plan

Nature	Infrastructure Category	Authority	Site (where Relevant)	Description/ Infrastructure Requirements	Progress	Est Cost £K	Funding Secured £K	Funding Sources	Lead	Time Period
			strategic Sites	contribution	via Local Plan Part 2 (Land and Planning Policies)			CIL		period
Local	Education	Rushcliffe	Cumulative Non-strategic Sites	Secondary school places contribution	To be determined via Local Plan Part 2 (Land and Planning Policies)	18,447		S106/possible CIL	RBC	Throughout plan period
Local	Utilities	Rushcliffe	RAF Newton/ North of Bingham	Additional water pumps. Modelling work on sewerage system and subsequent improvements	Planning application	TBC		Severn Trent Water	Severn Trent Water	Within 5 years
Local	Transport	Rushcliffe	RAF Newton	Link road widening, bus access arrangements, integrated transport package	Planning application	970		S106	Developer/ <a href="#">NsCC</a>	<del>6-10 years</del> <a href="#">Within 5 years</a>
Local	Transport	Rushcliffe	RAF Newton North of	Foot/cycle bridge over old and new A46	Planning application	TBC		S106	To be confirmed	Within 5 years

Nature	Infrastructure Category	Authority	Site (where Relevant)	Description/ Infrastructure Requirements	Progress	Est Cost £K	Funding Secured £K	Funding Sources	Lead	Time Period
			Bingham	(RAF Newton) and land to facilitate crossing (North of Bingham)						
Local	Transport	Rushcliffe	RAF Newton	Local highways works and integrated transport package	Planning application	TBC		S106	Developer	Throughout plan period
Local	Health	Rushcliffe	RAF Newton	Contribution to health facility improvements	Planning application	506		S106	RBC	Within 5 years
Local	Education	Rushcliffe	RAF Newton	1 form entry primary school	Planning application	3,300		S106	RBC	Within 5 years
Local	Community	Rushcliffe	RAF Newton	Sports pitch, changing facilities and play areas	Planning application	Direct provision		Direct provision , S106	RBC Developer	Within 5 years
Local	Community	Rushcliffe	RAF Newton	Contribution towards indoor leisure	Planning application	347		S106	Developer	Within 5 years
Local	Transport	Rushcliffe	Clifton south	Integrated transport package	Master-planning	3,450		S106	RBC	Throughout plan period
Local	Transport	Rushcliffe	Clifton south	Traffic management measures within Gotham and Ruddington	Transport Modelling and future transport	TBC		S106	<b>RBC</b> <a href="#">Developer/</a> <a href="#">NsCC</a>	Throughout plan period



Nature	Infrastructure Category	Authority	Site (where Relevant)	Description/ Infrastructure Requirements	Progress	Est Cost £K	Funding Secured £K	Funding Sources	Lead	Time Period
					assessment					
Local	Health	Rushcliffe	Clifton South	Health provision or contributions towards improved health facilities in the vicinity	Master-planning underway	3,500		Developer S106	RBC	ongoing
Local	Utilities	Rushcliffe	Clifton South	Reinforcement of one existing 33kV circuits and one existing primary substation, or the delivery of one new primary substation	Master-planning underway	TBC		Central Networks	Central Networks	Within 5 years
Local	Utilities	Rushcliffe	Clifton South	Possible upgrade to sewerage system. May require a new sewerage outlet along Fairham Brook corridor and capacity upgrade at Clifton pumping station	Master-planning underway	TBC		Severn Trent	Severn Trent	Within 5 years
Local	Green Infrastructure	Rushcliffe	Clifton South	Green Infrastructure enhancements	Master-planning underway	TBC		S106	Developer	Within 5 years

Nature	Infrastructure Category	Authority	Site (where Relevant)	Description/ Infrastructure Requirements	Progress	Est Cost £K	Funding Secured £K	Funding Sources	Lead	Time Period
				linking existing copses. Significant GI to provide a defensible boundary to the south and east of the site						
Local	Education	Rushcliffe	Clifton South	Secondary school places contribution (on or off site to be determined)	Master-planning underway	4,240 <a href="#">8,280</a>		S106	RBC	Within 5 years
Local	Education	Rushcliffe	Clifton South	<del>2x2</del> <a href="#">1x 2 form entry and 1x1.5 form entry</a> primary schools	Master-planning Underway	13,000		S106	Developer	Within 5 years
Local	Community	Rushcliffe	Clifton South	Community Hall	Master-planning underway	2,200		S106	Developer	<del>Within 5 years</del> <a href="#">5-10 years</a>
Local	Community	Rushcliffe	Clifton South	Play areas and playing pitches as necessary	Master-planning underway	3,140		S106	Developer	<del>Within 5 years</del> <a href="#">Through-out plan period</a>
Local	Transport	Rushcliffe	North of Bingham	Contributions to walking, cycling and PT improvements	Planning application	750		S106	<del>RBC</del> <a href="#">Developer</a>	Within 5 years

Nature	Infrastructure Category	Authority	Site (where Relevant)	Description/ Infrastructure Requirements	Progress	Est Cost £K	Funding Secured £K	Funding Sources	Lead	Time Period
Local	Transport	Rushcliffe	North of Bingham	Chapel Lane foot/cycleway	Planning application	400		S106	RBC <a href="#">Developer</a>	Within 5 years
Local	Transport	Rushcliffe	North of Bingham	Rail station improvement (car park)	Planning application	270		S106	RBC <a href="#">Developer</a>	Within 5 years
Local	Health	Rushcliffe	North of Bingham	Contribution to health centre	Planning application	125		S106	RBC	Within 5 years
Local	Green Infrastructure	Rushcliffe	North of Bingham	Provision of 4.9ha community park, 6.8ha amenity green space, Car Dyke GI corridor outdoor sport and recreation	Planning application	600		S106	RBC	Within 5 years
Local	Education	Rushcliffe	North of Bingham	1 form entry primary school	Planning application	4,000		S106	RBC	Within 5 years
Local	Education	Rushcliffe	North of Bingham	Secondary school places contribution	Planning application	2,800		S106	RBC	Within 5 years
Local	Community	Rushcliffe	North of Bingham	Site for leisure provision and/or contribution towards leisure facilities. Provision of an on-site community	Planning application	632		S106	RBC	Within 5 years

Nature	Infrastructure Category	Authority	Site (where Relevant)	Description/ Infrastructure Requirements	Progress	Est Cost £K	Funding Secured £K	Funding Sources	Lead	Time Period
				centre						
Local	Transport	Rushcliffe	Cotgrave	Highways improvements <del>A606/Melton Road junction,</del> <del>A606/Tollerton Lane Junction</del> <a href="#">Various locations TBC</a>	Outline Planning Permission	TBC		S278	<del>RBC</del> <a href="#">NsCC</a>	Within 5 years
Local	Transport	Rushcliffe	Cotgrave	Local highways and walking and cycling upgrades, various locations.	Outline Planning Permission	TBC		S106	<del>RBC</del> <a href="#">Developer/ NsCC</a>	Within 5 years
Local	Transport	Rushcliffe	Cotgrave	Integrated transport package/smart er choices, including bus service provision and improvements along Hollygate Lane	Outline Planning Permission	640		S106	<del>RBC</del> <a href="#">Developer/ NsCC</a>	Within 5 years
Local	Transport	Rushcliffe	Cotgrave	Cotgrave country park cyclepath and canal towpath	Outline planning permission	151		S106	HCA	Within 5 years

Nature	Infrastructure Category	Authority	Site (where Relevant)	Description/ Infrastructure Requirements	Progress	Est Cost £K	Funding Secured £K	Funding Sources	Lead	Time Period
				improvements.						
Local	Green Infrastructure	Rushcliffe	Cotgrave	Direct provision of replacement habitat plus ecology contribution for Cotgrave	Outline planning permission	20		S106	HCA	Within 5 years
Local	Green Infrastructure	Rushcliffe	Cotgrave	Country park connectivity and safety improvements	Outline planning permission	105		S106	HCA	Within 5 years
Local	Green Infrastructure	Rushcliffe	Cotgrave	Cotgrave Country Park habitat and access arrangements	Underway	385		NsCC Growth Point	NsCC	Within 5 years
Local	Education	Rushcliffe	Cotgrave	Primary school places contribution	Outline planning permission	763		S106	RBC	Within 5 years
Local	Green Infrastructure/Community	Rushcliffe	Cotgrave	Provision of open space and play areas	Outline Planning Permission	TBC		Direct provision S106	Developer	Within 5 years
Local	Community	Rushcliffe	Cotgrave	Contribution to support youth leisure services and sports capacity scheme	Outline planning permission	30		S106	RBC	Within 5 years

Nature	Infrastructure Category	Authority	Site (where Relevant)	Description/ Infrastructure Requirements	Progress	Est Cost £K	Funding Secured £K	Funding Sources	Lead	Time Period
Local	Community	Rushcliffe	Cotgrave	Community facilities and town centre enhancements	Outline planning permission	932		S106	RBC	Within 5 years
Local	Community	Rushcliffe	Cotgrave	Cotgrave Town Centre redevelopment to improve facilities and linkages to Cotgrave and Cotgrave Colliery	Master-planning complete	Est 2,500-3,000		S106	HCA, Growth Point, RBC, Metropolitan Housing Partnership	Within 5 years
Local	Transport	Rushcliffe	Edwalton	Various local highways improvements, Boundary Road/Musters Road. Traffic calming measures Tollerton Lane.	Master-planning underway	1,300		S106, S278	Developer	Throughout plan period
Local	Transport	Rushcliffe	Edwalton	Off-site walking, cycling and public transport improvements	Master-planning underway	1,500		S106,	Developer	Within 5 years
Local	Health	Rushcliffe	Edwalton	Reservation of 0.7ha site for health	Master-planning underway	1,104		S106	Developer	Within 5 years

Nature	Infrastructure Category	Authority	Site (where Relevant)	Description/ Infrastructure Requirements	Progress	Est Cost £K	Funding Secured £K	Funding Sources	Lead	Time Period
				provision. Healthcare						
Local	Green Infrastructure	Rushcliffe	Edwalton	Sharphill wood enhancement, habitat creation and management plan, landscape buffers.	Master-planning underway	TBC		S106	Developer/RBC	Within 5 years
Local	Education	Rushcliffe	Edwalton	On site primary school	Master-planning underway	7,000		S106 Direct provision	RBC Developer	Within 5 years
Local	Education	Rushcliffe	Edwalton	Secondary school places contribution	Master-planning underway	2,100		S106	Developer	Throughout plan period
Local	Community	Rushcliffe	Edwalton	Indoor sport/community provision	Planning permission	1,100		Direct provision	Developer	Throughout plan period
Local	Community	Rushcliffe	Edwalton	Outdoor sport provision	Planning permission	1,600		S106	RBC	Throughout plan period
Local	Transport	Rushcliffe	Gamston	Off-site walking cycling and Public Transport improvements	Master-planning underway	3,600 (2,500 homes) 5,700 (4000 homes)		S106/CIL	RBC/NsCC/HA/Developer	Throughout plan period and beyond
Local	Health	Rushcliffe	Gamston	Improvements to health provision	On-going dialogue with Clinical Commissio	2,300 (2500 homes) 3,800		S106/CIL	RBC/Developer/Clinical Comm-	Throughout plan period and beyond

Nature	Infrastructure Category	Authority	Site (where Relevant)	Description/ Infrastructure Requirements	Progress	Est Cost £K	Funding Secured £K	Funding Sources	Lead	Time Period
					ning Group	(4000 homes)			Issuance Group	
Local	Green Infrastructure	Rushcliffe	Gamston	Enhancements to Grantham Canal Corridor	Master-planning underway	TBC		Direct provision from scheme	RBC/Developer	Throughout plan period and beyond
Local	Education	Rushcliffe	Gamston	Primary School x2 (for both 2500 and 4000 dwellings)	Master-planning underway	14,000 (2,500 and 4000 homes)		Direct provision or S106/CIL	RBC/NsCC/Developer	Throughout plan period and beyond
Local	Education	Rushcliffe	Gamston	Secondary School provision +Land space	Master-planning underway	3,500 (2,500 homes) 5,600 (4,000 homes)		Direct provision or S106/CIL	RBC/NsCC/Developer	Throughout plan period and beyond
Local	Community	Rushcliffe	Gamston	Indoor sport/community provision	Master-planning underway	1,800 (2,500) 2,900 (4,000)		Direct provision or S106/CIL	RBC/Developer	Throughout plan period and beyond
Local	Community	Rushcliffe	Gamston	Outdoor sport and recreation	Master-planning underway	2,600 (2,500) 4,200 (4,000)		Direct provision or S106/CIL	RBC/Developer	Throughout plan period and beyond

**Notes:**

- There is continuing work in relation to the broad locations at East Leake, Keyworth, Radcliffe on Trent and Ruddington
- Full details of other infrastructure requirements and cost/delivery assumptions can be found in the Infrastructure Delivery Plan
- Education costs have been estimated using standard multipliers for school places based on the number of housing units to be delivered. Further dialogue with education providers will further refine cost estimates, taking into account pupil projections and existing school capacity.
- Estimates of costs are only a snapshot in time and do not supersede the need for necessary and continuing negotiations in respect of infrastructure



requirements, both prior to the submission of planning applications and then during the planning application stage itself. Estimated costs are likely to fluctuate through the lifetime of the Core Strategy and subject to indexation.

**Abbreviations**

DFT	Department for Transport
EA	Environment Agency
EMT	East Midlands Trains
GP	Growth Point
HA	Highways Agency
HCA	Homes and Communities Agency
LTP	Local Transport Plan
NCC	Nottingham City Council
NDE	Nottingham Development Enterprise
NR	Network Rail
NsCC	Nottinghamshire County Council
PCT	Primary Care Trust
PFI	Private Finance Initiative
”	

**Appendix 2: Rushcliffe Local Plan Part 1: Core Strategy (latest version)**



# **Local Plan Part 1: Rushcliffe Core Strategy**

**[Adopted XXXX]**

# Core Strategy

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## Section 1 INTRODUCTION

### 1.1 Background

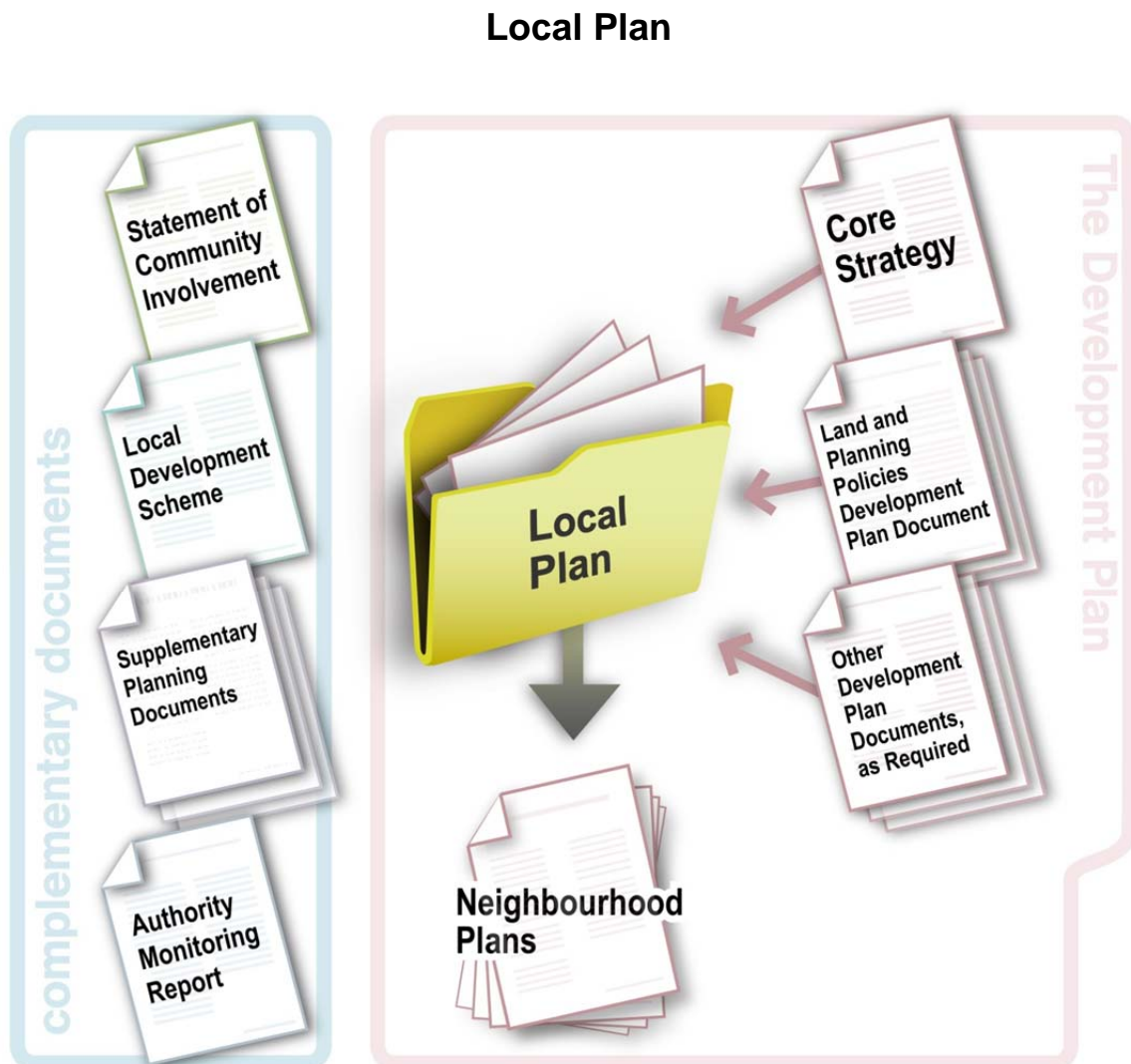
- 1.1.1 During 2009, the decision was taken that Rushcliffe Borough Council would work with the councils of Broxtowe, Erewash, Gedling and Nottingham City to produce Aligned Core Strategies for Greater Nottingham. The aim of this arrangement was to provide a strategic basis to plan for the needs of Greater Nottingham as defined in the former East Midlands Regional Plan.
- 1.1.2 The abovementioned councils were working together to ensure that the policies of the proposed Aligned Core Strategies were consistent across Greater Nottingham. This alignment resulted in the production of the Issues and Options consultation document (June 2009) and an Option for Consultation document (February 2010) which were both published for consultation.
- 1.1.3 *[Entire paragraph deleted by February 2014 Proposed Modifications]*
- 1.1.4 As a result of feedback to the Option for Consultation document, Rushcliffe Borough Council decided to revisit both its overall housing target and the distribution of growth throughout the Borough, independent from the other Greater Nottingham councils. The review took into account evidence at the time and consultation feedback including that obtained during the Council's Fresh Approach campaign, which was undertaken during 2011. This culminated in the publication of the draft Rushcliffe Core Strategy in March 2012, which was then submitted for public examination in October 2012.
- 1.1.4a In November 2012, the Planning Inspector appointed to examine the Core Strategy raised with the Council a number of concerns in relation to aspects of the Plan. These concerns related in particular to the overall housing target and the Council's approach to 'Duty to Cooperate' obligations. The examination was subsequently suspended in order for the Council to bring forward modifications to the Plan to address the Inspector's concerns. Proposed modifications were published and consulted on in December 2013.
- 1.1.5 While Rushcliffe Borough Council has produced its own separate Core Strategy, all the Councils have continued to work together to ensure that planning policies of the Core Strategies are as consistent as possible across Greater Nottingham. This partnership approach has resulted in a high degree of alignment between the Core Strategies.
- 1.1.6 This document consists of three main parts: section 1 introduces and sets out the background to this Core Strategy; section 2 looks at the character of Rushcliffe now and in the future, setting out a 'vision' of what Rushcliffe will look like in 2028 if the Core Strategy is implemented. Finally, section 3 contains the Delivery Strategy, consisting of a set of policies and proposals to deliver the vision. The main proposals of the Core Strategy are illustrated

on the Key Diagram, which can be found at the end of the document, and where appropriate defined on the separate adopted policies map.

- 1.1.7 The role of the Core Strategy is to help implement the spatial elements of Rushcliffe's Sustainable Community Strategy and there is therefore a close relationship between the two. More detail on Sustainable Community Strategies can be found in Section 2 and at Appendix E Summary of Community Strategy.
- 1.1.8 The Core Strategy must also have regard to national planning policy and guidance. This is principally the Government's National Planning Policy Framework, which was published in March 2012.
- 1.1.9 The Core Strategy sets out where and when new homes, jobs and infrastructure will be delivered; the steps that will be taken to ensure that development is sustainable and to the benefit of existing communities and new communities, recognising what is special and distinctive about Rushcliffe. This includes the historic environment, the culture and heritage, and the relationship between Rushcliffe's towns and villages, the countryside that surrounds them and the wider Nottingham area.
- 1.1.10 In producing the Core Strategy, the Council has used an extensive evidence base. A list of what this includes is at Appendix F List of Evidence.

## 1.2 Local Plan

- 1.2.1 The Saved Policies from the 1996 Rushcliffe Borough Local Plan and the 2006 Rushcliffe Borough Non-Statutory Replacement Local Plan are being replaced by the new Local Plan.
- 1.2.2 The Rushcliffe Local Plan is a 'folder' of planning documents, its content is illustrated by the diagram below, which also indicates the relationship between the various documents that make up the Local Plan.



Development Plan Documents for Rushcliffe will comprise:

- Local Plan Part 1 Core Strategy – sets out the overarching spatial vision for development Rushcliffe Borough to 2028 and provides the planning framework for the other Documents listed below.
- Local Plan Part 2: Land and Planning Policies – allocates land to specific uses and provides relevant policy guidance, sets out policies for the management of development, against which planning applications for the development and use of land will be considered.



Local Development Scheme – sets out the programme for the preparation of the Development Plan Documents.

Statement of Community Involvement – sets out the standards the Council intends to achieve in relation to involving the community in the preparation and review of Development Plan Documents.

Authority Monitoring Report - sets out the Council's progress in terms of producing Development Plan Documents and implementing policies.

- 1.2.3 The Local Plan will include policies and proposals for spatial planning (including the development and use of land) in Development Plan Documents within Rushcliffe for the period to 2028. It also includes an adopted policies map which illustrates the geographic extent of policies and proposals on a map. The Local Plan can be supported by Supplementary Planning Documents which are not Development Plan Documents, but provide more detailed guidance on development plan policies.
- 1.2.4 Waste and Minerals Development Plan Documents will be prepared by Nottingham City Council and Nottinghamshire County Council. Together with Rushcliffe's Local Plan this will form the 'Statutory Development Plan' for the area when all are completed.
- 1.2.5 The Core Strategy is the key strategic planning document. It performs the following functions:
- defines a spatial vision for Rushcliffe to 2028;
  - sets out a number of spatial objectives to achieve the vision;
  - sets out a spatial development strategy to meet these objectives;
  - sets out strategic policies to guide and control the overall scale, type and location of new development (including identifying any particularly large or important sites, known as 'strategic sites') and infrastructure investment; and
  - indicates the numbers of new homes to be built over the plan period.
- 1.2.6 It is the Government's intention to allow local communities to also create their own local Neighbourhood Plans setting out how they wish their local area to develop. Such plans, where produced, will still however need to be in conformity with the Local Plan and its 'strategic policies'.
- 1.2.7 A glossary explaining key planning terms and abbreviations is included in Appendix A to provide clarification.

### **1.3 Sustainability Appraisal**

- 1.3.1 A Sustainability Appraisal has been carried out and published in parallel with the development of the Core Strategy. The Sustainability Appraisal is a statutory requirement, is an integral part of the plan making process, and is intended to test and improve the sustainability of the Core Strategy as it is drafted. The sustainability appraisal process undertaken at each stage in the production of this document has helped inform the preparation of a Core Strategy which will deliver sustainable development to Rushcliffe, to the benefit of existing and new communities.

### **1.4 Habitats Regulations Assessment**

- 1.4.1 The Core Strategy is required to be subject to a Habitats Regulations Assessment (HRA), including Appropriate Assessment, if necessary. A HRA screening of the Aligned Core Strategies Option for Consultation was completed in September 2010. The outcome of this work was that an Appropriate Assessment was required to determine whether there is a significant effect on a European nature conservation site. However, this requirement was more directly related to proposals within Gedling rather than any possibility of significant effects arising from proposals within Rushcliffe itself.

### **1.5 Equality Impact Assessment**

- 1.5.1 The Core Strategy has been subject to an Equality Impact Assessment to ensure that it meets the needs of all members of the community. Undertaking Equality Impact Assessments allows local authorities to identify any potential discrimination caused by their policies or the way they work and take steps to make sure that it is removed. Equality Impact Assessments also allow for the identification of opportunities to promote equality.
- 1.5.2 A two stage approach to the Equality Impact Assessment has been undertaken. Firstly, the policies in the Core Strategy have been assessed for their relevancy to the characteristics protected by the Equality Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, sex and sexual orientation). The second stage of the process has taken relevant policies and assessed the positive or negative impacts of them on these characteristics. Overall a number of recommendations were made regarding the relevant policies and changes made where appropriate.

## **Section 2. THE FUTURE OF RUSHCLIFFE**

### **2.1 Key Influences on the Future of Rushcliffe**

- 2.1.1 The Core Strategy must be set within the context of relevant existing guidance, policies and strategies, and it must help to deliver the aims and objectives of these policies and strategies.
- 2.1.2 The most relevant guidance, policies and strategies include the National Planning Policy Framework and the National Planning Practice Guidance.
- 2.1.3 Rushcliffe lies in close proximity to the City of Nottingham, and this is clearly therefore a key influence on the future of the Borough.
- 2.1.4 Greater Nottingham has a population of 784,100 and takes in the conurbation of Nottingham, the City Centre and the surrounding rural area. The area as a whole was a New Growth Point which has brought extra resources to help provide the infrastructure necessary to support new housing growth.
- 2.1.5 Nottingham is a designated Core City (see glossary) recognised as a city of national importance and is ranked 9<sup>th</sup> in Experian's 2014 national retail ranking. It is a designated Science City, with two hospital campuses and two universities offering knowledge intensive jobs, there is also a strong service sector provision and manufacturing industry remains a significant part of the economy.
- 2.1.6 Other key urban centres that have an influence on Rushcliffe include the towns of Loughborough to the south and Newark on Trent to the north east. Newark was a designated Growth Point and is planning for significant growth. These two large urban settlements serve as employment and service centres to a substantial number of Rushcliffe's residents.

### **2.2. Character of Rushcliffe (Spatial Portrait)**

#### **Spatial Issues**

- 2.2.1 Rushcliffe's main centre of population is West Bridgford, a large suburb of Greater Nottingham where around 41,550 of the Borough's 111,600 population live. The remainder of the Borough is largely rural, with the population divided between the six larger settlements (Bingham, Radcliffe on Trent, Cotgrave, Keyworth, Ruddington and East Leake, which range in population from around 9,000 to around 6,500 people) and the smaller rural villages. A large part of the Borough (40%) falls within the defined Nottingham-Derby Green Belt that encircles Greater Nottingham.
- 2.2.2 West Bridgford acts as a key service centre for a number of the surrounding smaller settlements, and contains the Borough's largest retail

centre that is relatively well performing. Outside of West Bridgford, the six towns and larger villages provide a range of facilities and services. Several of the medium sized villages such as East Bridgford, Gotham, Tollerton, Aslockton, Sutton Bonington and Cropwell Bishop have some local facilities to serve their population.

### **Population Trends**

- 2.2.3 The population of Rushcliffe increased by 13% between 1991 and 2011. This has not occurred evenly across the Borough, and while some settlements have seen increases in population, others have seen stagnation or declines.
- 2.2.4 The main differences between the Rushcliffe age profile and the profile nationally is that there are proportionally fewer people in early adulthood living within the Borough, but more in every age category from 40 years onwards. The number of people of pensionable age is also increasing at a faster rate than the national trend and there are certain settlements that have very high concentrations of people of pensionable age.

### **Connections**

- 2.2.5 In terms of the highways network, a number of important trunk roads pass through the Borough. The A46 links Rushcliffe to Newark to the north and Leicester to the south, the A52 links to Grantham to the east and the A453 is a major route linking Nottingham and Rushcliffe to East Midlands Airport and the M1. The A46 has recently been widened with work completed in 2012. There are capacity issues with both the A52 and A453, with the widening of the A453 in particular seen by many as vital for the future economic growth of the city.
- 2.2.6 The widening of the A453 began in early 2013 and is due to finish during 2015. The NET tram extension to Clifton passes through the Borough at Wilford and Compton Acres, with the aim of improving accessibility to the City Centre. The rural parts of the Borough suffer more acutely from accessibility issues due to poorer transport links in these more isolated areas.

### **Built and Natural Environment Issues**

- 2.2.7 Rushcliffe's landscape is largely rural and generally comprises rolling lowland farmland. Variation in character is provided through the higher land of the Nottinghamshire Wolds, the edges of the Vale of Belvoir and parts of the Trent Valley. Rushcliffe has a rich heritage with 29 Conservation Areas, 4 Registered Parks and Gardens, 25 Scheduled Ancient Monuments, over 650 Listed Buildings and Structures and numerous other non-designated assets including those listed on the Nottinghamshire Historic Environment Record. Some of these listed structures are, however, at "risk". English Heritage's national Heritage at Risk Register listed, at May 2012, four listed buildings and two scheduled monuments within Rushcliffe. In relation to the

natural environment, the Borough has, at February 2014, 8 Sites of Special Scientific Interest, 212 Local Wildlife Sites, 8 Local Nature Reserves and 3 Country Parks.

### **Economic Issues**

- 2.2.8 Rushcliffe is the most affluent local authority area in the county, with full time workers earning 30% more than the regional average. It ranks only 318 of 354 local authorities on a national deprivation scale (Index of Multiple Deprivation), with 1 being most deprived (as at 2010). However, there are pockets of relative deprivation, for example in the Trent Bridge and Cotgrave wards.
- 2.2.9 Rushcliffe acts, to an extent, as a residential area serving the Greater Nottingham employment area, with a lot more workers in the Borough than there are jobs. A certain level of imbalance is not surprising given the proximity of West Bridgford to Nottingham City, where around a third of Rushcliffe's residents work. In terms of employment within the Borough, there is a strong dominance towards the service sector with 88% of jobs concentrated in this sector (ONS, 2008). Established employers include the British Geological Survey and British Gypsum.

### **Housing mix and social need**

- 2.2.10 The predominant tenure in Rushcliffe is owner-occupation. Nearly 80% of households own their own homes, either outright or with a mortgage. This is significantly above the national average for owner occupation of 68%.
- 2.2.11 Property prices are relatively high, with an average house price of £235,125 compared with the Nottinghamshire average of £161,155 (Land Registry, April-June 2013). Housing affordability is a significant issue within the Borough, with average house prices around eight times average incomes. The problem of affordability can be particularly significant in the rural parts of the Borough where house prices tend to be higher. Poor access to essential services in rural areas can lead to significant deprivation, with people without access to a car especially vulnerable.

### **Culture and sport**

- 2.2.12 There are a rich variety of listed buildings (e.g. Stamford Hall), conservation areas, scheduled ancient monuments and registered historic parks and gardens, which all contribute to its quality of life, local distinctiveness and sense of place. The area is also the home of several nationally important sports facilities, including Trent Bridge Cricket Ground, the Nottingham Forest football ground, and the National Watersports Centre.

## Links to Sustainable Community Strategy

2.2.13 The Rushcliffe Sustainable Community Strategy (2009-2026) has been prepared by the Rushcliffe Community Partnership. This partnership comprises of organisations from the public, private, community and voluntary sectors.

### Vision in the SCS:

“Rushcliffe will be an excellent place to live, work and visit for everyone”.

### Priorities in the SCS:

- Protecting and improving our local environment:

*There will be a sustainable mix of good quality housing which meets needs and aspirations whilst maintaining the character of the borough. The roads and transport links will be sympathetically improved with the environment in mind, allowing good access and improved safety across the borough*

- Supporting the local economy:

*There will be thriving local businesses providing opportunities for local employment and training. People will be able to choose between an attractive mix of local and town centre shops.*

- Building stronger communities:

*Older and vulnerable people will have the support they need to live independently in their own homes. People from different backgrounds will get on really well together, there will be strong community spirit and mutual respect. People will feel able, if they want, to get involved and have their say in how their local community is run and the type and standard of services it receives.*

- Making communities safer:

*Crime levels will be low and people will feel safe in their homes and walking around the borough.*

- Enabling healthy lives:

*People will be leading healthy lifestyles and taking the chance to enjoy the many and varied leisure opportunities available. People will have the opportunity to enjoy a good quality of life and can look forward to a long healthy retirement.*

- Supporting children and young people:

*Teenagers and children will see that they are listened to and have access to a full range of local positive activities and facilities.*

## **2.3 A Spatial Vision for Rushcliffe**

2.3.1 The Spatial Vision is what Rushcliffe could look like if the aspirations of the Core Strategy are met. It is consistent with the vision of the Council's Sustainable Community Strategy. Rushcliffe's Spatial Vision has been set to have full regard to the vision for the rest of Greater Nottingham contained within the Aligned Core Strategies.

### **Spatial Vision**

2.3.2 *In 2028, Rushcliffe is known regionally and nationally as an area with an exceptional quality of life. It has a buoyant economy and continues to be a key sporting centre in the region with an excellent range of sporting facilities. Rushcliffe's town centres have maintained, and in some instances improved, upon their vitality and viability in line with their place in the retail hierarchy and network of centres across Greater Nottingham.*

2.3.3 *Rushcliffe has experienced sustainable growth in its housing stock and in its employment opportunities, with 13,150 new homes developed since 2011, many of which are in attractive locations which were once areas in need of regeneration such as former RAF Newton and former Cotgrave Colliery.*

2.3.4 *New communities and neighbourhoods have been built to the highest design and environmental standards, being resilient to climate change, with low water usage, high levels of energy efficiency, and low or zero carbon energy forms a major part of their overall energy usage, including decentralised generation. Indeed phases constructed after 2016 are all carbon neutral. There is a sustainable mix of good quality housing which maintains the character of the Borough, and meets the needs and aspirations of all Rushcliffe residents and communities, particularly those who may require affordable, specialist or adapted housing.*

2.3.5 *In the more rural parts of Rushcliffe, some identified settlements have developed to maximise their accessibility to services and infrastructure capacity. The expansion of existing communities and the development of new communities has been undertaken in such a way that the quality of life of existing and new residents is maintained and where possible enhanced. Other villages have experienced smaller levels of development in line with meeting local needs (especially affordable housing), supporting their communities, and maintaining their vitality, viability, and local distinctiveness. The rural economy has developed to be diverse and vibrant, although agriculture and food production remain important.*

2.3.6 *Public transport patronage continues to grow, due to the new NET route through Rushcliffe to Clifton and improvements to the quality of the bus*

*network, as well as targeted and successful behavioural change measures. New and improved cycling and walking links mean that neighbourhoods have much better sustainable networks, which link through to major employment areas and the town centres.*

2.3.7 *The unique built and natural environment of Rushcliffe has been improved through the sensitive and high quality design of new development, whilst the historic environment, both urban and rural is valued, protected and enhanced. The principle of the Green Belt remains and it continues to shape new development, especially with regard to its key purpose of preventing coalescence between settlements. New Green Infrastructure has enhanced the multifunctional open space provision and network of green corridors linking settlements across Rushcliffe to the open countryside, and has helped to address the impacts of growth whilst also providing opportunities for healthy lifestyles. It has also contributed to an increase in the biodiversity locally and of the East Midlands, whilst allowing it to cope with climate change. Landscape character remains a key influence on new development.*

2.3.8 *Rushcliffe, as part of Greater Nottingham, supports young people through education and training, with completed improvements to schools and academies now giving them a better start in life, and the ability to access education, training and high quality jobs.*

## **2.4 Spatial Objectives**

2.4.1 Rushcliffe's Core Objectives to deliver the Spatial Vision are consistent with and complementary to the Council's Sustainable Community Strategy and to national planning policies, particularly those on sustainable communities, as set out in the National Planning Policy Framework. The objectives also take into account the vision for other parts of Greater Nottingham in the Aligned Core Strategies.

- i. **Environmentally responsible development addressing climate change:** to reduce the causes of climate change and to minimise its impacts, through locating development where it can be highly accessible by sustainable transport, requiring environmentally sensitive design and construction, reducing the risk of flooding, and promoting the use of low carbon technologies.
- ii. **High quality new housing:** to manage an increase in the supply of housing to ensure local housing needs are met, brownfield opportunities are maximised, regeneration aims are delivered, and to provide access to affordable and decent new homes. In doing so, there will be a rebalancing of the housing mix where required in terms of size, type and tenure, to maximise choice including family housing, supporting people into home ownership, providing for particular groups such as older people, and creating and supporting mixed and balanced communities. The settlements of Bingham, Cotgrave,



Ruddington, East Leake, Keyworth, Radcliffe on Trent and West Bridgford will each accommodate new development to maximise their accessibility to services and infrastructure. Land south of Clifton, at Melton Road, Edwalton and east of Gamston/North of Tollerton will all accommodate sustainable urban extensions. Both the former Cotgrave Colliery and the former RAF Newton sites will be regenerated to provide a mix of housing, employment and other appropriate uses.

- iii. **Economic prosperity for all:** to ensure economic growth is as equitable as possible and place a particular emphasis on supporting a science and knowledge based economy for Greater Nottingham as a whole. Providing for new office, commercial, residential and other uses especially within the Sustainable Urban Extensions at land South of Clifton, East of Gamston/North of Tollerton, and to a lesser scale in other sustainable developments across the Borough. Creating the conditions for all people to participate in the economy, by providing new and protecting existing local employment opportunities, encouraging rural enterprise, improving access to training opportunities, and supporting educational developments at all levels.
- iv. **Flourishing and vibrant town centres:** to create the conditions for the protection and enhancement of a balanced hierarchy and network of town and other centres, through providing for retail, employment, social, cultural and other appropriate uses, accessibility improvements, environmental improvements, and town centre regeneration measures, especially within Cotgrave town centre and to a lesser extent in other centres within Rushcliffe.
- v. **Regeneration:** to ensure brownfield regeneration opportunities are maximised, specifically at the former Cotgrave Colliery and, linked to it, Cotgrave town centre, as well as at the former RAF Newton. To ensure that regeneration supports and enhances opportunities for local communities and residents, leading to all neighbourhoods being neighbourhoods of choice, where people want to live.
- vi. **Protecting and enhancing Rushcliffe's individual and historic character and local distinctiveness:** to preserve and enhance the distinctive natural and built heritage of Rushcliffe, by protecting and enhancing the historic environment, by promoting high quality locally distinct design, and by valuing the countryside for its productive qualities and ensuring its landscape character is conserved, enhanced or restored in areas where this is necessary.
- vii. **Strong, safe and cohesive communities:** to create the conditions for communities to become strong, safe and cohesive by providing appropriate facilities, encouraging people to express their views (for instance on the Core Strategy), by designing out crime and by respecting and enhancing local distinctiveness.

- viii. **Health and well-being:** to create the conditions for a healthier population by addressing environmental factors underpinning health and wellbeing, and working with healthcare partners to deliver new and improved health and social care facilities especially where required by new development and through the integration of health and service provision, and by improving access to cultural, leisure and lifelong learning activities.
  
- ix. **Opportunities for all:** to give all children and young people the best possible start in life by providing the highest quality inclusive educational, community and leisure facilities, for instance through improving existing or providing new schools and academies, and to meet the needs of older and disabled people, especially through providing appropriate housing opportunities. Including the provision of new primary schools within the strategic housing sites at land East of Gamston/North of Tollerton, land South of Clifton, land off Melton Road in Edwalton, land north of Bingham and the former RAF Newton.
  
- x. **Excellent transport systems and reducing the need to travel:** to ensure access to jobs, leisure and services is improved in a sustainable way, reducing the need to travel especially by private car, by encouraging convenient and reliable transport systems, by maximising opportunities for mixed use development, through implementing behavioural change measures, and encouraging new working practices such as use of IT, broadband and home working. To aid the planned growth, more strategic transport improvements including the expansion of the NET through Rushcliffe to Clifton and highway network improvements to the A46 and A453 will be completed; as too will measures to improve the flow of traffic along the A52.
  
- xi. **Protecting and improving natural assets:** to improve and provide new Green Infrastructure, including open spaces, by enhancing and developing the network of multi-functional green spaces, by improving access and environmental quality, and by ensuring an increase in biodiversity, for instance, through the development of the Trent River Park and improvements to the Grantham Canal corridor.
  
- xii. **Timely and viable infrastructure:** to make the best use of existing and provide new and improved physical and social infrastructure where required to support housing and economic growth, and make sure it is sustainable. This will be funded through existing mechanisms, such as the investment plans of utility providers, Government funding and through developer contributions.

## Section 3. DELIVERY STRATEGY

### A) Sustainable Growth

1. This section sets out policies which are aimed at ensuring growth is delivered as sustainably as possible. The first policy is aimed at minimising climate change (in combination with other policies) and reducing its impact, so Rushcliffe can play its part addressing this national and international priority. This policy also includes a proposed approach to flooding, as climate change may lead to an increased likelihood of flooding from the Trent and its tributaries.
2. The other policies set out where new growth should be directed, including naming locations for major new development and listing the Sustainable Urban Extensions which have been identified to meet housing requirements, together with the main considerations that will have to be addressed if development is to be as sustainable as possible.
3. Planning for changes in the future economy is as important as planning for new housing growth, and the two often go together. Our commercial and retail centres are important in this regard, and also need to be sustainable and attractive hubs to the communities they serve. There are regeneration challenges in Rushcliffe which need to be addressed if best use is to be made of brownfield land, so it can be bought back into productive use.
4. The core policies for sustainable growth are:

Policy A	Presumption in Favour of Sustainable Development
Policy 1	Climate Change
Policy 2	Spatial Strategy
Policy 3	Nottingham-Derby Green Belt
Policy 4	Employment Provision and Economic Development
Policy 5	Role of Town and Local Centres
Policy 6	Regeneration

### **3.X.X Policy A Presumption in Favour of Sustainable Development**

#### **POLICY A PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT**

- 1. When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.**
- 2. Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.**
- 3. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise, taking into account whether:**
  - a) Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or**
  - b) Specific policies in that Framework indicate that development should be restricted.**

#### **JUSTIFICATION**

- 3.X.X.1** The National Planning Policy Framework confirms that there should be a presumption in favour of sustainable development and that all plans should be based upon and reflect this presumption with clear policies to guide how the presumption will be applied locally. The Framework also confirms that there are three clear dimensions to sustainable development, economic, social and environmental. Proposed development that accords with an up to date Local Plan should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise. In order to meet this requirement the above policy will be applied.

### **3.1.1 Policy 1 Climate Change**

#### **POLICY 1 CLIMATE CHANGE**

- 1. All development proposals will be expected to mitigate against and adapt to climate change, and to comply with national and local targets on reducing carbon emissions and energy use, unless it can be clearly demonstrated that full compliance with the policy is not viable or feasible.**

#### **Sustainable Design and Adaptation**

- 2. Development, including refurbishment where it requires planning permission, will be expected to demonstrate the following:**
  - a) how it makes effective use of sustainably sourced resources and materials and minimises waste and water use. For residential development, water use should be no more than 105 litres per person per day;**
  - b) how it is located, laid out, sited and designed to withstand the long term impacts of climate change, particularly the effect of rising temperatures, sustained periods of high temperatures and periods of intense rain and storms;**
  - c) that the building form and its construction allows for adaptation to future changes in climate; and**
  - d) that the building form and its construction permits further reduction in the building's carbon footprint where feasible and viable.**

#### **Reducing Carbon Dioxide Emissions**

- 3 Development should demonstrate how carbon dioxide emissions have been minimised in accordance with the following energy hierarchy:**
  - a) Using less energy through energy efficient building design and construction, including thermal insulation, passive ventilation and cooling;**
  - b) Utilising energy efficient supplies, including connection to available heat and power networks;**
  - c) Maximising use of renewable and low carbon energy systems**
- 4 Further policy on how development should contribute to reducing Carbon Dioxide emissions will be set out in the Local Plan Part 2: Land and Planning Policies Development Plan Document, where appropriate.**

## **Decentralised, Renewable and Low Carbon Energy Generation**

- 5. The extension of existing or development of new decentralised, renewable and low-carbon energy schemes appropriate for Rushcliffe will be promoted and encouraged, including biomass power generation, combined heat and power, wind, solar and micro generation systems, where these are compatible with environmental, heritage, landscape and other planning considerations. In line with the energy hierarchy, adjacent new developments will be expected to utilise such energy wherever it is feasible and viable to do so.**

## **Flood Risk and Sustainable Drainage**

- 6. Development proposals that avoid areas of current and future flood risk and which do not increase the risk of flooding elsewhere and where possible reduce flood risk, adopting the precautionary principle to development, will be supported.**
- 7. Where no reasonable site within Flood Zone 1 is available, allocations and other development proposals in Flood Zone 2 and Flood Zone 3 will be considered on a sequential basis in accordance with national planning policy on flood risk and the Strategic Flood Risk Assessment.**
- 8. Areas in Flood Zone 2 and Flood Zone 3 where windfall site development is appropriate in flood risk terms, subject to the application of the Exception Test , will be defined in the Local Plan Part 2 (Land and Planning Policies) in accordance with national planning policy on flood risk and the Strategic Flood Risk Assessment.**
- 9. Where it is necessary to apply the Exception Test the following factors will be taken into account when considering if development has wider sustainability benefits to the community that outweigh flood risk:**
  - a) There are exceptional and sustainable circumstances for locating the development within such areas, including the necessary re-use of brownfield sites; and**
  - b) The flood risk can be fully and safely mitigated by engineering and design measures.**
- 10. All new development should incorporate measures to reduce surface water run-off, and the implementation of Sustainable Drainage Systems into all new development will be sought unless it can be demonstrated that such measures are not viable or technically feasible.**

## JUSTIFICATION

- 3.1.1.1 This policy does not address all aspects of climate change. Further guidance can be found at Policy 9 ( Design & Enhancing Local Identity), Policy 10 (The Historic Environment), which include considerations which need to be taken into account when designing mitigation and adaptation measures in sensitive environments, Policy 13 (Managing Travel Demand) which seeks to reduce the need to travel and encourage modal shift, and Policy 15 (Green Infrastructure, Parks and Open Space) which emphasises the role of the green and natural environment in mitigating and adapting to climate change.
- 3.1.1.2 Climate change is one of the biggest challenges facing Rushcliffe. It is a global problem requiring local action. Major changes in attitude and practices are required if we are to make changes to the earth's climate and reverse the effects of global warming. National objectives to address climate change will not be achieved without substantial efforts to reduce energy consumption and increase energy produced from naturally occurring, renewable sources.
- 3.1.1.3 The UK Government is actively seeking to reduce greenhouse gas emissions and has set targets in the Climate Change Act 2008 to reduce carbon dioxide (CO<sub>2</sub>) emissions by 80% below current levels by 2050. More recent publications, including Building a Greener Future: Towards Zero Carbon Development pave the way for the delivery of more resource-efficient buildings in general and carbon zero homes by 2016. The National Planning Policy Framework reemphasises the approach, stating the Government's objective to be that planning should fully support the transition to a low carbon economy in a changing climate.
- 3.1.1.4 The Council has signed the Nottingham Declaration on climate change which is a public statement of intent to work with the local community and businesses to respond to the challenges of climate change. This includes cutting gas emissions such as CO<sub>2</sub> and preparing for the changes climate change will bring.
- 3.1.1.5 The Local Plan needs to ensure the use and development of land will help slow down the rate of climate change and be resilient to its effects. In this respect the Core Strategy's task is to:
- reduce consumption of natural and non-renewable resources
  - reduce dependence on non-renewable energy sources and promote renewable energy use and development
  - reduce pollution to levels that do not damage natural systems
  - help improve air quality
  - effectively manage and reduce the impacts of flood risk across the area

## **Sustainable Design and Adaptation**

- 3.1.1.6 Simple measures, such as the design, siting and orientation of development, appropriate sourcing of materials (for instance, where there is a choice, using materials with a lower 'carbon footprint'), and minimising waste, both during construction and in use, can improve the sustainability of development at little or no cost. Energy Statements can be an effective way of demonstrating how development contributes to both mitigating the causes of climate change and adapting to its effects, and their use will be encouraged. It is expected that larger development proposals in particular should be supported by site-wide energy strategies. Where feasibility and viability may limit sustainability measures the developer must demonstrate robustly why such measures are not feasible and viable, using, where available, published standard figures for costs and extra over-costs. Similarly, site waste management plans, where required, should draw on best practice, and development should promote waste minimisation and recycling.
- 3.1.1.7 A large part of the potential to reduce CO<sub>2</sub> emissions lies in the existing stock of buildings, both residential and commercial. Whilst tackling this source of emissions lies largely outside of the planning system, where refurbishment requires planning permission, the opportunity to address climate change issues should not be lost. However, development of or affecting heritage assets, which include measures to address climate change will need sensitive treatment to ensure the impact will not cause material harm to the asset or its setting, unless this harm is outweighed by the proposal's wider social, economic and environmental benefits.
- 3.1.1.8 The Greater Nottingham and Ashfield Outline Water Cycle Study (2010) highlights that the area is one of moderate 'water stress' (i.e. scarcity) in terms of water supply. It is therefore important that new development makes as efficient use of water as possible, and the Water Cycle Study recommends that new residential development adopt the water usage standards of level 3 of the Code for Sustainable Homes as a minimum, which is presently not more than 105 litres per person per day.

## **Reducing Carbon Dioxide Emissions**

- 3.1.1.9 The Government has made clear its commitment to ensuring that all new homes built from 2016, and all other development by 2019, should be zero carbon (see glossary). The 'energy hierarchy' is a recognised approach to reducing the CO<sub>2</sub> emissions from new development. Firstly, long term reductions are normally most effectively made through ensuring the building itself is as energy efficient as possible, and by ensuring that the building's systems use energy as efficiently as possible, thus reducing its energy demands over its lifetime. Secondly, once the building's energy demands have been minimised, supplying energy efficiently by encouraging the use of local networks such as combined heat and power. Thirdly, sourcing the building's remaining energy requirements from



renewable and low carbon sources can contribute to further CO<sub>2</sub> savings, whilst also contributing to national and local targets for low and zero carbon generation. Implementing the energy hierarchy can also be important in meeting wider policy goals, such as reducing fuel poverty.

- 3.1.1.10 Considerations such as site characteristics, the nature of development, availability of local networks and viability can all influence the most cost effective approaches to addressing CO<sub>2</sub> emissions through the energy hierarchy, so its implementation is likely to vary. In addition, approaches to adapting to climate change and mitigating its effects are changing rapidly, as are technologies available to reduce carbon emissions and generate renewable and low carbon energy. For instance, the introduction of 'allowable solutions', where as part of ensuring new development is zero carbon, CO<sub>2</sub> emissions savings are secured off site rather than as part of the development, will require local approaches.

### **Decentralised, Renewable and Local Carbon Energy Generation**

- 3.1.1.11 Supporting decentralised, renewable and low carbon energy schemes is an important component of meeting carbon reduction targets, and in the short term at least, they are capable of delivering greater carbon savings than achievable through the development of new low carbon buildings. These types of energy generation are already an important component of energy use in Nottingham, with the energy from waste facility at Eastcroft providing both electricity and heat to parts of the City centre and St Anns. Greater Nottingham is also home to small scale hydro and wind energy generation. Where viable and feasible, new development can support and make better use of these existing facilities by connecting to them as part of the approach to the energy hierarchy. There is considered to be considerable scope for further development of such facilities, especially in the use of biomass energy generation, and their development will be supported wherever appropriate. In accordance with the National Planning Policy Framework, the Council will identify suitable and unsuitable areas for renewable and low carbon energy sources, and supporting infrastructure, through policy in the Local Plan Part 2 (Land and Planning Policies) and/or a Supplementary Planning Document relevant to renewable and low carbon energy related development.

### **Flood Risk and Sustainable Drainage**

- 3.1.1.12 Flood risk is a significant issue in Rushcliffe, which is likely to be exacerbated by unpredictable weather associated with climate change. Development proposals that avoid areas of current and future flood risk and which do not increase flooding elsewhere, adopting the precautionary principle to development proposals will therefore be supported.
- 3.1.1.13 Rushcliffe contains significant areas of existing buildings which may be at risk of flooding, including areas of West Bridgford. In the case of windfall sites, national planning guidance sets out that the Local Planning Authority should identify, through use of the Sequential Test, those areas where

windfall development would be considered as appropriate development in flood risk term, subject to then applying the Exception Test.

Redevelopment and new development, whether on allocated sites or on windfall sites, can bring significant wider sustainability benefits to the wider community, in terms both of reducing the need to travel and reducing the need for greenfield development, and will therefore be an important consideration in applying the Exception Test. Such areas will be defined in the Local Plan Part 2 (Land and Planning Policies), as too will more detailed criteria for determining planning applications under these circumstances.

- 3.1.1.14 Some parts of Rushcliffe are also prone to flooding from surface water runoff. Information on how surface water affects Rushcliffe is included in Nottinghamshire County Council’s recently completed Preliminary Flood Risk Assessment, which covers the risk of flooding from local sources including ordinary watercourses, surface water and groundwater. Reducing runoff can be helpful in reducing the risk of flooding from this source, and the Borough Council will seek the implementation of Sustainable Drainage Systems into all new development and their effective on going management, unless it can be demonstrated that such measures are not technically feasible. For development on greenfield sites, the aim should be to reduce or maintain runoff levels compared to those present prior to development. Effectively managing run-off also has a role to play in preventing pollutants entering waterbodies and, in doing so, supporting the aims of the Water Framework Directive. Parts of the Borough are covered by the Trent Valley Internal Drainage Board who play an important role in effectively managing local drainage systems. Nottinghamshire County Council and the Environment Agency also have important roles in effectively managing drainage.

### **Implementation, delivery and monitoring**

- 3.1.1.15 This policy will be chiefly implemented through the identification of more detailed policy requirements in the Local Plan Part 2 (Land and Planning Policies) and also through the development management process. Details are summarised in the table below.

<b>Targets</b>	<b>Indicators</b>	<b>Policy Delivery</b>
To reduce per capita CO <sub>2</sub> emissions	Per capita CO <sub>2</sub> levels	<ul style="list-style-type: none"> <li>Local Plan Part 2 (Land and Planning Policies)</li> </ul>
Increase renewable power generation	Energy capacity of new facilities	
Zero planning permissions contrary to Environment Agency advice	Number of planning applications permitted contrary to Environment Agency advice	<ul style="list-style-type: none"> <li>Supplementary Planning Documents</li> </ul>
To increase the use of Sustainable	Location of and number of SuDs systems	<ul style="list-style-type: none"> <li>Development Management</li> </ul>

<b>Targets</b>	<b>Indicators</b>	<b>Policy Delivery</b>
Drainage Systems (SuDs) through new development	provided through new development	Decisions

### **3.1.2 Policy 2 Spatial Strategy**

#### **POLICY 2 SPATIAL STRATEGY**

**1. The sustainable development of Rushcliffe will be achieved through a strategy that supports a policy of urban concentration with regeneration for the whole of Greater Nottingham to 2028. The settlement hierarchy for Rushcliffe to accommodate this sustainable development is defined on the Key Diagram and consists of:**

- a) the main built up area of Nottingham; and**
- b) Key Settlements identified for growth of Bingham, Cotgrave, East Leake, Keyworth, Radcliffe on Trent and Ruddington.**

**In other settlements (not shown on the Key Diagram), with the exception of Newton and the redevelopment of the former RAF Newton, development will be for local needs only.**

**2. A minimum of 13,150 (2011 to 2028) new homes will be provided for as follows:**

- a) Approximately 7,650 homes in or adjoining the main built up area of Nottingham (within Rushcliffe), including:**
  - i) A Sustainable Urban Extension to the South of Clifton subject to the widening of the A453 from the M1 to the A52(T) at Clifton (around 3,000 homes);**
  - ii) A Sustainable Urban Extension on land off Melton Road, Edwalton (around 1,500 homes); and**
  - iii) A sustainable Urban Extension to the East of Gamston/North of Tollerton (around 2,500 homes by 2028 and up to a further 1,500 homes post 2028).**
- b) Approximately 5,500 homes beyond the main built up areas of Nottingham (within Rushcliffe), including:**
  - i) North of Bingham (around 1,000 homes);**
  - ii) Former RAF Newton (around 550 homes);**
  - iii) Former Cotgrave Colliery (around 470 homes);**
  - iv) In or adjoining East Leake (a minimum of 400 homes);**
  - v) In or adjoining Keyworth (a minimum of 450 homes);**
  - vi) In or adjoining Radcliffe on Trent (a minimum of 400 homes);**
  - vii) In or adjoining Ruddington (a minimum of 250 homes); and**
  - viii) In other villages solely to meet local housing needs.**

**2A. The following delivery pattern of new homes is predicted over the plan period:**

<b>2011 to 2028</b>	<b>2011 to 2013</b>	<b>2013 to 2018</b>	<b>2018 to 2023</b>	<b>2023 to 2028</b>
<b>13,450</b>	<b>500</b>	<b>2,350</b>	<b>6,500</b>	<b>4,100</b>
All years are financial years, April to March. Numbers are rounded to the nearest 50.				

- 3. Significant new employment development will take place in the following locations in Rushcliffe, as part of:**
  - i) The Sustainable Urban Extension to the South of Clifton;**
  - ii) The development on land to the North of Bingham;**
  - iii) The redevelopment and regeneration of the Former Cotgrave Colliery;**
  - iv) The redevelopment and regeneration of the Former RAF Newton; and**
  - v) The Sustainable Urban Extension to the East of Gamston/North of Tollerton.**
  
- 4. Retail, social, leisure and cultural development will be focused in the District Centres of West Bridgford and Bingham at an appropriate scale. New retail development of an appropriate scale will be developed to serve new sustainable communities at:**
  - i) The Sustainable Urban Extension on Land South of Clifton;**
  - ii) Former RAF Newton;**
  - iii) Land off Melton Road, Edwalton**
  - iv) Land North of Bingham; and**
  - v) The Sustainable Urban Extension to the East of Gamston/North of Tollerton.**
  
- 5. Major new transport infrastructure will be provided to encourage sustainable alternatives to using the private car, address the impacts of growth, and/or meet the objectives of the Local Transport Plans as follows:**
  - a) Existing planned transport schemes which are essential to the delivery of the Core Strategy and with committed funding are:**
    - i) Nottingham Express Transit Phase 2 (extensions to Clifton and Chilwell);**
    - ii) Nottingham Midland Station Hub;**
    - iii) A46(T) improvements between Newark and Widmerpool (now completed); and**
    - iv) A453(T) widening from the M1 to A52(T) at Clifton.**
  
  - b) Transport schemes with committed funding which are also important to the delivery of the Core Strategy are:**

- i) Nottingham Ring Road Improvement Scheme.**
- c) Transport schemes without committed funding which are essential to the delivery of the Core Strategy are:**
  - i) Package of improvements to A52 junctions between the A6005 (Beeston Road) and A46.**

**Further new transport infrastructure will be provided in line with the hierarchy of provision set out in Policy 14, with the aim of reducing the need to travel, especially by private car.**

- 6. Strategic Green Infrastructure will be provided or enhanced in conjunction with the locations for major residential development identified above, the Strategic River Corridors of the Trent and Soar, the Grantham Canal corridor and Urban Fringe areas. Further detail is set out at Policy 15.**
- 7. The following strategic sites have the status of allocations and are expected to begin to deliver housing by 2015:**
  - i) Sustainable Urban Extension on land off Melton Road, Edwalton**
  - ii) Sustainable Urban Extension to the South of Clifton**
  - iii) North of Bingham**
  - iv) Former RAF Newton; and**
  - v) Former Cotgrave Colliery.**
  - vi) Sustainable Urban Extension East of Gamston/North of Tollerton**

**As allocations, each site is identified on the Key Diagram, the site boundaries are shown on the accompanying adopted policies map and the distribution of proposed uses of each site is indicatively illustrated on Figures 1 to 6. Planning permission will be granted for mixed use development at these locations which comply with the detailed development principles and requirements set out in Policies 19, 20, 21, 22, 23 and B.**

## JUSTIFICATION

### Spatial Strategy

- 3.1.2.1 The spatial strategy flows from the spatial portrait set out within the Character of Rushcliffe section, the Vision, and the Objectives. It is aspirational but realistic, and has been positively prepared to meet the objectively assessed development and infrastructure requirements of the area as set out in the evidence base, and provides a framework and context for the other policies of the plan. The main proposals are shown on the Key Diagram.
- 3.1.2.2 A spatial strategy of urban concentration with regeneration was originally proposed through the former East Midlands Regional Plan. Such a strategy is broadly considered to be the most appropriate for Greater Nottingham as a whole, both in light of the significant regeneration challenges faced by parts of Greater Nottingham and given that it is considered by the sustainability appraisal process to be the most sustainable option. This Plan, therefore, follows the principle of urban concentration through the provision of Sustainable Urban Extensions on the edge of the main built up area of Nottingham (within Rushcliffe) and regeneration through the allocations at former Cotgrave Colliery and former RAF Newton. It also allows for some growth around the more rural sustainable settlements across the rest of Rushcliffe.
- 3.1.2.3 The settlement hierarchy set out in part 1 of the policy takes full account of this strategy, with the main built up area of Nottingham at its head. In Rushcliffe, West Bridgford alone is part of the main built up area of Nottingham. In other parts of Greater Nottingham, the two Sub Regional Centres of Hucknall and Ilkeston will form the next tier of the hierarchy. Beyond this, Key Settlements have been defined based on their role, function and other planning policy considerations. The scale of development envisaged within or adjoining these Key Settlements in Rushcliffe varies depending on a range of factors such as Green Belt impacts, local regeneration needs, accessibility, environmental constraints and ability to sustain growth based on the capacity of existing or planned services, facilities and job opportunities.
- 3.1.2.4 The concentration of development in or adjoining the main built up area applies across the Greater Nottingham area, rather than to individual council areas, so the proportion of growth in or adjoining the main built up area of Nottingham varies between the councils. Taking account of opportunities for sustainable growth, it is less concentrated in Rushcliffe than may be the case for some other Greater Nottingham authorities.
- 3.1.2.5 In line with the strategy, outside of those Key Settlements listed in part 1(b) of the policy and with the exception of the former RAF Newton, development will be of a scale appropriate to meet local needs. Former RAF Newton is identified for development in order to regenerate a major brownfield site and to support the existing Newton community.

## Housing Provision

### 3.1.2.6 *[Entire paragraph deleted by February 2014 Proposed Modifications]*

3.1.2.6a The housing provision for Rushcliffe is a minimum of 13,150 new homes between 2011 and 2028. Some of this housing provision has already secured planning permission. This level of housing provision is based on Rushcliffe providing a significant proportion of the new housing required for it and the other Greater Nottingham authorities to meet the objectively assessed need for new housing across the Housing Market Area (HMA) to 2028. Collectively, all HMA authorities will be delivering around 49,950 new homes between 2011 and 2028 to satisfy this housing need. It provides for the needs of the existing HMA population, allows for in-migration, albeit at a lower level than experienced in the past and provides for forecasted growth in local job numbers. It allows for a significant contribution towards affordable housing needs. It also results in a mix of sites offering early housing delivery and sites which will require a longer lead in time.

3.1.2.6b The evidence underlying this housing provision for the Plan area has been reviewed, including full consideration of the Government's latest household projections, and it is considered to meet the full objectively assessed housing needs of Rushcliffe as part of the wider Housing Market Area. In determining that provision of 13,150 new homes will, as part of the delivery of around 49,950 homes across the whole HMA, satisfy objectively assessed housing needs to 2028, a number of assumptions have been made in order to forecast how many people and households there will be in future years. Should any of these assumptions subsequently prove to be inappropriate, to the extent that the objectively assessed housing need is materially different from what it is presently determined to be, the Local Plan will be reviewed as a matter of priority. As part of any review process the Council would aim to work closely with partner local authorities across Greater Nottingham to establish housing needs on a cross housing market area basis.

3.1.2.7 In terms of deliverability, the housing provision figure is considered to be challenging, and the housing trajectory at Appendix D shows that a significant uplift in completions will be required if the total housing provision is to be achieved. However, the number is considered to be the appropriate level of housing provision to plan for in order to meet HMA wide objectively assessed housing needs, and given an early return to good market conditions, should be achievable. The rate of housing delivery through the plan period is set out as anticipated delivery tranches in Policy 2 – the table which follows part 3 of the policy.

3.1.2.7a As set out in Section 1.2, the Local Plan is being prepared in two parts. The Local Plan Part 2: Land and Planning Policies will be prepared following the adoption of this Local Plan Part 1: Core Strategy and will, amongst other matters, allocate non-strategic sites for development. As a



result of this two stage process and taking into account other factors including the current economic downturn, but more particularly, the lead in time required to bring forward development on strategic sites and in some cases the requirement for infrastructure to be in place prior to development, the delivery of housing across the plan period is expected to be lower in the early part of the plan period. Housing delivery will build up thereafter, following the adoption of the Part 2 Local Plan and due to the commencement and build out of the strategic sites and, to a lesser extent, a return to more normal market conditions. This is reflected in the table included at Policy 2 (part 3). The figures in the table are not upper limits to development or intended to restrict delivery if development is able to come forward sooner. Rather, they represent the anticipated rate of housing completions and will be used by the Council to determine the level of its 5 year supply of deliverable housing sites prior to adoption of the Part 2 Local Plan. Thereafter, for the remaining years of the plan period (to 2028) the 5 year supply of deliverable housing sites will be based on an annualised calculation, taking into account any under delivery against the projected housing completions included within the housing trajectory at Appendix D.

- 3.1.2.8 The table included in Policy 2 (part 3), therefore, takes account of the fact that the spatial strategy is dependent on the delivery of a number of key strategic sites (see below) who, collectively, will not be in a position to maximise housing completions until towards the mid phase of the plan period at the earliest. This, in part, is due to the dependency on supporting infrastructure first coming forward in a timely manner. Given the profile of housing delivery from these strategic sites, the expected annual rate of housing delivery will, therefore, begin at a lower rate and will rise in subsequent periods, before receding again as key sites near completion. Attempting to achieve a constant annualised rate of delivery is not possible if the particular spatial strategy identified for the Borough is to be realised. However, ultimately it is expected that the housing target of 13,150 homes will be exceeded by the end of the plan period in 2028. Using latest evidence from the 2013 Strategic Housing Land Availability Assessment, it is expected that around 13,450 homes in total will be delivered by 2028.
- 3.1.2.9 In line with sustainability principles, across Greater Nottingham as a whole most 'main urban area' development will take place within the existing main built up area of Nottingham. In Rushcliffe, sustainable development will be concentrated within the main urban area (West Bridgford) where opportunities exist. However, West Bridgford has relatively limited capacity to accommodate development over the Plan period and, therefore, the majority of 'main urban area' development in Rushcliffe will be delivered on three Sustainable Urban Extensions at Melton Road, Edwalton, South of Clifton and East of Gamston/North of Tollerton.
- 3.1.2.10 Approximately 7,000 new homes will provided for on these three Sustainable Urban Extensions. These three locations have been selected based on evidence (including the Appraisal of Sustainable Urban Extensions Study, Tribal 2008), the findings of the Sustainability Appraisal, what can be delivered within the timescales of the Core Strategy, existing

planning permissions and/or informed by previous consultations. These new developments will be exemplar in terms of their design, and will incorporate measures to mitigate and reduce the causes of climate change (see Policy 1).

- 3.1.2.10a All three strategic allocations are on land taken from the Green Belt to accommodate development. The location of each has been informed by work to review the Green Belt. In the case of the Sustainable Urban Extension to the East of Gamston/North of Tollerton, the review has informed the decision to remove from the Green Belt land that can ultimately accommodate more homes than are likely to be deliverable within the plan period.
- 3.1.2.10b The site will be able to deliver up to 4,000 new homes in total but with expected delivery of around 2,500 homes by 2028 (the end of the plan period) and then the completion of all remaining homes by around 2034. The total number of homes that the site is able to accommodate will be established as part of on-going detailed design work for the site. This will take into account particular site requirements, including to appropriately mitigate impacts on the 18 listed pill boxes within or adjacent to the site, to achieve a suitable layout and density of development and to provide for strategic green infrastructure, particularly around the perimeters of the site and in the vicinity of the Grantham Canal. The Council would expect that from the outset there should be a comprehensive scheme for the site as a whole and for its entire development, rather than one that just deals with that element of development expected by 2028, and that planning permission would be granted on this basis. The Council would not as part of any planning consent for the whole site seek to place a limit on what proportion of the up to 4,000 homes total could be delivered by 2028..
- 3.1.2.11 The sites named in part 2 (a) and (b(i) to (iii)) of policy 2 are considered to be strategic sites. Where they are expected to begin to deliver housing within the first five years of the adoption of the Core Strategy and substantial work has been undertaken to identify site requirements, they are allocated for development, are shown on the adopted policies map and are subject to an individual policy in the Making It Happen section of the delivery strategy (Policies 19 to 23 and B). More detail in terms of breakdown of uses, transport and infrastructure (including Green Infrastructure) measures, and facilities required to support the development are also set out in the Infrastructure Delivery Plan which accompanies the Core Strategy, as summarised in Appendix C.
- 3.1.2.12 Development elsewhere in Rushcliffe will be concentrated at the Key Settlements listed in the policy, again to assist in meeting sustainability objectives. With the exception of Bingham and Cotgrave, which have strategic allocations under Policy 2, the locations for development in other Key Settlements will be determined through the Local Plan Part 2: Land and Planning Policies Development Plan Document and relevant Neighbourhood Plans.

3.1.2.13 In other settlements, development will meet local needs only. Local needs will be delivered through small scale infill development or on exception sites (see Policy 7). Beyond this, where small scale allocations are appropriate to provide further for local needs, these will be included in the Local Plan Part 2: Land and Planning Policies Development Plan Document, including Neighbourhood Plans. The minimum targets for the settlements of East Leake, Keyworth, Radcliffe on Trent and Ruddington are in addition to those sites that have been identified as suitable and deliverable in the April 2013 Strategic Housing Land Availability Assessment update.

### **Other spatial priorities**

3.1.2.14 As with the whole of Greater Nottingham, new employment in Rushcliffe is needed not only to complement population growth, but also to provide a range of viable and sustainable employment opportunities for existing residents, particularly as unemployment is a significant issue in some local areas. The location of new employment as part of mixed use residential development schemes can help to meet sustainability objectives in reducing the need to travel, and can also provide new opportunities for residents. Contributing towards the provision of high skilled, knowledge based jobs will be particularly important in recognising Nottingham's Core City and Science City status.

3.1.2.15 A retail hierarchy for Greater Nottingham, including centres in Rushcliffe, has been recognised and endorsed through various studies. The 'Greater Nottingham Retail Study' 2008 assessed Bingham as a Local Centre, however, in recognition of Bingham's role as the principal location for rural growth and to reflect recent decisions by the Council that are likely to increase the settlement's retail capacity, the Core Strategy identifies Bingham as a District Centre. West Bridgford is also identified as a District Centre. The focus for new retail, social, leisure and cultural development will be these two District Centres, at an appropriate scale taking account of the relative location of each centre in the settlement hierarchy at part 1 of Policy 2.

3.1.2.16 Transport is a major contributor to climate change, and congestion has adverse economic impacts, as well as being detrimental to air quality. Upgrading existing infrastructure and providing new infrastructure will therefore be aimed at reducing the need to travel, especially by private car. There will be a strong focus on changing people's travel behaviour (see Policy 13) and improving opportunities for journeys to be made by public transport. Major improvements to highway capacity for private cars will be a last resort.

3.1.2.16a A number of strategic transport improvements with identified funding are currently being progressed with that are integral to delivery of the Core Strategy. In addition, the need for further highway mitigation measures on the strategic route network have been identified as necessary in conjunction with proposed developments, including the Sustainable Urban Extensions at Melton Road, Edwalton, to the East of Gamston/North of

Tollerton and to the South of Clifton. A package of improvements along the length of the A52 between the A6005 (Beeston Road) and the A46 is essential to support the Local Plan Part 1: Core Strategy. Mitigation measures will also be required on the A453, most directly related to the South of Clifton strategic allocation. These measures are expected to be able to be delivered through a combination of funding mechanisms including direct provision by developers, through developer contributions, the Council's proposed Community Infrastructure Levy, and through public funding.

- 3.1.2.17 New and enhanced strategic Green Infrastructure is required to mitigate the effects of growth and make good existing deficiencies. Wherever possible, it should be multifunctional, for instance, in providing adequate open spaces for recreation, assisting in providing for more biodiversity and in managing flood risk, or providing opportunities for growing local food.
- 3.1.2.18 Where sites identified in the policy for housing or mixed use development do not prove to be capable of delivery within the envisaged timescales, the Council will look to make up the resulting shortfall of homes on other sites identified through the Council's Strategic Housing Land Availability Assessments. Where this is not possible, the Borough Council would look to review the Core Strategy.
- 3.1.2.19 *[Entire paragraph deleted by February 2014 Proposed Modifications]*

#### **Implementation, delivery and monitoring**

- 3.1.2.20 This policy will chiefly be implemented through the provisions of other Core Strategy policies, not least the Strategic Allocation policies (Policies 19 to 23 and B), as well as Development Management decisions. There is still a need for other, as yet unidentified, sites to be allocated in order to fully satisfy the requirements of Policy 2. This will take place through the preparation of the Local Plan Part 2: Land and Planning Policies Development Plan Document, as well as individual Neighbourhood Plans in particular locations. The continuing review of the Strategic Housing Land Availability Assessment will also be needed in order to appropriately monitor and manage a sufficient and readily available supply of housing land.
- 3.1.2.21 The following targets and indicators in the table below relate to housing only. The implementation, delivery and monitoring of other spatial strategy elements are dealt with under separate Core Strategy policies.

<b>Targets</b>	<b>Indicators</b>	<b>Policy Delivery</b>
Delivery of housing in line with Policy 2	<ul style="list-style-type: none"> <li>• Net additional homes</li> <li>• Available housing land</li> <li>• Preparation of other Local Development Plan Documents</li> </ul>	<ul style="list-style-type: none"> <li>• Local Plan Part 1: Core Strategy Strategic Allocation and Regeneration policies</li> <li>• Local Plan Part 2: Land and Planning Policies Development Plan Document</li> <li>• Neighbourhood Plan Documents</li> <li>• Supplementary Planning Documents (e.g. masterplans)</li> <li>• Annual review of SHLAA to manage sufficient housing supply</li> <li>• Development Management decisions</li> </ul>
5 year supply of deliverable housing sites		

3.1.2.22 In respect of housing delivery, consideration will be given to a full review of the Local Plan should the actions listed in the table below not keep housing delivery at the anticipated rate.

<b>Key objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Trigger</b>	<b>Action</b>
Housing delivery	13,150 new homes by 2028, of which 1,900 will be delivered by April 2017 (first monitoring date following anticipated adoption of Local Plan	Net new dwellings built	Shortfall of 30% cumulative completions against annualised 5 year land supply as set out in housing trajectory from April 2017	<ul style="list-style-type: none"> <li>• Consideration of Market Signals, and risks to delivery in broad terms and on strategic sites being minimised through annual reviews of</li> </ul>

Key objective	Target	Indicator	Trigger	Action
	Part 2)		<p>onwards (adoption of Local Plan Part 2).</p> <p>Inability to demonstrate 5 year land supply plus 5% or 20% buffer from April 2017 onwards.</p>	<p>Housing Implementation Strategy.</p> <ul style="list-style-type: none"> <li>• Discuss with landowners and developers ways to overcome key constraints.</li> <li>• Annual review of SHLAA</li> <li>• Rectification of any delays that may occur on strategic sites through the identification of additional sites and broad locations to achieve annualised housing land supply through Local Plan Part 2.</li> </ul>
Affordable housing delivery (3,100 dwellings over plan period)	<p>190 dwellings 2011-2017</p> <p>1850 dwellings 2018-2023</p> <p>1150 dwellings 2024-2028</p>	Net new affordable dwellings built	Shortfall of 30% cumulative completions on rolling 5 year land supply	<ul style="list-style-type: none"> <li>• Review triggers and barriers to delivery on sites that will deliver affordable housing through annual updates of the Housing Implementation Strategy</li> </ul>

### **3.1.3 Policy 3 Nottingham-Derby Green Belt**

#### **POLICY 3: NOTTINGHAM-DERBY GREEN BELT**

- 1. The principle of the Nottingham Derby Green Belt within Rushcliffe will be retained and it will only be altered where it is demonstrated that exceptional circumstances exist.**
- 2. Detailed revisions to the Green Belt are made through the Local Plan Part 1 (Core Strategy) to:**
  - i) accommodate the strategic allocations around the main Nottingham area (within Rushcliffe) at Land off Melton Road, Edwalton, Land South of Clifton and Land East of Gamston/North of Tollerton**
  - ii) remove Edwalton Golf Course from the Green Belt and identify it as safeguarded land; and**
  - iii) inset from the Green Belt the regeneration sites at the Former Cotgrave Colliery and at the Former RAF Newton.**
- 3. The following settlements shall remain inset from the Green Belt:**

**Cotgrave, Cropwell Bishop, East Bridgford, Keyworth, Radcliffe on Trent, Stanton on the Wolds (part of), Ruddington, Tollerton.**
- 4. The following settlements shall be inset from the Green Belt:**

**Bradmore, Bunny, Cropwell Butler, Gotham, Newton, Plumtree, Shelford, Upper Saxondale.**
- 5. Inset boundaries will be reviewed or created through the Local Plan Part 2 (Land and Planning Policies) in order to accommodate development requirements until 2028. Consideration will be given to the identification of safeguarded land to meet longer term requirements beyond the plan period.**
- 6. The following settlements shall remain washed over by the Green Belt:**

**Barton in Fabis, Bassingfield, Clipston on the Wolds, Holme Pierrepont, Normanton on the Wolds, Owthorpe, Kingston on Soar, Ratcliffe on Soar, Saxondale, Stanton on the Wolds (part of), Thrumpton.**
- 7. When reviewing Green Belt boundaries, consideration will be given to whether there are any non-Green Belt sites that are equally, or more, sustainably located to cater for development needs within the Borough before making alterations to the Green Belt. Regard will be had to:**

- a) **the statutory purposes of the Green Belt, in particular the need to maintain the openness and prevent coalescence between settlements;**
- b) **establishing a permanent boundary which allows for development in line with the settlement hierarchy and / or to meet local needs;**
- c) **the appropriateness of defining safeguarded land to allow for longer term development needs; and**
- d) **retaining or creating defensible boundaries.**

## **JUSTIFICATION**

- 3.1.3.1. The Nottingham-Derby Green Belt is a long established and successful planning policy tool. It was formalised in Rushcliffe through the adoption of the Nottinghamshire Green Belt Local Plan in 1989. Since that date, the Green Belt within Rushcliffe has remained largely unaltered and, therefore, has performed a successful function in its current form for over 20 years.
- 3.1.3.2 The Green Belt is very tightly drawn around some of Rushcliffe's more sustainable settlements, and non-Green Belt opportunities for further development within these settlements, and within settlements that lie beyond the Green Belt, (as identified through the Strategic Housing Land Availability Assessment) are limited.
- 3.1.3.3 Policy 2 sets out sustainable development proposals to meet, in particular, housing requirements based on an objective assessment of housing need. This level of development cannot, however, be delivered without removing some land from the Green Belt for development purposes. There are therefore considered to be exceptional circumstances to review the boundaries of the Green Belt in Rushcliffe.
- 3.1.3.4 Paragraph 84 of the National Planning Policy framework states that when drawing up or reviewing Green Belt boundaries local planning authorities should take account of the need to promote sustainable patterns of development. They should consider the consequences for sustainable development of channelling development towards urban areas inside the Green Belt, towards towns and villages within the Green Belt or towards locations beyond the Green Belt boundary.
- 3.1.3.5 In reviewing Green Belt boundaries, the original purposes of the Green Belt as set out in national planning policy are an important consideration. Nottinghamshire and Derbyshire County Councils undertook a strategic review of the Green Belt in 2006, and this provides some guidance as to the relative importance of different areas of Green Belt around Greater Nottingham. It highlighted that the area between Nottingham and Derby is overall the most sensitive area of Green Belt, in relation to the purposes of



Green Belt set out in government guidance, and this was taken into consideration in the preparation of the Appraisal of Sustainable Urban Extensions Study (Tribal, 2008), and the Sustainable Locations for Growth Study (Tribal, 2010). The broad strategy contained within this collection of documents has provided a starting point in undertaking a Rushcliffe-specific review of the Green Belt.

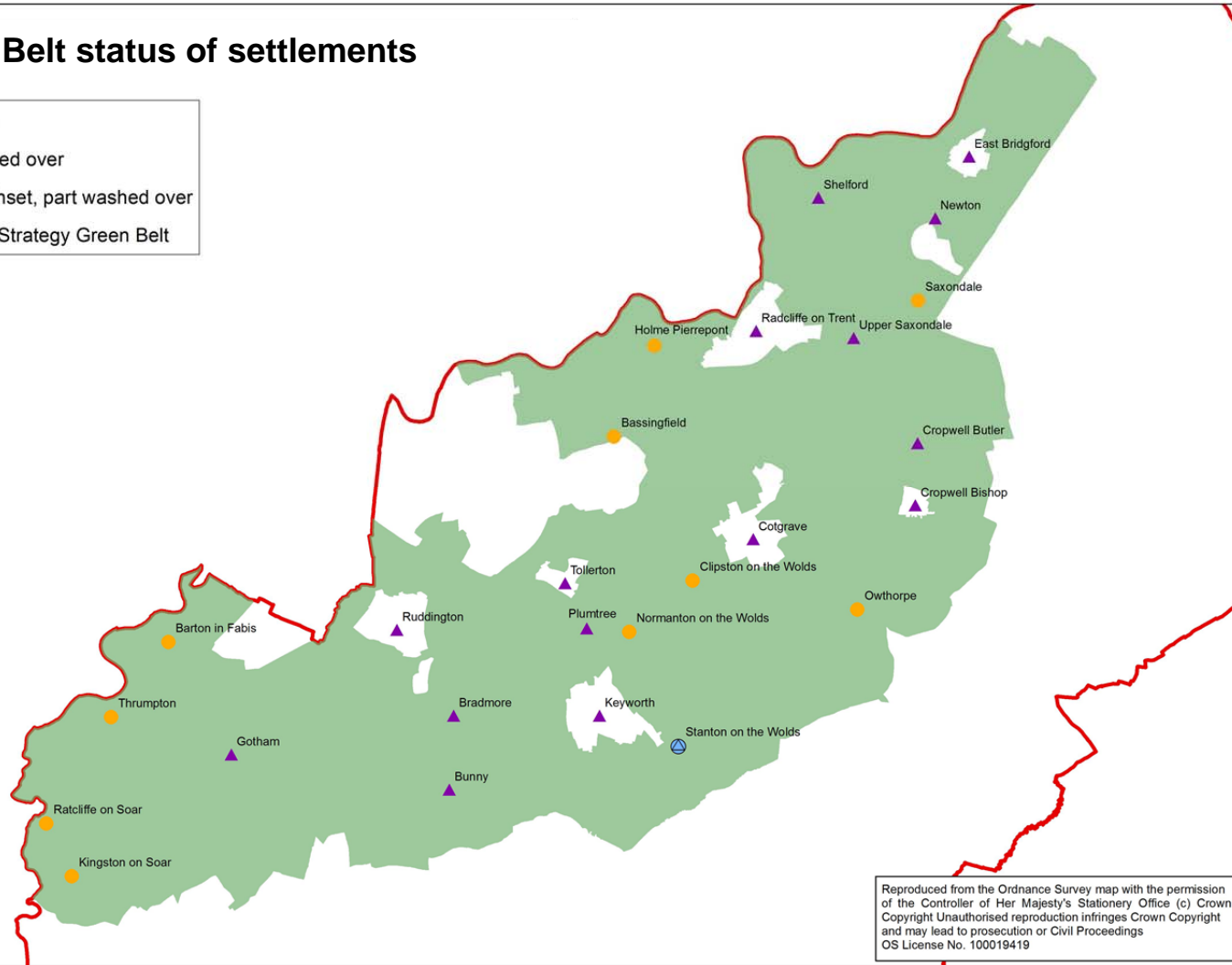
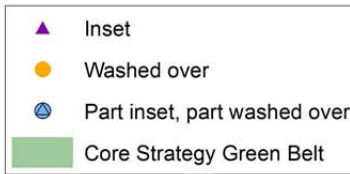
- 3.1.3.6. The strategic review recommends where a more detailed review of the Green Belt should be undertaken. A more detailed review has been produced around the main built up area of Nottingham within Rushcliffe. A more detailed review around other settlements, in accordance with the approach identified in parts 3 to 6 of Policy 3, will take place in support of the Local Plan Part 2 (Land and Planning Policies).
- 3.1.3.7 Policy 3 has been developed in accordance with the recommendations and conclusions of the Green Belt review. Revisions to the Green Belt on the adopted policies map are accordingly made around Nottingham built up area (within Rushcliffe, and for the regeneration areas at former RAF Newton and former Cotgrave Colliery. Revisions on the adopted policies map for the remainder of the Green Belt will be made in accordance with Policy 3, as part of the production of the Local Plan Part 2 (Land and Planning Policies).
- 3.1.3.8 Consideration has and will be given as to the appropriateness of excluding other land from the Green Belt as part of a boundary review to allow for longer term development needs, as advised by Government policy. This can aid the 'permanence' of the Green Belt, and prevent the need for further early review of its boundaries. This Local Plan Part 1 (Core Strategy) removes Edwalton Golf Course from the Green Belt and safeguards it for development in the future. This is an approach that is supported by the Rushcliffe Green Belt Review 2013. While the land is not required for development at the present time, should this situation change it may be brought forward through a future review of the Local Plan. The golf course will be protected as a recreational facility and will only be considered for other uses through a future review of the Local Plan. Alternative uses will only be considered where it is demonstrated that an assessment has been undertaken which has clearly shown the golf course and its associated facilities are surplus to requirements, or the facility would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location.
- 3.1.3.9 National planning policy expects the Council to plan positively to enhance the beneficial use of the Green Belt, such as looking for opportunities to provide access; to provide opportunities for outdoor sport and recreation; to retain and enhance landscapes, visual amenity and biodiversity; or to improve damaged and derelict land. The Council will do this through the implementation of this plan and in preparing and implementing the Local Plan Part 2 (Land and Planning Policies).

## Implementation, delivery and monitoring

3.1.3.10 The main release of land from the Green Belt in order to meet the requirements of the Spatial Strategy is being implemented through the Core Strategy's Strategic Allocations policies (Policies 19 to 23 and B) and associated amendments to the adopted policies map. Other land releases will be delivered through the preparation of a Site Specific Development Plan Document, as well as individual Neighbourhood Development Plans for particular locations within the Green Belt.

Targets	Indicators	Policy Delivery
Green Belt review in line with the settlement hierarchy outlined in Policy 2 and framework in Policy 3.	<ul style="list-style-type: none"> <li>• Location and area of land removed from the Green Belt.</li> <li>• Production of Local Plan Part 2: Land and Planning Policies Development Plan Document.</li> </ul>	<ul style="list-style-type: none"> <li>• Local Plan Part 1: Core Strategy Strategic Allocation policies and subsequent amendments to the Local Plan adopted policies map.</li> <li>• Local Plan Part 2: Land and Planning Policies Development Plan Document</li> </ul>

## Green Belt status of settlements



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### **3.1.4 Policy 4 Employment Provision and Economic Development**

#### **POLICY 4 EMPLOYMENT PROVISION AND ECONOMIC DEVELOPMENT**

The economy will be strengthened and diversified with new floorspace being provided (across all employment sectors) to meet restructuring, modernisation and inward investment needs. This will be achieved by:

- 1. Providing a range of suitable sites for new employment that are attractive to the market especially in terms of accessibility, environmental quality and size, particularly where it will assist regeneration. This will provide opportunities for business relocation. Wherever possible, rail accessibility for storage and distribution uses should be utilised.**
- 2. Placing a particular emphasis on office development (Use Classes B1(a & b)) as part of providing for a science and knowledge-based economy. To ensure the availability of sufficient land to 2028 for these purposes, sites will be identified within Rushcliffe to provide for a minimum of 67,900m<sup>2</sup> new floorspace. The level of office floorspace will be kept under review. If the provision of undeveloped floorspace falls below the equivalent of a 5 year supply across Rushcliffe as a whole, Development Plan Documents will be prepared to ensure a minimum provision of 5 years supply is available throughout the plan period.**
- 3. Identify and maintain a supply of good quality land to provide for new, and relocating industrial and warehouse uses (in Use Classes B1(c), B2 and B8) across Rushcliffe. As a minimum, 20 hectares of employment land will be identified. The Borough Council will work together with other Greater Nottingham authorities to ensure that a sufficient supply of industrial and warehousing land is maintained across the wider economic area.**
- 4. Promoting significant new economic development at the following strategic allocations:**
  - i) The Sustainable Urban Extension to the South of Clifton through the provision of around 20 hectares of B1, B2 and B8 employment land;**
  - ii) The provision of around 15.5 hectares of employment land providing for a mix of B1, B2 and B8 through the development on land to the North of Bingham;**
  - iii) The provision of around 4.5 Hectares of employment land providing for a mix of B1, B2 and B8 through the redevelopment and regeneration of the Former Cotgrave Colliery; and**
  - iv) The retention of the existing hangars for employment purposes and the provision of around 6.5 hectares of additional land for B1, B2 and B8 purposes through the redevelopment and regeneration of the Former RAF Newton.**

- v) **The Sustainable Urban Extension to the East of Gamston/North of Tollerton through the provision of around 20 hectares of B1, B2 and B8 employment land**

**Economic development of a lesser scale will be delivered elsewhere in sustainable locations and in accordance with the settlement hierarchy of Policy 2 to ensure a sustainable mix of uses. This will be identified in the Local Plan Part 2 (Land and Planning Policies) or Neighbourhood Plans.**

- 5. **Encouraging economic development associated with the University of Nottingham, Sutton Bonington campus, and with other Centres of Excellence in Rushcliffe such as Ratcliffe on Soar Power Station, British Geological Survey at Keyworth and British Gypsum at East Leake, including their expansion, and allocating land specifically to meet the needs of high technology industries.**
- 6. **Encouraging economic development of an appropriate scale to diversify and support the rural economy.**
- 7. **Working with partners and using planning obligations to provide appropriate training opportunities to assist residents in accessing new jobs.**
- 8. **Appropriately managing existing employment sites, by:**
  - a) **Retaining viable employment sites, including the strategic employment area at Ruddington Fields Business Park, that are an important source of jobs and cater for a range of businesses particularly where they support less-skilled jobs in and near deprived areas, or have the potential to provide start up or grow-on space; and**
  - b) **Releasing poor quality, underused and poorly located employment sites for other purposes.**

## **JUSTIFICATION**

- 3.1.4.1 The working age population of Rushcliffe relies heavily on the provision of jobs in the wider Nottingham area. However, the provision of employment opportunities within Rushcliffe is essential to minimise out-commuting and to ensure future prosperity for the Borough. In addition the rising working age population across Rushcliffe needs to be balanced with a proportional rise in employment opportunities to meet the increased demand for jobs, including addressing existing problems of unemployment and worklessness.
- 3.1.4.1a New employment development is vital to the growth of the area's economy. Greater Nottingham overall supports a working population of 311,000 (in 2009). Over the plan period, an increase of approximately 37,000 jobs in Greater Nottingham is anticipated, of which around 4,400 are expected to

be in the plan area. These new jobs are required not only to support increased numbers of workers, but to facilitate the shift from manufacturing sectors, where employment is expected to fall, to a more knowledge based economy.

- 3.1.4.1b Proposals for development, which generate employment, in sectors including retail, health and civic/science-based institutions will be considered favourably where they are considered to comply with other sustainable development objectives. It is important to recognise that jobs created outside of the traditional employment uses of offices, manufacturing and warehousing will assist in sustaining a strong and flexible economy. Encouragement, where appropriate, will also be given to uses (such as crèches or day nurseries) that support or do not conflict with the main use of an employment site. Where appropriate, specific provision for non-traditional forms of employment will be made in Development Plan Documents.
- 3.1.4.2 Local Enterprise Partnerships (LEPs) have replaced and assumed responsibility for some of the roles previously held by Regional Development Agencies (RDAs). In promoting sustainable and co-ordinated economic growth across local authorities, it will be important for Rushcliffe to work with the other Greater Nottingham councils to enable the delivery of strategic planning priorities. This will involve consultation with the LEP.
- 3.1.4.3 Locally, the formation of the Derby, Derbyshire, Nottingham, Nottinghamshire (D2N2) LEP was endorsed by the Government in October 2010. Comprising public and private interests, it will become a key driver of local economic growth and sustainability across the LEP area. Its work will be focused around initial priorities identified to help create a prosperous economy by:
- Further developing the reputation for internationally competitive science, manufacturing, engineering and creative industries in developing a low carbon economy
  - Sharing the benefits of economic growth equitably across the D2N2 area
  - Developing a workforce which meets the current and future needs of employers
  - Securing investment in regeneration and infrastructure projects to stimulate growth in the private sector.
- 3.1.4.4 The Core Strategy will have an important role to play in contributing to the delivery of these priorities through the production of policies which positively promote economic development within Rushcliffe.
- 3.1.4.5 Whilst the Government has announced legislative changes which will remove the statutory requirement to produce Local Economic Assessments (LEA), Nottinghamshire County Council continues to work on the development of a robust evidence base to assess the economic conditions within their area. It is expected that this evidence will be important in identifying and monitoring LEP priorities.

- 3.1.4.6 To help promote and strengthen the role played by localised economies serving communities around Rushcliffe, suitable sites for new office-based development and industry and warehousing will need to be provided. It is important that these sites are attractive to the commercial market in terms of good accessibility, environmental quality and being of an appropriate size. The locations listed in part 4 of the Policy display such attributes and therefore should be a focus for the creation of economic development of various scales. It is likely that some existing businesses may need to relocate for reasons which include the long-term suitability of their premises, the desire to expand or diversify the nature of their operations, or to allow for regeneration and redevelopment. To meet these needs, new sites are required which can help meet regeneration needs and also contribute to the creation of a greener, more sustainable economy through the construction of environmentally-friendly premises.
- 3.1.4.7. The Employment Land Study (Nottingham City Region Employment Land Study 2007, updated in 2009) considered office jobs and industrial and warehousing jobs separately. An Employment Provision Background Paper (2012) has been prepared. This publication has been prepared for the whole of the Greater Nottingham area, as background for all of the authorities Core Strategies and in order to provide a consistent approach to employment provision across the area.

### **Office Development**

- 3.1.4.7a The Employment Land Study predicts how many jobs will be created in the office sector, and then uses a jobs to floorspace multiplier to calculate a level of floorspace required to support those jobs. The study focuses on the period between 2006 and 2016 (longer term projections being considered less reliable). The Employment Provision Background Paper explains how provision for 2016 to 2028 has been accounted for.
- 3.1.4.7b As office floorspace has been developed at a slower rate than envisaged by the study between 2006 and 2011, there has been a 'shortfall' in provision of around 70,000 square metres across Greater Nottingham. This has been added to the floorspace requirement total, which has then been distributed to council areas taking account of anticipated supply to give the figures in Policy 4 (part 2). The inherent uncertainty of long term employment projections means the figure in the policy should be treated as an indicative minimum.
- 3.1.4.7c The Employment Land Study also recommends the use of a 'frictional margin' or a stock of developable sites/premises to ensure a range and choice of sites are always available. The study recommends a 'frictional margin' of between 2 and 5 years of recent take up. Given that the provision figures proposed are significantly above the frictional margin, this additional amount of floorspace will only be required towards the end of the plan period, and if the rate of office development, or loss of office floorspace, proceeds faster than that envisaged by the plan. Given the

uncertainty acknowledged by the Employment Land Study of longer term projections, it is proposed that office development be closely monitored, and if it appears likely that the additional 'frictional margin' is required, then the Greater Nottingham councils will work together to ensure adequate provision.

- 3.1.4.7d Based on publicly available information, a jobs to floorspace requirement of 15 square metres per full-time equivalent (FTE) post has been used to generate the floorspace figures in the policy. However, as development occurs, job/floorspace ratios will be kept under review, and floorspace requirements will be interpreted in the light of any new evidence, should it prove necessary.
- 3.1.4.8 *[Entire paragraph deleted by February 2014 Proposed Modifications]*
- 3.1.4.9 *[Entire paragraph deleted by February 2014 Proposed Modifications]*
- 3.1.4.10 Many office jobs will be accommodated within existing buildings and current supply, including within the sites identified in this Policy. Other sites required to accommodate new office jobs will be set out in the Local Plan Part 2: Land and Planning Policies Development Plan Document or Neighbourhood Plans, which will also include sites for non-office based employment, such as manufacturing uses.
- 3.1.4.11 Centres within Rushcliffe are important employment locations, both for their service and their retail functions. The creation of additional office floorspace can enhance their wider economic roles. They all benefit from relatively good levels of accessibility, especially by public transport, and also the presence of supporting services.

### **Industry and Warehousing**

- 3.1.4.12 The Employment Land Study highlights a decline in manufacturing and warehousing employment up to 2016 and in the overall land area required for such uses across Greater Nottingham and the decline is expected to continue after this date. Despite this, the study encourages the identification of an appropriate supply of land for these purposes to support opportunities for modernisation, relocation and expansion. To achieve this, the Borough Council, along with other councils in Greater Nottingham, will maintain an identified supply of quality land across the plan period to 2028 for manufacturing and warehousing uses. This supply of land will be provided through the strategic sites identified in part 4 of the policy, coupled with the identification of suitable new sites and the protection of good existing sites in the Local Plan Part 2: Land and Planning Policies Development Plan Document. The identification of new sites and the protection of existing sites will be informed by evidence in the Employment Land Study.
- 3.1.4.13 As with office provision, the Employment Provision Background Paper (2012) shows how the findings of the Employment Land study have been



taken into account in deriving the required industrial and warehousing provision. Due to ongoing decline and, therefore, reduced demand for sites and premises in the industrial and warehousing sector, some loss of land and premises to other uses is acceptable. Much of this will be land that is no longer viable and/or suitable for industrial or warehousing. It is anticipated that losses across Greater Nottingham of industrial and warehousing land to other uses will go beyond acceptable levels in the period to 2028. It is predicted that the loss of land will be such that there will then be a need for approximately 47 hectares of new employment land across the Greater Nottingham area.

3.1.4.14 The Employment Land Study also recommends the use of a 'frictional margin' (see glossary for definition) for industrial and warehousing land across Greater Nottingham at a rate that is equivalent to around 5 years of land take up. This equates to approximately 33.5 hectares of land across Greater Nottingham. Together with the 47 hectares of new land needed to compensate for the expected loss of existing sites, around 80.5 hectares of new industrial and warehousing land needs to be planned for across Greater Nottingham in total. This has then been distributed based on available supply. Rushcliffe's share of this is that at least 20 hectares of land for new industrial and warehousing development should be provided. This is fully accounted for by employment land provisions included in the strategic allocations and identified in part 4 of Policy 4.

3.1.4.15 Viable employment sites that are an important source of jobs and cater for a range of businesses and enterprises should be protected as they remain an important economic driver for Rushcliffe. These sites can help to support jobs for less skilled workers in and near deprived areas. However, some employment land is no longer viable and should be released for reuse or redevelopment. Based on policy recommendations from the Employment Land Study, existing employment land and premises will be protected to:

- Safeguard well-located land that continues to meet the needs of modern businesses.
- Safeguard 'locally valuable', strategically important, or sites that are required to meet identified regeneration aims.

3.1.4.16 The Borough Council will work with partners to remove development constraints on existing employment sites which are well located.

3.1.4.17 It is considered that by building on the strengths of organisations which have a high profile nationally and internationally there will be significant benefits for the local economy. By supporting the existing Centres of Excellence there will be an opportunity for new enterprises to develop in locations where they have access to a support infrastructure which is tailored to their needs. These Centres of Excellence include The University of Nottingham School of Agriculture at Sutton Bonington, British Gypsum at East Leake, British Geological Society at Keyworth and Ratcliffe on Soar Power Station. Proposals for new sustainable development, changes of use

or redevelopment of existing buildings within these locations will be favourably considered.

3.1.4.18 The rural areas make a significant contribution and play an important role in supporting Rushcliffe's economy. The continued importance of agriculture and other countryside-related activities contribute to its diversity. Development which helps to strengthen or assists with the diversification of Rushcliffe's rural economy and which provides a source of local employment opportunities will be supported. National planning policy provides guidance on the appropriate form and scale of rural development and advises on how best to encourage proposals which will help the rural economy to diversify.

3.1.4.19 To meet a potential identified need for strategic distribution uses, a Strategic Distribution Site Assessment study has reviewed development opportunities within the Nottingham, Derby and Leicester area of the East Midlands. This study (undertaken by AECOM) was published in May 2010 and recommended three sites based on their suitability against a range of criteria. None of the three sites are located within Greater Nottingham, with the nearest being situated just south of the conurbation to the north of East Midlands Airport in Leicestershire. As the findings of the AECOM study are considered to be robust, it is not proposed to allocate a Strategic Distribution site in the Core Strategy. However in considering allocating sites in the Local Plan Part 2: Land and Planning Policies Development Plan Document or considering planning applications for storage and distribution uses, whether they are strategic in scale or not, these will be assessed against the criteria set out in the Policy.

### **Implementation, delivery and monitoring**

3.1.4.20 This policy is chiefly implemented through the Core Strategy's Strategic Allocations policies (Policies 19 to 23 and B) and, following this, relevant Development Management decisions. Smaller employment development will also be implemented through the Local Plan Part 2: Land and Planning Policies Development Plan Document, Neighbourhood Plans and/or Development Management decisions.

<b>Targets</b>	<b>Indicators</b>	<b>Policy Delivery</b>
Strengthen and diversify the economy	<ul style="list-style-type: none"> <li>Overall number or jobs in Rushcliffe</li> </ul>	<ul style="list-style-type: none"> <li>Local Plan Part 1: Core Strategy Strategic Allocation and Regeneration policies</li> </ul>
Develop 67,900m <sup>2</sup> of office space	<ul style="list-style-type: none"> <li>Available supply of office development</li> <li>Net addition to new office</li> </ul>	<ul style="list-style-type: none"> <li>Local Plan Part 2: Land and Planning Policies Development Plan</li> </ul>

Targets	Indicators	Policy Delivery
Provide for a minimum supply of 20 hectares of new industrial and warehouse land	floorspace  <ul style="list-style-type: none"> <li>• Available supply of industrial and warehouse land</li> <li>• Net additions in industrial and warehouse land</li> </ul>	Document  <ul style="list-style-type: none"> <li>• Neighbourhood Plan Documents</li> <li>• Development Management decisions</li> </ul>
Delivery of employment element of Strategic Allocations		

3.1.4.21 In respect of employment land delivery, consideration will be given to a full review of the Local Plan should the following actions not keep employment land delivery at the anticipated rate.

Key objective	Target	Indicator	Trigger	Action
Provision of additional office space (B1(a))	At least 67,900m <sup>2</sup> by 2028	Office space developed	30% below 5 year cumulative target for Rushcliffe and other Greater Nottingham authorities from base date of plans (2011)	<ul style="list-style-type: none"> <li>• Identify any barriers to delivery</li> <li>• Review market conditions</li> <li>• Review evidence in relation to office supply</li> <li>• Review appropriateness of allocations through employment land review and through Local Plan Part 2</li> </ul>

<b>Key objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Trigger</b>	<b>Action</b>
Provision of Industrial and warehouse land	Develop 20 Hectares of industrial land	Total amount of additional industrial and warehouse development	30% below 5 year cumulative target for Rushcliffe and other Greater Nottingham authorities from base date of plans (2011)	<ul style="list-style-type: none"> <li>• Identify any barriers to delivery</li> <li>• Review market conditions</li> <li>• Review evidence in relation to office supply</li> <li>• Review appropriateness of allocations through employment land review and through Local Plan Part 2</li> </ul>

### 3.1.5 Policy 5 Role of Town and Local Centres

#### **POLICY 5 ROLE OF TOWN AND LOCAL CENTRES**

1. Rushcliffe's network of retail centres falls within the wider Greater Nottingham hierarchy. This hierarchy places Nottingham City Centre at the top with town centres, district centres and local centres designated below this. Within Rushcliffe, the following network and hierarchy of centres will be promoted:

**District Centres:** Bingham and West Bridgford.

**Local Centres:** Cotgrave, East Leake, Keyworth (The Square), Keyworth (Wolds Drive), Radcliffe on Trent and Ruddington

**Centres of Neighbourhood Importance:** to be set out in the Local Plan Part 2 (Land and Planning Policies).

2. The boundaries of centres, primary shopping areas and the identification of sites for main town centre uses to meet identified need will be defined in the Local Plan Part 2 (Land and Planning Policies). The identification of sites will follow the sequential approach. Development on identified sites should be appropriate in scale and nature to the role and function of that centre and of the area it serves.
3. New retail development of an appropriate scale, as identified through masterplans, will be required in the following locations to serve new sustainable communities:
  - a) Land South of Clifton;
  - b) Former RAF Newton;
  - c) Land off Melton Road, Edwalton;
  - d) Land North of Bingham; and
  - e) Land East of Gamston/North of Tollerton

New retail development at these locations will be expected to consolidate and strengthen the network and hierarchy of centres and not harm the viability and vitality of existing centres. Other major residential-led development may require retail development of an appropriate scale and this will be addressed in the Local Plan Part 2 (Land and Planning Policies).

4. Cotgrave Local Centre is in need of regeneration. Local Development Plans or other planning guidance will be used to enhance its vitality and viability.

A similar approach will be followed for other centres which are in need of enhancement or display signs of underperformance.

5. **The vitality and viability of all centres will be maintained and enhanced, including widening the range of uses whilst maintaining a strong retail character, environmental enhancements and improvements to access.**
6. **Development of retail and leisure uses in out-of and edge-of-centre locations will need to demonstrate suitability through a sequential site approach and also provide a robust assessment of impact on nearby centres. The Local Plan Part 2 (Land and Planning Policies) will set thresholds at which retail impact assessments will be required for the scale of main town centre development in edge-of and out-of centre locations.**

## **JUSTIFICATION**

- 3.1.5.1 Rushcliffe is served by a range of distinctive district and local centres, all of which have an important role to play in meeting the various needs of Rushcliffe's many neighbourhoods. Such needs typically include good accessibility to shops, and the presence of key services and employment opportunities; all influential factors in ensuring the continued viability and vitality of a centre.
- 3.1.5.2 It is important that all centres act as a focus for community life where residents can live, socialise and help to strengthen social cohesion. To maintain this, it is vital to preserve, and where needed, add to the diverse range of (predominantly) retail facilities already present within them. This is essential in ensuring the continued vibrancy and prosperity of centres, particularly in challenging and ever-changing economic circumstances. This approach is reaffirmed by national planning policy, which requires Local Planning Authorities to develop a sequential approach towards accommodating new retail and town centre development within, or adjoining its centres. This will help to ensure that appropriately-sized and type of development makes a positive contribution to the role and function of any centre where a scheme(s) is proposed.
- 3.1.5.3 National planning policy also requires Local Authorities to demonstrate through the production of Development Plan Documents how they can meet at least the first five years of identified need for main town centre uses. In achieving this, Rushcliffe will be guided by evidence from the Greater Nottingham Retail Study. This provides detailed data on the level of need for comparison and convenience floorspace both within identified centres in Rushcliffe and across Greater Nottingham as a whole.
- 3.1.5.4 The retail hierarchy and network has been developed using evidence from the Greater Nottingham Retail Study. The hierarchy is influenced both by the scale and status of existing centres, and is flexible in allowing centres to grow sustainably where recognised retail needs are demonstrated.
- 3.1.5.5 Larger new developments, such as at land South of Clifton, land East of Gamston/North of Tollerton, the former RAF Newton, land off Melton Road,

Edwalton, and land north of Bingham are proposed. To meet their needs, the designation of suitably sized centres, or the enhancement of existing centres, may be necessary to ensure access to a mix of facilities based on local need and identified through masterplans.

- 3.1.5.6 New or enhanced centres should fit within the hierarchy, and reduce the current number of unsustainable journeys connected to retail activity. New centres should not have a detrimental impact on other existing centres recognised through the hierarchy.
- 3.1.5.7 It will be necessary to keep the health of centres under constant review, and identify those which are declining, where future changes will have to be carefully managed. Baseline data for social, environmental and economic factors relating to these centres will be used as a way of making decisions regarding their role and function.
- 3.1.5.8 Indicators which point towards underperforming centres include high vacancy rates, poor built environments and a narrow retail offer, all of which influence how people make choices on which centres they wish to visit. Where centres display some of these indicators, policy interventions through informal planning guidance may be needed to improve economic performance
- 3.1.5.9 The impact of out-of-centre or edge of centre retail development (which includes proposals to vary conditions on existing facilities to widen the range of goods sold) remains a threat to the continued vitality and viability of existing centres throughout Rushcliffe, and could affect their economic performance. Promoting the hierarchy of centres will help to achieve and redress balance across retail growth and focus new activity on existing named centres, rather than compromise viability and vitality by supporting unsustainable out-of-centre proposals that do not encourage sustainable methods of travel. Proposals for out-of-centre or edge-of-centre retail development and town centre uses will therefore be required to strongly demonstrate both a sequential approach to its location and how it will not have an unacceptable impact on nearby centres, or undermine regenerative activities within them.
- 3.1.5.10 Cotgrave town centre has been identified as a priority for regeneration by the Borough Council. The redevelopment of the Former Cotgrave Colliery site for mixed use (as outlined in policy 22) is expected to act as a catalyst for this and provide benefits to address some of the social and economic issues affecting the town. Rushcliffe Borough Council will work in partnership with the Homes and Communities Agency and other bodies to ensure that this is achieved.

### **Implementation, delivery and monitoring**

- 3.1.5.11 This policy will principally be implemented through the Local Plan Part 2: Land and Planning Policies Development Plan Document , plus individual Development Management decisions. As retail needs will continue to

evolve and change over time, up to date retail needs surveys will need to be maintained. Future decisions will then have to respond accordingly to any change in circumstances.

<b>Targets</b>	<b>Indicators</b>	<b>Policy Delivery</b>
Maintain and improve the health of identified centres	<ul style="list-style-type: none"> <li>• Planning permissions for retail and other town centre uses</li> <li>• Assessed retail need (from Retail Needs Studies)</li> <li>• Proportion of A1 uses in primary shopping frontages</li> <li>• Vacancy rates of shop units</li> <li>• Centre retail health checks</li> </ul>	<ul style="list-style-type: none"> <li>• Local Plan Part 2: Land and Planning Policies</li> <li>• Development Management decisions</li> </ul>



# Network and Hierarchy of Centres in Greater Nottingham



## District Centres    Town Centres

- |                    |                |
|--------------------|----------------|
| D01 Bingham        | T01 Arnold     |
| D02 Carlton Square | T02 Beeston    |
| D03 Clifton        | T03 Bulwell    |
| D04 Eastwood       | T04 Hucknall   |
| D05 Hyson Green    | T05 Ilkeston   |
| D06 Kimberley      | T06 Long Eaton |
| D07 Sherwood       |                |
| D08 Stapleford     |                |
| D09 West Bridgford |                |

## Local Centres

- 01 Alfreton Road
- 02 Annesley Road, Hucknall
- 03 Aspley Lane
- 04 Beckhampton Road
- 05 Borrowash
- 06 Bracebridge Drive
- 07 Bramcote Lane
- 08 Bridgeway
- 09 Burton Joyce
- 10 Calverton
- 11 Carlton Hill
- 12 Carrington
- 13 Cotgrave
- 14 East Leake
- 15 Gedling
- 16 Mansfield Road (Nottm., City)
- 17 Mapperley Plains
- 18 Netherfield
- 19 Nuthall Road
- 20 Radcliffe-On-Trent
- 21 Ravenshead
- 22 Robin Hood Chase
- 23 Ruddington
- 24 Sandiacre
- 25 Sneinton Dale
- 26 Strelley Road
- 27 The Square, Keyworth
- 28 Wolds Drive, Keyworth
- 29 Watnall Road, Hucknall

- Nottingham City Centre
- Town Centres
- District Centres
- Local Centres
- River Trent
- A60
- A52
- A46
- A453
- M1 motorway
- Local Authority Boundary

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### **3.1.5 Policy 6 Regeneration**

#### **POLICY 6: REGENERATION**

- 1. Regeneration in Rushcliffe will be primarily focussed at Cotgrave and at Newton through the following proposals:**
  - a) Former Cotgrave Colliery will be redeveloped as a mixed use neighbourhood to incorporate new residential and business communities. There should be improved accessibility with the town. Any redevelopment of the Colliery must take into account local nature conservation features and demonstrate how it will contribute to the wider regeneration of the town, including the regeneration of the Cotgrave Local Centre. The scope for limited physical development to link the Colliery site and the town will be explored, where this would assist connectivity and accessibility between new and existing neighbourhoods; and**
  - b) Former RAF Newton will be redeveloped to create a new sustainable neighbourhood, providing for a mix of housing, employment, additional and enhanced green infrastructure, community facilities and retail of an appropriate scale. There should be improved accessibility to Bingham, and integration with the existing community at Newton to assist with connectivity and accessibility between new and existing neighbourhoods.**
- 2. Local initiatives will be supported in other areas of recognised regeneration need. Major new development proposed in close proximity to areas of recognised regeneration need should be designed and implemented to assist in addressing those needs.**

#### **JUSTIFICATION**

- 3.1.6.1** The redevelopment of the former Cotgrave Colliery and the former RAF Newton are two of a number of regeneration challenges across Greater Nottingham. The redevelopment of both locations needs to be comprehensive and coordinated and follow the principles of sustainable development. Both sites are strategic allocations under Policy 2, with more detailed requirements for each site set out within Policies 21 and 22. The Borough Council encourages the prioritisation of previously developed land for development, in those instances where the site is not of a high environmental value.
- 3.1.6.2** A Masterplan should be prepared as part of a planning application. This should provide further detail for regeneration of RAF Newton, including the promotion of:

- Economic growth through the delivery of high quality employment proposals suitable for the needs of modern business
  - High quality, mixed residential neighbourhoods with access to a range of local facilities, which are integrated with and complement both existing adjacent communities and facilities
  - Open spaces to meet the needs of the communities
  - Mixed uses which allow the potential for work, rest and play
  - Improved accessibility and connectivity to minimise the need for travel and facilitate opportunities for walking, cycling and public transport initiatives, including through the exploitation of the riverside and water corridor
  - The protection and enhancement of the historic environment and cultural assets
  - The protection, enhancement and creation of natural habitats to increase ecological value, including new and existing biodiversity interests
  - Training schemes to maximise the opportunity for local job recruitment
  - Where relevant, addressing issues in relation to equalities matters.
- 3.1.6.3 The redevelopment of the former Cotgrave Colliery has already secured outline planning permission. Policy 22 broadly follows the development parameters agreed in granting planning permission. Should there be significant changes to that which has been approved, a Local Development Plan Document and/or Masterplan will need to be prepared for this site to cover the above issues.
- 3.1.6.4 Successful regeneration also requires a partnership approach, involving all agencies with an interest in the area. The Council will, therefore, work with agencies such as the Homes and Communities Agency, the Local Enterprise Partnership, Nottingham Regeneration Ltd, other councils where relevant, transport and infrastructure providers, landowners and developers, together with local groups and residents, to ensure the best regeneration outcomes for areas. A deliverable Infrastructure Delivery Plan, based around realistic assessments of infrastructure capacity, funding sources and timescales for delivery sits alongside the Core Strategy. It also provides further detail regarding expectations related to the timing and phasing of development.
- 3.1.6.5 Major new development, for instance the Sustainable Urban Extension at land South of Clifton, can assist in meeting the regeneration aims of nearby communities, by ensuring planning for regeneration is taken into account in planning for the development. This can include specific physical interventions such as supporting existing facilities, but development can also assist in tackling wider issues such as ensuring new affordable housing is accessible to existing residents. This approach will be especially important where the development is in a different council area to the regeneration need.

## Implementation, delivery and monitoring

- 3.1.6.6 This policy is implemented through the Core Strategy's Strategic Allocations policies (Policies 19 to 23 and B) and, following this, relevant Development Management decisions.

<b>Targets</b>	<b>Indicators</b>	<b>Policy Delivery</b>
Delivery of major schemes promoted in policy.	<ul style="list-style-type: none"><li>• Completion of site or specific elements of sites</li></ul>	<ul style="list-style-type: none"><li>• Local Plan Part 1 (Core Strategy) Strategic Allocation policies and subsequent amendments to the Local Plan adopted policies map</li><li>• Development Management decisions</li></ul>

## **B) Places for People**

1. Rushcliffe has a unique and special character which needs to be protected, conserved and enhanced. The housing mix needs to be managed to ensure new homes are the right ones to maintain and develop mixed communities, with the right amount of affordable housing in the right places. New development needs to be well designed, and historic assets and their settings need to be protected and enhanced.
2. To ensure that both existing and new communities are places where people will choose to live they need a range of facilities and services located in the right places so all residents can access them easily. Promoting transport modes apart from the private car is important in tackling climate change, pollution and congestion, and given that many routes are already at or close to capacity in peak times, managing travel demand must form a key part of the approach to transport planning.

3. The core policies for places for people are:

Policy 7	Housing Size, Mix and Choice
Policy 8	Gypsies, Travellers and Travelling Showpeople
Policy 9	Design and Enhancing Local Identity
Policy 10	The Historic Environment
Policy 11	Local Services and Healthy Lifestyles
Policy 12	Culture, Tourism and Sport
Policy 13	Managing Travel Demand
Policy 14	Transport Infrastructure Priorities

### 3.2.1 Policy 7 Housing Size, Mix and Choice

## POLICY 7: HOUSING SIZE, MIX AND CHOICE

### General Approach

1. Residential development should maintain, provide and contribute to a mix of housing tenures, types and sizes in order to create mixed and balanced communities. All residential developments should contain adequate internal living space, and a proportion of homes should be capable of being adapted to suit the lifetime of its occupants.
2. Throughout the plan area, consideration should be given to the needs and demands of the elderly as part of overall housing mix, in particular in areas where there is a significant degree of under occupation and an aging population.
3. The appropriate mix of house size, type, tenure and density within housing development will be informed by:
  - a) Evidence contained within Strategic Housing Market Assessments and other research into particular housing requirements;
  - b) The Council's Sustainable Community Strategy and Housing Strategy;
  - c) Local demographic context and trends;
  - d) Local evidence of housing need and demand;
  - e) Area character, site specific issues and design considerations; and
  - f) The existing or proposed accessibility of a location by walking, cycling and public transport.

### Approach to Affordable Housing

4. New residential developments should provide for a proportion of affordable housing on sites of 5 dwellings or more or 0.2 hectares or more. The proportion of affordable housing that should be sought through negotiation on strategic sites and within each housing submarket is as follows:

<b>Strategic Sites (Policies 19-23 and B)</b>	<b>Up to 30%</b>
<b>West Bridgford, Rushcliffe Rural, Radcliffe, Gamston, Ruddington and Compton Acres</b>	<b>30%</b>
<b>'Leake', Keyworth and Bingham</b>	<b>20%</b>
<b>Cotgrave</b>	<b>10%</b>

The proportion of affordable housing sought within each housing submarket should also form the basis for allocations made through

**Local Plan Part 2 and through Neighbourhood Plans, unless there is robust, up to date evidence to suggest a different proportion of affordable housing.**

- 5. The overall proportion and mix for affordable housing will be determined by:
  - a) Evidence of housing need, including; where appropriate; housing tenure, property type and size;**
  - b) The existing tenure mix in the local area;**
  - c) The ability to deliver affordable housing alongside other requirements, taking into account broad assessments of viability. Where the findings of local assessments are disputed on a particular site, a financial appraisal of the proposal will be expected in order to determine an appropriate level of affordable housing; and**
  - d) The availability of subsidy on a development to deliver affordable housing within weaker housing submarkets.****
  
- 6. In the case of larger phased developments the level of affordable housing will be considered on a site by site basis taking into account localised information. The type of affordable housing provision will be assessed throughout the lifetime of that development to ensure the development is responsive to updated evidence of need.**

#### **Approach to Rural Affordable Housing**

- 7. Where there is robust evidence of local need, such as an up to date Housing Needs Survey, rural exception sites or sites allocated purely for affordable housing will be permitted within or adjacent to rural settlements.**
  
- 8. In allocating rural affordable housing, such housing will be only made available to people that have a connection to that settlement, who are in housing need and are unable to afford market housing in the first instance. A cascade mechanism will be applied for those instances where properties remain unoccupied.**

### **JUSTIFICATION**

- 3.2.1.1 It is important that the right mix of housing is developed across Rushcliffe over the forthcoming years. Both nationally and locally, average household sizes have decreased significantly whilst the general population has risen. The reduction of the average size of households has led to the under occupation of properties.**
  
- 3.2.1.2 The Nottingham Core Strategic Housing Market Assessment (2007) provides a high level assessment of the likely profile of future household needs for each authority. This assessment highlights that the biggest growth is likely to be amongst smaller households, and a significant**

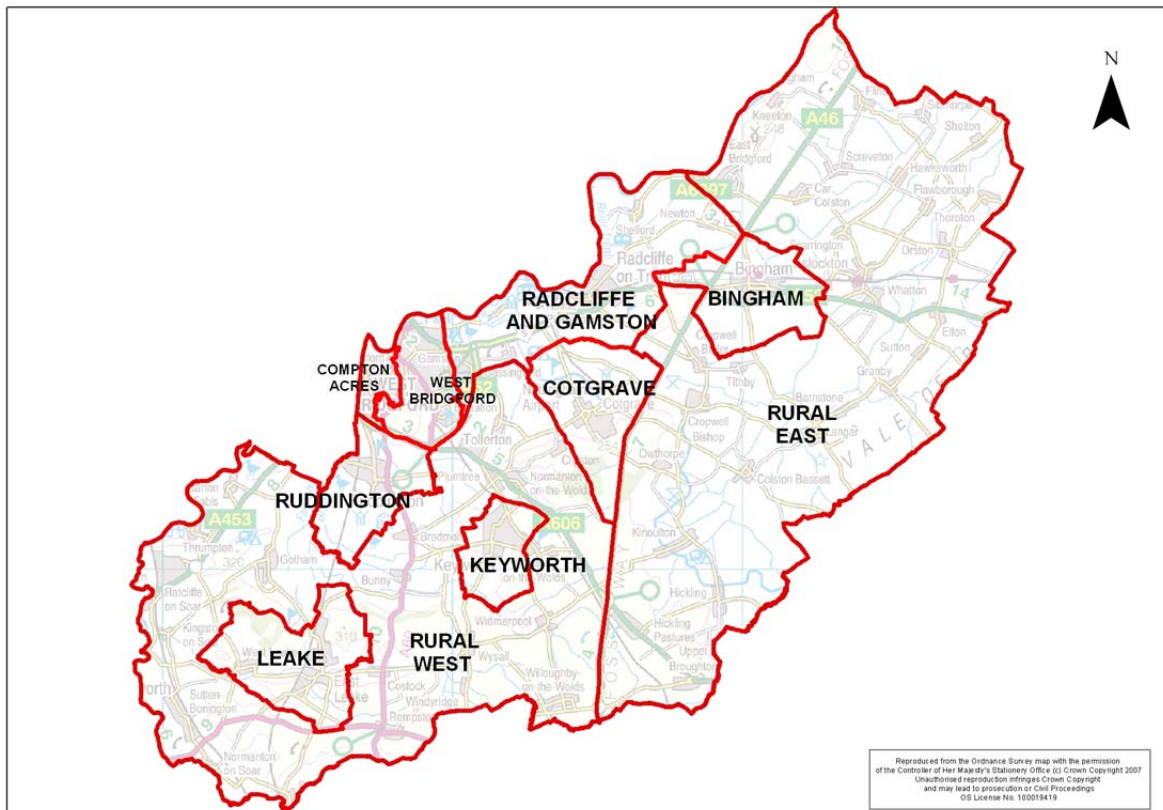
increase in single person households. The increase in smaller households is largely down to a number of factors. The biggest factor, particularly within suburban and rural areas is down to an ageing population. Within Rushcliffe, the number of people of pensionable age is increasing at a faster rate than the national trend and there are certain settlements within the Borough which have very high concentrations of people of pensionable age. Other factors leading to an increase in smaller households include increases in younger people remaining single and family breakdowns.

- 3.2.1.3 Whilst households will continue to get smaller, and the population will on average be getting older, a significant amount of existing family housing will not become available for new households as elderly residents choose to remain within existing houses for a variety of reasons. 2001 census data shows that Rushcliffe has high degrees of under-occupation within the existing dwelling stock. It is therefore important that new development provides a range of types of housing.
- 3.2.1.3a The Council recognises that the Government is taking a more proactive approach to supporting those individuals and communities who wish to build their own homes, and expects Local Planning Authorities to do so also. The Council, therefore, intends to undertake an appropriate assessment of need for self-build housing within the Borough. This evidence will then be used to inform the preparation of relevant policy within the Local Plan Part 2: Land and Planning Policies Development Plan Document.
- 3.2.1.4 Older persons research indicates that a majority of the elderly population interviewed would wish to remain in the housing that they currently occupy for as long as possible. Respondents to surveys have also indicated that if they had to move to properties in the future their aspirations would include two bedroom bungalows or purpose built 'retirement villages'. In terms of housing mix, it is expected that where practical a proportion of new residential development should cater for the needs of the elderly.
- 3.2.1.5 It is important for the Local Plan to plan for the delivery of both market and affordable housing. The Strategic Housing Market Assessment: Affordable Housing Needs update 2012 identifies the level of need for 463 affordable dwellings per annum for Rushcliffe, which is an increase from the 362 dwellings per annum that was identified in the 2009 update. While the assessment gives a broad indication of potential levels of affordable housing need over the plan period, it does not take into account viability considerations, migration patterns and other policy factors. Affordable housing need will be monitored and kept under review. In conjunction with the other Greater Nottingham authorities, a full review of the Strategic Housing Market Assessment will be undertaken after the release of the full Government household projections, which will be based upon the 2011 census results. The projections are expected to be released in 2014.
- 3.2.1.6 A strategic viability assessment was produced in 2009 which considered the levels of affordable housing that could be sustained across the



Borough, both at a Borough-wide level and in different sub-markets. This study was updated in 2013 to reflect up-to-date cost and revenue figures. Given the disparities between submarkets, the 2013 study has recommended having split affordable housing targets across Rushcliffe. The study recommends that these should be set across the Borough utilising the submarkets that were defined by the Nottingham Core Strategic Housing Market Assessment, as illustrated in the following diagram.

### Housing Submarkets within Rushcliffe



3.2.1.7 *[Entire paragraph deleted by February 2014 Proposed Modifications]*

3.2.1.8 The 2009 strategic viability assessment also recommended that new developments of a significant scale should be considered on an individual basis as they are likely to have more specific infrastructure requirements. The strategic sites contained within this plan have been subject to independent viability testing as part of the Greater Nottingham Infrastructure Delivery Plan, and individual site targets are contained within site specific policies 19 to 23 and B.

3.2.1.9 The affordable housing mix and tenure splits achieved to date have varied over time depending on affordability factors and the type of existing and emerging households in need, and the introduction of new affordable housing products such as affordable rent. The 2012 Strategic Housing Market Assessment update recommends that, of the total proportion of affordable housing sought, 42% should be intermediate housing, 39%

should be affordable rent, and 19% should be social rent. Further technical guidance in relation to mix and tenure for affordable homes will be contained within a relevant Supplementary Planning Document.

3.2.1.9a The Council’s previous approach, which it has been following for a number of years, is that affordable housing will be sought on sites of 15 or more dwellings or 0.5 hectares or above (irrespective of dwelling numbers). Viability testing has been undertaken through the strategic viability assessment and its 2013 update, which indicate that a lower threshold is viable right across the Borough. Affordable housing provision will now be sought on sites of 5 or more dwellings or 0.2 hectares or above (irrespective of dwelling numbers). Affordable housing will be achieved through on site provision. Off-site financial contributions in lieu of affordable housing provision on site will only be considered in exceptional circumstances.

3.2.1.10 The Strategic Housing Market Assessment needs update identifies potential net need for affordable housing across the Rushcliffe submarkets in both urban and rural areas. In smaller settlements across Rushcliffe where growth is not proposed, there may still be a local need for affordable housing that is justified by a robust local assessment.

3.2.1.11 It is therefore considered appropriate to make provision within this Core Strategy for rural exception development, or provision to allow for the allocation of sites purely for affordable housing within smaller rural villages where affordable housing can remain affordable in perpetuity. Section 17 of the Housing Act 1996 sets out how to enable affordable housing to remain affordable for present and future generations. The majority of rural settlements within Rushcliffe that have a population of around 3,000 or below will qualify for developments of local needs housing under this policy.

### **Implementation, delivery and monitoring**

3.2.1.12 This policy will be implemented through the range of delivery mechanisms open to the Council, as set out in the table below. The Council will specifically prepare an Affordable Housing Supplementary Planning Document to provide more detailed guidance on the delivery of affordable housing across Rushcliffe.

<b>Targets</b>	<b>Indicators</b>	<b>Policy Delivery</b>
Maintain an appropriate mix of housing type, size and tenure	<ul style="list-style-type: none"> <li>• Permissions and completions by dwelling size and type</li> </ul>	<ul style="list-style-type: none"> <li>• Local Plan: Part 1 (Core Strategy) Strategic Allocation and Regeneration policies</li> <li>• Local Plan Part 2, Land and Planning Policies Development Plan Document</li> </ul>
Provision of affordable housing (3,100)		

Targets	Indicators	Policy Delivery
for monitoring purposes)		<ul style="list-style-type: none"> <li>• Rural Exception development program</li> <li>• Partnerships with Registered Providers.</li> <li>• Neighbourhood Plan Documents</li> <li>• Development Management Decisions</li> </ul>

### **3.2.2 Policy 8 Gypsies, Travellers and Travelling Showpeople**

#### **POLICY 8: GYPSIES, TRAVELLERS AND TRAVELLING SHOWPEOPLE**

- 1. Sufficient sites for permanent Gypsy and Traveller caravan and Travelling Showpeople accommodation will be identified in line with a robust evidence base. The allocation of sites will be made in other Development Plan Documents in accordance with this evidence base.**
- 2. As part of creating sustainable and mixed communities, where there is an identified need provision should be made within existing settlements or as part of Sustainable Urban Extensions.**
- 3. Where an identified need cannot be met within existing settlements or through Sustainable Urban Extensions, the following criteria will be used to identify suitable Gypsy and Traveller caravan and Travelling Showpeople sites and associated facilities. The criteria will also be used in the case of speculative proposals. Planning permission will be granted for the development of land as a Gypsy and Traveller caravan or Travelling Showpeople site where all of the following criteria are satisfied:**
  - a) the site and its proposed use should not conflict with other policies relating to issues such as Green Belt, flood risk, contamination, landscape character, protection of the natural, built and historic environment or agricultural land quality;**
  - b) the site should be located within reasonable travelling distance of a settlement which offers local services and community facilities, including a primary school;**
  - c) the site should enable safe and convenient pedestrian and vehicle access to and from the public highway, and adequate space for vehicle parking, turning and servicing;**
  - d) the site should be served, or be capable of being served, by adequate mains water and sewerage connections; and**
  - e) the site should enable development and subsequent use which would not have any unacceptable adverse impact on the amenities of occupiers of nearby properties or the appearance or character of the area in which it would be situated.**
- 4. In the countryside, any planning permission granted will restrict the construction of permanent built structures to small amenity blocks associated with each pitch and to small buildings for appropriate associated business use.**
- 5. Existing permanent provision will also be safeguarded from alternative development.**

## JUSTIFICATION

- 3.2.2.1 National policy requires local authorities to assess the need for Gypsy and Traveller accommodation based on robust evidence of local need. The findings of such assessment work in relation to pitch and plot provision should feed into the Local Plan. National policy also requires that Local Planning Authorities make provision for Travelling Showpeople. It identifies that the Core Strategy should set out criteria for the location of Travelling Showpeople sites which will be used to guide the allocation of sites in the relevant Development Plan Documents. These criteria can also be used in respect to planning applications on unallocated sites that may come forward.
- 3.2.2.2 The Nottinghamshire Gypsy and Traveller Accommodation Assessment sets out permanent pitch requirements for each local authority within Nottinghamshire between 2007 and 2011. It also states there is a requirement for a transient site somewhere within Nottinghamshire. The Assessment identifies a need in Rushcliffe for 13 permanent pitches. Currently, there are six permanent pitches within the Borough which count towards this need: four at Radcliffe on Trent, one at East Leake and one at Sutton Bonington. In addition, there is one temporary pitch in the Borough.
- 3.2.2.3 *[Entire paragraph deleted by February 2014 Proposed Modifications]*
- 3.2.2.3a Given that the original assessment is out of date, and that national policy guidance has changed since the production of the assessment, all Nottinghamshire authorities are establishing a methodology to enable new assessments to be carried out in a consistent manner. The Borough Council will undertake an assessment of need as a matter of priority in order to update pitch requirements. If the conclusions of this assessment identify any additional need that cannot be met through the implementation of policies 8, 23 and B, then the Local Plan Part 2: Local and Planning Policies Development Plan Document will ensure that identified needs are met in full.

### **Implementation, delivery and monitoring**

- 3.2.2.4 This policy will be implemented through the Local Plan Part 1: Core Strategy's Strategic Allocation Policy 23 the subsequent allocation of sites in the Local Plan Part 2: Land and Planning Policies Development Plan Document and the Development Management process. There is a possibility that particular Neighbourhood Plans may also allocate land.

<b>Targets</b>	<b>Indicators</b>	<b>Policy Delivery</b>
Meet the needs of gypsies, travellers and travelling showpeople	<ul style="list-style-type: none"> <li>• Number of traveller pitches granted planning permission and then implemented.</li> </ul>	<ul style="list-style-type: none"> <li>• Core Strategy Strategic Allocation Policy 23 and B</li> <li>• Local Plan Part 2: Land and Planning Policies Development Plan Document</li> <li>• Neighbourhood Plan Documents</li> <li>• Development Management decisions</li> </ul>

## **Policy 3.2.3 Policy 9 Design and Enhancing Local Identity**

### **POLICY 9: DESIGN AND ENHANCING LOCAL IDENTITY**

- 1. All new development should be designed to make:**
  - a) a positive contribution to the public realm and sense of place;**
  - b) create an attractive, safe, inclusive and healthy environment;**
  - c) reinforce valued local characteristics;**
  - d) be adaptable to meet evolving demands and the effects of climate change; and**
  - e) reflect the need to reduce the dominance of motor vehicles.**
  
- 2. Development will be assessed in terms of its treatment of the following elements:**
  - a) structure, texture and grain, including street patterns, plot sizes, orientation and positioning of buildings and the layout of spaces;**
  - b) impact on the amenity of occupiers or nearby residents;**
  - c) incorporation of features to reduce opportunities for crime, the fear of crime, disorder and anti-social behaviour, and to promote safer living environments;**
  - d) permeability and legibility to provide for clear and easy movement through and within new development areas;**
  - e) density and mix;**
  - f) massing, scale and proportion;**
  - g) materials, architectural style and detailing;**
  - h) the potential impact on important views and vistas, including of townscape, landscape, and other individual landmarks, and the potential to create new views; and**
  - i) setting of heritage assets.**
  
- 3. All development proposals, and in particular proposals of 10 or more homes, will be expected to perform highly when assessed against best practice guidance and standards for design, sustainability, and place making, as set out in Local Development Documents.**
  
- 4. Development must have regard to the local context including valued landscape/ townscape characteristics, and be designed in a way that conserves locally and nationally important heritage assets and preserves or enhances their settings.**
  
- 5. Outside of settlements, new development should conserve or where appropriate, enhance or restore landscape character. Proposals will be assessed with reference to the Greater Nottingham Landscape Character Assessment.**

## JUSTIFICATION

- 3.2.3.1 All new developments should aspire to the highest standards of design, including construction methods and materials, and these issues should be integrated into the development process at an early stage, along with consideration of community safety and sustainable access.
- 3.2.3.2 Many built up areas within Rushcliffe include locally distinct and important features, including the use of local materials, villages with local vernacular style, and historic residential areas. New design will be expected to relate positively to these and other important local features which can include religious or cultural character.
- 3.2.3.3 It is important that new housing development is of high quality, in order to enhance or create a distinctive sense of place, where people will be proud of their neighbourhood. “Building for Life” is an established and recognised methodology for assessing the design of new housing and neighbourhoods, and all new housing development will be expected to perform well against it, or any successor standards. ‘Building for Life 12’, the current methodology, is based on a simple ‘traffic light’ system (red, amber, green). The Council would expect new developments aim to secure as many ‘greens’ as possible, minimise the number of ‘ambers’ and avoid ‘reds’. Further guidance on design standards is contained within Rushcliffe Borough Council’s Residential Design Guide. Further policy and guidance may be produced through subsequent Local Development Documents and Village Design Statements.
- 3.2.3.4 Although no longer considered to be previously-developed land, gardens can provide sustainable locations for new homes, and reduce the need to develop land within the Green Belt and or the countryside. However, it can also change the characteristics of areas, and may damage biodiversity. Planning applications will therefore be critically assessed in these instances to ensure that the character of an area is maintained or, where possible, enhanced.
- 3.2.3.5 In addition to reinforcing local identity and urban design characteristics, good design can also play a key role in providing sustainable development. Over the plan period, national Building Regulations are expected to require regular improvements in the environmental performance and efficiency of new buildings, and Policy 1 sets out how new development should perform in terms of mitigating, and adapting to, the effects of climate change.
- 3.2.3.6 At a wider, site or neighbourhood scale, independent assessments of the sustainability and environmental performance of proposals, such as the Building Research Establishment’s ‘Green Print’ methodology will also be encouraged to help inform decisions about the potential for high levels of sustainability.
- 3.2.3.7 New developments must also be accessible to all and meet the needs of a diverse population. The Manual for Streets is the preferred approach which



sets out guidance for residential street design and aims to ensure streets are places that people want to spend time in, rather than just transport corridors. The quality of buildings and spaces has a strong influence on the quality of people's lives, and attractive, imaginative, and well-designed environments can help reduce crime, the fear of crime, and discourage antisocial behaviour. Examples can include ensuring natural surveillance of access routes from living areas of dwellings and having a mix of house types to make it more likely that some of the homes will be occupied throughout the day.

3.2.3.8 Whilst Rushcliffe has no designated landscape features it has some distinctive and locally valued landscapes, such as the 'River Meadowlands' in the Trent valley. New development should have regard for the landscape in which it is located, taking into account any landscape strengths and landscape actions identified within the Greater Nottingham Landscape Character Assessment.

3.2.3.9 Development should protect, conserve or, where appropriate, enhance landscape character, in line with the Landscape Character Assessment. Particular regard will be had to the objective of protecting open countryside and historic landscapes, locating or siting development sensitively within the landscape, the likely impact of the scale of development proposed, the appropriateness of the proposed materials and detailed design and the objective of preserving or enhancing biodiversity value.

### **Implementation, delivery and monitoring**

3.2.3.10 This policy will be implemented by using the Council's existing Residential Design Guide (which may be subject to amendments in the future), more detailed policy in the Development Management Development Plan Document and, where appropriate, site level Supplementary Planning Documents. All will influence final decisions taken through the Development Management process. Neighbourhood Development Plans and Village Design Statements will also influence the realisation of good urban design in Rushcliffe.

<b>Targets</b>	<b>Indicators</b>	<b>Policy Delivery</b>
Improve the standards of design	<ul style="list-style-type: none"> <li>Indicators to be set within Local Plan Part 2: Land and Planning Policy Development Plan Document</li> </ul>	<ul style="list-style-type: none"> <li>Residential Design Guide</li> <li>Local Plan Part 2: Land and Planning Policy Development Plan Document</li> <li>Development Management decisions</li> </ul>

### **3.2.4 Policy 10 Historic Environment**

#### **POLICY 10: HISTORIC ENVIRONMENT**

- 1. Proposals and initiatives will be supported where the historic environment and heritage assets and their settings are conserved and/or enhanced in line with their interest and significance. Planning decisions will have regard to the contribution heritage assets can make to the delivery of wider social, cultural, economic and environmental objectives.**
- 2. The elements of Rushcliffe's historic environment which contribute towards the unique identity of areas and help create a sense of place will be conserved and, where possible, enhanced with further detail set out in later Local Development Documents. Elements of particular importance include:**
  - a) industrial and commercial heritage such as the textile heritage and the Grantham Canal; and**
  - b) Registered Parks and Gardens including the grounds of Flintham Hall, Holme Pierrepont Hall, Kingston Hall and Stanford Hall**
  - c) prominent listed buildings.**
- 3. A variety of approaches will be used to assist in the protection and enjoyment of the historic environment including:**
  - a) the use of appraisals and management plans of existing and potential conservation areas;**
  - b) considering the use of Article 4 directions;**
  - c) working with partners, owners and developers to identify ways to manage and make better use of historic assets;**
  - d) considering improvements to the public realm and the setting of heritage assets within it;**
  - e) ensuring that information about the significance of the historic environment is publicly available. Where there is to be a loss in whole or in part to the significance of an identified historic asset then evidence should first be recorded in order to fully understand its importance; and**
  - f) considering the need for the preparation of local evidence or plans.**
- 4. Particular attention will be given to heritage assets at risk of harm or loss of significance, or where a number of heritage assets have significance as a group or give context to a wider area.**

#### **JUSTIFICATION**

- 3.2.4.1** Heritage assets are buildings, monuments, sites or landscapes of historic, archaeological, architectural or artistic interest, whether designated or not,

that have a degree of significance. National Planning Policy defines significance as ‘the value of a heritage asset to this and future generations because of its heritage interest’ and is measured in terms of the asset’s rarity, representativeness, association, aesthetic appeal and integrity.

- 3.2.4.2 Heritage assets in Rushcliffe include Listed buildings (both religious and non-religious), Conservation Areas, Historic Parks and Gardens and Scheduled Ancient Monuments. The definition also covers assets which have not been designated and afforded protection by separate legislation, including historic trees. The significance of these ‘un-designated assets’ is a material consideration in determining planning applications as identified in national planning policy. The policy identifies some of the elements of the historic environment that have particular importance to Rushcliffe, but there are many more elements which contribute towards the identity of the Borough and help create a sense of place. For example, Bunny Hall and the various buildings designed and built by Sir Thomas Parkyn in Bunny and surrounding villages. These may be identified in a Supplementary Planning Document or other non-statutory guidance.
- 3.2.4.3 When considering applications which impact on the historic environment or heritage assets and their settings, the Local Authority will look to ensure they are conserved in accordance with their value and that the ability of the development to enhance that value is explored and taken where possible. When considering sites of archaeological importance, as identified in the Historic Environment Record for the area, the Local Planning Authority will, where appropriate, request a prospective developer to arrange for an archaeological assessment or field evaluation before any decision on a planning application is taken. This will apply to sites currently identified and to any new sites subsequently identified.
- 3.2.4.4 In looking to protect and enhance the historic environment and heritage assets there is the opportunity to help deliver on other objectives, such as economic development and tourism. The care of our historic environment has to be carefully balanced with current economic and social needs. Carefully managed change can help preserve the significance of the heritage asset and also deliver viable uses consistent with conservation objectives. This could include bringing a listed building back into use, which can have regeneration benefits, help to preserve or enhance an area’s character and help to minimise the use of natural resources.
- 3.2.4.5 Conservation and sustainable economic growth are complementary objectives and should not generally be in conflict with one another. Conservation can play a key part in promoting economic prosperity by ensuring that an area offers attractive living and working conditions that will encourage inward investment – environmental quality is a key factor in many commercial decisions. The historic environment is of particular importance for sustainable tourism and leisure. In return, economic prosperity can secure the continued vitality of historic areas and the continued use and maintenance of historic buildings. This is provided that

there is a sufficiently realistic and imaginative approach to their alteration and change of use in order to reflect the needs of a modern world.

3.2.4.6 The preparation of local evidence and plans offers the scope to identify heritage assets of local value and also develop management plans to conserve and enhance assets. The production of local lists of heritage assets should be considered as should the production of detailed master plans for specific areas. Other local evidence could include the development of criteria for the identification of 'non-designated' heritage assets or the use of urban characterisation studies.

3.2.4.7 Rushcliffe has 29 Conservation Areas, each of which has its own Conservation Area Appraisal. These appraisals offer an opportunity to identify ways in which significance can be reinforced and strengthened such as by the removal of detracting features. This approach may also identify changes to the public realm outside of conservation areas which may help reveal assets better or improve their setting. In certain areas the use of Article 4 directions to remove permitted development rights may be appropriate and local communities will be consulted on any proposals. In a small number of cases the loss of a heritage asset may be unavoidable. In these rare cases steps should be taken to ensure that the asset is fully recorded prior to it being lost.

### **Implementation, delivery and monitoring**

3.2.4.8 This policy will principally be implemented through the Council's existing Residential Design Guide, (which may be subject to amendments in the future), more detailed policy in the Development Management Development Plan Document and, where appropriate, site level Supplementary Planning Documents. All will influence final decisions taken through the Development Management process. Neighbourhood Development Plans and Village Design Statements will also have a bearing on development that may affect heritage assets.

<b>Targets</b>	<b>Indicators</b>	<b>Policy Delivery</b>
Decrease the number of heritage assets at risk	<ul style="list-style-type: none"> <li>• Number of heritage assets at risk</li> </ul>	<ul style="list-style-type: none"> <li>• Residential Design Guide</li> <li>• Local Plan Part: 2 Land and Planning Policies.</li> <li>• Development Management decisions</li> <li>• Neighbourhood Plans</li> </ul>

### 3.2.5 Policy 11 Local Services and Healthy Lifestyles

#### **POLICY 11: LOCAL SERVICES AND HEALTHY LIFESTYLES**

- 1. The provision of new, extended or improved community facilities will be supported where they meet a local need, as too will the retention of existing community facilities where they remain viable and appropriate alternatives do not exist. In particular, new or improved community facilities will be sought to support major new residential development (especially in Sustainable Urban Extensions) or in regeneration areas. Where appropriate, contributions will be sought to improve existing community facilities provision where the scale of residential development does not merit direct provision of community facilities.**
- 2. New community facilities of an appropriate scale should:**
  - a) be located within District, Local Centres or Centres of Neighbourhood Importance, wherever appropriate;**
  - b) be in locations accessible by a range of sustainable transport modes suitable to the scale and function of the facility; and**
  - c) where possible, be located alongside or shared with other local community facilities.**
- 3. Where new community facilities (especially health and education) are intended to serve areas covered by more than one provider, agencies should work together to ensure service integration and efficient use of resources.**

#### **JUSTIFICATION**

- 3.2.5.1 The delivery of healthy sustainable communities is a key priority in Rushcliffe's Sustainable Community Strategy and it is recognised that community facilities play an important part in people's lives and contribute to quality of life and sense of place. The Core Strategy will encourage proposals where they will increase the range or quality of community facilities in Rushcliffe.
- 3.2.5.2 If community facilities are to serve the entire community they need to be accessible, hence the need for them to be located near to public transport and also be accessible by walking and cycling. Encouraging access by more sustainable means can also have health benefits. For community facilities that are intended to serve a wide catchment area the most appropriate location would be in a district or local centre as these are the places that are accessible to the widest number of people and present the opportunity for linked trips. However, this may not always be possible, especially in the rural areas, and the specific circumstances of and need for facilities should be taken into account. This will include considering the

need for services and facilities to serve specific sections of the population where there is a demand for these services.

- 3.2.5.3 The importance of a healthy life for all and a reduction in health inequalities is recognised and it is the intention to work with partners to ensure that no-one is disadvantaged in accessing health care facilities across Rushcliffe. Higher tier local authorities and primary care trusts have a duty to carry out a joint strategic needs assessment of health and wellbeing in their area. This helps them to understand the needs of the whole community, so that they can work together to put in place services that meet these needs. It is proposed to support and work with NHS and health organisations to ensure the development of health facilities where needed in new development areas, and with primary care providers to ensure a fair distribution of primary care facilities across Rushcliffe and where appropriate these will be included in Local Development Documents and masterplans. Health issues are an underlying issue throughout the Core Strategy and are specifically and implicitly addressed in a number of other policies in the plan.
- 3.2.5.4 Combined facilities, either within the same building or alongside each other, offers a way for community facilities to be viable in a location where they may not have been previously. This principle in the past has been adopted by health providers and other agencies in, for example, in Keyworth through a LIFT scheme, which brought together a range of health services.
- 3.2.5.5 To protect community facilities it is necessary to put in place a mechanism to control alternative uses to ensure that its continued use as a community facility is fully explored. It is expected that the evidence submitted regarding the need for the facility would be appropriate to the scale and type and accessibility of the facility and address other alternative facilities in the locality that could meet any shortfall in provision.
- 3.2.5.6 Development may add extra pressure onto demand for existing community facilities or lead to the need for entirely new community facilities, particularly so in the case of very large housing developments such as that proposed for land South of Clifton. The impact on or the need to provide new community facilities will be examined when allocating sites or considering planning applications. Stakeholders and service providers should and will be consulted.
- 3.2.5.7 One of the key objectives of the Core Strategy is improving the health and well-being of Rushcliffe's residents. By prioritising new or improved health centres, leisure centres and other facilities that encourage healthy behaviour for residents of all ages through the Core Strategy, Rushcliffe will work with partners to achieve a reduction in health inequalities.
- 3.2.5.8 For the purposes of this policy community facilities include, but are not restricted to: schools and nurseries, post offices, local shops in rural areas, public houses (especially in rural areas), places of worship, religious instruction and church halls, health centres, GP surgeries, dentists,

community centres or halls, libraries, leisure centres and emergency services.

### **Implementation, delivery and monitoring**

3.2.5.9 This policy is to be implemented using the range of delivery mechanisms open to the Council, as set out below.

<b>Targets</b>	<b>Indicators</b>	<b>Policy Delivery</b>
Improved accessibility from residential development to key community facilities and services	<ul style="list-style-type: none"> <li>Indicators used to measure accessibility in the Accessible Settlements Study 2010</li> </ul>	<ul style="list-style-type: none"> <li>Core Strategy Strategic Allocation and Regeneration policies</li> <li>Local Plan Part 2: Land and Planning Policies</li> </ul>
Improvements to health and wellbeing	<ul style="list-style-type: none"> <li>Publicly available health and wellbeing indicators</li> </ul>	<ul style="list-style-type: none"> <li>Supplementary Planning Documents (e.g. Masterplans)</li> <li>Neighbourhood Plan Documents</li> <li>Development Management decisions</li> </ul>

### 3.2.6 Policy 12 Culture, Tourism and Sport

#### **POLICY 12: CULTURE, TOURISM AND SPORT**

**Provision of culture, tourism and sporting facilities of an appropriate scale will be encouraged throughout Rushcliffe, with details set out in the Local Plan Part 2 (Land and Planning Policies) as appropriate, according to the following approach:**

- a) New cultural and tourism facilities will be focused in or adjoining district centres, or through the improvement of existing facilities;**
- b) New sporting facilities will be encouraged, especially where this complements the strengths of existing major facilities located in Rushcliffe; and**
- c) Where appropriate, existing cultural, tourism and sporting facilities will be protected and their further development will be supported.**

#### **JUSTIFICATION**

3.2.6.1 Rushcliffe has specific strengths with regard to the provision of major sporting facilities, which are an important part of the tourism and visitor 'offer' for the Borough and Greater Nottingham as a whole. Rushcliffe is home to Trent Bridge Cricket Ground, Nottingham Forest's City Ground football stadium, and the National Watersports Centre at Holme Pierrepont, which all play an important role in supporting the local economy and adding to the quality of life of residents. Existing facilities will be protected and enhanced where there continues to be a viable need for them, and where they are affected by development, suitable alternative provision will be made where this is achievable and sustainable. There are currently no plans for major new sporting or other facilities in the area, and this policy is therefore aimed at responding to any proposals which may come forward over the Core Strategy period.

3.2.6.2 Located close to the City Centre of Nottingham which is the premier tourist destination within Greater Nottingham, Rushcliffe also has its share of tourist attractions. In addition to the major sporting facilities identified above, this includes the Nottingham Transport Heritage Centre, Great Central Railway, Ruddington Framework Knitters Museum and the Manor Farm Animal Centre, which has recently been designated as the Borough's first zoo.

3.2.6.3 Some of these sporting and tourist attractions may benefit from further development to support their long term viability, provided that this is sustainable – in particular that levels of traffic generation and impacts on local residents are acceptable. When considering new development, account will be taken of the population and catchment to be served by facilities. Any proposals put forward for further development at Holme



Pierrepoint will also be considered in the context of the Core Strategy's Green Belt policy.

3.2.6.4 The role of community level culture and sports facilities is vitally important in creating sustainable and healthy neighbourhoods. In addition, facilities for faith groups provide important cultural facilities at a local level. These can, however, require sensitive development when they serve wider purposes, especially if large numbers of visitors are anticipated. Where relevant, such issues will be dealt with in the Local Plan Part 2: Land and Planning Policies Development Plan Document or through Development Management decisions

### **Implementation, delivery and monitoring**

3.2.6.5 This policy is to be implemented using the range of delivery mechanisms open to the Council, as set out in the table below, in securing new and improved cultural, tourism and sports provision either as standalone facilities or as part of wider development schemes. More specific guidance in respect of sports provision will be provided through a specific Supplementary Planning Document.

<b>Targets</b>	<b>Indicators</b>	<b>Policy Delivery</b>
Improve the quality and quantity of sports facilities in line with the findings of the Council's Open Space Audit	<ul style="list-style-type: none"> <li>• Qualitative and quantitative assessment sports facilities</li> </ul>	<ul style="list-style-type: none"> <li>• Core Strategy Strategic Allocation and Regeneration policies</li> <li>• Local Plan Part 2: Land and Planning Polices Development Plan Document</li> <li>• Supplementary Planning Documents (e.g. Masterplans)</li> <li>• Open Space, Sports and Recreation Supplementary Planning Document</li> <li>• Development Management decisions</li> </ul>

### **3.2.7 Policy 13 Managing Travel Demand**

#### **POLICY 13: MANAGING TRAVEL DEMAND**

- 1. The need to travel, especially by private car, will be reduced by securing new developments of appropriate scale in the most accessible locations following the Spatial Strategy in Policy 2, in combination with the delivery of sustainable transport networks to serve these developments.**
- 2. The priority for new development is selecting sites already, or which can be made, accessible by walking, cycling and public transport. Where accessibility deficiencies do exist these will need to be fully addressed. In all cases it will be required that severe impacts, which could compromise the effective operation of the local highway network and its ability to provide sustainable transport solutions or support economic development, should be avoided.**
- 3. A hierarchical approach to ensure the delivery of sustainable transport networks to serve new development, and in particular Sustainable Urban Extensions, will be adopted which will seek to provide (in order of priority):**
  - a) Site specific and area wide travel demand management (measures to reduce travel by private car and incentives to use public transport, walking and cycling facilities for appropriate journeys including intensive travel planning).**
  - b) Improvements to public transport services, walking and cycling facilities that are provided early in the build out period of new developments and that are sufficient to encourage sustainable modes of transport.**
  - c) Optimisation of the existing highway network to prioritise public transport, walking and cycling facilities that are provided early in the build out period of new developments such as improved/ new bus and cycle lanes and measures to prioritise the need of pedestrians above the car.**
  - d) Network management measures and then highway capacity enhancements to deal with severe impacts arising from residual car demand where the initiatives required under points (a) to (c) above are insufficient to avoid significant additional car journeys.**
- 4. There will be a level of iteration between the stages to ensure their effective delivery, and the implementation of the approach will have regard to the needs of people with mobility difficulties.**

## JUSTIFICATION

- 3.2.7.1 The key element of this policy will be to encourage development in locations which support the promotion of sustainable travel choices as alternatives to the private car, in particular good quality public transport and safe and attractive routes for cycling and walking. A major way of achieving this is to firstly secure new developments in locations where walking, cycling and public transport use are viable options, but also to improve the network of public transport provision (including orbital links and other link services) in terms of its extent and frequency, and use 'Smarter Choices' (see glossary) to significantly alter travel behaviour. A combination of these factors is aimed at achieving benefits in terms of reduced car use and associated savings in carbon emissions, noise and pollution, but also a reduction in the necessity of road building, widening and junction improvements, therefore saving money.
- 3.2.7.2 This is particularly important at a time when available funding for major infrastructure work including road building both from private and public sectors is expected to be in short supply. In addition it is necessary to address inequality issues in public transport and to consider the impact of modal shift on disabled people which could be done by improving the quality and frequency of public transport provision and encouraging smarter choices. Road safety will be promoted through improved engineering, education, enforcement and promotional measures.
- 3.2.7.3 Effective Area Wide Travel Demand Management underpins the development and implementation of a sustainable transport strategy. Placing the need to reduce travel at the top of the hierarchy will ensure that public transport and highway networks can operate efficiently and minimise the need for unaffordable levels of investment in infrastructure and services. Making the best use of existing capacity on both public transport and highway networks represents the most cost-effective approach and good value for money.
- 3.2.7.4 Rushcliffe enjoys a relatively extensive public transport network which focuses on Nottingham City Centre as a key destination. However, capacity remains a key issue, and when considering how best to serve new developments, measures to make best use of capacity on existing services should be explored before proposing new services, and consideration should be given to increasing the frequency of existing services or providing feeder services which interchange with the main network outside of Nottingham City Centre; for example, at park and ride or tram stops.
- 3.2.7.5 A sustainable good quality transport system is essential to support the economic and social wellbeing of Rushcliffe and to reduce traffic congestion which is costly, inefficient and destructive to the environment. An emphasis on public transport, and on promoting walking and cycling for short journeys, will therefore be the most sustainable way to plan for Rushcliffe's travel needs supported with pro-active, area-wide travel demand management. This approach is consistent with national and local

transport policies promoted through Nottinghamshire's and other Local Transport Plans (LTP).

- 3.2.7.6 The latest LTPs focus on strategy and implementation and were completed following consultation undertaken during 2010. This provided an opportunity to explore and understand the transport options available to deliver the vision of each LTP.
- 3.2.7.7 Transport priorities within these LTPs reflect the national objectives initially developed through the Department for Transport's DaSTS (Delivering a Sustainable Transport System) process, focussing on economic development and climate change and ensuring safety, security and health, improved quality of life and quality of opportunity through maximising accessibility and reducing dependence upon the private car. This approach has been broadly endorsed by the Government. It considers that of these DaSTS transport goals the two in particular that it would like to be addressed in LTPs are those which help to grow the economy and tackle carbon emissions. These will be key to sustainable delivery of Local Plan objectives, and will require commitment and close cooperation between local Highway Authorities, the Highway Agency and other transport providers.
- 3.2.7.8 The Core Strategy will have a key role to play in delivering LTP objectives through locating development within sustainable transport corridors and providing opportunities for supporting investment in transport services and infrastructure improvements.
- 3.2.7.9 Travel demand management is about encouraging people to travel less and use sustainable means of travel where possible when they do need to make journeys, sometimes known as 'Smarter Choices'. They are techniques for influencing people's travel behaviour towards more sustainable options such as encouraging school, workplace and individualised or personal travel planning. They also seek to improve public transport and marketing services such as travel awareness campaigns, setting up websites for car share schemes, supporting car clubs and encouraging teleworking. These techniques can be very effective at changing travel behaviour, but some, such as personal travel plans, can be expensive and difficult to enforce when provided to large numbers of people.
- 3.2.7.10 Travel Plans will be required for significant new developments, showing how these objectives are to be met. Planning conditions or legal agreements will be used to ensure Travel Plans are implemented. Existing major employers, schools, and other generators of travel demand will be strongly encouraged to develop Travel Plans including monitoring arrangements.
- 3.2.7.11 Initiatives will also include the promotion of more efficient and sustainable use of private vehicles, such as car sharing and car clubs, low emission vehicles, and the provision of charging points for electric vehicles in new

development. In order to encourage public transport for work commuting, long stay parking should be managed effectively. Parking provision will continue to be carefully managed to help maintain vitality and viability in town, district and local centres.

3.2.7.12 The policy refers to a level of iteration between the four stages listed, to ensure their effective delivery. For example, improvements to public transport services will enable more effective travel demand management measures to be introduced and improved highway operation may facilitate public transport improvements.

3.2.7.13 The Greater Nottingham Transportation Model has been used to identify the strategic transport impacts of the Core Strategy upon the highway network and to establish where more strategic level transport mitigation measures are required using the hierarchical approach outlined above. This higher level transport modelling work has established that there are no strategic transport issues which would prevent delivery of the Core Strategy. The strategic modelling and more detailed corridor modelling has demonstrated that, without improvements to the A52(T) corridor, development would give rise to severe impacts on the trunk road network. Therefore, significant highway transport mitigation measures will be required, particularly on the A52(T) and A453(T). These measures are expected to be able to be delivered through a combination of funding mechanisms including direct provision by developers, through developer contributions (planning obligations and/or Community Infrastructure Levy), and through public funding. The intention is that a developer contribution strategy will be prepared by the Borough Council working with the Highways Agency and others to set out in more detail how required transport improvements will be delivered and funded.

3.2.7.13a The implementation of certain development proposals or combination of proposals will require further assessment to confirm the detailed transport mitigation measures that will need to be implemented. These interventions will be identified by continuing transport modelling and site-specific transport assessments. This work will be informed as more specific details are established for particular development proposals, such as site configurations and mix of uses. Where appropriate, the outcomes from this more detailed transport modelling and assessment work will be set out in the Local Plan Part 2 (Land and Planning Policies), Neighbourhood Plans or masterplans.

3.2.7.14 *[Entire paragraph deleted by February 2014 Proposed Modifications]*

3.2.7.15 Priority will be given to sustainable locations with access to the rail network when considering sites for storage and distribution uses. Further detail can be found in Policy 4.

## Implementation, delivery and monitoring

3.2.7.16 The measures implemented to manage transport demand are heavily influenced by the separate Local Transport Plan process and the strategic decisions of bodies including the Highways Agency. While this is the case, the policies and proposals of this Core Strategy have influenced these processes and will continue to do so. More directly, this policy will be implemented through the range of delivery mechanisms open to the Council, as set out in the table below.

Targets	Indicators	Policy Delivery
Increase modal shift to towards public transport, walking and cycling	<ul style="list-style-type: none"> <li>• Number and proportion of trips by different transport modes</li> </ul>	<ul style="list-style-type: none"> <li>• Local Transport Plans</li> <li>• Public sector investment decisions</li> </ul>
Increase the number of developments supported by travel plans.	<ul style="list-style-type: none"> <li>• Number of travel plans</li> </ul>	<ul style="list-style-type: none"> <li>• Local Plan Part 1: Core Strategy Strategic Allocation and Regeneration policies</li> <li>• Local Plan Part 2: Land and Planning Policies Development Plan Document</li> <li>• Supplementary Planning Documents (e.g. Masterplans; Air Quality Management)</li> <li>• Development Management decisions</li> </ul>

## **Policy 3.2.8 Transport Infrastructure Priorities**

### **POLICY 14: TRANSPORT INFRASTRUCTURE PRIORITIES**

- 1. Where new development gives rise to the need for additional transport infrastructure, it should be prioritised in accordance with the delivery of the Spatial Strategy in Policy 2, the principles of travel demand management in Policy 13 and the priorities of the Nottingham and Nottinghamshire Local Transport Plan. The details and certainty of funding and timing are set out within the Infrastructure Delivery Plan.**
- 2. New development, singly or in combination with other proposed development, must include a sufficient package of measures to ensure that journeys by non-private car modes are encouraged, and that residual car trips will not severely impact on the wider transport system in terms of its effective operation.**
- 3. Existing planned transport schemes which are essential to the delivery of the Core Strategy and with committed funding and currently under construction are:
  - i) Nottingham Express Transit Phase 2 (extensions to Clifton and Chilwell);**
  - ii) Nottingham Midland Station Hub; and**
  - iii) A46(T) improvements - Newark to Widmerpool (now completed)**
  - iv) A453(T) Widening – from M1(J24) to A52(T) Clifton****
- 4. Other road based schemes with committed funding which are also important to the delivery of the Core Strategy are:
  - i) Nottingham Ring Road improvement scheme (under construction).****
- 5. Other schemes without committed funding which are essential to the delivery of the Core Strategy are:
  - i) Package of improvements to A52(T) junctions between the A6005 (QMC) and A46T(Bingham); and**
  - ii) bus priority measures and other improvements related to bus services to serve land East of Gamston/North of Tollerton, which may include a Park and Ride site.****
- 6. Further transport infrastructure schemes are likely to emerge through Local Transport Plan reviews, the Highways Agency Route Based Strategy process and the Local Plan Part 2 (Land and Planning Policies).**

## JUSTIFICATION

- 3.2.8.1 A sustainable good quality transport system is essential to support the economic and social wellbeing of Rushcliffe and the wider area and it will also be necessary that, when detailed schemes are implemented, equalities issues are taken into account. Public transport and highway schemes listed in the policy will be important in providing the high quality transport networks required to ensure the successful delivery of the development sites set out in Policy 2. The existing planned public transport and highway improvements listed under part 3 of the policy are included in Local Transport Plans and/or Funding Allocations programmes and are all either completed or under construction.
- 3.2.8.2 The Government has recently confirmed commitment to fund the widening of the A453(T) and work started in 2013. This has been a longstanding priority, as it serves as a main access to the main built up area of Nottingham from the M1, and could have significant economic benefits, improving access to the M1 and East Midlands Airport. This scheme is vital if the Sustainable Urban Extension on land South of Clifton is to be delivered.
- 3.2.8.2a The package of improvements to A52(T) junctions between the A6005 (QMC) and A46 referred to under part 5 of the policy are required given that the majority of development proposed in the Plan will impact directly on this route. The A52 is a trunk road and functions as an east-west route in the sub-region and an important distributor route for the Nottingham area. The package of junction improvements, which will generally comprise at-grade enhancements of key junctions, introduction of traffic signals and localised widening, is necessary to safeguard this function. The Highways Agency expects that this package of improvements will be required in a timely manner in order to support development as it is delivered. The Borough Council, the Highways Agency and local highway authorities are committed to working together, and with developers, to ensure delivery of necessary improvements to the A52(T) and to establish the appropriate timing for their delivery over the plan period.
- 3.2.8.2b As a number of proposed developments will have a significant impact directly on the strategic road network – the A52(T) specifically – and will need to be served by the package of improvements identified above and other necessary specific measures, the Highways Agency has highlighted the need for an overarching developer contribution strategy relating to transport improvements. The strategy would aim to identify how a predetermined level of funding to support transport infrastructure provision would be delivered as proposed developments take place. It would take into account the various potential mechanisms for funding, including both planning obligations and Community Infrastructure Levy. The Borough Council is committed to continue working with the Highways Agency and others to prepare and put in place such a strategy.



3.2.8.3 Other schemes have been identified that are desirable but not essential for the delivery of the Core Strategy and which have very uncertain funding or long-time delivery timescales. These are listed below, and where appropriate will be included in future Local Transport Plan reviews. The schemes to be developed will follow the hierarchical approach set out in Policy 13.

- Further tram extensions, where considered appropriate
- Potential tram-train routes
- Cross-city bus transit corridors
- West Bridgford bus priority measures
- Nottingham to Grantham Rail upgrade
- Robin Hood Line Bingham extension and capacity improvements
- Rail upgrades between Nottingham, London and other Core Cities including electrification of the Midland Mainline
- High Speed Two rail network

3.2.8.4 Transport priorities within Local Transport Plans reflect the national objectives initially developed through the Department for Transport's DaSTS (Delivering a Sustainable Transport System) process. Transport improvements can have positive impacts on access opportunities for many groups who currently experience access problems. The detailed design and implementation of all transport schemes will ensure equalities issues are taken into account.

### **Implementation, delivery and monitoring**

3.2.8.5 The implementation of identified transport projects is heavily influenced by the separate Local Transport Plan process and the strategic decisions of strategic bodies including the Highways Agency. While this is the case, the policies and proposals of this Core Strategy have influenced these processes and will continue to do so. More directly, this policy will be implemented through the range of delivery mechanisms open to the Council, as set out in the table below.

<b>Targets</b>	<b>Indicators</b>	<b>Policy Delivery</b>
Delivery of projects identified in the policy	<ul style="list-style-type: none"> <li>• Project implementation</li> </ul>	<ul style="list-style-type: none"> <li>• Local Transport Plans</li> </ul>
Delivery of relevant projects identified through Local Transport Plan reviews and subsequent Local Plan Documents.	<ul style="list-style-type: none"> <li>• Project implementation</li> </ul>	<ul style="list-style-type: none"> <li>• Public sector investment decisions</li> <li>• Local Plan Part 1: Core Strategy Strategic Allocation and Regeneration policies</li> </ul>

Targets	Indicators	Policy Delivery
		<ul style="list-style-type: none"> <li>• Local Plan Part 2: Land and Planning Policies Development Plan Document</li> <li>• Supplementary Planning Documents (e.g. Masterplans)</li> <li>• Development Management decisions</li> </ul>

3.2.8.6 In respect of the delivery of a package of measures for delivering the improvements to A52(T) junctions between the A6005 (QMC) and A46(T) Bingham, the following monitoring arrangements will apply:

Key objective	Target	Indicator	Trigger	Action
Improve ments to strategic road network	Finalise planning contribution strategy for strategic road network	Agreed contribution strategy by December 2014	Lack of contribution strategy	<ul style="list-style-type: none"> <li>• Review reasons for lack of strategy and take action to rectify the situation.</li> <li>• Give consideration to use of Community Infrastructure Levy without the support of a contribution strategy.</li> </ul>

## **C) Our Environment**

1. The level of growth being planned for provides an opportunity to plan for the environment in Greater Nottingham in a strategic and more comprehensive way. Policies are aimed at preserving, enhancing and making best use of environmental assets, and ensuring that new assets are delivered as part of growth proposals, which also meet strategic priorities. Multi-functional spaces are promoted, with a clear aim to contribute to increase levels of biodiversity across the East Midlands.

2. The core policies for our environment are:

Policy 15	Green Infrastructure, Landscape, Parks and Open Space
Policy 16	Biodiversity

### **3.3.1 Policy 15 Green Infrastructure, Landscape, Parks and Open Space**

#### **POLICY 15: GREEN INFRASTRUCTURE, LANDSCAPE, PARKS AND OPEN SPACE**

- 1. A strategic approach to the delivery, protection and enhancement of Green Infrastructure will be taken, through the establishment of a network of primary Green Infrastructure corridors and assets (as shown on the Key Diagram), together with corridors and assets of a more local level which will be defined through Local Development Documents.**
- 2. The approach will require that:**
  - a) existing and potential Green Infrastructure corridors and assets are protected and enhanced. Priority for the location of new or enhanced strategic Green Infrastructure will be given to locations for major residential development identified in Policy 2, the Strategic River Corridors of the Trent, and Soar rivers, Grantham canal corridor, and Urban Fringe areas;**
  - b) where new development has an adverse impact on Green Infrastructure corridors or assets, alternative scheme designs that have no or little impact should be considered before mitigation is provided (either on site or off site as appropriate). The need for and benefit of the development will be weighed against the harm caused;**
  - c) developments proposed through the Core Strategy should enhance the Strategic Green Infrastructure network (either on-site or off-site or through contributions as appropriate). Non-strategic sites will be assessed through the Local Plan Part 2 (Land and Planning Policies);**
  - d) links to and between the Green Infrastructure network will be promoted to increase access, especially in areas of identified deficit, for recreational and non-motorised commuting purposes, and to allow for the migration of species; and**
  - e) Landscape Character is protected, conserved or enhanced where appropriate in line with the recommendations of the Greater Nottingham Landscape Character Assessment. Criteria for the assessment of proposals and any areas of locally valued landscape requiring additional protection will be included the Local Plan Part 2 (Land and Planning Policies).**
- 3. New or enhanced Green Infrastructure corridors and assets should be as inclusive as possible, multifunctional and look to make provision for the following, where appropriate:**
  - a) access to employment and leisure facilities;**
  - b) connections to the wider Green Infrastructure network and the countryside;**

- c) **physical activity and well-being opportunities for local residents such as informal sports provision;**
  - d) **educational resource for local residents;**
  - e) **biodiversity opportunities;**
  - f) **tackling and adapting to climate change;**
  - g) **protection and/or enhancement of landscape character;**
  - h) **protection and/or enhancement of heritage assets; and**
  - i) **opportunities for sustainable leisure and tourism.**
4. **Parks and Open Space should be protected from development and identified deficiencies will be addressed through Local Plan Part 2 (Land and Planning Policies). Exceptions may be made if the development is a small part of the Green Infrastructure network and will not be detrimental to its function, or the development is a use associated with parks and open spaces or if none of the above apply the park or open space is shown to be underused or undervalued. Alternative scheme designs that have no or little impact should be considered before mitigation is provided (either onsite or off site or through contributions as appropriate). Where parks or open spaces are under used or undervalued, the reasons for this should be explored and where possible addressed prior to alternative uses being permitted.**

## **JUSTIFICATION**

- 3.3.1.1 Natural England defines Green Infrastructure as a strategically planned and delivered network of high quality green spaces and other environmental features. It should be designed and managed as a multifunctional resource capable of delivering a wide range of environmental and quality of life benefits for local communities. Green Infrastructure includes parks, open spaces, playing fields, woodlands, allotments, water features and private gardens.
- 3.3.1.2 Green Infrastructure is a network of green spaces. For example, a bridleway may encourage physical activity but also provide a route into the countryside; a Local Nature Reserve may provide accessible biodiversity and also allow local residents to learn about nature and allotments can encourage healthy lifestyles and also reduce food miles. However, it is accepted that in some instances, such as sensitive biodiversity sites, it would not be appropriate to promote additional access. Corridors and assets of a more local nature will be identified through a Supplementary Planning Document. This will include primary and local or site specific assets and corridors.
- 3.3.1.3 The strategic approach will be based on a framework of primary Green Infrastructure corridors (shown on the 'Green Infrastructure in Greater Nottingham' diagram below). These will be broadly based on the strategic waterways of the Rivers Trent and Soar as well as the Grantham Canal. These corridors provide opportunities for countryside access and also allow for the migration of species. Additionally the river corridors provide the

opportunity to tackle climate change through energy production and flood attenuation. Green Infrastructure can play an important role by accommodating measures to protect and improve the water environment in line with the objectives of the Water Framework Directive.

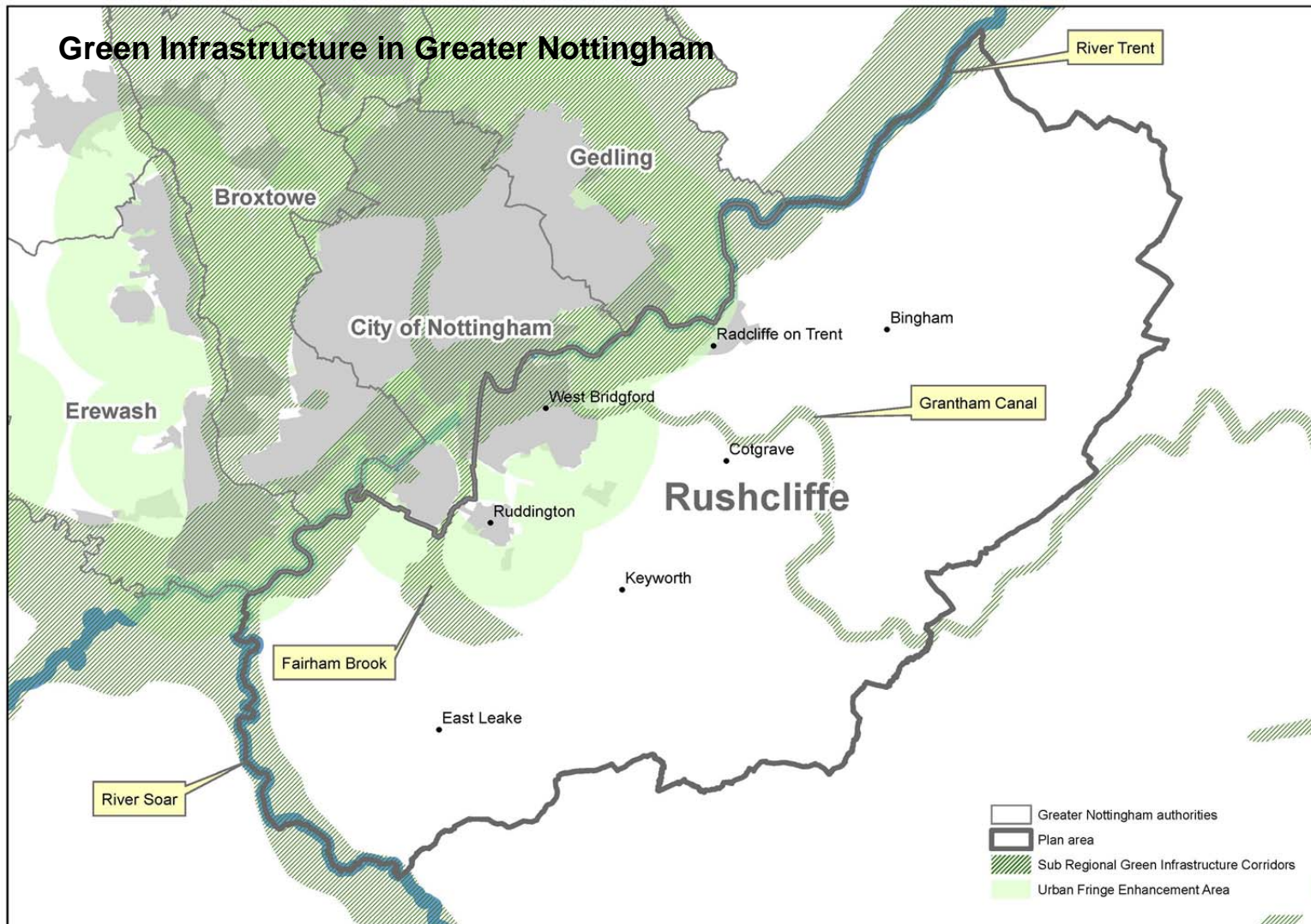
- 3.3.1.4 Where appropriate, areas that contain large-scale development proposals will be targeted to provide a significant biodiversity resource for new and existing local communities and provide a context for the landscape setting of the urban area. Ensuring that Green Infrastructure is protected, enhanced or provided in these areas will address the issues of access to the countryside and ensure that Green Infrastructure is factored into the development of these areas from the start.
- 3.3.1.5 To ensure that existing areas maintain or enhance their provision of Green Infrastructure it is important to protect existing Green Infrastructure assets and seek to put in place active management of corridors and assets. Ensuring that there is access into the countryside and also to other Green Infrastructure assets will encourage a healthy lifestyle and also allow commuting routes for non-motorised transport.
- 3.3.1.6 Parks and open spaces are an important part of the Green Infrastructure network, especially within urban areas. However, there are some areas of open space that can be threatening to use, or undervalued by the local community. Where these can be identified through Open Space Assessments or local studies, redevelopment can help to address these issues, for instance through appropriate design to allow overlooking. Equally some areas of open space may become available through rationalisation of other uses, for instance school closures. Where this is the case, other leisure and recreational uses to serve the community will be considered as a priority, however, there are likely to be cases where redevelopment or partial redevelopment is the most practical option.
- 3.3.1.7 Landscapes form an important part of the Green Infrastructure network and Landscape Character Assessments have informed the preparation of the Core Strategy by providing details on how the different landscape types in Rushcliffe can be protected, conserved or enhanced. Criteria to assess the impact of development proposals on the landscape will be included in the Local Plan Part 2: Land and Planning Policies Development Plan Documents. Criteria may include, water courses, woodland and hedgerows, the pattern and style of development, historic character and features, landform and views, land uses and habitats. In some cases areas of locally valued landscapes which require additional protection may also be identified in the Local Plan Part 2 or Neighbourhood Plans.
- 3.3.1.8 A variety of approaches will be used in the protection of existing and delivery of new Green Infrastructure. This will include a robust assessments of existing and future need, quantitative and qualitative audits of existing provision, the establishment of local standards and consideration of the use of local Green Infrastructure asset mapping. In addition other approaches for the protection of Green Infrastructure can include, working with those

responsible for Green Infrastructure assets to identify ways of improving them, for example working with Nottinghamshire County Council to make best use of the rights of way network. Other approaches include, ensuring that the Green Infrastructure approach is embedded into the development of all sites and consider the need for the identification of locally valued landscapes to be protected.

### Implementation, delivery and monitoring

3.3.1.9 A number of issues may be addressed in Local Plan Part 2: Land and Planning Policies. These may include Green Infrastructure corridors and assets of a more local nature, locally valued landscapes which require additional protection, and embedding the Green Infrastructure network approach into the development of sites. All implementation mechanisms are identified in the table below.

Targets	Indicators	Policy Delivery
Increase in the proportion of population with accessible Green Infrastructure assets.	<ul style="list-style-type: none"> <li>• Accessibility of Green Infrastructure (based on locally available indicators)</li> </ul>	<ul style="list-style-type: none"> <li>• Development Management decisions</li> <li>• Local Plan Part 2: Land and Planning Policies</li> </ul>
Improve the quality and quantity of open space, and recreation facilities in line with the findings of the Council's Open Space Audit	<ul style="list-style-type: none"> <li>• Provision of open space, sports and recreation facilities</li> </ul>	<ul style="list-style-type: none"> <li>• Core Strategy Strategic Allocation and Regeneration policies</li> <li>• Supplementary Planning Documents (e.g. Masterplans)</li> <li>• Open Space, Sports and Recreation Supplementary Planning Document</li> <li>•</li> </ul>





### **3.3.2 Policy 16 Biodiversity**

#### **POLICY 16: BIODIVERSITY**

- 1. The biodiversity of Rushcliffe will be increased over the Core Strategy period by:**
  - a) protecting, restoring, expanding and enhancing existing areas of biodiversity interest, including areas and networks of priority habitats and species listed in the UK and Nottinghamshire Local Biodiversity Action Plans;**
  - b) ensuring that fragmentation of the Green Infrastructure network is avoided wherever possible and improvements to the network benefit biodiversity, including at a landscape scale, through the incorporation of existing habitats and the creation of new habitats;**
  - c) seeking to ensure new development provides new biodiversity features, and improves existing biodiversity features wherever appropriate;**
  - d) supporting the need for the appropriate management and maintenance of existing and created habitats through the use of planning conditions, planning obligations and management agreements; and**
  - e) ensuring that where harm to biodiversity is unavoidable, and it has been demonstrated that no alternative sites or scheme designs are suitable, development should as a minimum firstly mitigate and if not possible compensate at a level equivalent to the biodiversity value of the habitat lost.**
- 2. Designated national and local sites of biological or geological importance for nature conservation will be protected in line with the established national hierarchy of designations and the designation of further protected sites will be pursued.**
- 3. Development on or affecting other, non-designated sites or wildlife corridors with biodiversity value will only be permitted where it can be demonstrated that there is an overriding need for the development and that adequate mitigation measures are put in place.**

#### **JUSTIFICATION**

- 3.3.2.1** The DEFRA publication “Biodiversity 2020: A Strategy for England’s wildlife and ecosystem services” builds on previous work and sets out the strategic direction for biodiversity in England for the next decade. It aims to “halt overall biodiversity loss, support well-functioning ecosystems and establish coherent ecological networks, with more and better places for nature for the benefit of wildlife and people.” The National Planning Policy Framework

also seeks to conserve and enhance the natural environment through protecting valued landscapes and minimising impacts to biodiversity.

3.3.2.2 The East Midlands currently compares unfavourably with other regions in England in terms of the surface area covered by designated nature conservation sites, has lost more wildlife than any other region in England and has lost large amounts of its wildlife habitats with losses continuing and those that remain becoming increasingly small, isolated and fragmented. There is a recognised need to deliver a major step change increase in the level of biodiversity across the East Midlands. Action is required to re-establish habitats and species and to develop appropriate data to monitor and target biodiversity action. New sites and key linking corridors should be identified for biodiversity conservation and enhancement. There are also opportunities within new development to incorporate new biodiversity features, for example wetlands, green roofs, native species hedgerows and unimproved grassland.

3.3.2.3 Proposed development should particularly seek to contribute towards the delivery of Local Biodiversity Action Plan objectives for priority habitats and species. The Nottinghamshire Local Biodiversity Action Plan identifies priority wildlife habitats and species, either because they are nationally or locally rare or in decline, or are characteristic of the area; and sets targets and action plans for their conservation in order to address their continued decline. The Biodiversity Action Plan contains Habitat Action Plans for several types of priority woodland, grassland, wetland and farmland habitat; their importance varies with location. Examples of strategies to manage habitats include improving wetland along the Grantham Canal and safeguarding bare grassland on colliery spoil heaps at Cotgrave. For water environment, maintaining and increasing biodiversity is very important in supporting the objectives of the Water Framework Directive.

### **Implementation, delivery and monitoring**

3.3.2.4 A number of issues may be addressed in Local Plan Part 2: Land and Planning Policies. These may include Green Infrastructure corridors and assets of a more local nature, locally valued landscapes which require additional protection, and embedding the Green Infrastructure network approach into the development of sites. Beyond this, other implementation mechanisms are identified in the table below.

<b>Targets</b>	<b>Indicators</b>	<b>Policy Delivery</b>
No unmitigated loss of Local Wildlife Sites (LWS) due to development	<ul style="list-style-type: none"> <li>• Net change in LWS</li> </ul>	<ul style="list-style-type: none"> <li>• Local Plan Part 1: Core Strategy Strategic Allocation and Regeneration policies</li> <li>• Local Plan Part 2: Land and Planning</li> </ul>

Targets	Indicators	Policy Delivery
		Policies <ul style="list-style-type: none"> <li data-bbox="1086 309 1369 454">• Supplementary Planning Documents (e.g. Masterplans)</li> <li data-bbox="1086 495 1353 707">• Open Space, Sports and Recreation Supplementary Planning Document</li> <li data-bbox="1086 748 1326 851">• Development Management decisions</li> </ul>

## D) Making it Happen

1. The policies here are aimed at delivering the Core Strategy with individual policies for the allocated strategic sites and by identifying what infrastructure is needed to support growth, where it is needed, when it is needed, and how it is likely to be financed. It will be important for new infrastructure to be delivered in a timely fashion, and that development pays for infrastructure that is required to make it sustainable. It is identified that the Council will put in place a Community Infrastructure Levy to directly assist in financing new infrastructure needed to facilitate the delivery of necessary development.

2. The core policies for making it happen are:

Policy 17	Infrastructure
Policy 18	Developer Contributions
Policy 19	Strategic Allocation at Melton Road, Edwalton
Policy 20	Strategic Allocation at North of Bingham
Policy 21	Strategic Allocation at Former RAF Newton
Policy 22	Strategic Allocation at Former Cotgrave Colliery
Policy 23	Strategic Allocation South of Clifton
Policy B	Strategic Allocation East of Gamston/North of Tollerton

3. The specific policies for strategic allocations are to ensure development meets the aspirations of the Council. They provide high level guidance, and should be read in conjunction with the other policies within the plan. The policies provide a criteria based framework for the development of each site. There is also an indicative layout plan for each site (Figures 1 to 5) which illustrates the possible broad mix and locations of land uses, alongside main access points and other relevant details. The preparation of detailed masterplans will continue for certain sites and this work may demonstrate that an alternative approach is preferable. In all cases, it is expected that site delivery will be guided by detailed masterplanning and related supporting guidance. Where appropriate, such work will be adopted as supplementary planning policy.

4. Where appropriate, each site is expected to provide for employment and training opportunities in order to ensure that new development benefits existing communities and in order to minimise the need to travel. There will also be a requirement to enhance or provide new local shops, primary schools and any other appropriate local facilities at convenient locations. Where possible and appropriate, this should involve the expansion of existing centres, schools, colleges or other facilities, to ensure new provision benefits existing residents, before considering new provision.

5. Design should incorporate the principles of Building for Life, Manual for Streets and other current good practice guidance, in order to give new communities a sense of identity and local distinctiveness, and ensure they are desirable and convenient places to live. In many instances there will be opportunities for the development to assist in the regeneration of adjacent or nearby communities.

6. It is expected that the sites should incorporate best practice with regard to carbon reduction and other sustainability issues, including building orientation, water efficiency, sustainable drainage and the management of flood water, using the hierarchal approach as contained within Policy 1.
7. Each site must maximise the opportunities for residents and users of local facilities to walk, cycle and use public transport when travelling within the development and the wider area.
8. Multi-purpose Green Infrastructure must be incorporated in order, among other things, to help integrate the development within the wider area, provide recreational benefits for new and existing residents, enhance biodiversity and provide sustainable drainage. Any unavoidable impact on the environment should be compensated for through planning obligations.
9. Measures to enable waste to be managed more sustainably, by allowing it to be treated further up the waste hierarchy (waste minimisation, re-use, recycling, waste treatment, and only as a last resort disposal), should be integrated into the design of the development. Development should also have regard to issues in the Joint Waste Local Plans for Nottinghamshire and Nottingham.
10. The delivery of strategic allocations will take place in tandem with the provision of infrastructure and will be phased to create a critical mass on each site that will support facilities for local residents at the earliest opportunity. Critical infrastructure required to develop the strategic sites has been assessed and is identified in the Infrastructure Delivery Plan and summarised in Appendix C.
11. Development of the five strategic sites will be monitored closely and progress reviewed with developers and service providers to ensure that sustainable neighbourhoods are created and to maintain a supply of housing in line with Policy 2. If it transpires that development is not being delivered as anticipated, appropriate remedial action will be undertaken by the Council. Ultimately, this could include the early review and replacement of elements of the Local Plan.

### **3.4.1 Policy 17 Infrastructure**

#### **POLICY 17: INFRASTRUCTURE**

- 1. New development must be supported by the required infrastructure at the appropriate stage. Rushcliffe will work in partnership with other Greater Nottingham local authorities, infrastructure providers, grant funders, the development industry and other delivery agencies in seeking the provision of necessary infrastructure to support new development.**
- 2. Contributions will be sought from development proposals which give rise to the need for new infrastructure.**
- 3. Critical infrastructure requirements are identified in the Infrastructure Delivery Plan (IDP), and these can be found in Appendix C. For the strategic allocations included in Policy 2, the IDP identifies what, where, when and how critical new infrastructure will be provided;**
- 4. There are known infrastructure and capacity constraints, in particular related to transport, education, open space and flood risk. Further detailed assessment of these issues will be required through Local Development Documents or masterplans.**
- 5. The Council, working in partnership with other Greater Nottingham authorities, will seek to secure funding from Government and other sources to support infrastructure requirements.**

#### **JUSTIFICATION**

- 3.4.1.1** The provision of adequate infrastructure and services to meet the needs of the existing community and to meet the needs of new development is essential and has been identified by communities as one of their biggest concerns. New development should not overburden existing infrastructure or communities.
- 3.4.1.2** Delivering infrastructure on time is, therefore, important in ensuring that local services, facilities and the transport network can cope with added demand that arises from housing growth and other new development. Infrastructure will be delivered as an integral part of a development, by contributions towards those needs, and through funding from relevant providers and partners. Rushcliffe Borough Council and the other Greater Nottingham authorities will work with service and infrastructure providers and community stakeholders to monitor the provision of services and infrastructure in relation to development growth and to identify any needs and shortfalls that may not be able to be met through public finance.

- 3.4.1.3 In line with the guidance in national planning policy an Infrastructure Delivery Plan (IDP) has been prepared for Greater Nottingham including Rushcliffe. The IDP identifies where there are deficits in infrastructure provision within the study area and ascertains what additional infrastructure is needed to support the level of growth proposed by both the Rushcliffe Core Strategy and the Greater Nottingham Aligned Core Strategies. The IDP also sets out the scale of funding necessary to achieve the provision of critical infrastructure and the anticipated sources of funding from a range of agencies, including local authorities and developers. The IDP has been prepared with the assistance of all the main infrastructure and utility providers. This includes, for example, the local highways authorities, education authorities and water companies.
- 3.4.1.4 Appendix C summarises the main elements of infrastructure identified in the IDP as required to deliver the Core Strategy. The schedule includes approximate costs, timescales and funding sources and likely delivery agents where known. The IDP will be updated as development proposals are refined through Development Plan Documents, and to reflect any changes in likely funding sources or decisions on the implementation of major projects.
- 3.4.1.5 To ensure that the strategic allocations within the Core Strategy are deliverable, broad assessments of viability have been undertaken at a level of detail that is appropriate to justify allocation. These broad assessments take into account the need to deliver the infrastructure requirements summarised in Appendix C. The assessments indicate that there are no barriers to delivering the strategic allocations, subject to the provision of the necessary infrastructure through the identified funding sources.
- 3.4.1.6 In addition to preparation of the Core Strategy, the IDP will also be used, alongside other evidence, to inform preparation of Part 2 of the Council's Local Plan (the Land and Planning Policies Development Plan Document). The intention is that IDPs are 'living documents' and will evolve and change over time to reflect the circumstances at the time, for example changes in funding or decisions on the implementation of major infrastructure projects.
- 3.4.1.7 In preparing the IDP, full account has been taken of the Homes and Communities Agency's (HCA) Local Investment Plans (LIP) that have been prepared for Greater Nottingham and also for the Nottingham Outer Housing Market Area. Each one was prepared collectively by the HCA and relevant local authorities. Together they, in part, identify local investment priorities for Greater Nottingham, with the intention of shaping the HCA's proposed investment for the area.
- 3.4.1.8 The IDP is critically important to the delivery of not only the Core Strategy's vision and core objectives, but also to where the identified priorities and objectives of public bodies and other service providers need to be delivered through the planning system. The IDP will also assist in providing a basis

for making bids for public funding, from sources such as Growth Point Funding and from the HCA through the locally agreed LIPs.

### Implementation, delivery and monitoring

3.4.1.9 The delivery of a range of services and facilities to support new communities is clearly heavily influenced by the strategic decisions of various service providers. The policies and proposals of this Local Plan Part 1: Core Strategy have, however, influenced their decisions and the Council will continue to work with these bodies to ensure the delivery of necessary infrastructure to support new growth. In terms of decision making processes that the Council directly controls, this policy will be implemented through the range of delivery mechanisms set out in the table below.

Targets	Indicators	Policy Delivery
Delivery of the necessary infrastructure identified in Appendix C, the Infrastructure Delivery Plan and subsequent Local Development Documents	<ul style="list-style-type: none"> <li>• Project implementation</li> </ul>	<ul style="list-style-type: none"> <li>• Local Transport Plans</li> <li>• Public sector investment decisions</li> <li>• Local Plan Part 1: Core Strategy Strategic Allocation and Regeneration policies</li> <li>• Local Plan Part 2: Land and Planning Policies Development Plan Document</li> <li>• Supplementary Planning Documents (e.g. Masterplans)</li> <li>• Development Management decisions</li> </ul>



### 3.4.2 Policy 18 Developer Contributions

#### **POLICY 18 DEVELOPER CONTRIBUTIONS**

1. All development will be expected to:
  - a. Meet the reasonable cost of new infrastructure required as a consequence of the proposal;
  - b. Where appropriate, contribute to the delivery of necessary infrastructure to enable the cumulative impacts of developments to be managed, including identified transport infrastructure requirements; and
  - c. Provide for the future maintenance of facilities provided as a result of the development.
2. The Council intends to introduce a Community Infrastructure Levy (CIL) to secure infrastructure that has been identified as necessary to support new development and to achieve Core Strategy objectives.
3. Prior to the implementation of a CIL, and following implementation where it remains appropriate, planning conditions and obligations will be sought to secure all new infrastructure necessary to support new development either individually or collectively.

#### **JUSTIFICATION**

- 3.4.2.1 Where new development creates a need for new or improved infrastructure, appropriate planning conditions and contributions from developers will be sought to make the development acceptable in planning terms. Contributions from a particular development will be fairly and reasonably related in scale and kind to the relevant scheme and directly related to the development.
- 3.4.2.2 Developments must contribute as necessary to meet all on and off site infrastructure requirements to enable development to take place satisfactorily. These may include:
- Transport infrastructure (including footpaths, bridleways, cycleways and roads)
  - Drainage and flood protection
  - Public transport (including services and facilities)
  - Travel behavioural change measures (including travel plans, marketing and promotion)
  - Affordable housing (including supported housing)
  - Education (including early years provision and community education)
  - Open Space (including play areas, sport and recreation)

- Community facilities (including youth activities, meeting venues and libraries)
  - Cultural facilities
  - Health and social care facilities
  - Emergency services (Police/crime reduction measures, fire and ambulance services)
  - Environmental improvements
  - Waste recycling facilities
  - Shopping facilities
  - Green Infrastructure (including new wildlife habitats)
  - Information and Communication Technology
  - Training and employment for local people
- 3.4.2.3 The ability to put in place a Community Infrastructure Levy (CIL) came into force on 6 April 2010. CIL allows local authorities to raise funds from developers for a wide range of related infrastructure through a direct charge on new development. The Council intends to prepare a Charging Schedule setting out those infrastructure requirements falling within the remit of CIL along with the rates to be charged.
- 3.4.2.4 In accordance with requirements that have been identified in the Infrastructure Delivery Plan (IDP), and as summarised at Appendix C, for certain required 'sub-regional' infrastructure there may be a degree of pooling of CIL monies between Greater Nottingham councils to support delivery. It is also the intention, where justified by evidence in the IDP and associated economic viability assessment work, that there will be differential CIL rates within Rushcliffe. Differential rates will provide flexibility to take account of varying local land values and viability.
- 3.4.2.5 Where the necessary infrastructure provision is not made directly by the developer or through a CIL, contributions will be secured through planning obligations. Planning obligation agreements will be drafted by the planning authority with the developer being responsible for the costs resulting from administering and monitoring the agreement. Local Development Plan Documents or further guidance will be produced where necessary to provide more detailed information on the scope and operation of planning obligations.
- 3.4.2.6 After the implementation of the CIL, planning obligations will only be used in relation to certain specified circumstances in line with national planning policy and policies in the Local Plan. In relation to contributions towards transport infrastructure, continued use will also be made of planning conditions and Section 278 (of the 1980 Highways Act) agreements.

### **Implementation, delivery and monitoring**

- 3.4.2.7 Aside from the introduction of the CIL, the delivery of the policy will principally be through the Development Management process. Those developer contributions sought will, however, be guided by the parameters

set out in this Core Strategy and in other, subsequent Local Development Documents.

<b>Targets</b>	<b>Indicators</b>	<b>Policy Delivery</b>
Introduction of Community Infrastructure Levy	<ul style="list-style-type: none"> <li>• Implementation of Community Infrastructure Levy</li> </ul>	<ul style="list-style-type: none"> <li>• Community Infrastructure Levy</li> </ul>
Ensure appropriate developer contributions to infrastructure	<ul style="list-style-type: none"> <li>• Annually reported on S106 contributions and Community Infrastructure Levy funding</li> </ul>	<ul style="list-style-type: none"> <li>• Public sector investment decisions</li> <li>• Local Plan Part 1: Core Strategy Strategic Allocation and Regeneration policies</li> <li>• Local Plan Part 2: Land and Planning Policies Development Plan Document</li> <li>• Supplementary Planning Documents (e.g. Masterplans)</li> <li>• Development Management decisions and associated planning obligations</li> </ul>

### **3.4.3 Strategic Allocation at Melton Road, Edwalton**

#### **POLICY 19 STRATEGIC ALLOCATION AT MELTON ROAD, EDWALTON**

The area, as shown on the adopted policies map, is identified as a strategic site for housing for around 1,500 dwellings, up to 4 hectares of B1 and/or employment generating development, a neighbourhood centre and other community facilities as appropriate, all of which will be constructed within the plan period to 2028. The indicative distribution of the proposed uses is identified on Figure 1.

The development will be subject to the following requirements:

##### **A. Housing**

- 1. A mix of housing will be provided on the site, including seeking through negotiation to secure up to 30% affordable housing. The affordable housing should be phased through the development;**
- 2. The development should make efficient use of land. New residential development should seek to achieve an average net density of at least 30 dwellings to the hectare. Higher densities should be achieved close to the neighbourhood centre and along the strategic bus corridor;**

##### **B. Employment**

- 3. There should be provision of B1 and/or non B class employment generating uses towards the south of the site in proximity to the existing Wheatcroft Business Park to provide for a wide range of local employment opportunities where appropriate;**
- 4. Redevelopment or expansion of existing businesses at Wheatcroft Business Park for employment purposes will be permitted subject to design, amenity and transportation considerations;**

##### **C. Neighbourhood Centre**

- 5. A neighbourhood centre of an appropriate scale should be provided to serve the proposed development;**
- 6. A Community Hall of an appropriate scale to serve the new development should be provided**

##### **D. Transportation**

- 7. Primary vehicular access should be provided off A606 Melton Road, with bus, emergency-and a limited amount of local traffic movement provided through Musters Road;**
- 8. Improvements to road infrastructure necessary to mitigate adverse traffic impacts and serve the new development;**
- 9. Improvements to walking and cycling facilities and public transport links through and beyond the site;**
- 10. Implementation of a travel plan;**

**10a. A financial contribution to a package of improvements for the A52(T) between the A6005 (QMC) and A46 (Bingham);**

**E. Other Requirements**

- 11. Sewage and off-site drainage improvements;**
- 12. An appropriate sustainable drainage system;**
- 13. The creation and enhancement of open space and green infrastructure which links to the wider Green Infrastructure network, which has regard to the Greater Nottingham Landscape Character Assessment, and provides for biodiversity enhancements for Sharphill Wood and its environs;**
- 14. Landscape buffers between the employment use and housing within the development;**
- 15. The provision of or upgrade to sports areas and the provision of play areas, with necessary associated facilities, of an appropriate scale to meet the needs of the development;**
- 16. Provision of or contribution to indoor leisure facilities of an appropriate scale to meet the needs of the development;**
- 17. Provision of a community park facility;**
- 18. Provision of land, or contributions towards improved health facilities as appropriate to meet the needs of the development;**
- 19. Provision of an on-site primary school and contributions towards Secondary School provision to serve the development;**
- 19a. Protect and/or enhance heritage assets within and surrounding the site; and**
- 20. Provision of contributions for local infrastructure, including facilities and services that are essential for development to take place or which are needed to mitigate the adverse impact of development at the site or neighbourhood level will be secured through Planning Obligations and/or a Community Infrastructure Levy in line with Policy 18.**

## **JUSTIFICATION**

- 3.4.3.1 The development off Melton Road, Edwalton will create a Sustainable Urban Extension to West Bridgford and the wider Nottingham conurbation. The development will provide for around 1,500 new homes. The exact level of housing and siting of development will be subject to negotiation taking into account the need to respect the setting and biodiversity of Sharphill Wood – a prominent landscape feature, a Local Wildlife Site and a Biodiversity Action Plan habitat – and limit impacts on the most elevated areas of the site. However, a broad mix of house sizes and types will be required. The development will also include a small expansion to the existing Wheatcroft Business Park for employment and business related development.
- 3.4.3.1a Consideration should be given to the development of single storey dwellings in areas closer to the wood and within the northern part of the site adjacent to Musters Road. Higher densities should be achieved along the main spine road and in areas within walking distance of the Neighbourhood Centre. In addition, the configuration of green space within the site should

accommodate badger setts and provide for foraging paths that link to Sharphill Wood and the wider countryside. All green space should be maintained as open space into the future.

- 3.4.3.2 A broad assessment of viability has been completed for this site. This assessment takes into account the infrastructure requirements outlined in Appendix C. The assessment concludes that there are no identified costs which would prevent the development of this strategic allocation in line with the criteria contained within this policy and other requirements identified in the Core Strategy.

### **Development requirements and phasing**

- 3.4.3.3 A significant proportion of the allocation already has the benefit of outline planning permission and the first phase of the development has detailed planning permission, although an independent review of the requirements of the planning permission has concluded that there are financial viability issues in bringing forward the development in line with the planning permission. This policy is intended to provide a positive framework which will allow for the site to be delivered. The Council will adopt a flexible and positive approach to the planning and delivery of the site and its associated infrastructure to ensure that delivery occurs in line with the housing trajectory.
- 3.4.3.3a The indicative distribution of development is shown on Figure 1. Figure 1 and the Local Plan adopted policies map identifies the area of land removed from the Green Belt and within which all new built development will take place. However, areas outside of this are likely to be required as part of enhanced Green Infrastructure and should form part of any development scheme.
- 3.4.3.4 The parameters of the proposal and phasing requirements will be worked up through a masterplanning process. It is anticipated that development could commence in 2015, with completion around 2026. Any structural planting should occur in advance of the commencement of each phase of the development. Each phase should require an appropriate mix of housing, including the integration of affordable housing. Accommodating the needs of an ageing population is particularly important, given that the age profile in the surrounding area of Rushcliffe is markedly older than the national average.
- 3.4.3.4a New retail development will be expected to consolidate and strengthen the network and hierarchy of centres and not harm the viability and vitality of existing centres. It is appropriate therefore that any retail development proposals are supported by a retail impact assessment to consider the implications of the neighbourhood centre on existing retail centres.
- 3.4.3.4b It is expected that primary access to the site will be provided off the A606 Melton Road. At Musters Road, alongside bus and emergency vehicle access, the policy also allows for a limited amount of private traffic

movement. It will need to be established at the detailed design and masterplanning stage, and as part of the consideration of any planning application, that it is technically feasible to achieve limited private traffic and to define who would be able use the access. If it transpires that a limited amount of private traffic movement is not technically feasible, then use of Musters Road for vehicular traffic will be restricted to just bus and emergency vehicles only.

3.1.4.5 *[Entire paragraph deleted by February 2014 Proposed Modifications]*

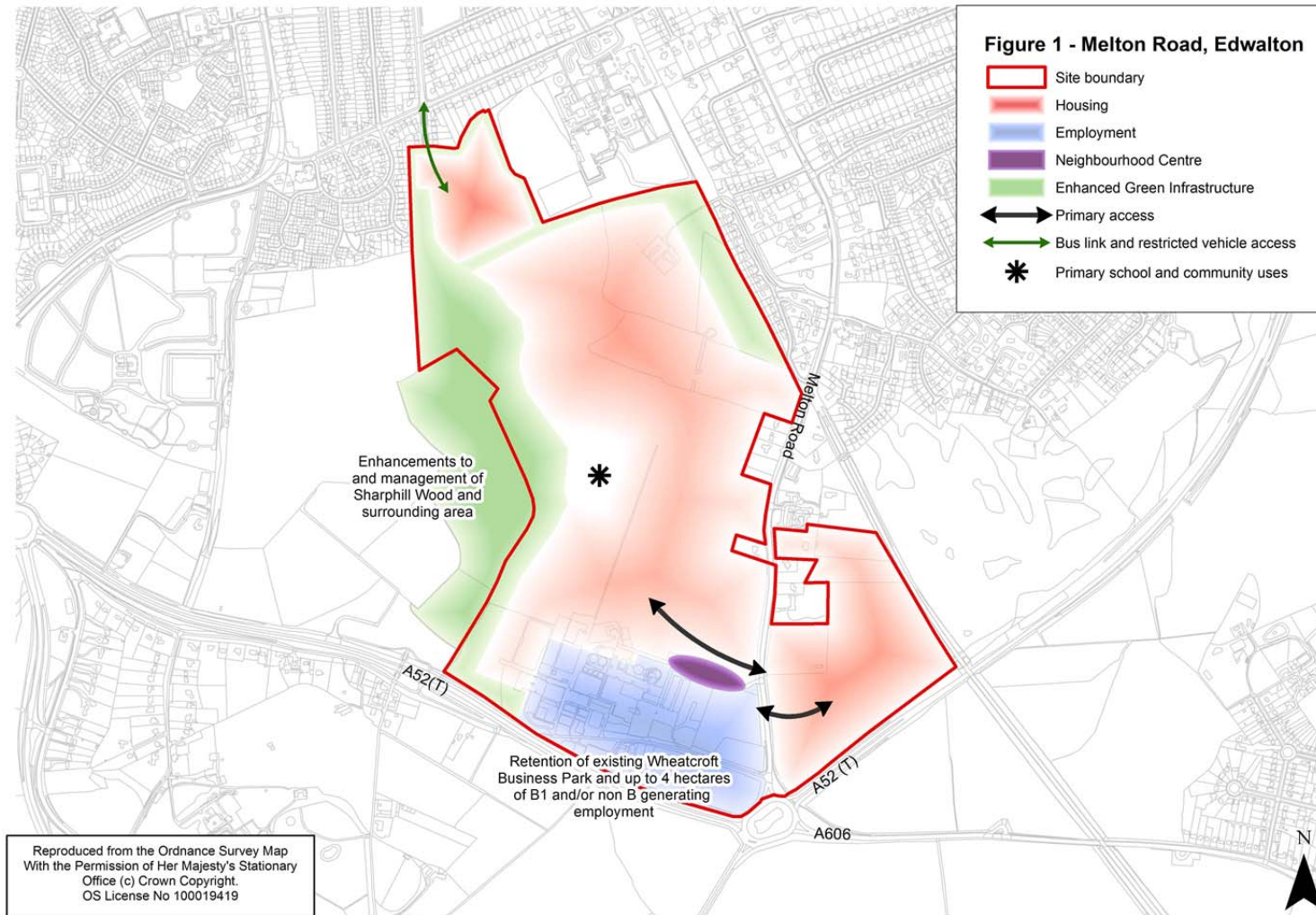
3.1.4.6 *[Entire paragraph deleted by February 2014 Proposed Modifications]*

**Implementation, delivery and monitoring**

3.4.3.7 The implementation, delivery and monitoring of this Strategic Allocation policy will, in summary, be achieved as follows.

Targets	Indicators	Policy Delivery
Delivery of development in line with Policy 19	<ul style="list-style-type: none"> <li>• Net additional homes</li> <li>• Additional services and facilities</li> </ul>	<ul style="list-style-type: none"> <li>• Development Management decisions</li> <li>• Timely review of SHLAA to manage sufficient housing supply</li> </ul>

Figure 1





### **3.4.4 Policy 20 Strategic Allocation at North of Bingham**

#### **POLICY 20 STRATEGIC ALLOCATION AT LAND NORTH OF BINGHAM**

The area, as shown on the adopted policies map, is identified as a strategic site for housing of around 1,000 dwellings and an appropriate mix of B1, B2 and B8 employment development, a neighbourhood centre and other community facilities as appropriate, all of which will be constructed within the plan period to 2028. The indicative distribution of the proposed uses is identified on Figure 2.

The development will be subject to the following requirements:

##### **A. Housing**

- 1. A mix of housing will be provided on the site, including seeking through negotiation to secure up to 30% affordable housing. The affordable housing should be phased through the development;**
- 2. The development should make efficient use of land. New residential development should seek to achieve an average net density of at least 30 dwellings to the hectare. Higher densities should be achieved close to the neighbourhood centre, the area closer to Bingham town centre and along the new or enhanced public transport corridors serving the site;**

##### **B. Employment**

- 3. There should be the provision of around 15.5 Hectares of land for a mix of B1, B2 and B8 employment development, with any B8 employment development being concentrated to the west of the site in proximity to the A46(T). The existing units within the boundary of the allocation to the east of the site should be retained;**

##### **C. Neighbourhood Centre**

- 4. A neighbourhood centre of an appropriate scale should be provided to serve the proposed development;**
- 5. A Community Hall of an appropriate scale to serve the new development should be provided within or adjacent to the neighbourhood centre;**

##### **D. Transportation**

- 6. Improvements to walking and cycling links to the town centre and railway station and enhancements to public transport to serve the new development;**
- 7. Improvements to road infrastructure necessary to mitigate adverse traffic impacts and serve the new development;**
- 8. Implementation of a travel plan;**

## **E. Other Requirements**

- 9. Sewage and off-site drainage improvements;**
- 10. An appropriate sustainable drainage system;**
- 11. The implementation of a flood mitigation scheme for Car Dyke;**
- 12. The creation and enhancement of open space and green infrastructure which links to the wider green infrastructure network, which has regard to the Greater Nottingham Landscape Character Assessment, and provides for biodiversity enhancements;**
- 13. Provision of a community park to include Parsons Hill**
- 14. Landscape buffers between the employment uses and housing within the development;**
- 15. Provision of sports and play areas, with necessary associated facilities, of an appropriate scale to meet the needs of the development;**
- 16. Provision of or contribution to indoor leisure facilities of an appropriate scale to meet the needs of the development;**
- 17. Provision of an on-site primary school and contributions towards improvements to Toot Hill School to serve the development;**
- 18. Provision of contributions to improve local health facilities as appropriate to meet the needs of the development;**
- 19. Provision of a new household waste and recycling centre on site;**
- 19a. Protect and/or enhance heritage assets within and surrounding the site; and**
- 20. Provision of contributions for local infrastructure, including facilities and services that are essential for development to take place or which are needed to mitigate the adverse impact of development at the site or neighbourhood level will be secured through Planning Obligations and/or a Community Infrastructure Levy in line with Policy 18.**

## **JUSTIFICATION**

- 3.4.4.1** Given that Bingham is identified in 'Sustainable Locations for Growth Study' (Tribal 2008) as being the most suitable location for a high level of growth within the Borough, it is considered that a mixed use development to the north of Bingham is appropriate. The development of land North of Bingham will create a new sustainable community with a mixed use development of around 1000 new homes and around 15.5 hectares of employment uses. The distribution of the proposed uses is identified on the indicative masterplan.
- 3.4.4.2** The majority of the site where built development is proposed, as shown on the indicative masterplan falls within a long-standing unimplemented employment allocation of considerable size. The remainder of the proposed area for future development is predominantly located to the north of these allocations.
- 3.4.4.3** A broad assessment of viability has been completed for this site. This assessment takes into account the infrastructure requirements outlined in Appendix C. The assessment concludes that there are no identified costs which would prevent the development of this strategic allocation in line with

the criteria contained within this policy and other requirements identified in the Core Strategy.

### **Development requirements and phasing**

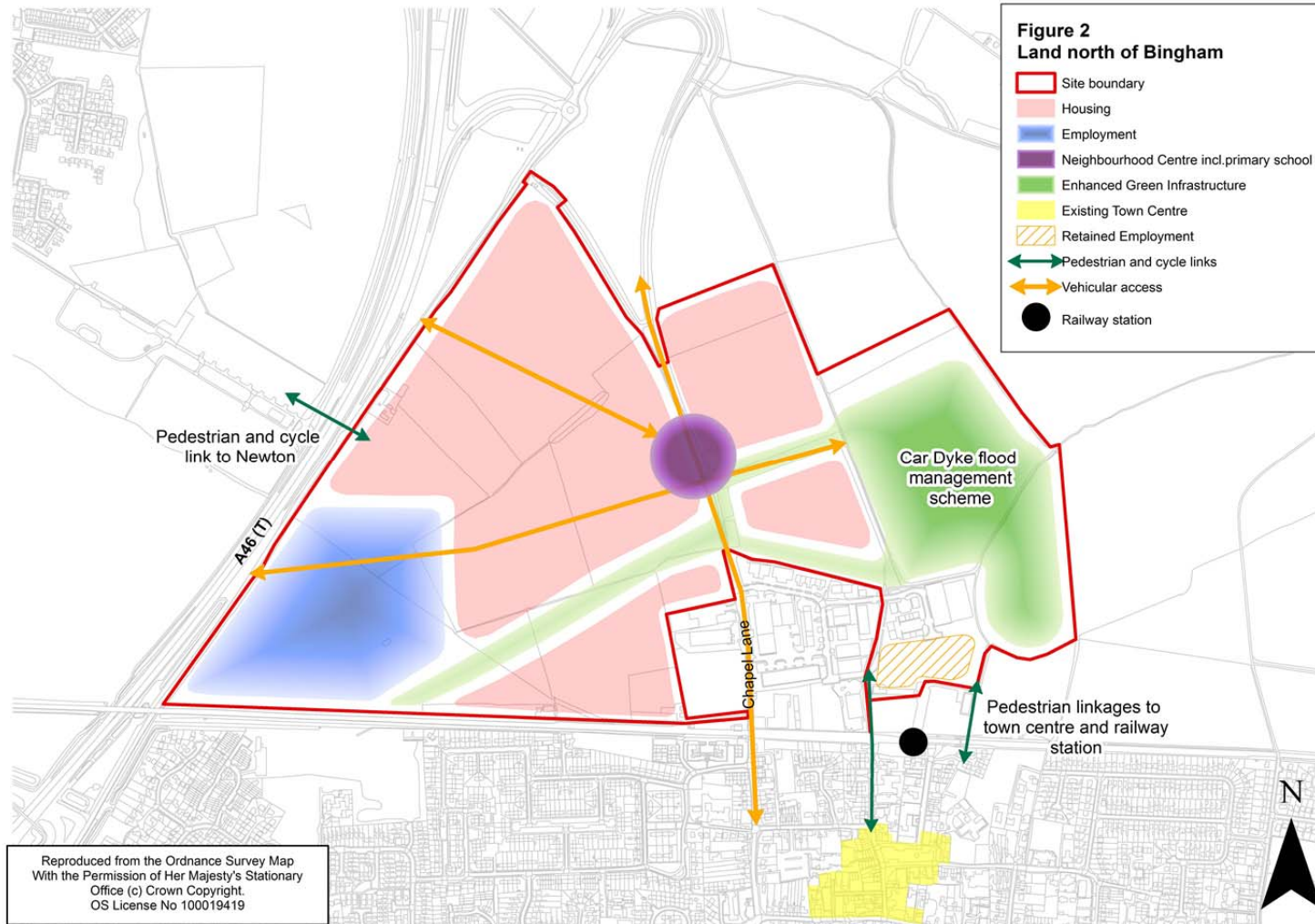
- 3.4.4.4 A planning application has been submitted for the proposal and the list of development requirements for the site is as a result of on-going negotiations between the Borough Council, consultees, the landowner and infrastructure providers. The Borough Council has now resolved to grant planning permission. The development parameters for the site have been drawn up following extensive pre-application consultation between the Crown Estate and the local community.
- 3.4.4.5 It is appropriate for development to commence once planning permission is granted and development partners are selected for the site. A detailed phasing schedule has been submitted as part of the planning application. This phasing schedule indicates that the development will occur in five phases. Development should commence by 2015 and be completed by 2023. It is anticipated that housing development will be delivered at a rate of around 150 homes a year on average. The Car Dyke Flood Management Scheme should be implemented before development commences within the area that currently is at risk of flooding.
- 3.4.4.5a Construction of the neighbourhood centre and the provision of other necessary community facilities will be sought at an early stage in order to meet the needs of new residents, encourage their use and promote more sustainable travel habits.
- 3.4.4.6 *[Entire paragraph deleted by February 2014 Proposed Modifications]*
- 3.4.4.7 Subject to viability considerations, each phase will provide for an element of affordable housing to ensure a steady delivery through the lifetime of the development. Affordable housing provision will be adequately mixed and distributed amongst the various parcels and development as a whole.
- 3.4.4.8 Because the site is separated from the rest of the town by the Nottingham to Grantham railway line, every effort should be made to improve and enhance connectivity between the site and the rest of Bingham, including access to the railway station and the town centre.
- 3.4.4.9 Development rates on the site will be monitored and reviewed to ensure that the delivery of housing on the site is achieved, and phasing schedules and development requirements may be revised, subject to negotiation, and agreement between the Borough Council, the developer other stakeholders and statutory consultees as appropriate.

### **Implementation, delivery and monitoring**

- 3.4.4.10 The implementation, delivery and monitoring of this Strategic Allocation policy will, in summary, be achieved as follows.

Targets	Indicators	Policy Delivery
Delivery of development in line with Policy 20	<ul style="list-style-type: none"> <li>• Net additional homes</li> <li>• Net additional office space and employment land</li> <li>• Additional services and facilities</li> </ul>	<ul style="list-style-type: none"> <li>• Development Management decisions</li> <li>• Annual review of SHLAA to manage sufficient housing supply</li> </ul>

Figure 2



### **3.4.5 Strategic Allocation at Former RAF Newton**

#### **POLICY 21 STRATEGIC ALLOCATION AT FORMER RAF NEWTON**

The area, as shown on the adopted policies map, is identified as a strategic site for additional housing for around 550 dwellings, protection of existing B8 employment located within the former aircraft hangars, and the provision of additional employment land for B1, B2 and B8 purposes. In addition, a primary school, community centre, public open space and other facilities as appropriate.

The indicative distribution of the proposed uses is identified on Figure 3.

The development will be subject to the following requirements:

#### **A. Housing**

- 1. A mix of housing will be provided on the site, including seeking through negotiation to secure up to 30% affordable housing. The affordable housing should be phased through the development;**
- 2. The development should make efficient use of land. New residential development should seek to achieve an average net density of at least 30 dwellings to the hectare. Higher densities should be achieved close to the neighbourhood centre and along the bus corridor;**

#### **B. Employment**

- 3. The retention of the existing hangars for employment purposes and the provision of around 6.5 hectares of additional land for B1, B2 and B8 purposes;**

#### **C. Neighbourhood Centre**

- 4. A neighbourhood centre of an appropriate scale should be provided to serve the proposed development;**
- 5. A Community Hall of an appropriate scale to serve the new development, also taking into account the existing planning permission for 165 dwellings should be provided within or adjacent to the Neighbourhood Centre;**

#### **D. Transportation**

- 6. Vehicular access should be provided off the new link road to the A46(T) only to serve the additional housing and employment proposals, with bus and emergency-only access provided through Wellington Avenue;**
- 7. Improvements to road infrastructure including the widening of the new link road to the A46(T) – which must be carried out prior to use of the new employment development;**
- 8. Improvements to walking, cycling and public transport links and services including a foot and cycleway bridge over the B687 and A46(T) providing a direct connection to Bingham;**

9. **Improvements to road infrastructure necessary to mitigate adverse impacts and serve the new development;**
10. **The implementation of a travel plan;**

**E. Other Requirements**

11. **Sewage and off-site drainage improvements;**
12. **An appropriate sustainable drainage system;**
13. **The creation and enhancement of open space and green infrastructure which links to the wider green infrastructure network, which has regard to the Greater Nottingham Landscape Character Assessment, and provides for biodiversity enhancements;**
14. **Implementation of a landscape and ecology management plan.**
15. **Development of sports pitches with associated changing facilities and children's play space of an appropriate scale to meet the needs of the development;**
16. **Provision of or contribution to indoor leisure facilities of an appropriate scale to meet the needs of the development;**
17. **Provision of an on-site primary school to serve the new development;**
18. **Provision of contributions to improve local health facilities as appropriate to meet the needs of the development;**
- 18a. **Protect and/or enhance heritage assets within and surrounding the site; and**
19. **Provision of contributions for local infrastructure, including facilities and services that are essential for development to take place or which are needed to mitigate the adverse impact of development at the site or neighbourhood level will be secured through Planning Obligations and/or a Community Infrastructure Levy in line with Policy 18.**

**JUSTIFICATION**

- 3.4.5.1 The development of former RAF Newton is one of two larger areas in need of regeneration within Rushcliffe. The site was closed as an airbase in 2000 and much of the site has become run down and derelict over the subsequent years. The site's redevelopment has been limited to date due to the fact that it was washed over by the Green Belt and that access to the site was inadequate prior to improvements to the A46(T).
- 3.4.5.2 The redevelopment is required to be comprehensive and coordinated and should follow the principles of sustainable development, with an appropriate mix of uses and scale of development. It is appropriate that existing residents of Newton benefit from the provision of additional facilities, which the current village lacks, which should come from the comprehensive redevelopment of the site.
- 3.4.5.3 A broad assessment of viability has been completed for this site. This assessment takes into account the infrastructure requirements outlined in Appendix C. The assessment concludes that there are no identified costs which would prevent the development of this strategic allocation in line with the criteria contained within this policy and other requirements identified in the Core Strategy.

## Development Requirements and Phasing

- 3.4.5.4 Phase 1 of the development, which consists of the use of the former hangars for employment purposes the demolition of 65 former officers' houses and the building of 165 new homes already has the benefit of full planning permission and is currently being implemented.
- 3.4.5.5 Phase 2 should include the provision of 550 additional homes. Phase 3 should contain the additional employment development to the west of the site. Phase 4 should contain the additional employment provision within the eastern part of the site. Any development should be accessed from the new link road to the A46(T) in order to minimise increased in traffic flows through Newton village itself. The additional employment development is expected to occur in the latter phases of the development when the access road to the A46(T) can be widened to accommodate heavy goods vehicles.
- 3.4.5.6 Every effort should be made to improve direct access to Bingham over the A46(T) for pedestrians and cyclists in order to maximise sustainable travel patterns. This may involve the provision of a bridge over the B687 and A46(T) between the site and the strategic allocation at Land North of Bingham. Close cooperation will be required on all detailed infrastructure matters in the development of Former RAF Newton and Land North of Bingham, given their proximity to each other and to take account of potential cumulative impacts arising from the two developments.
- 3.4.5.7 It is anticipated that development on phase 2 will commence around 2015, and all phases will be completed by 2020. Development rates on the site will be monitored and reviewed in order to ensure that the delivery of housing is achieved. Where necessary, phasing schedules and development requirements may be revised following negotiation and agreement between the Borough Council, the developer, other stakeholders and statutory consultees as appropriate.

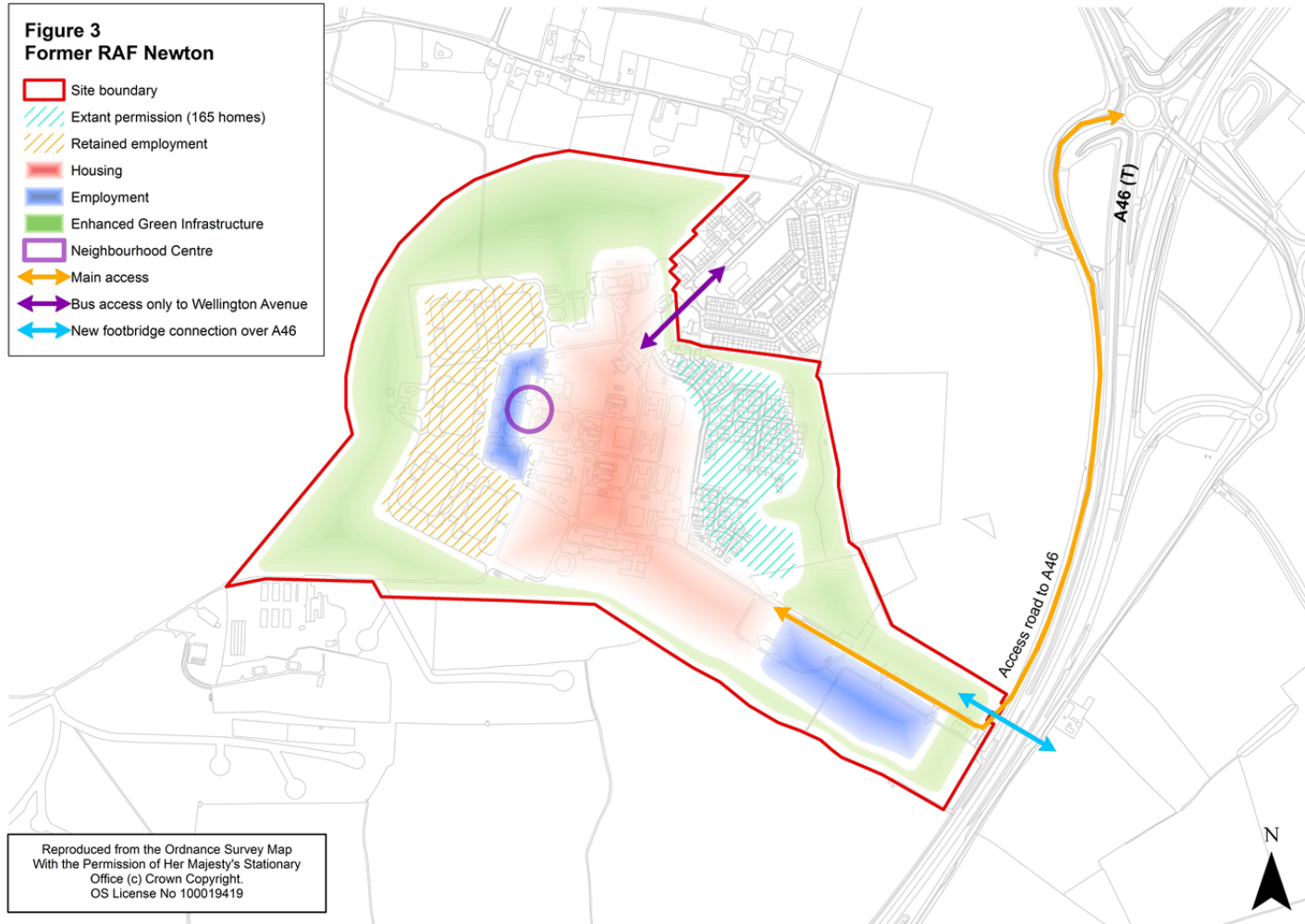
## Implementation, delivery and monitoring

- 3.4.5.8 The implementation, delivery and monitoring of this Strategic Allocation policy will, in summary, be achieved as follows.

Targets	Indicators	Policy Delivery
Delivery of development in line with Policy 21	<ul style="list-style-type: none"> <li>• Net additional homes</li> <li>• Net additional office space and employment land</li> <li>• Additional services and facilities</li> </ul>	<ul style="list-style-type: none"> <li>• Development Management decisions</li> <li>• Annual review of SHLAA to manage sufficient housing supply</li> </ul>



Figure 3



### **3.4.6 Strategic Allocation at Former Cotgrave Colliery**

#### **POLICY 22 STRATEGIC ALLOCATION AT FORMER COTGRAVE COLLIERY.**

The area, as shown on the adopted policies map, is identified as a strategic site for housing for around 470 dwellings and the provision of around 4.5 hectares of B1, B2 and B8 employment development, all of which will be constructed within the plan period to 2028. The distribution of the proposed uses is identified on Figure 4.

The development will be subject to the following requirements:

##### **A. Housing**

- 1. A mix of housing will be provided on the site, including seeking through negotiation to secure up to 30% affordable housing. The affordable housing should be phased through the development;**
- 2. The development should make efficient use of land. New residential development should seek to achieve an average net density of at least 30 dwellings to the hectare. Higher densities should be achieved along the strategic bus corridor and lower densities where housing borders the Country Park;**

##### **B. Employment**

- 3. There should be provision of around 4.5 hectares of employment development to the north east of the site providing a mix of B1, B2 and B8 uses;**

##### **C. Transportation**

- 4. Vehicular access should be provided onto both Hollygate Lane and to the north onto Stragglethorpe Road;**
- 5. Improvements to road infrastructure necessary to mitigate adverse traffic impacts and serve the new development;**
- 6. Improvements to walking, cycling and public transport links through and beyond the site, including a designated bus service, linkages to Cotgrave Country Park and the provision of a footbridge over the Grantham Canal;**
- 7. The production and implementation of a travel plan;**

##### **D. Other Requirements**

- 8. Sewage and off-site drainage improvements;**
- 9. An appropriate sustainable drainage system;**
- 10. The creation and enhancement of open space and green infrastructure which links to the wider green infrastructure network, which has regard to the Greater Nottingham Landscape Character Assessment, and provides for biodiversity enhancements;**
- 11. Provision of suitable mitigation measures to compensate for the loss of any wildlife interests on the site;**
- 12. Creation of landscape buffers between the employment use and housing within the development;**

13. **The creation of a landscape buffer between the proposed development and the surrounding area. The landscape buffer will be broadly in line with what is shown on the indicative masterplan;**
14. **The protection of the Grantham Canal corridor;**
15. **Provision of play areas of an appropriate scale to meet the needs of the development;**
16. **Provision of, or contribution towards outdoor sports facilities of an appropriate scale;**
17. **Provision of contributions to improve local health facilities as appropriate to meet the needs of the development;**
18. **Provision of contributions towards improvements to primary schools within Cotgrave to accommodate the new development;**
19. **The provision of a waste and recycling point to serve the new residential development; and**
20. **Provision of contributions for local infrastructure, including facilities and services that are essential for development to take place or which are needed to mitigate the adverse impact of development at the site or neighbourhood level will be secured through Planning Obligations and/or a Community Infrastructure Levy in line with Policy 18.**

## **JUSTIFICATION**

- 3.4.6.1 The redevelopment of the former Cotgrave Colliery is one of a number of regeneration challenges across Greater Nottingham. The development will provide for around 470 new homes. The exact level of housing and employment provided through the development will be subject to negotiation, taking into account the need to integrate with the Country Park and transportation matters. However a broad mix of house sizes and types will be required. The provision of employment on the site should be of a level that offers the opportunity to minimise the amount of out-commuting from Cotgrave, whilst providing for a balance of new employment.
- 3.4.6.2 Cotgrave Colliery is also subject to Policy 6 (Regeneration) and is referred to in Policy 5 (Role of Town and Local Centres) which identifies that there should be improved accessibility to the town and that any redevelopment of the Colliery must take into account local nature conservation features and demonstrate how it will contribute to the wider regeneration of the town as a whole. The scope for limited physical development to link the Colliery and the town needs also to be explored, where this would assist connectivity and accessibility between new and existing neighbourhoods.
- 3.4.6.3 A broad assessment of viability has been completed for this site. This assessment takes into account the infrastructure requirements outlined in Appendix C. The assessment concludes that there are no identified costs which would prevent the development of this strategic allocation in line with the criteria contained within this policy and other requirements identified in the Core Strategy.

## **Development Requirements and Phasing**

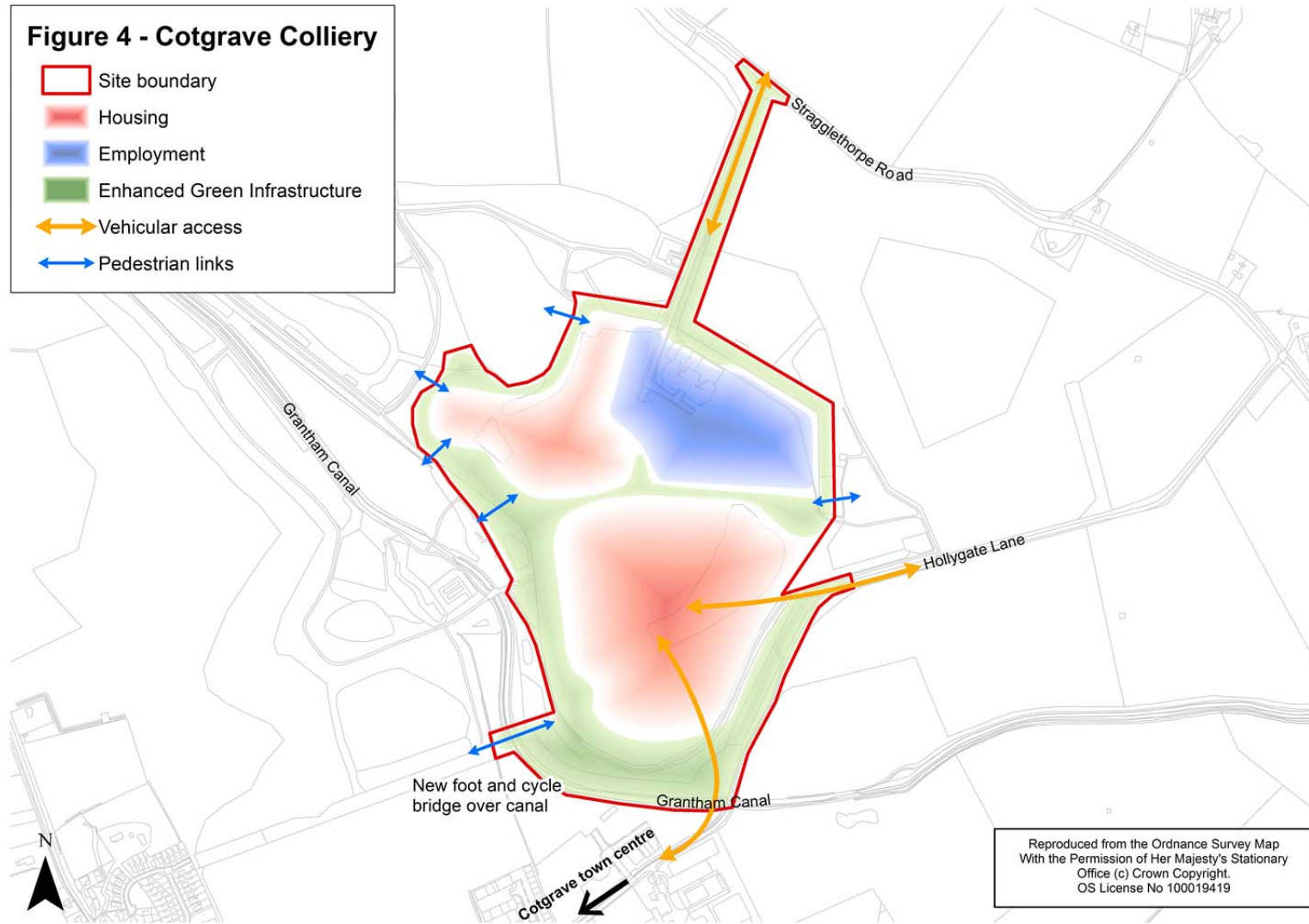
- 3.4.6.4 The site already has the benefit of outline planning permission. The list of development requirements for the site and its phasing is as a result of the extensive consultation and masterplanning exercise that was undertaken through the consideration of the planning application. A phasing plan was provided as part of this process, and a Section 106 agreement produced and signed to ensure that all of the development requirements outlined within this policy will be met.
- 3.4.6.5 The phasing plan outlines that the development will be delivered in up to four phases. The first phase will include the provision of services to site and new accesses from Hollygate Lane. Employment development could also occur in parallel with this phase, with access to it via Colliers Way. Green infrastructure will be developed in tandem with the built development, including improvements along the Grantham Canal and habitat creation within Cotgrave Country Park.
- 3.4.6.6 Given the site's location, connectivity and accessibility to and from the development to the town centre and the wider area will require improvement in order to provide the opportunity for sustainable travel patterns. This will be in the form of improvements to pedestrian routes, a new footbridge over the canal and a new bus service.
- 3.4.6.7 Each phase will provide for an element of affordable housing to ensure a steady delivery through the lifetime of the development. Affordable housing provision will be adequately mixed and distributed amongst the various parcels and development as a whole.
- 3.4.6.8 Development of the site will commence during 2014. It is envisaged that once the site is serviced, new residential development could occur at a rate of 100-150 dwellings per annum. Development of the site will be complete by 2020. Development rates on the site will be monitored and reviewed to ensure that the delivery of housing on the site is achieved, and phasing schedules and development requirements may be revised, subject to negotiation, and agreement between the Borough Council, the developer other stakeholders and statutory consultees as appropriate.
- 3.4.6.8a The former Cotgrave colliery contains two recorded mine entries within the area of the strategic allocation. The detailed layout for the site will need to ensure that development does not occur within the zone of influence of these mine entries to ensure that future public safety is protected in line with the objectives of national planning policy.

## **Implementation, delivery and monitoring**

- 3.4.6.9 The implementation, delivery and monitoring of this Strategic Allocation policy will, in summary, be achieved as follows.

<b>Targets</b>	<b>Indicators</b>	<b>Policy Delivery</b>
Delivery of development in line with Policy 22	<ul style="list-style-type: none"> <li>• Net additional homes</li> <li>• Net additional office space and employment land</li> <li>• Additional services and facilities</li> </ul>	<ul style="list-style-type: none"> <li>• Development Management decisions</li> <li>• Annual review of SHLAA to manage sufficient housing supply</li> </ul>

Figure 4



### **3.4.7 Strategic Allocation South of Clifton**

#### **POLICY 23 STRATEGIC ALLOCATION SOUTH OF CLIFTON**

The area, as shown on the adopted policies map, is identified as a strategic site for mixed-use development including around 3,000 dwellings, around 20 hectares of employment development, a neighbourhood centre and other community facilities as appropriate, all of which will be constructed within the plan period to 2028. The design and layout of the proposal will be determined through a masterplanning process. The development shall be appropriately phased to take into account improvements to the A453(T) and completion of the NET extension to Clifton. The indicative distribution of the proposed uses is identified on Figure 5.

The development will be subject to the following requirements:

##### **A. Housing**

- 1. A mix of housing types, size and tenure taking into account the existing mix of adjoining and nearby areas of housing, including seeking through negotiation to secure up to 30% affordable housing. The affordable housing should be phased through the development;**
- 2. The development should make efficient use of land. New residential development should seek to achieve an average net density of at least 30 dwellings to the hectare. Higher densities should be achieved close to the neighbourhood centre;**
- 3. In accordance with Policy 8 appropriate provision should be made for Gypsy and Traveller accommodation;**

##### **B. Employment**

- 4. There should be provision of around 20 hectares of employment land to provide for a wide range of local employment opportunities where appropriate. Training opportunities should be provided for as part of the development;**

##### **C. Neighbourhood Centre**

- 5. A neighbourhood centre of an appropriate scale should be provided to serve the proposed development;**
- 6. Community facilities and retail development of an appropriate scale will be provided to serve the new development. On site community facilities should primarily be located within or adjacent to the neighbourhood centre. Where appropriate, enhancements to existing community facilities within Clifton and within other adjacent villages will be explored as an alternative;**

##### **D. Transportation**

- 7. Measures as necessary to improve the proposed A453(T) Mill Hill and Crusader roundabouts;**
- 8. Improvements to road infrastructure necessary to mitigate adverse traffic impacts and serve the new development, and potential**

- expansion of the Nottingham Express Transit (NET) Park and Ride facility if necessary;
- 8a. The provision of a safeguarded route to allow for the possible future extension of the NET through the site and further to the south;
- 9. Measures as necessary to minimise traffic impacts through Gotham and Ruddington villages;
- 10. Improvements to walking, cycling and public transport links through and beyond the site, including enhancements where necessary to existing bus services linking in with the NET terminus;
- 11. Implementation of a travel plan;
- 11a. A financial contribution to a package of improvements for the A52(T) between the A6005 (QMC) and A46 (Bingham);

**E. Other Requirements**

- 12. Sewage and off-site drainage improvements;
- 13. An appropriate sustainable drainage system;
- 14. A high quality built environment, to create a distinctive character that relates well to the surroundings, which gives consideration of the most appropriate sustainable methods of construction;
- 15. The creation and enhancement of open space and green infrastructure which links to the wider green infrastructure network, which has regard to the Greater Nottingham Landscape Character Assessment, and provides for biodiversity enhancements;
- 16. The creation of significant Green Infrastructure areas and buffers, particularly on the southern and eastern boundaries of the site to contribute to the creation of a permanent defensible Green Belt boundary. Green corridors should also be created through the site linking feature such as the Heart Leas and Drift Lane plantations;
- 16a Protect and/or enhance heritage assets within and surrounding the site;
- 17. New or expanded educational, outdoor sports and leisure, health, community, faith, cultural and youth facilities as required by the scale of the development, which is planned in such a way to integrate existing and new communities. Provision or expansion of facilities will be secured through Planning Obligations and/or a Community Infrastructure Levy in line with Policy 18.

**JUSTIFICATION**

- 3.4.7.1 The strategic allocation at land south of Clifton is a large strategic site . This location has been chosen as a strategic site in line with the Spatial Strategy contained within Policy 2, which focuses development in and around the Nottingham conurbation where it falls within or adjoins Rushcliffe Borough, around the main rural villages within Rushcliffe, and in locations that are regeneration priorities.
- 3.4.7.2 A broad assessment of viability has been completed for this site. This assessment takes into account the infrastructure requirements outlined in Appendix C. The initial assessment identifies that there are no identified costs which would prevent the development of this strategic allocation.



While there is a need to undertake further work to finalise and refine infrastructure requirements for this major strategic site, it is not expected that the outcome of this work will significantly alter the costs assumed for this development to the extent that this would affect the site's viability.

- 3.4.7.3 The 'Appraisal of Sustainable Urban Extensions Study' (Tribal 2008) identifies areas on the edge of the Nottingham conurbation where development may be more suitable. The study finds marginally in favour of the development of the site, subject to the greatest possible mitigation of the environmental constraints and through creative sensible urban design.
- 3.4.7.4 The study identifies that, in the case of south of Clifton, the landscape in this area is of high quality when viewed from the existing urban edge thanks to its open nature gentle slope and distant views to surrounding hills. There are also potential issues when trying to identify a possible defensible boundary to the south of the site. A proportion of the site is also grade II agricultural land. The study also identifies that there are barriers to overcome in terms of connectivity to Clifton. Securing good physical linkages with existing built areas is critical to the integration of new and existing communities. Enhanced links will allow the new community to more easily access off-site facilities and services (such as schools). Conversely, it is important that existing communities are able to benefit from easy access to those new services and facilities that will be delivered to support development to the south of Clifton.
- 3.4.7.5 In balance to the above considerations, the study identifies several other factors which would favour development in this area. Firstly, the A453 widening and the extension of the Nottingham Express Transit (NET) to the north of the allocation will provide significant improvements to the transport network in this location, and enhance direct connections to Nottingham City Centre.
- 3.4.7.6 Secondly, new defensible boundaries for the Green Belt can be established using existing features . This is the new alignment of the A453(T), Barton Lane and within the floodplain of the Fairham Brook. The creation of a new boundary along Barton Lane together with using field patterns would be no less defensible than the current edge of Clifton, and development would avoid coalescence issues so long as it does not extend too much closer to Gotham.
- 3.4.7.7 Thirdly, development in this location could assist the regeneration of Clifton and bring economic development to a location likely to be favourable to the market, given its proximity to the M1, East Midlands Airport, Nottingham City Centre and East Midlands Parkway railway station.
- 3.4.7.8 The Tribal Study identifies a potential Green Belt boundary for the site. It also identifies that through applying a standard approach to assessing density, the site could accommodate around 5,000 dwellings. The Borough Council considers that the number of dwellings on the site should however be set at around 3,000 dwellings. A target of around 3,000 new houses is

lower than what the Tribal study suggests for a number of reasons. Firstly the allocated site area is smaller as it follows the power lines to the south east and the new alignment of the A453(T) to the north west. In addition, the northern part of the site will contain the NET terminus and Park and Ride. Finally, in order to provide the greatest possible mitigation against the impact of development across the whole of the site, significant parts should be retained and enhanced as areas of Green Infrastructure, in particular along the eastern, southern and western boundaries to provide a softer edge. This will help create a boundary to the site that is more defensible in Green Belt terms than is the case for with the current hard edge of Clifton.

- 3.4.7.9 Given the site's strategic position, proximity to Clifton and advantages relative transport accessibility advantages, it is important that employment uses should also be provided in this location. The emphasis should be on the provision of local employment opportunities to serve residents of the development and the existing communities.
- 3.4.7.10 The utmost care will be needed to manage the impact of new employment development. At present, it is envisaged that the focus for employment will be adjacent to the A453. This includes the south west corner of the site where new development will form part of a prominent new entrance point (gateway) to the main built up area of Nottingham. Reflective of this, it is necessary that development in this location is of particularly high quality in terms of urban design. Further north, adjacent to where the NET terminus and Park and Ride will be located, is the most elevated part of the site. It is important that new development in this location is not unduly elevated, so as to avoid being overly dominant in the surrounding landscape. It is also expected that all employment buildings should be sympathetically designed in terms of scale, massing and height so as to minimise impact on the wider landscape and on existing communities.
- 3.4.7.11 Whilst the allocation lies within Rushcliffe, it is adjacent to Clifton which is administered by Nottingham City Council and is part of the Nottingham conurbation. In order to minimise the impact of the development, and in order ensure that the development provides as much benefit to the local communities within its vicinity, the allocation will be subject to a masterplanning process. Close cooperation on this process will be required between the City and Borough Councils, infrastructure providers, parish councils and neighbourhood forums, to agree the type of social, physical and economic infrastructure that is required to support an integrated development of the site.
- 3.4.7.12 It is important that development does not prevent the possibility of the NET line being extended into the site and even through it in order to allow access further to the south at some point in the future. Both design and layout will therefore need to accommodate scope for future extension to take place. A safeguarded route will only be unnecessary if it can be demonstrated that there is no realistic prospect of a future NET extension due to viability or feasibility reasons.

## Development Requirements and Phasing

- 3.4.7.13 The parameters of the proposal and phasing requirements will be worked up through the masterplanning exercise. The indicative distribution of development is shown on Figure 5. Figure 5 and the Local Plan adopted policies map identifies the area of land removed from the Green Belt and within which all new built development will take place, However, areas outside of this are likely to be required as part of enhanced Green Infrastructure and should form part of any development scheme.
- 3.1.7.13a Commencement of the development will be dependent on the progression of improvements to the A453(T) and the provision of the NET Phase 2 to Clifton. The NET proposal will be complete during 2015 based on present timescales. It is also estimated that the A453(T) will be completed by summer 2015.
- 3.4.7.14 Preliminary infrastructure works could possibly commence on the site in advance of completion of the A453(T) improvements, subject to further investigation and planning permission being granted. Any structural planting should occur in advance of the commencement of each phase of development. It is anticipated that development will commence in 2015. Given the scale and nature of the site, it is also anticipated that the scheme will be deliverable within the plan period as more than one phase of development should be able to run concurrently.
- 3.4.7.15 Each phase should provide for an appropriate mix of housing, including the integration of affordable housing. Accommodating the needs of an ageing population is particularly important, given that the age profile in the surrounding area of Rushcliffe is markedly older than the national average.

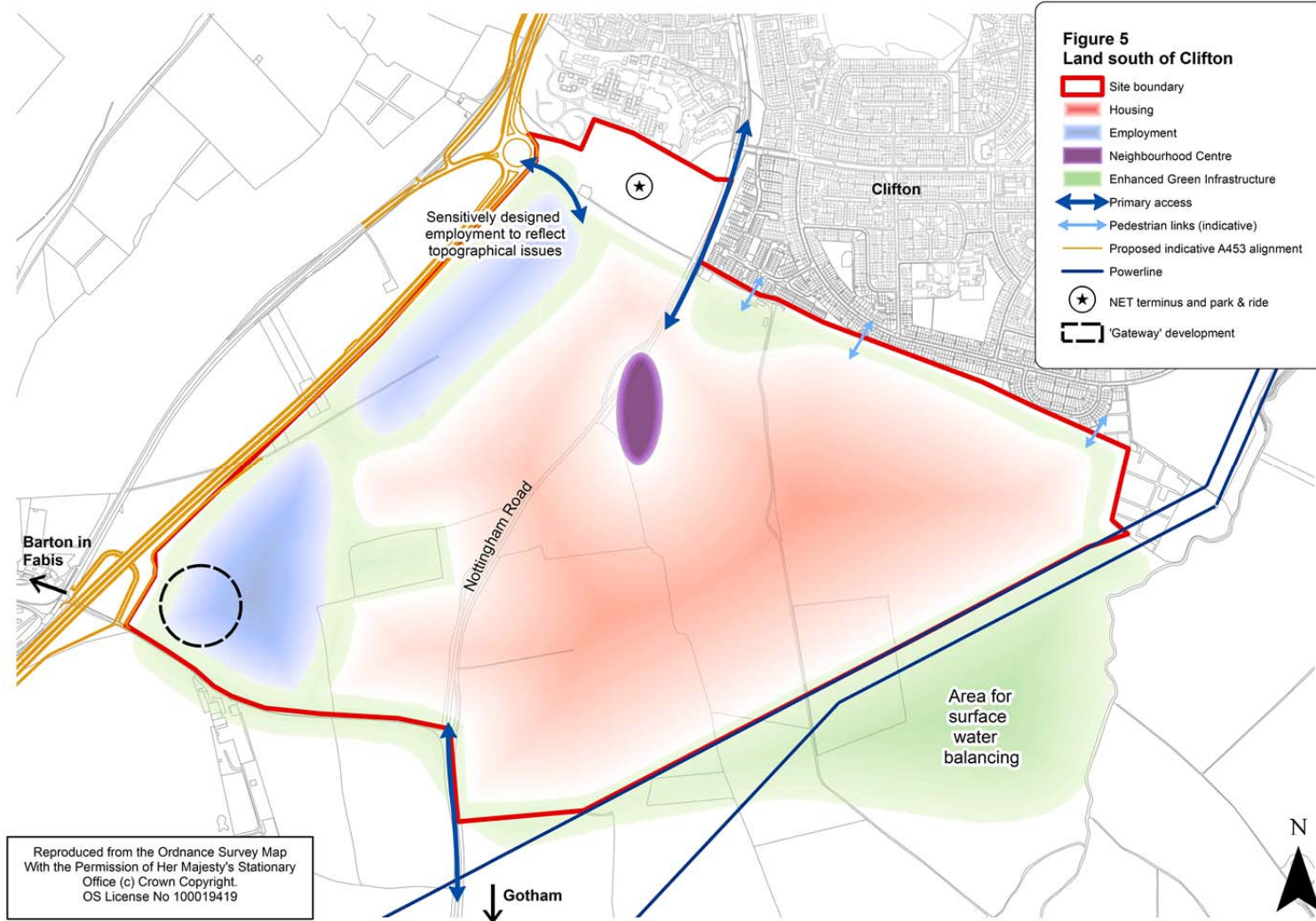
## Implementation, delivery and monitoring

- 3.4.7.16 The implementation, delivery and monitoring of this Strategic Allocation policy will, in summary, be achieved as follows.

Targets	Indicators	Policy Delivery
Delivery of development in line with Policy 23	<ul style="list-style-type: none"> <li>• Net additional homes</li> <li>• Net additional office space and employment land</li> <li>• Additional services and facilities</li> </ul>	<ul style="list-style-type: none"> <li>• Supplementary Planning Documents (e.g. masterplans)</li> <li>• Development Management decisions</li> <li>• Annual review of SHLAA to manage sufficient</li> </ul>

<b>Targets</b>	<b>Indicators</b>	<b>Policy Delivery</b>
		housing supply

Figure 5



### **3.4.8 Strategic Allocation East of Gamston/North of Tollerton**

#### **POLICY B STRATEGIC ALLOCATION EAST OF GAMSTON/ NORTH OF TOLLERTON**

The area, as shown on the adopted policies map, is identified as a strategic site for mixed-use development including around 2,500 dwellings up to 2028, up to a further 1,500 homes post 2028, around 20 hectares of employment development, a neighbourhood centre and other community facilities as appropriate. The design and layout of the proposal will be determined through a masterplanning process. The final design, layout and quantum of development shall take full account of heritage assets and their setting. The development shall be appropriately phased to take into account provision of necessary infrastructure, including improvements to the highway along the A52(T) and public transport network. The indicative distribution of the proposed uses is identified on Figure 6.

The development will be subject to the following requirements:

##### **A. Housing**

- 1. A mix of housing types, size and tenure taking into account the existing mix of adjoining and nearby areas of housing, including seeking through negotiation to secure up to 30% affordable housing. The affordable housing should be phased through the development;**
- 2. The development should make efficient use of land. New residential development should seek to achieve an average net density of at least 30 dwellings to the hectare. Higher densities should be achieved close to the neighbourhood centre, except where this would adversely affect heritage assets and their setting;**
- 3. In accordance with Policy 8 appropriate provision should be made for Gypsy and Traveller accommodation;**

##### **B. Employment**

- 4. There should be provision of around 20 hectares of employment land to provide for a wide range of employment opportunities where appropriate. Training opportunities should be provided for as part of the development;**

##### **C. Neighbourhood Centre**

- 5. A neighbourhood centre of an appropriate scale should be provided to serve the proposed development;**
- 6. Community facilities and retail development of an appropriate scale will be provided to serve the new development. On site community facilities should primarily be located within or adjacent to the neighbourhood centre. Where appropriate, enhancements to existing community facilities at Gamston Neighbourhood Centre and within other adjacent villages will be explored as an alternative;**

#### **D. Transportation**

- 7. Improvements to road infrastructure necessary to mitigate adverse traffic impacts and serve the new development, including improvements to the A52(T) Gamston Lings Bar Road;**
- 8. Measures as necessary to directly access the A52(T) Gamston Lings Bar Road and to minimise traffic impacts through Tollerton village;**
- 9. Improvements to walking, cycling and public transport links through and beyond the site, including where necessary enhancements to existing bus services;**
- 10. Implementation of a travel plan;**
- 10a. A financial contribution to a package of improvements for the A52(T) between the A6005 (QMC) and A46 (Bingham);**

#### **E. Heritage Assets**

- 11. The production and implementation of a heritage strategy. The heritage strategy will provide a detailed analysis of the significance of heritage assets, including the contribution made by their setting, which will be used to inform the design and layout of the scheme. It will also outline how the proposed development will provide for the protection and/or enhancement of heritage assets and their setting, and include a mitigation strategy;**

#### **F. Other Requirements**

- 12. Sewage and off-site drainage improvements;**
- 14. An appropriate sustainable drainage system;**
- 15. A high quality built environment, to create a distinctive character that responds positively to the site, relates well to the surroundings, and gives consideration to the most appropriate sustainable methods of construction;**
- 16. The creation and enhancement of open space and green infrastructure which links to the wider green infrastructure network, which has regard to the Greater Nottingham Landscape Character Assessment, and provides for biodiversity enhancements;**
- 17. The creation of significant Green Infrastructure areas and buffers, particularly on the southern and northern boundaries to contribute to the creation of permanent defensible Green Belt boundaries between the development and Tollerton and Bassingfield. An enhanced Green corridor should also be created along the Grantham Canal; and**
- 18. New or expanded educational, outdoor sports and leisure, health, community, faith, cultural and youth facilities as required by the scale of the development, which is planned in such a way to integrate existing and new communities. Provision or expansion of facilities will be secured through Planning Obligations and/or a Community Infrastructure Levy in line with Policy 18.**

## **JUSTIFICATION**

- 3.4.8.1 The strategic allocation at land East of Gamston/North of Tollerton is the largest strategic site in the Local Plan. This location has been chosen as a strategic site in line with the Spatial Strategy contained within policy 2,**

which focuses development in and around the Nottingham conurbation where it falls within or adjoins Rushcliffe Borough, around the main rural villages within Rushcliffe, and in locations that are regeneration priorities.

- 3.4.8.2 A broad assessment of viability has been completed for this site. This assessment takes into account the infrastructure requirements outlined in Appendix C. The initial assessment identifies that there are no identified costs which would prevent the development of this strategic allocation. While there is a need to undertake further work to finalise and refine infrastructure requirements for this major strategic site, it is not expected that the outcome of this work will significantly alter the costs assumed for this development to the extent that this would affect the site's viability.
- 3.4.8.3 The Council's view is that the existing Tollerton airport, the majority of which is a brownfield land resource, should be included in the allocated area. It is also important that the integrity of Bassingfield and Tollerton as distinct settlements should be protected as far as possible. Based on the work to review the Green Belt there is justification for the new boundary to be formed using elements of the Polser Brook, Grantham Canal and field and other boundaries to the north of Tollerton, in order to achieve a suitable degree of separation between new development and the existing settlement.
- 3.4.8.4 There are 18 listed pill boxes in and around Tollerton airfield. National planning policy seeks to avoid significant adverse impacts on heritage assets where at all possible. The inclusion of the airfield within the allocated area is the right approach having considered the availability and sustainability of all alternative options. Therefore, some potential harm to the listed buildings and/or their setting is unavoidable. While this is the case, it is still necessary to lessen and mitigate against adverse impacts as far as possible. It is likely that the level of development achievable on the airfield land will be less than might otherwise be the case. A Heritage Strategy will be produced to inform the approach to the design and layout of the scheme and to help determine an appropriate package of mitigation measures. These should consider the repair of the pillboxes and a management plan for their on-going maintenance and protection, open space, interpretation and a heritage trail.
- 3.4.8.5 The site will be able to deliver up to 4,000 new homes in total but with expected delivery of around 2,500 homes by 2028 (the end of the plan period) and then the completion of all remaining homes by around 2034. The total number of homes that the site is able to accommodate will be established as part of on-going detailed design work for the site. This will take into account particular site requirements, including to appropriately mitigate impacts on the 18 listed pill boxes within or adjacent to the site, to achieve a suitable layout and density of development and to provide for strategic green infrastructure, particularly around the perimeters of the site and in the vicinity of the Grantham Canal. The Council would expect that from the outset there should be a comprehensive scheme for the site as a whole and for its entire development, rather than one that just deals with



that element of development expected by 2028, and that planning permission would be granted on this basis. The Council would not as part of any planning consent for the whole site seek to place a limit on what proportion of the up to 4,000 homes total could be delivered by 2028.

3.4.8.6 *[Entire paragraph deleted by Inspector's recommended main modifications]*

3.4.8.7 The 'Appraisal of Sustainable Urban Extensions Study' (Tribal 2008) identified a number of challenges in relation to development in this location, including difficulties in potentially connecting with Gamston to the west. The study identifies that there are significant physical barriers (not least the A52(T) which separates the two areas) to overcome in terms of connectivity to Gamston. Nevertheless, securing the best possible physical linkages with existing built areas is critical to the integration of new and existing communities. Enhanced links will allow the new community to more easily access off-site facilities and services (such as schools). Conversely, it is important that existing communities are able to benefit from easy access to those new services and facilities that will be delivered to support development to the East of Gamston/North of Tollerton.

3.4.8.8 Transport modelling work undertaken to look at the likely cumulative effects of proposed development within Rushcliffe and the wider Greater Nottingham area has been used to identify that there will need to be direct improvements to the A52(T) in order to accommodate development. Primary access for the site is, at present, expected to be achieved by two individual accesses directly onto the A52(T) Gamston Lings Bar Road, one of which allows connection to Ambleside within Gamston. Exact access arrangements and the timing of delivery will be determined through the masterplanning process and more detailed transport assessment work.

3.4.8.9 Also in the immediate locality, it has been identified that the A52(T) Lings Bar Road will need to be widened to dual 2 lane carriageway standard between the A52(T)/Ambleside junction and the approach to the A52(T)/A606 Wheatcroft roundabout, and modified between the A52(T)/Ambleside junction and the A52(T)/A6011 to assist in accommodating development on this strategic allocation, in addition to other identified A52(T) junction improvements. These and other measures are expected to be delivered through a combination of funding mechanisms including by direct provision by developers, through developer contributions (planning obligations and/or Community Infrastructure Levy), and through public funding. The cost, phasing and funding of road improvements requires further detailed work as more detail in relation to the site's development is established. In addition, the Borough Council will work in partnership with the Highways Agency and local highway authorities and the developers/landowners to finalise phasing and funding arrangements.

3.4.8.10 At present, it is envisaged that the focus for employment will be adjacent to the A52(T). The site is expected to accommodate around 20 hectares of employment land. The strategic allocation covers land that already has planning consent for a business park. This is around an 8 hectare area of

land located on the western part of the existing airfield. It is not expected that this employment consent will be implemented. If it is, however, this would leave only around 12 hectares of employment land to be delivered elsewhere on the site.

- 3.4.8.11 New retail development will be expected to consolidate and strengthen the network and hierarchy of centres and not harm the viability and vitality of existing centres. It is appropriate therefore that any retail development proposals are supported by a retail impact assessment to consider the implications of the neighbourhood centre on existing retail centres.

### **Development Requirements and Phasing**

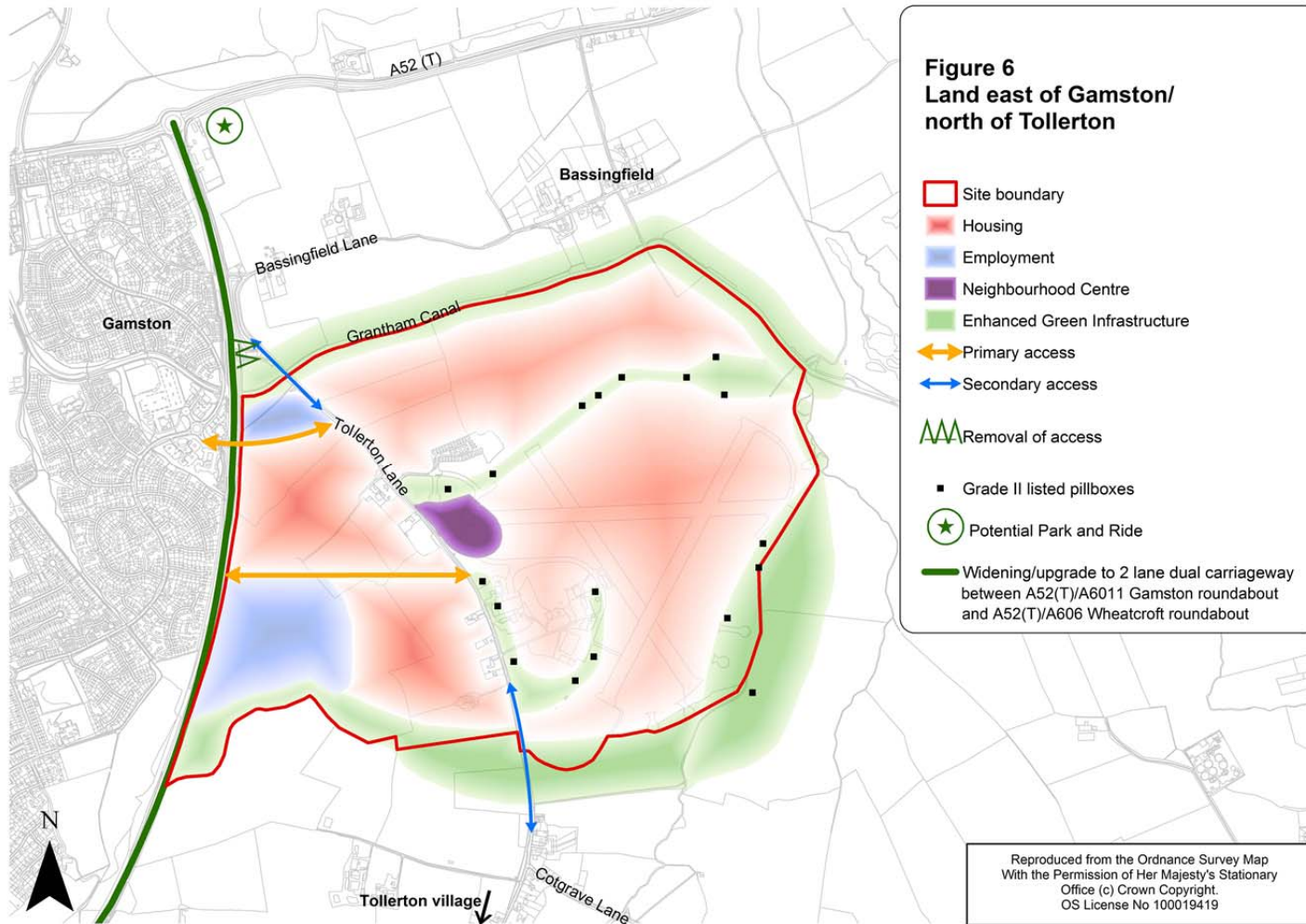
- 3.4.8.12 The parameters of the proposal and phasing requirements will be worked up through the masterplanning exercise, taking into particular account those matters set out at paragraphs 3.4.8.4 to 3.4.8.6 above. The delivery of development will be dependent on the progression of A52(T) and associated other highway improvements.
- 3.4.8.13 The indicative distribution of development is shown on Figure 6. While Figure 6 forms the starting point for how development might be distributed, the final outcomes could be somewhat different following the considerations of relevant matters in more detail through the masterplanning process. Figure 6 and the Local Plan adopted policies map identifies the area of land removed from the Green Belt and within which all new built development will take place, However, areas outside of this are likely to be required as part of enhanced Green Infrastructure and should form part of any development scheme.
- 3.4.8.14 Any structural planting should occur in advance of the commencement of each phase of development. It is anticipated that development will commence in 2016. Development will be substantially completed as more than one phase of development should be able to run concurrently, but given the scale and nature of the site the scheme will not be completely deliverable within the plan period.
- 3.4.7.15 Subject to viability considerations, each phase should provide for an element of affordable housing to ensure a steady delivery through the lifetime of the development. Affordable housing provision will be adequately mixed and distributed amongst the various parcels and development as a whole. Accommodating the needs of an ageing population is particularly important, given that the age profile in the surrounding area of Rushcliffe is markedly older than the national average.

### **Implementation, delivery and monitoring**

- 3.4.7.16 The implementation, delivery and monitoring of this Strategic Allocation policy will, in summary, be achieved as follows.

<b>Targets</b>	<b>Indicators</b>	<b>Policy Delivery</b>
Delivery of development in line with Policy B	<ul style="list-style-type: none"> <li>• Net additional homes</li> <li>• Net additional office space and employment land</li> <li>• Additional services and facilities</li> </ul>	<ul style="list-style-type: none"> <li>• Supplementary Planning Documents (e.g. masterplans)</li> <li>• Development Management decisions</li> <li>• Annual review of SHLAA to manage sufficient housing supply</li> </ul>

Figure 6



## **Section 4            MONITORING AND REVIEW**

- 4.1.1      The principal means for monitoring the Core Strategy will be the Annual Monitoring Report which is published each year in December. This will monitor wider social, environmental and economic issues, together with key drivers of spatial change and implementation of the Core Strategy policies.
- 4.1.2      The Annual Monitoring Report will also provide commentary on how policies are being delivered. In future the Annual Monitoring Report will also help to identify whether policies need to be amended or replaced.
- 4.1.3      Alongside each Core Strategy policy, targets have been set where these would assist in the delivery of the objectives of the Core Strategy. For each, there are one or more identified indicators which are considered appropriate for monitoring the policies.
- 4.1.4      It is intended that in addition to the monitoring set out in the Annual Monitoring Report a five-yearly cycle of more comprehensive monitoring and review of the Core Strategy is established. Review processes would commence at an appropriate point in advance of the review date in order to allow any new policies to be adopted in a timely manner.
- 4.1.5      The regular review and monitoring of policies will indicate what impact they are having in respect of national and local policy targets and whether a policy may need reviewing because it is not working as intended or require amendment in light of revisions to national policy.

## Section 5 - Appendices

### Appendix A: Glossary

**Affordable Housing** - Affordable housing includes social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Affordable housing should:

- Meet the needs of eligible households including availability at a cost low enough for them to afford, determined with regard to local incomes and local house prices.
- Include provision for the home to remain at an affordable price for future eligible households or, if these restrictions are lifted, for the subsidy to be recycled for alternative affordable housing provision.

The three types of affordable housing are:

- Social rent – rents are set in accordance with a national formula, and are well below market levels in most areas
- Affordable Rent – rents are set at 80% of the market rent for a similar property in the area
- Intermediate housing – this covers shared ownership, HomeBuy and other models designed to help people purchase or part-purchase a home where they would not otherwise be able to get on the property ladder.

Homes that do not meet the above definition of affordable housing, such as 'low cost market' housing, may not be considered as affordable housing for planning purposes

**Allocation** - Land identified as appropriate for a specific land use.

**Appropriate Assessment** – A stage in a Habitats Regulations Assessment (see separate entry) required when screening cannot rule out the possibility of a significant effect on a European nature conservation site. The Appropriate Appraisal will determine whether there is a significant effect, if there is, its nature, and whether it can be mitigated.

**Article 4 Direction** – A direction which withdraws automatic planning permission granted by the General Permitted Development Order. This means a planning application has to be submitted for works which normally do not need one. Article 4 directions are usually used when the character of an area of acknowledged importance could be threatened without this additional control. They are most common in conservation areas.

**Authority Monitoring Report (AMR)** - A report submitted to the government by local planning authorities assessing progress with and the effectiveness of a Local Plan.

## **B1, B2 and B8 (employment) use classes**

- B1 Business – (a) Offices (other than those that fall within Use Class A2), (b) research and development of products and processes, and (c) light industry appropriate in a residential area;
- B2 General industrial - Use for an industrial process other than one falling within class B1 (excluding incineration purposes, chemical treatment or landfill or hazardous waste); and
- B8 Storage or distribution (this class includes open air storage).

**Behavioural Change** - See Demand Management.

**Biodiversity** - The range of life forms which constitute the living world, from microscopic organisms to the largest tree or animal, and the habitat and ecosystem in which they live.

**BREEAM (Building Research Establishment Environmental Assessment Method)** - An Environmental Assessment Method used to assess the environmental performance of both new and existing buildings. It is regarded by the UK's construction and property sectors as the measure of best practice in environmental design and management.

**Biodiversity Action Plan** –an internationally recognised program addressing threatened species and habitats and is designed to protect and restore biological systems.

**Brownfield Land** - A general term used to describe land which has been previously developed or built upon. (See previously Developed Land).

**Centres of Neighbourhood Importance** – these typically consist of a small parade of shops serving walkable local communities.

**Census of Population** - A survey of the entire population of the United Kingdom, undertaken on a ten-yearly basis.

**CIL (Community Infrastructure Levy) Front Runners** - CIL front runners have access to a tailored package of support from the Planning Advisory Service to help them set a charge for their area. This will include group workshops and good practice advice.

**City Centre** – These are the highest level of centre identified in development plans. In terms of hierarchies, they will often be a regional centre and will serve a wide catchment. The centre may be very large, embracing a wide range of activities and may be distinguished by areas which may perform different main functions. For Greater Nottingham this equates to Nottingham City Centre.

**Climate Change** – Long term changes in temperature precipitation, wind and all other aspects of the Earth's climate. It is often regarded as a result of human activity and fossil fuel consumption.

**Coalescence** – The merging or coming together of separate towns or villages to form a single entity.

**Code for Sustainable Homes** – National standard for the sustainable design and construction of new homes. The Code aims to reduce carbon emissions and create homes that are more sustainable.

**Conservation** (of the built environment) - The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance

**Community Infrastructure Levy (CIL)** - A standard financial payment by developers to councils towards the cost of local and sub-regional infrastructure to support development (including transport, social and environmental infrastructure, schools and parks). Use of a CIL would substantially replace the use of S106 agreements (see definition below).

**Comparison Goods** - Non-food retail items including clothing, footwear, household goods, furniture and electrical goods, which purchasers compare on the basis of price.

**Conservation Area** - An area designated by the Local Planning Authority under Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990, regarded as being an area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.

**Convenience Goods** - Retail goods bought for consumption on a regular basis (e.g. food, drink, newspapers etc.)

**Core City** - Nottingham is one of eight Core Cities, defined by the Government as the key regional Cities, driving the economic growth of their regions.

**Core Strategy** - The key Development Plan Document, setting out the long term spatial vision for the area, the spatial objectives and strategic policies to deliver that vision. As such, it implements the spatial aspects of the Sustainable Community Strategy (see definition below).

**Countryside** - The rural parts of Rushcliffe lying outside the main built up area of Nottingham and other larger settlements. Countryside is sometimes taken to exclude land designated as Green Belt (see definition below)

**Demand Management** - Encouraging people to travel less and use sustainable means of travel where possible when they do need to make journeys, sometimes known as ‘Smarter Choices’. Uses techniques for influencing people's travel behaviour towards more sustainable options such as encouraging school, workplace and individualised or personal travel planning. Also aims to improve public transport and marketing services such as travel awareness campaigns, setting up websites for car share schemes, supporting car clubs and encouraging teleworking.



**Density** - The intensity of development in a given area. Usually measured as net dwelling density, calculated by including only those site areas which will be developed for housing and directly associated uses, including access roads within the site, private garden space, car parking areas, incidental open space and landscaping and children's play areas, where these are provided.

**Department for Communities and Local Government (CLG)** – The Government Department responsible for planning and local government.

**Designated Heritage Asset** – A World Heritage site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated as such under the relevant legislation.

**Development Plan** - This includes adopted Local Plans and saved policies from Local Plans, and the London Plan, and is defined in section 38 of the Planning and Compulsory Purchase Act 2004.

**Development Plan Document (DPD)** - A spatial planning document which is part of the Local Plan, subject to extensive consultation and independent examination.

**District Centre** – These will usually comprise groups of shops often containing at least one supermarket or superstore, and a range of non-retail services, such as banks, building societies and restaurants, as well as local public facilities such as a library.

**East Midlands Regional Plan** - See Regional Spatial Strategy.

**Edge of centre** - For retail purposes, a location that is well connected and up to 300 metres of the primary shopping area. For all other main town centre uses, allocation within 300 metres of a town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances

**Environmental Assets** - Physical features and conditions of notable value occurring within the Borough.

**Environmental Infrastructure** - Physical features and natural resources of the environment that provide services or support to society, encompasses Green Infrastructure (see definition below).

**Equality Impact Assessment** – A management tool that makes sure that policies and working practices do not discriminate against certain groups and that opportunities are taken to promote equality.

**Evidence Base** - The information and data that have informed the development of policies. To be sound a document needs to be founded on a robust and credible evidence base.

**Exception Test** – If, following application of the Sequential Test (see below), it is not possible, consistent with wider sustainability objectives, for the development to be located in flood risk zones with a lower probability of flooding, the Exception Test can be applied if appropriate to show that development provides wider sustainability benefits and development will be safe (more explanation of the Exception Test is set out in national planning guidance).

**Flood Plain** – Generally low lying areas adjacent to a watercourse, where water flows in times of flood or would flow but for the presence of flood defences.

**Frictional margin** – An amount of land continually required to be available to help ensure that a sufficient range and choice of sites exist to assist with meeting the conurbation's employment needs.

**Greater Nottingham** - Area covered by whole council areas of Broxtowe, Erewash, Gedling, Nottingham City and Rushcliffe.

**Green Belt** - An area of land around a City having five distinct purposes (as set out in the National Planning Policy Framework):

- i. to check the unrestricted sprawl of large built up areas;
- ii. to prevent neighbouring towns from merging into one another;
- iii. to assist in safeguarding the countryside from encroachment;
- iv. to preserve the setting and special character of historic towns; and
- v. to assist in urban regeneration by encouraging the recycling of derelict and other urban land.

**Green Infrastructure** - A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities (taken from National Planning Policy Framework).

**Green Space** - A subset of open space, consisting of any vegetated land or structure, water or geological feature within urban areas.

**Growth Point** - See New Growth Point.

**Gypsy and Traveller Pitch and Plot** - 'pitch' means a pitch on a "gypsy and traveller" site and "plot" means a pitch on a "travelling showpeople" site (often called a "yard"). This terminology differentiates between residential pitches for "gypsies and travellers" and mixed-use plots for "travelling showpeople", which may/will need to incorporate space or to be split to allow for the storage of equipment. .

**Hearings** - Sessions open to the public to discuss aspects of the Soundness (see definition below) of the Core Strategy. Organised by the Planning Inspectorate as part of their independent examination of the Core Strategy.

**Hectare (Ha/ha)** - An area 10,000 sq. metres or 2.471 acres.

**Heritage Asset** - A building, monument, site or landscape of historic, archaeological, architectural or artistic interest, whether designated or not, that is a component of the

historic environment. They include designated heritage assets and assets identified by the local planning authority during the process of decision-making or through the plan-making process (including local listing).

**Historic Environment** – All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora. Those elements of the historic environment that hold significance are called heritage assets.

**Home and Communities Agency** - The national housing and regeneration delivery agency for England, enabling local authorities and communities to meet the ambition they have for their areas.

**Housing Market Areas (HMA)** – Geographical areas defined by household demand and preferences for housing. They reflect the key functional linkages between places where people live and work. The Nottingham Core Housing Market Area consists of all of the Greater Nottingham Councils except for Hucknall in Ashfield which is within the Nottingham Outer Housing Market Area.

**Housing Strategy** - A Housing Strategy is produced by each Council and sets out the key housing priorities that the Council feels need to be addressed in order to meet the housing needs and aspirations of the local population.

**Infrastructure Delivery Plan (IDP)** – The Infrastructure Delivery Plan set out the range of infrastructure required to support the Core Strategies and wider Local Development Framework. The IDP set out infrastructure projects which are critical to the successful delivery of the Core Strategies including when they are needed and how they will be funded and delivered

**Issues and Options** - An informal early stage of Core Strategy preparation, aimed at engaging the public and stakeholders in formulating the main issues that the Core Strategy should address, and the options available to deal with those issues.

**Joint Planning Advisory Board** – Board made up of planning and transport lead councillors from all the Greater Nottingham local authorities, established to oversee the preparation of the Aligned Core Strategies and the implementation of the New Growth Point.

**Key Diagram** - Diagrammatic interpretation of the spatial strategy as set out in the Core Strategy showing areas of development opportunity and restraint, and key pressures and linkages in the surrounding area.

**Key Settlements**– Settlements which will experience growth in line with the Spatial Strategy set out in Policy 2 of the Core Strategy.

**Knowledge Economy** - Classification of a particular individual industry, if 25% of its workforce is qualified to graduate standard. Often used as a term for an economy dominated by these business types, with generally higher-skill levels and higher wages than found in lower-technology sectors.

**Listed Buildings** - A building of special architectural or historic interest. Listed buildings are graded I, II\* or II with grade I being the highest. Listing includes the interior as well as the exterior of the building, and any buildings or permanent structures (e.g. wells within its curtilage). English Heritage is responsible for designating buildings for listing in England.

**Local Centres** – These will include a range of small shops of a local nature, serving a small catchment. Typically, local centres might include, amongst other shops, a small supermarket, a newsagent, a sub-post office and a pharmacy. In rural areas, large villages may perform the role of a local centre.

**Local Development Document (LDD)** - A Document that forms part of the Local Development Framework and can be either a Development Plan Document or a Supplementary Planning Document. LDDs collectively deliver the spatial planning strategy for the local planning authority's area.

**Local Plan** - A single Development Plan Document (DPD) or portfolio of DPDs which set out the spatial strategy for development in the local authority area and detailed policies and proposals to deliver this strategy

**Local Development Scheme (LDS)** - A document setting out the timescales for the production of the Development Plan Documents.

**Local Enterprise Partnership (LEP)** – A body, designated by the Secretary of State for Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area.. D2N2 has been formed with covers the administrative geographical areas of Derby City, Derbyshire County Council, Nottingham City and Nottingham County Council.

**Local Investment Plan** – Outlines the council priorities and objectives for Homes and Communities Agency (HCA) funding relating to housing, economic development and infrastructure.

**Local Nature Reserve (LNR)** - Non-statutory habitats of local significance designated by a Local Authority where protection and public understanding of nature conservation is encouraged. Established by a Local Authority under the powers of the National Parks and Access to the Countryside Act 1949.

**Local Strategic Partnership** - An overall partnership of people that brings together organisations from the public, private, community and voluntary sector within a local authority area, with the objective of improving people's quality of life.

**Local Transport Plan (LTP)** - 5 year strategy prepared by Local Transport Authorities (including Nottinghamshire County). Sets out the development of local, integrated transport, supported by a programme of transport improvements. Used to bid for Government funding towards transport improvements. Alongside the Nottinghamshire LTP, the LTPs for Nottingham, Derbyshire and Leicestershire are all relevant in the context of the Rushcliffe Local Plan.

**Local Wildlife Site (LWS)** - A non-statutory designation used to identify high quality wildlife sites in the Borough. They include semi-natural habitats such as ancient woodland and flower-rich grassland.

**Main built up area of Nottingham** – The main built up area of Nottingham includes West Bridgford, Clifton, Beeston, Stapleford, Long Eaton, Bulwell, Arnold and Carlton (the same as PUA).

**Main town centre uses** - Retail development (including warehouse clubs and factory outlet centres), leisure, entertainment facilities the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

**National Planning Policy Framework (NPPF)** - replaces all other national planning policy documents (PPG/PPS) and many circulars, streamlining them all into one document. It sets out the Government's planning policies for England and how these are expected to be applied. It provides a framework within which local and neighbourhood plans can be produced reflecting the needs and priorities of the local area.

**Neighbourhood Plan** – A development plan prepared by a local parish council or neighbourhood forum for a designated area. It can set out where new houses, businesses and shops should go – and what they should look like. Such plans need to be in general conformity with the strategic policies in the development plan for the area.

**New Growth Point** - An agreement between Councils and the Government whereby the Government agrees to provide funding for new infrastructure to deliver an agreed amount of new homes.

**Nottingham Express Transit (NET)** - The light rail (tram) system for Greater Nottingham.

**Open Space** - All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.

**Option for Consultation** - Informal stage of Core Strategy preparation flowing from the Issues and Options, where consultation takes place on a possible option to address the issues highlighted in the Issues and Options report.

**Out of centre** - A location which is not in or on the edge of a centre but not necessarily outside the urban area.

**Planning Inspectorate** - Independent agency which examines Core Strategies (and other Development Plan Documents) to ensure they are sound. Also decides planning appeals for individual planning applications.

**Planning obligation** – A legally enforceable obligation entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.

**Planning Policy Guidance/Statement (PPG/PPS)** – Were published by the Department for Communities and Local Government to provide concise and practical guidance. These were produced for a variety of specific topics and can be found at [www.gov.uk/government/organisations/department-for-communities-and-local-government](http://www.gov.uk/government/organisations/department-for-communities-and-local-government). The National Planning Policy Framework has now replaced all but one these.

**Previously Developed Land (PDL)** - (often described as Brownfield Land) land which has; is or was occupied by a permanent structure, including the curtilage of the development land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time

**Principal Urban Area (PUA)** - The main built up area of Nottingham. Includes West Bridgford, Clifton, Beeston, Stapleford, Long Eaton, Bulwell, Arnold and Carlton. Defined by the East Midlands Regional Plan

**Publication Draft** - First full draft of the Core Strategy, prepared for formal representations to be made.

**Regional Plan/Regional Spatial Strategy (RSS)** –Formerly part of the Development Plan, the Regional Plan provided Strategic Guidance for development, including housing provision targets and other strategic requirements. The Regional Plan for the East Midlands has now been formally abolished.

**Renewable Energy and Low Carbon Technologies** - Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).

**Robin Hood Line** - The passenger railway line developed to connect Nottingham, Hucknall, Kirkby-in-Ashfield, Mansfield and Worksop.

**Rural Area** - Those parts of greater Nottingham identified as Green Belt or Countryside. For the purposes of affordable housing provision, rural areas include small rural settlements. These are defined as villages/parishes with a population of 3,000 or less and are specifically designated under Section 17 of the Housing Act 1996.

**Safeguarded Land (White Land)** - Land outside of Main Urban Areas and Named Settlements specifically excluded from the Green Belt but safeguarded from development.

**Saved Policies** – Current and up to date policies that will be retained as adopted policy as set out in a Local Development Scheme until they are replaced with new policies within new Development Plan Documents.

**Science City** - A designation given by the Government aimed at promoting Nottingham as a centre of scientific innovation and promoting the knowledge economy.

**Section 106 agreement (s106)** - Section 106 (s106) of the Town and Country Planning Act 1990 allows a Local Planning Authority to enter into a legally binding agreement or planning obligation with a landowner in association with the grant of planning permission. This agreement is a way of addressing matters that are necessary to make a development acceptable in planning terms and are used to support the provision of services and infrastructure, such as highways, recreational facilities, education, health and affordable housing. Use of s106 agreements would be substantially replaced by the use of a Community Infrastructure Levy, if implemented (see definition above).

**Sequential Test** – In the context of flood risk, it is a test to help steer new development to areas with the lowest probability of flooding.

**Service Sector** - Sector of the economy made up of financial services, real estate and public administration that are normally office-based.

**Scheduled Ancient Monument** - Nationally important monuments usually archaeological remains; that enjoy greater protection against inappropriate development through the Ancient Monuments and Archaeological Areas Act 1979.

**Site of Special Scientific Interest (SSSI)** - The designation under Section 28 of the Wildlife and Countryside Act, 1981, of an area of land of special interest by reason of its flora, fauna, geological or physiological features.

**Smarter Choices** - See Demand Management.

**Soundness (tests)** - Criteria which the Core Strategy must meet if it is to be found sound by the Planning Inspectorate. Only Core Strategies which pass the test of soundness can be adopted.

**Spatial Objectives** - Principles by which the Spatial Vision will be delivered.

**Spatial Planning** - Spatial planning goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they function. This will include policies which can impact on land use by influencing the

demands on, or needs for, development, but which are not capable of being delivered solely or mainly through the granting or refusal of planning permission and which may be implemented by other means.

**Spatial Vision** - A brief description of how the area will be changed at the end of a plan period.

**Statement of Community Involvement (SCI)** - A document which informs how a council will involve the community on all major planning applications and in the preparation of documents making up the Local Plan.

**Strategic Environmental Assessment (SEA)** – A procedure (set out in the Environmental Assessment of Plans and Programmes 2004) which are likely to have significant effects on the environment.

**Strategic Housing Land Availability Assessment (SHLAA)** – Document with the role of identifying sites with potential for housing, assessing their housing potential and assessing when they are likely to be developed.

**Strategic Housing Market Assessment (SHMA)** - The Nottingham Core Strategic Housing Market Assessment (2007) provides a high level assessment of the likely profile of future household needs for each authority.

**Strategic Flood Risk Assessments (SFRAs)** - Assessment used to refine information on areas that may flood, taking into account all sources of flooding and the impacts of climate change. Used to determine the variations in flood risk from all sources of flooding across and from their area. SFRAs should form the basis for preparing appropriate policies for flood risk management.

**Strategic Sites** – Sites within the Core Strategy for strategically important employment or housing development and are all 'allocated' for development.

**Submission Draft** - Final draft of the Core Strategy, submitted to the Secretary of State for Communities and Local Government, subject to independent examination by the Planning Inspectorate, which includes public hearings and a binding Inspector's report.

**Sub Regional Centres** - Towns which are large enough to contain a critical mass of services and employment, which for Greater Nottingham the Regional Spatial Strategy defined as Hucknall and Ilkeston.

**SUE** – See Sustainable Urban Extension

**Supplementary Planning Document (SPD)** - Documents which add further detail to the policies in the Local Plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.



**Sustainability Appraisal (SA)** - Examines the social, environmental and economic effects of strategies and policies in a Local Development Document from the outset of its preparation.

**Sustainable Communities** - Places in which people want to live, now and in the future. They embody the principles of sustainable development at the local level. This means they improve quality of life for all whilst safeguarding the environment for future generations.

**Sustainable Community Strategy (SCS)** - A joint plan agreed by the Local Strategic Partnerships covering a local authority area. Co-ordinates the actions of local public, private, voluntary and community sectors with the aim of enhancing economic, social and environmental wellbeing.

**Sustainable Development** - The National Planning Policy Framework refers to Resolution 42/187 of the United Nations General Assembly which defined sustainable development as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

**Sustainable Drainage Systems (SuDs)** – the system of control of surface water run-off, designed to reduce the potential impact of new and existing developments with respect of surface water drainage discharge.

**Sustainable Urban Extension** - An extension to the built up area of a town or city, built in line with sustainable development principles, aimed at creating a mixed and balanced community, integrating the extension with the existing urban fabric, including the provision of necessary infrastructure such as public transport, parks and open spaces etc., whilst also providing for the needs of the new community in terms of jobs and social infrastructure such as education.

**Transport Assessment** – a comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport and what measures will need to be taken to deal with the anticipated transport impacts of the development.

**Travel plan** – a long term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed.

**White Land** - See safeguarded land.

**Windfall Site** - Sites which have not been specifically identified as available in the local plan process. They normally comprise previously-developed sites that have unexpectedly become available.

**Waste Local Plan** - Prepared jointly by the County and City Councils acting as the authorities responsible for waste related issues including disposal, treatment, transfer and recycling within the County.

**Worklessness** - Refers to people who are unemployed or economically inactive, and who are in receipt of working age benefits. (Social Exclusion Unit, 2004).

**Working-age Population** - The population of Greater Nottingham aged between 16-64 for men and 16-59 for women.

**Zero Carbon** – high standards of energy efficiency for the fabric of new buildings to reduce regulated emissions so when coupled with other carbon reduction measures, including the provision of renewable energy generation ideally on site(or off site) to reduce carbon emissions to zero. The definition excludes a requirement to mitigate emissions from energy-using equipment inside the home, such as televisions and washing machines collectively known as unregulated emissions.

## Appendix B: Saved Local Plan Policies

Policy	Will the Policy be saved?	Reason
ENV15 Green Belt	Yes	The policy and its associated designation on the adopted policies map define the full and detailed extent of the Green Belt within Rushcliffe. The policy is retained because the detailed boundaries for the whole of the Green Belt are not defined in the Local Plan Part 1 (Core Strategy). The policy will not be fully replaced until after the Local Plan Part 2: Land and Planning Policies Development Plan Document is finalised.
H1 Housing Allocations	Yes	The policy is retained as it allocates land for new housing and the development of one site is still to be completed. This policy will not be fully replaced until after the Local Plan Part 2: Land and Planning Policies Development Plan Document is finalised.
E1 Employment Land Provision	Yes	The policy is retained as it allocates land for new employment and the development of some sites is still to be completed. The policy will not be fully replaced until after the Local Plan Part 2: Land and Planning Policies Development Plan Document is finalised.
E4 Tollerton Airfield	No	It is superseded by the strategic allocation to the east of Gamston/north of Tollerton (Policy 2 and Policy B).
E7 Redevelopment of Employment Sites	Yes	The policy is retained as it covers the redevelopment of specific sites. The policy is still relevant and applicable but the matters it covers are not strategic in nature and, therefore, are not addressed by the Local Plan Part 1 (Core Strategy). The policy will not be replaced until after the Local Plan Part 2: Land and Planning Policies Development Plan Document is finalised.
E8 Langar Airfield	Yes	This policy is retained as it defines an area where new employment development is permitted at Langer Airfield. The policy is still relevant and applicable but the matters it covers are not strategic in nature and, therefore, are not addressed by the Local Plan Part 1 (Core Strategy). The policy will not be replaced until after the Local Plan Part 2: Land and Planning Policies Development Plan Document is finalised.

## Appendix C: Infrastructure

Nature	Infrastructure Category	Authority	Site (where Relevant)	Description/ Infrastructure Requirements	Progress	Est Cost £K	Funding Secured £K	Funding Sources	Lead	Time Period
Critical and Site Specific	Transport	Rushcliffe	Clifton South	NET line 2 (Light rapid transit)	Underway	570,000	570,000	DFT NCC PFI	Tramlink Nottingham	Within 5 years
Critical and Site Specific	Transport	Rushcliffe	All	Nottingham Hub	Underway	67,000	67,000	NR EMT NCC NsCC NDE RHT	NR	Within 5 years
Critical and Site Specific	Transport	Rushcliffe	Clifton South	Implementation of the A453 improvement scheme	Underway	164,000	164,000	DFT NsCC	HA	Within 5 years
Critical and Site Specific	Transport	Rushcliffe	Clifton South	Access arrangements onto A453	Masterplan ning underway	2,000-3,000		Developer	Developer	Throughout plan period
Critical and site specific	Transport	Rushcliffe	East of Gamston	Access arrangements onto A52 Lings Bar Road	Dialogue with highways authorities underway	TBC		Developer	Developer/ RBC	Throughout plan period
Critical and Site Specific	Transport	Rushcliffe	Edwalton	Access arrangements onto Melton Road	Planning permission granted for revised access	3,600		Developer	Developer	Within 5 years
Important Strategic	Transport	Rushcliffe/ NCC	South of Clifton, East of Gamston,	Package of A52 road and junction improvements between A6005	Transport Assess-ments /Master-planning/Hi	25,000-30,000		Developer / S106/CIL/ external funding	Highways Agency/ RBC	Throughout plan period

Nature	Infrastructure Category	Authority	Site (where Relevant)	Description/ Infrastructure Requirements	Progress	Est Cost £K	Funding Secured £K	Funding Sources	Lead	Time Period
			Edwalton and other sites in A52 corridor	and A46	ghways Agency studies			source/HA		
Important Strategic	Transport	NCC	All	Nottingham Ring Road Scheme	Under Construction	16,200	16,200	DFT NCC	NCC	Within 5 years
Important Strategic Critical and site specific	Transport	Rushcliffe	All	Provision of Park and Ride at Gamston and associated bus priority measures in West Bridgford	No Commitment	3,500		CIL/S106	NsCC, Developer	Throughout plan period
Critical Local	Flood Risk	Rushcliffe	North of Bingham	Car Dyke flood management scheme	Planning Permission	TBC		S106	Developer	Within 5 years
Local	Utilities	Rushcliffe	Cumulative Non-strategic Sites	Additional 33kV circuits and new primary substation in Gamston area		TBC		Central Networks	Central Networks	Within 5 years
Local	Education	Rushcliffe	Cumulative Non-strategic Sites	Primary school places contribution	To be determined via Local Plan Part 2 (Land and Planning Policies)	16,069		S106/ possible CIL	RBC	Throughout plan period
Local	Education	Rushcliffe	Cumulative Non-	Secondary school places	To be determined	18,447		S106/ possible	RBC	Throughout plan period

Nature	Infrastructure Category	Authority	Site (where Relevant)	Description/ Infrastructure Requirements	Progress	Est Cost £K	Funding Secured £K	Funding Sources	Lead	Time Period
			strategic Sites	contribution	via Local Plan Part 2 (Land and Planning Policies)			CIL		
Local	Utilities	Rushcliffe	RAF Newton/ North of Bingham	Additional water pumps. Modelling work on sewerage system and subsequent improvements	Planning application	TBC		Severn Trent Water	Severn Trent Water	Within 5 years
Local	Transport	Rushcliffe	RAF Newton	Link road widening, bus access arrangements, integrated transport package	Planning application	970		S106	Developer/ NsCC	Within 5 years
Local	Transport	Rushcliffe	RAF Newton North of Bingham	Foot/cycle bridge over old and new A46 (RAF Newton) and land to facilitate crossing (North of Bingham)	Planning application	TBC		S106	To be confirmed	Within 5 years
Local	Transport	Rushcliffe	RAF Newton	Local highways works and integrated transport package	Planning application	TBC		S106	Developer	Throughout plan period
Local	Health	Rushcliffe	RAF Newton	Contribution to health facility improvements	Planning application	506		S106	RBC	Within 5 years

Nature	Infrastructure Category	Authority	Site (where Relevant)	Description/ Infrastructure Requirements	Progress	Est Cost £K	Funding Secured £K	Funding Sources	Lead	Time Period
Local	Education	Rushcliffe	RAF Newton	1 form entry primary school	Planning application	3,300		S106	RBC	Within 5 years
Local	Community	Rushcliffe	RAF Newton	Sports pitch, changing facilities and play areas	Planning application	Direct provision		Direct provision, S106	RBC Developer	Within 5 years
Local	Community	Rushcliffe	RAF Newton	Contribution towards indoor leisure	Planning application	347		S106	Developer	Within 5 years
Local	Transport	Rushcliffe	Clifton south	Integrated transport package	Master-planning	3,450		S106	RBC	Throughout plan period
Local	Transport	Rushcliffe	Clifton south	Traffic management measures within Gotham and Ruddington	Transport Modelling and future transport assessment	TBC		S106	Developer/ NsCC	Throughout plan period
Local	Health	Rushcliffe	Clifton South	Health provision or contributions towards improved health facilities in the vicinity	Master-planning underway	3,500		Developer S106	RBC	Ongoing
Local	Utilities	Rushcliffe	Clifton South	Reinforcement of one existing 33kV circuits and one existing primary substation, or the delivery of one new primary substation	Master-planning underway	TBC		Central Networks	Central Networks	Within 5 years

Nature	Infrastructure Category	Authority	Site (where Relevant)	Description/ Infrastructure Requirements	Progress	Est Cost £K	Funding Secured £K	Funding Sources	Lead	Time Period
Local	Utilities	Rushcliffe	Clifton South	Possible upgrade to sewerage system. May require a new sewerage outlet along Fairham Brook corridor and capacity upgrade at Clifton pumping station	Master-planning underway	TBC		Severn Trent	Severn Trent	Within 5 years
Local	Green Infrastructure	Rushcliffe	Clifton South	Green Infrastructure enhancements linking existing copses. Significant GI to provide a defensible boundary to the south and east of the site	Master-planning underway	TBC		S106	Developer	Within 5 years
Local	Education	Rushcliffe	Clifton South	Secondary school places contribution (on or off site to be determined)	Master-planning underway	8,280		S106	RBC	Within 5 years
Local	Education	Rushcliffe	Clifton South	1x 2 form entry and 1x1.5 form entry primary schools	Master-planning Underway	13,000		S106	Developer	Within 5 years
Local	Community	Rushcliffe	Clifton South	Community Hall	Master-planning underway	2,200		S106	Developer	5-10 years



Nature	Infrastructure Category	Authority	Site (where Relevant)	Description/ Infrastructure Requirements	Progress	Est Cost £K	Funding Secured £K	Funding Sources	Lead	Time Period
Local	Community	Rushcliffe	Clifton South	Play areas and playing pitches as necessary	Master-planning underway	3,140		S106	Developer	Through-out plan period
Local	Transport	Rushcliffe	North of Bingham	Contributions to walking, cycling and PT improvements	Planning application	750		S106	Developer	Within 5 years
Local	Transport	Rushcliffe	North of Bingham	Chapel Lane foot/cycleway	Planning application	400		S106	Developer	Within 5 years
Local	Transport	Rushcliffe	North of Bingham	Rail station improvement (car park)	Planning application	270		S106	Developer	Within 5 years
Local	Health	Rushcliffe	North of Bingham	Contribution to health centre	Planning application	125		S106	RBC	Within 5 years
Local	Green Infrastructure	Rushcliffe	North of Bingham	Provision of 4.9ha community park, 6.8ha amenity green space, Car Dyke GI corridor outdoor sport and recreation	Planning application	600		S106	RBC	Within 5 years
Local	Education	Rushcliffe	North of Bingham	1 form entry primary school	Planning application	4,000		S106	RBC	Within 5 years
Local	Education	Rushcliffe	North of Bingham	Secondary school places contribution	Planning application	2,800		S106	RBC	Within 5 years
Local	Community	Rushcliffe	North of Bingham	Site for leisure provision and/or contribution towards leisure	Planning application	632		S106	RBC	Within 5 years

Nature	Infrastructure Category	Authority	Site (where Relevant)	Description/ Infrastructure Requirements	Progress	Est Cost £K	Funding Secured £K	Funding Sources	Lead	Time Period
				facilities. Provision of an on-site community centre						
Local	Transport	Rushcliffe	Cotgrave	Highways improvements Various locations TBC	Outline Planning Permission	TBC		S278	NsCC	Within 5 years
Local	Transport	Rushcliffe	Cotgrave	Local highways and walking and cycling upgrades, various locations.	Outline Planning Permission	TBC		S106	Developer/ NsCC	Within 5 years
Local	Transport	Rushcliffe	Cotgrave	Integrated transport package/smarter choices, including bus service provision and improvements along Hollygate Lane	Outline Planning Permission	640		S106	Developer/ NsCC	Within 5 years
Local	Transport	Rushcliffe	Cotgrave	Cotgrave country park cyclepath and canal towpath improvements.	Outline planning permission	151		S106	HCA	Within 5 years
Local	Green Infrastructure	Rushcliffe	Cotgrave	Direct provision of replacement habitat plus ecology contribution for Cotgrave country park	Outline planning permission	20		S106	HCA	Within 5 years

Nature	Infrastructure Category	Authority	Site (where Relevant)	Description/ Infrastructure Requirements	Progress	Est Cost £K	Funding Secured £K	Funding Sources	Lead	Time Period
Local	Green Infrastructure	Rushcliffe	Cotgrave	Country park connectivity and safety improvements	Outline planning permission	105		S106	HCA	Within 5 years
Local	Green Infrastructure	Rushcliffe	Cotgrave	Cotgrave Country Park habitat and access arrangements	Underway	385		NsCC Growth Point	NsCC	Within 5 years
Local	Education	Rushcliffe	Cotgrave	Primary school places contribution	Outline planning permission	763		S106	RBC	Within 5 years
Local	Green Infrastructure/ Community	Rushcliffe	Cotgrave	Provision of open space and play areas	Outline Planning Permission	TBC		Direct provision S106	Developer	Within 5 years
Local	Community	Rushcliffe	Cotgrave	Contribution to support youth leisure services and sports capacity scheme	Outline planning permission	30		S106	RBC	Within 5 years
Local	Community	Rushcliffe	Cotgrave	Community facilities and town centre enhancements	Outline planning permission	932		S106	RBC	Within 5 years
Local	Community	Rushcliffe	Cotgrave	Cotgrave Town Centre redevelopment to improve facilities and linkages to Cotgrave and Cotgrave Colliery	Master-planning complete	Est 2,500-3,000		S106	HCA, Growth Point, RBC, Metropolitan Housing Partnership	Within 5 years
Local	Transport	Rushcliffe	Edwalton	Various local	Master-	1,300		S106, S278	Developer	Throughout

Nature	Infrastructure Category	Authority	Site (where Relevant)	Description/ Infrastructure Requirements	Progress	Est Cost £K	Funding Secured £K	Funding Sources	Lead	Time Period
				highways improvements, Boundary Road/Musters Road. Traffic calming measures Tollerton Lane.	planning underway					plan period
Local	Transport	Rushcliffe	Edwalton	Off-site walking, cycling and public transport improvements	Master-planning underway	1,500		S106,	Developer	Within 5 years
Local	Health	Rushcliffe	Edwalton	Reservation of 0.7ha site for health provision. Health care contribution	Master-planning underway	1,104		S106	Developer	Within 5 years
Local	Green Infrastructure	Rushcliffe	Edwalton	Sharphill wood enhancement, habitat creation and management plan, landscape buffers.	Master-planning underway	TBC		S106	Developer/RBC	Within 5 years
Local	Education	Rushcliffe	Edwalton	On site primary school	Master-planning underway	7,000		S106 Direct provision	RBC Developer	Within 5 years
Local	Education	Rushcliffe	Edwalton	Secondary school places contribution	Master-planning underway	2,100		S106	Developer	Throughout plan period
Local	Community	Rushcliffe	Edwalton	Indoor sport/community provision	Planning permission	1,100		Direct provision	Developer	Throughout plan period

Nature	Infrastructure Category	Authority	Site (where Relevant)	Description/ Infrastructure Requirements	Progress	Est Cost £K	Funding Secured £K	Funding Sources	Lead	Time Period
Local	Community	Rushcliffe	Edwalton	Outdoor sport provision	Planning permission	1,600		S106	RBC	Throughout plan period
Local	Transport	Rushcliffe	Gamston	Off-site walking cycling and Public Transport improvements	Master-planning underway	3,600 (2,500 homes) 5,700 (4000 homes)		S106/CIL	RBC/ NsCC/HA /Developer	Throughout plan period and beyond
Local	Health	Rushcliffe	Gamston	Improvements to health provision	On-going dialogue with Clinical Commissioning Group	2,300 (2500 homes) 3,800 (4000 homes)		S106/CIL	RBC/ Developer/ Clinical Commissioning Group	Throughout plan period and beyond
Local	Green Infrastructure	Rushcliffe	Gamston	Enhancements to Grantham Canal Corridor	Master-planning underway	TBC		Direct provision from scheme	RBC/Developer	Throughout plan period and beyond
Local	Education	Rushcliffe	Gamston	Primary School x2 (for both 2500 and 4000 dwellings)	Master-planning underway	14,000 (2,500 and 4000 homes)		Direct provision or S106/CIL	RBC/NsCC /Developer	Throughout plan period and beyond
Local	Education	Rushcliffe	Gamston	Secondary School provision +Land space	Master-planning underway	3,500 (2,500 homes) 5,600 (4,000 homes)		Direct provision or S106/CIL	RBC/NsCC /Developer	Throughout plan period and beyond
Local	Community	Rushcliffe	Gamston	Indoor sport/community provision	Master-planning underway	1,800 (2,500) 2,900		Direct provision or S106/CIL	RBC/ Developer	Throughout plan period and beyond

Nature	Infrastructure Category	Authority	Site (where Relevant)	Description/ Infrastructure Requirements	Progress	Est Cost £K	Funding Secured £K	Funding Sources	Lead	Time Period
						(4,000)				
Local	Community	Rushcliffe	Gamston	Outdoor sport and recreation	Master-planning underway	2,600 (2,500) 4,200 (4,000)		Direct provision or S106/CIL	RBC/ Developer	Throughout plan period and beyond

**Notes:**

- There is continuing work in relation to the broad locations at East Leake, Keyworth, Radcliffe on Trent and Ruddington
- Full details of other infrastructure requirements and cost/delivery assumptions can be found in the Infrastructure Delivery Plan
- Education costs have been estimated using standard multipliers for school places based on the number of housing units to be delivered. Further dialogue with education providers will further refine cost estimates, taking into account pupil projections and existing school capacity.
- Estimates of costs are only a snapshot in time and do not supersede the need for necessary and continuing negotiations in respect of infrastructure requirements, both prior to the submission of planning applications and then during the planning application stage itself. Estimated costs are likely to fluctuate through the lifetime of the Core Strategy and subject to indexation.

**Abbreviations**

DFT	Department for Transport
EA	Environment Agency
EMT	East Midlands Trains
GP	Growth Point
HA	Highways Agency
HCA	Homes and Communities Agency
LTP	Local Transport Plan
NCC	Nottingham City Council
NDE	Nottingham Development Enterprise
NR	Network Rail
NsCC	Nottinghamshire County Council
PCT	Primary Care Trust
PFI	Private Finance Initiative
RHT	Railways Heritage Trust

## Appendix D: Housing Trajectory

	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2011-2028
Completions and non-strategic Strategic Housing Land Availability Assessment sites (SHLAA 2013)	293	209	248	110	58	46	54	356	263	95	18	22	40	20	12	149	18	2,011
Infill and changes of use in broad locations								102	102	102	102	102	75	75	75	75	75	885
Land at Melton Road, Edwalton (1,500) (Policy 19)					75	75	150	150	150	150	150	150	150	150	150			1,500
Land at former Cotgrave Colliery (470) (Policy 22)					50	50	100	100	100	70								470
Land at Former RAF Newton Phase 2 (550) (Policy 21)					75	75	150	150	100									550
Land north of Bingham (1,050) (policy 20)					75	75	150	150	150	150	150	150						1,050
Land south of Clifton (3,000) (Polcy 23)					75	175	250	250	250	250	250	250	250	250	250	250	250	3,000
East of Gamston/North of Tollerton (2,500) (Policy B)						125	125	200	200	220	220	220	220	220	250	250	250	2,500
East Leake (400)								50	50	50	50	50	50	50	50			400
Keyworth (450)								50	50	50	50	50	50	50	50	50		450
Radcliffe on Trent (400)								50	50	50	50	50	50	50	50			400
Ruddington (250)								30	30	30	30	30	30	30	40			250
Projected completions	293	209	248	110	408	621	979	1,638	1,495	1,217	1,070	1,074	915	895	927	774	593	13,466
Cumulative Completions	293	502	750	860	1,268	1,889	2,868	4,506	6,001	7,218	8,288	9,362	10,277	11,172	12,099	12,873	13,466	

## Appendix E: Summary of Sustainable Community Strategy

The matrix below presents the identified issues and themes for the Council's and Nottinghamshire County Council's Sustainable Community Strategy priorities. Where ticks are shown, this indicates that the issue is complemented in delivery of the associated Core Strategy policy.

Core Strategy Policies																										
Sustainable Community Strategies and Community Strategy Identified Priority	A	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	B	
<b>Rushcliffe Borough Council</b>																										
Protecting and improving our environment		✓											✓		✓	✓	✓			✓	✓	✓	✓	✓	✓	✓
Supporting the local economy					✓							✓							✓	✓	✓	✓	✓	✓	✓	✓
Building stronger communities				✓				✓														✓	✓			
Making communities safer										✓																
Enabling healthy lives												✓			✓											
Supporting children and young people			✓						✓																	
<b>Nottinghamshire County Council</b>																										
A Safer Nottinghamshire										✓																
Making Nottinghamshire's communities stronger								✓																		
A place where Nottinghamshire's children achieve their full potential											✓															
A healthier Nottinghamshire											✓				✓											
A more prosperous Nottinghamshire					✓																✓	✓	✓	✓	✓	✓
A greener Nottinghamshire		✓													✓											



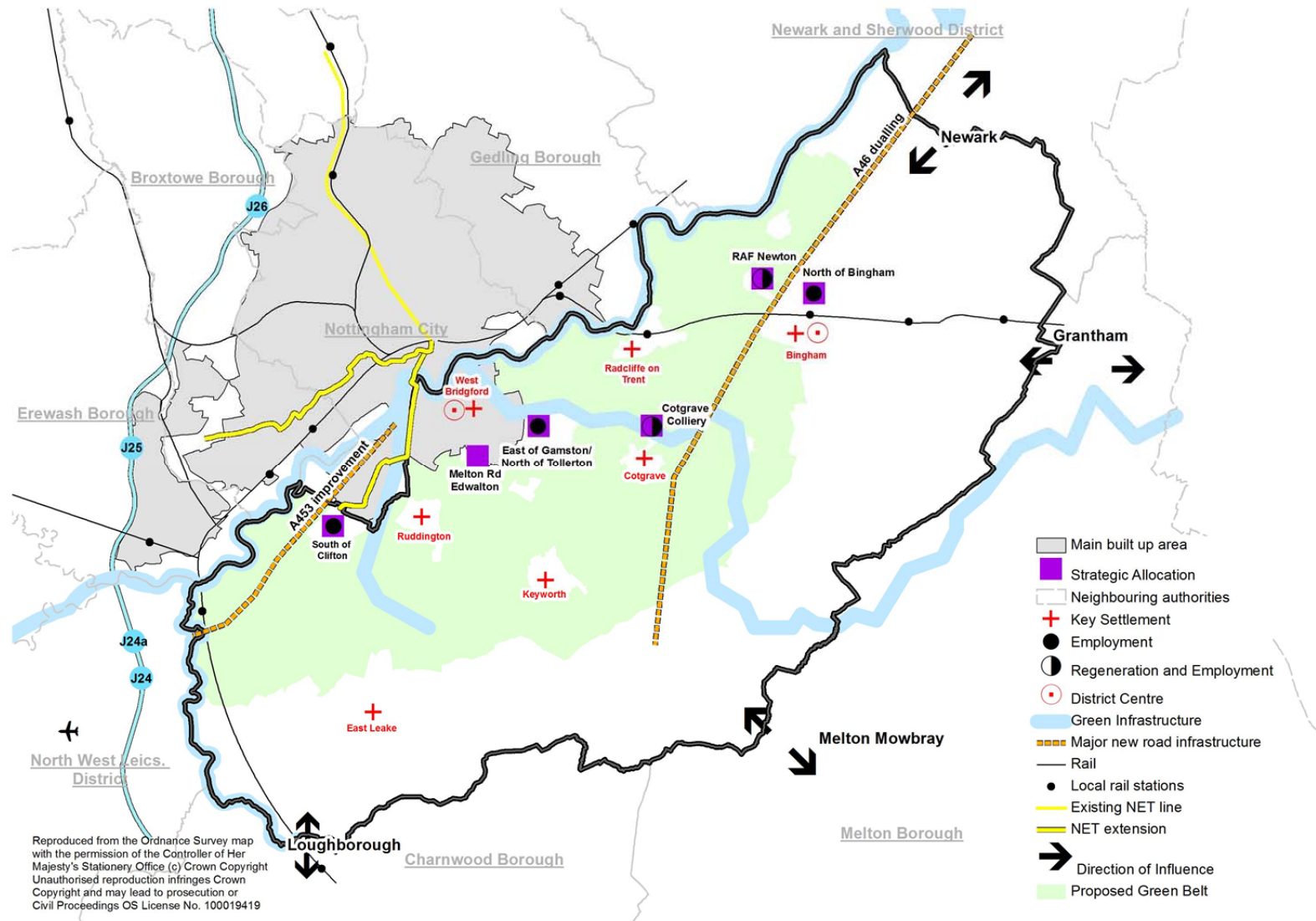
## Appendix F: Evidence

1. In producing the Core Strategy, the Council has used an extensive evidence base. In many cases this has involved working closely with other stakeholders including infrastructure providers to produce the various documents. The evidence base which underpins the Core Strategy includes:

- Greater Nottingham Strategic Flood Risk Assessment (2008) and 2010 Update
- Appraisal of Sustainable Urban Extensions Study (2008)
- Rushcliffe Strategic Housing Land Availability Assessments
- Sustainable Locations for Growth Study (2010)
- Nottingham - Derby Green Belt Review (2006)
- Nottingham City Region Employment Land Study (NCRELS) (2007)
- Office and Employment Provision Background Paper (2012)
- Nottingham City Region Employment Land Study (NCRELS), Update Report (2009)
- Greater Nottingham Retail Study (2007)
- Greater Nottingham Retail Background Paper (2012)
- Rushcliffe Sustainable Community Strategy 2009-2026 (2009)
- Nottingham Core Strategic Housing Market Needs Assessment (2007)
- Nottingham Core Strategic Housing Market Needs Assessment Updates (2009 and 2012)
- Nottingham Core Affordable Housing Viability Study (2009)
- Rushcliffe Affordable Housing Viability Study (2013)
- Nottingham Core Strategy Transport Modelling (2012 and 2013)
- Gypsy and Traveller Accommodation Needs Assessment for Nottinghamshire (2007)
- Greater Nottingham Local Transport Plan (2011)
- 3 Cities Green Infrastructure Strategy and Action Plan (2010)
- Landscape Character Assessment for Greater Nottingham (2009)
- Nottinghamshire Local Biodiversity Action Plan (1998)
- Greater Nottingham and Ashfield Infrastructure Capacity Study (2009)
- Greater Nottingham Infrastructure Delivery Plan (2013 )
- Greater Nottingham and Ashfield Outline Water Cycle Study, (2010)
- Rushcliffe Green Belt Review Parts 1 and 2 a) (2013)

## **Section 6**

### **KEY DIAGRAM**



**Appendix 3: Amendments to the Adopted  
Policies Map**



# **Rushcliffe Local Plan Part 1: Core Strategy**

## **Amendments to Adopted Policies Map**

**[DATE TBC]**

**Part of the Rushcliffe Local Plan**

## **1. Introduction**

- 1.1 Rushcliffe Borough Council is in the process of producing a new 'Local Plan'. The first part, the Local Plan Part 1: Core Strategy Development Plan Document (DPD), establishes the strategic approach to new development in the Borough up to 2028 and identifies the main strategic allocations. The Core Strategy was adopted by Rushcliffe Borough Council on [DATE TBC]. The second part of the Local Plan, the Local Plan Part 2: Land and Planning Policies DPD, will include non-strategic land allocations and designations as well as detailed policies for use in the determination of planning applications.
- 1.2 Local planning authorities must maintain an adopted policies map which shows geographically the application of policies, proposals and designations in the adopted development plan. National regulations require that the adopted policies map is revised where necessary each time a development plan document is adopted. This document therefore shows how the adopted policies map is amended by the adoption of the Core Strategy. The adopted policies map will be updated again when the Local Plan Part 2: Land and Planning Policies DPD is adopted.
- 1.3 It is the Council's intention to produce a composite version of the adopted policies map that reflects the up to date policies and designations of the Development Plan, which will incorporate those amendments set out in this document.

## **2. Rushcliffe Borough Local Plan (1996) Saved Policies**

- 2.1 The Borough Council has six 'saved' policies from its 1996 Local Plan. These saved policies are set out in Appendix B of the Core Strategy and are replicated in the table below. This sets out which of these saved policies have either been superseded by the policies within the adopted Core Strategy or will continue to apply until adoption of the Land and Planning Policies DPD.
- 2.2 This document does not illustrate any of the remaining saved policies of the adopted 1996 Rushcliffe Local Plan. It should therefore be read in conjunction with the 1996 Local Plan's Proposals Map (where 'saved' policies apply) until the latter is superseded.

**Table 1: Saved 1996 Local Plan Policies**

<b>Policy</b>	<b>Is the policy saved?</b>	<b>Reason</b>
ENV15 Green Belt	Yes	The policy and its associated designation on the proposals map define the full and detailed extent of the Green Belt within Rushcliffe. The policy is retained because the detailed boundaries for the whole of the Green Belt are not defined in the Local Plan Part 1 (Core Strategy). The policy will not be fully replaced until after the Local Plan Part 2: Land and Planning Policies Development Plan Document is finalised.
H1 Housing Allocations	Yes	The policy is retained as it allocates land for new housing and the development of one site is still to be completed. This policy will not be fully replaced until after the Local Plan Part 2: Land and Planning Policies Development Plan Document is finalised.
E1 Employment Land Provision	Yes	The policy is retained as it allocates land for new employment and the development of some sites is still to be completed. The policy will not be fully replaced until after the Local Plan Part 2: Land and Planning Policies Development Plan Document is finalised.
E4 Tollerton Airfield	No	It is superseded by the strategic allocation to the east of Gamston/north of Tollerton (Policy 2 and Policy B).
E7 Redevelopment of Employment Sites	Yes	The policy is retained as it covers the redevelopment of specific sites. The policy is still relevant and applicable but the matters it covers are not strategic in nature and, therefore, are not addressed by the Local Plan Part 1 (Core Strategy). The policy will not be replaced until after the Local Plan Part 2: Land and Planning Policies Development Plan Document is finalised.
E8 Langar Airfield	Yes	This policy is retained as it defines an area where new employment development is permitted at Langer Airfield. The policy is still relevant and applicable but the matters it covers are not strategic in nature and, therefore, are not addressed by the Local Plan Part 1 (Core

Policy	Is the policy saved?	Reason
		Strategy). The policy will not be replaced until the Local Plan Part 2: Land and Planning Policies Development Plan Document is finalised.

### 3. Strategic Allocations

3.1 The amendments to the adopted policies map set out in the following Plans (1 to 6) illustrate geographically the site boundaries of the strategic allocations identified in the Local Plan Part 1: Core Strategy DPD.

3.2 Where applicable, the amendments to the Green Belt, including the designation of safeguarded land<sup>1</sup>, are shown. Further revisions to the adopted policies map in relation to the Green Belt may be made as part of the production of the Local Plan Part 2: Land and Planning Policies DPD.

#### Melton Road, Edwalton

3.3 The strategic site allocation at Melton Road, Edwalton (Policies 2 and 19) is shown as a red line on Plan 1. The blue hatching shows the area that has been removed from the extent of the Green Belt that was established under policy ENV15 of the 1996 Local Plan. The area in orange, falling outside of the site allocation, shows the area that is removed from the Green Belt at Edwalton Golf Course and designated as safeguarded land (Policy 3). The area in green shows the new extent of the Green Belt boundary within the limits of this inset plan.

#### North of Bingham

3.4 The strategic site allocation at land north of Bingham (Policies 2 and 20) is shown as a red line on Plan 2.

#### Former RAF Newton

3.5 The strategic site allocation at the former RAF Newton (Policy 2 and 21) is shown as a red line on Plan 3. The blue hatching shows the area that has

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<sup>1</sup> Safeguarded land is land that is excluded from the Green Belt but safeguarded to meet longer term (i.e. beyond the plan period) needs.



been removed from the extent of the Green Belt that was established under policy ENV15 of the 1996 Local Plan.

#### Former Cotgrave Colliery

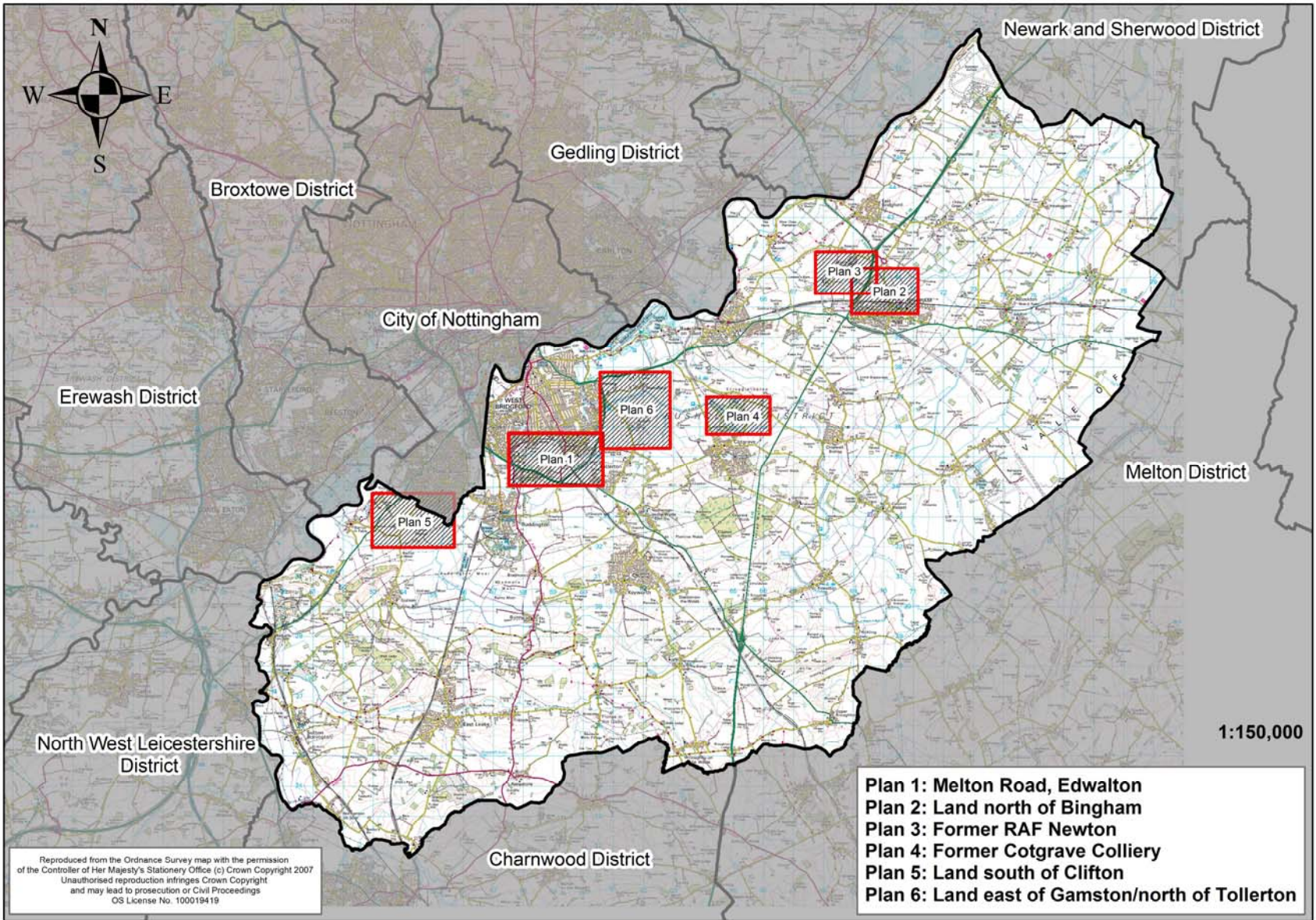
- 3.6 The strategic site allocation at the former Cotgrave Colliery (Policies 2 and 22) is shown as a red line on Plan 4. The blue hatching shows the area that has been removed from the Green Belt that was designated under policy ENV15 of the 1996 Local Plan.

#### South of Clifton

- 3.7 The strategic site allocation at land south of Clifton (Policies 2 and 23) is shown as a red line on Plan 5. The blue hatching shows the area that has been removed from the Green Belt that was established under policy ENV15 of the 1996 Local Plan.

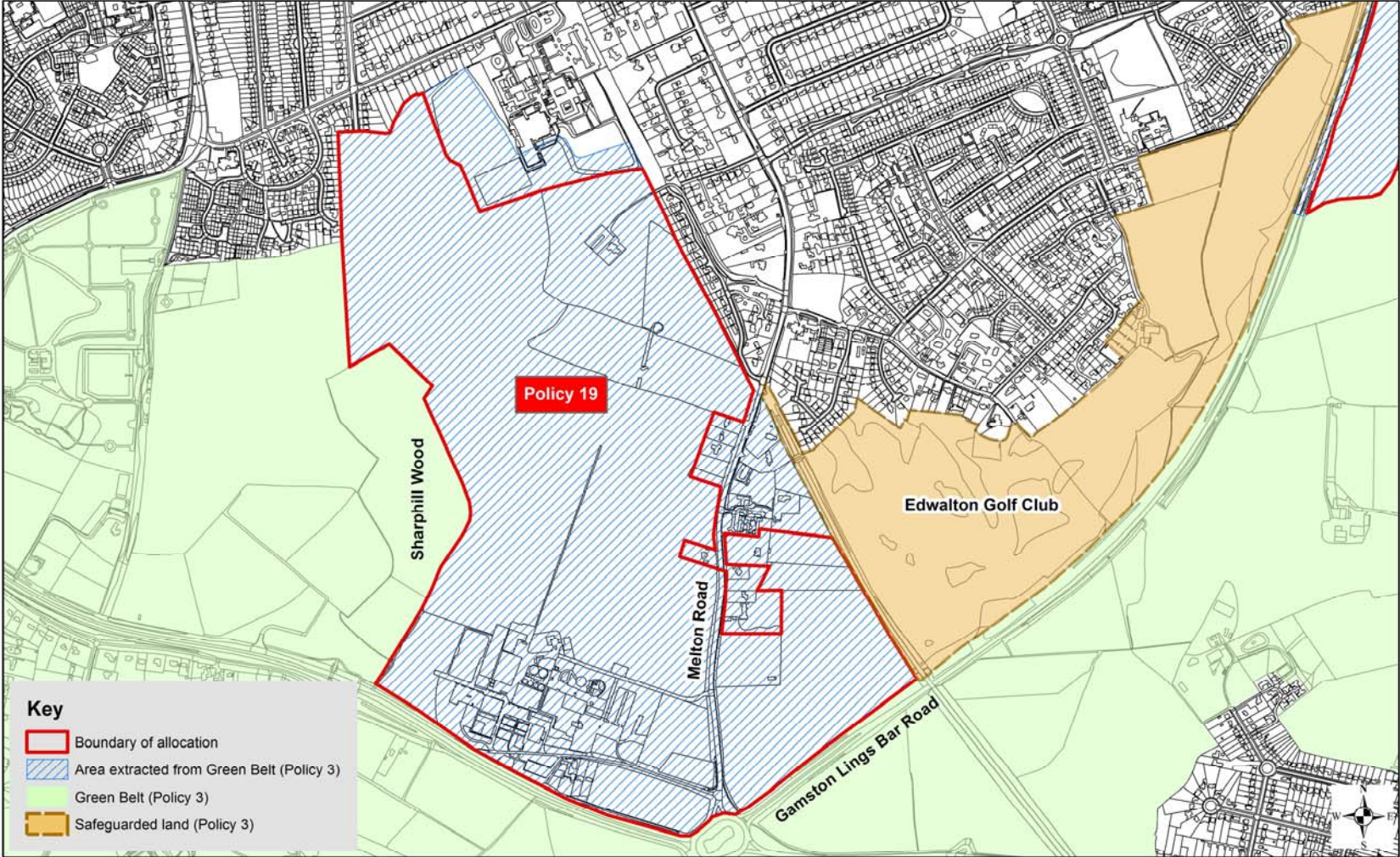
#### East of Gamston/North of Tollerton

- 3.8 The strategic site allocation at east of Gamston/north of Tollerton (Policies 2 and B) is shown as a red line on Plan 6. The blue hatching shows the area that has been removed from the extent of the Green Belt that was established under policy ENV15 of the 1996 Local Plan. 'Saved' Policy E4 from the 1996 Local Plan (Tollerton Airfield) is superseded in its entirety by the policies of the adopted Core Strategy.





# Plan 1: Melton Road, Edwalton inset

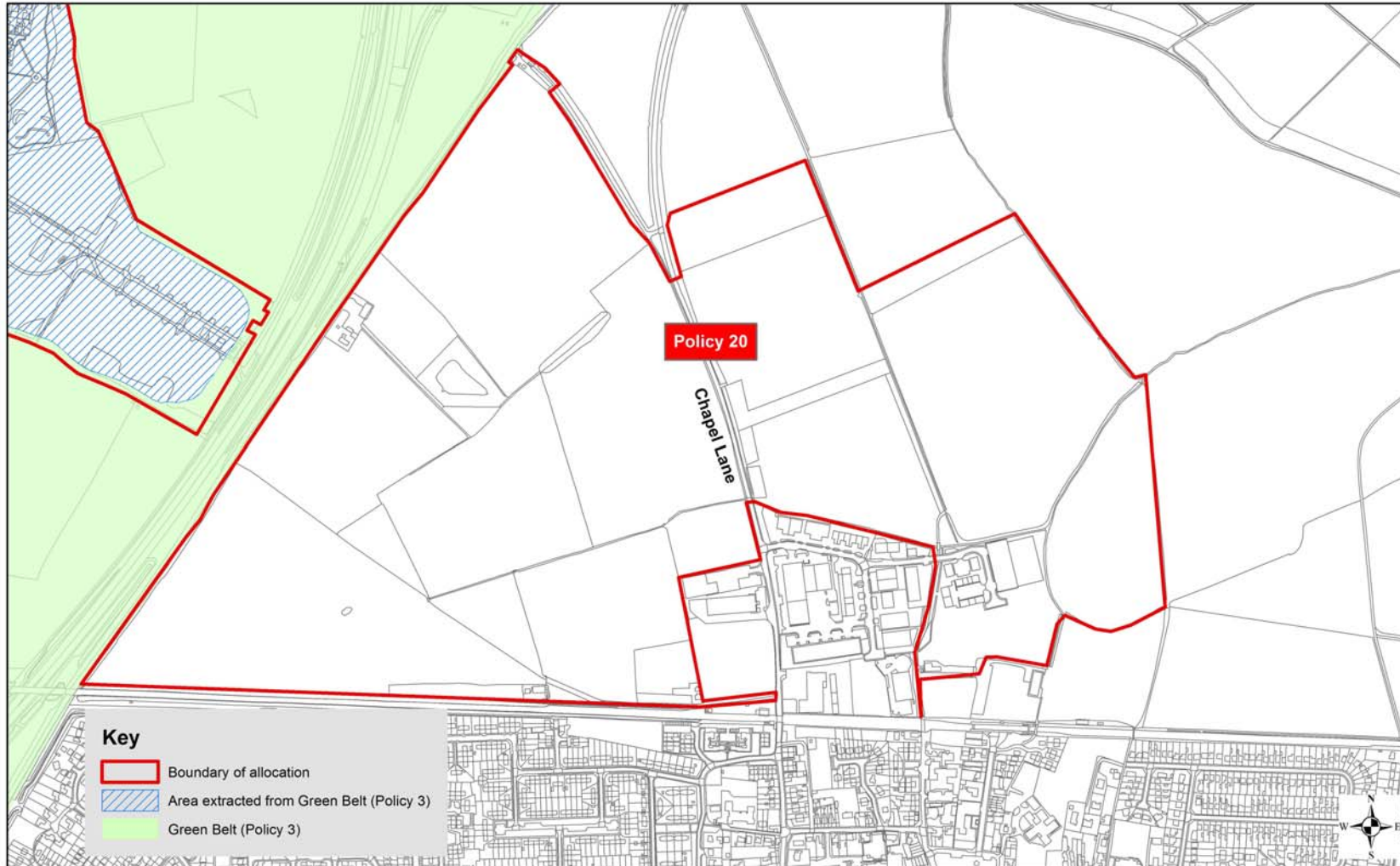


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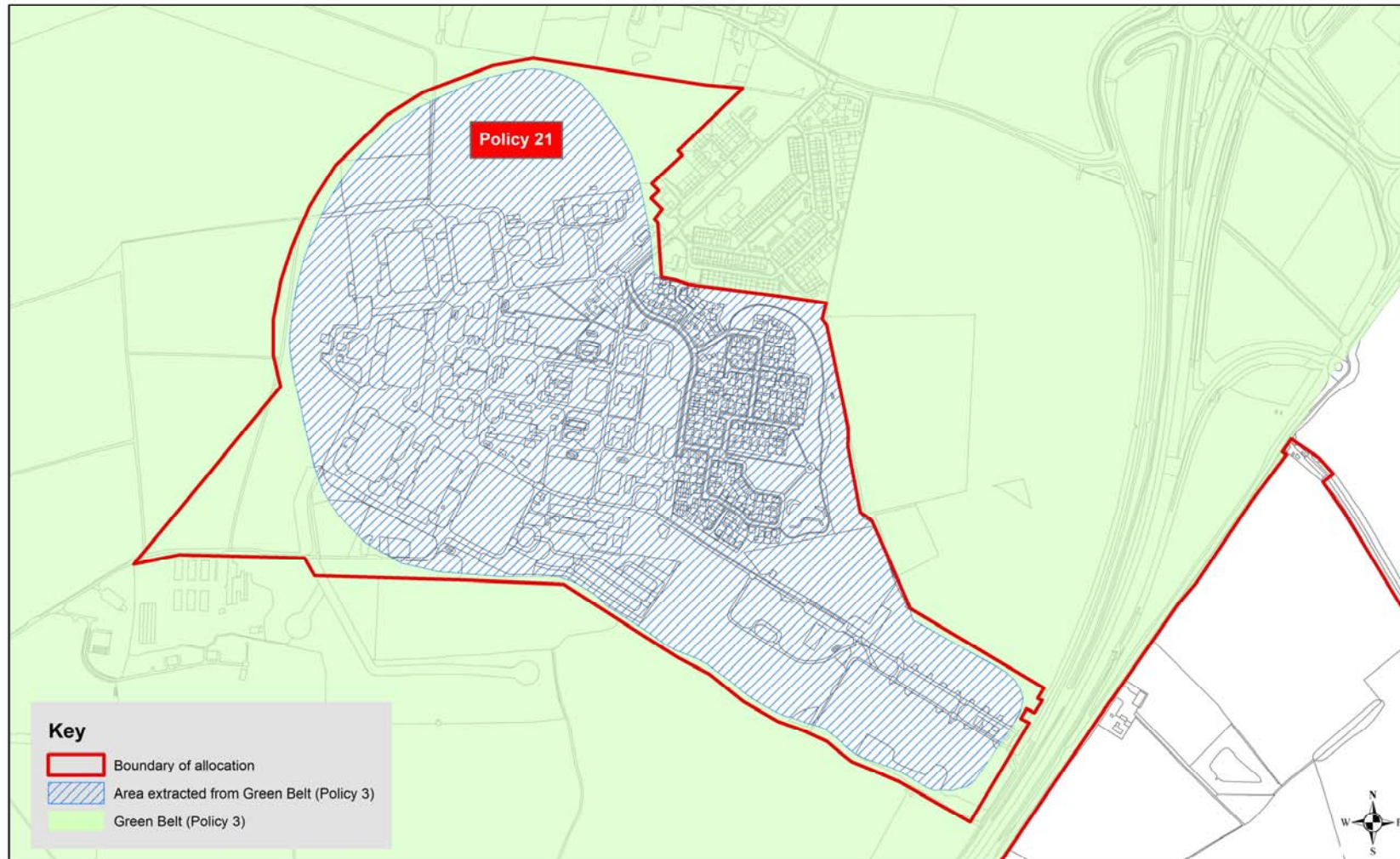
## Plan 2: Land north of Bingham inset



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### Plan 3: Former RAF Newton inset



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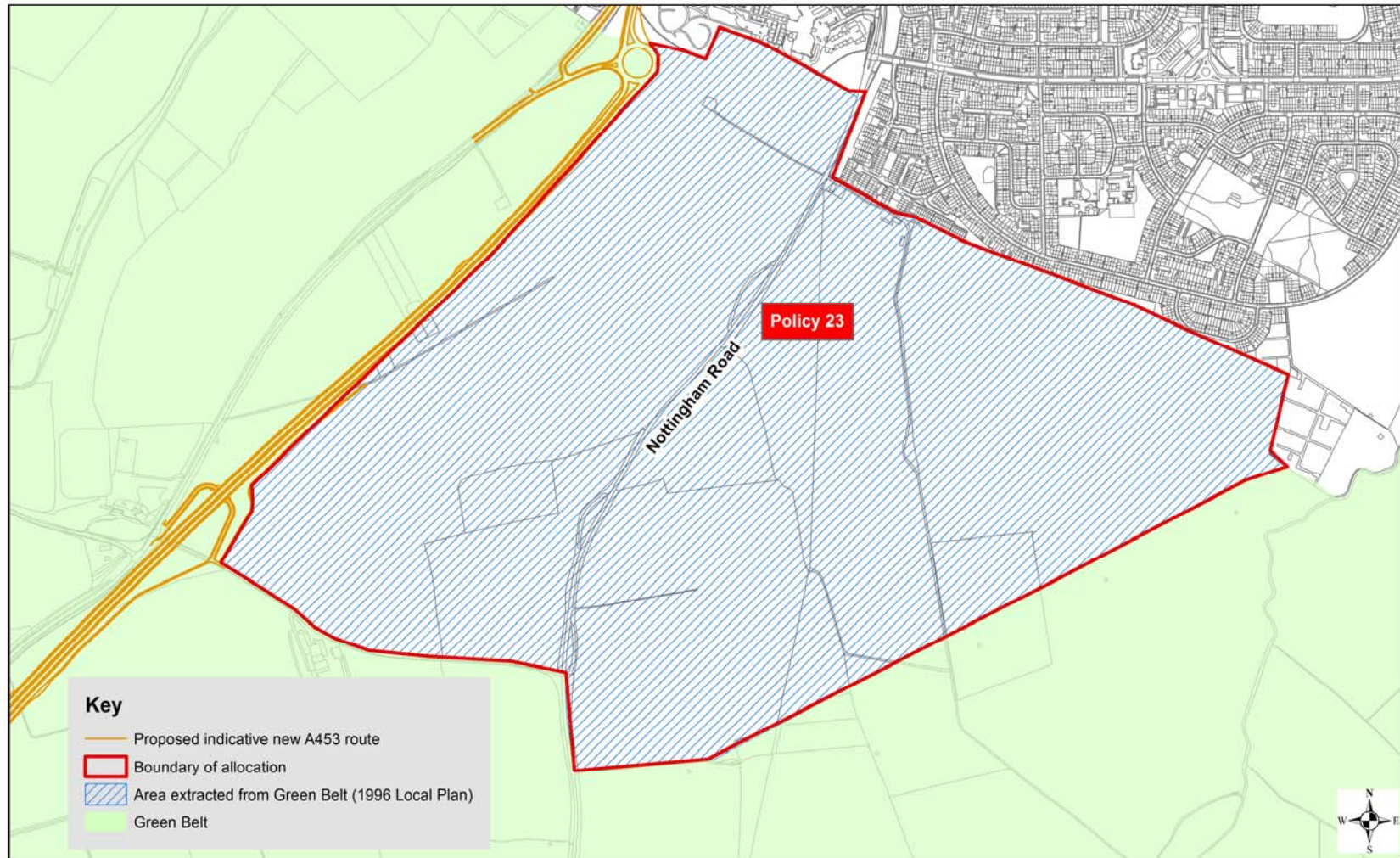
# Plan 4: Former Cotgrave Colliery inset



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## Plan 5: Land south of Clifton inset

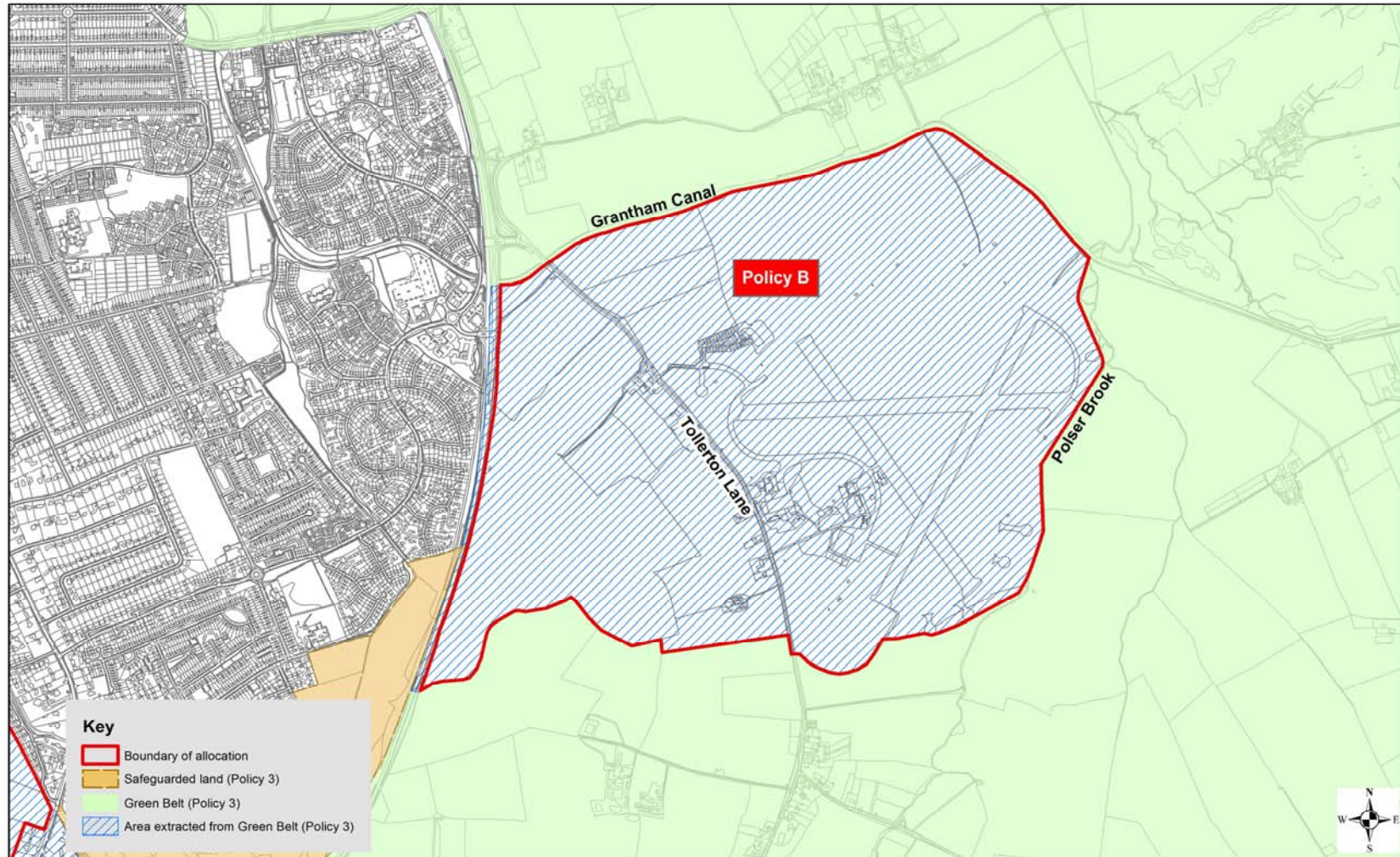


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## Plan 6: Land east of Gamston/North of Tollerton inset



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