



Rushcliffe
Borough Council

When telephoning, please ask for: Helen Tambini
Direct dial 0115 914 8320
Email democraticservices@rushcliffe.gov.uk

Our reference:
Your reference:
Date: Monday, 4 September 2023

To all Members of the Cabinet

Dear Councillor

A Meeting of the Cabinet will be held on Tuesday, 12 September 2023 at 7.00 pm in the Council Chamber, Rushcliffe Arena, Rugby Road, West Bridgford to consider the following items of business.

This meeting will be accessible and open to the public via the live stream on YouTube and viewed via the link: <https://www.youtube.com/user/RushcliffeBC>
Please be aware that until the meeting starts the live stream video will not be showing on the home page. For this reason, please keep refreshing the home page until you see the video appear.

Yours sincerely

Gemma Dennis
Monitoring Officer

AGENDA

1. Apologies for Absence
2. Declarations of Interest

[Link to further information in the Council's Constitution](#)

3. Minutes of the Meeting held on 11 July 2023 (Pages 1 - 6)
4. Citizens' Questions

To answer questions submitted by citizens on the Council or its services.

5. Opposition Group Leaders' Questions

To answer questions submitted by Opposition Group Leaders on items on the agenda.

Rushcliffe Borough
Council Customer
Service Centre

Fountain Court
Gordon Road
West Bridgford
Nottingham
NG2 5LN

Email:
customerservices
@rushcliffe.gov.uk

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0115 981 9911

www.rushcliffe.gov.uk

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8.30am - 4.30pm

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Council
Rushcliffe Arena
Rugby Road
West Bridgford
Nottingham
NG2 7YG



NON-KEY DECISIONS

6. Revenue and Capital Budget Monitoring 2023/24 - Financial Update Quarter 1 (Pages 7 - 24)

The report of the Director – Finance and Corporate Services is attached.

7. Greater Nottingham Strategic Plan: Strategic Distribution and Logistics Preferred Approach (Pages 25 - 390)

The report of the Director – Development and Economic Growth is attached.

8. Bingham Car Parking (Pages 391 - 404)

The report of the Director – Development and Economic Growth is attached.

9. Exclusion of the Public

To move “That under Regulation 21(1)(b) of the Local Authorities (Executive Arrangements) (Access to Information) (England) Regulations 2000, the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972”.

10. Property Transaction (Pages 405 - 414)

The report of the Chief Executive is attached.

Membership

Chair: Councillor N Clarke

Vice-Chair: Councillor A Brennan

Councillors: R Inglis, R Upton, D Viridi and J Wheeler



Rushcliffe
Borough Council

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 at the far side of the plaza outside the main entrance to the building.

Toilets: Are located to the rear of the building near the lift and stairs to the first floor.

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.

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NG2 5LN

Recording at Meetings

The Openness of Local Government Bodies Regulations 2014 allows filming and recording by anyone attending a meeting. This is not within the Council's control.

Rushcliffe Borough Council is committed to being open and transparent in its decision making. As such, the Council will undertake audio recording of meetings which are open to the public, except where it is resolved that the public be excluded, as the information being discussed is confidential or otherwise exempt

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MINUTES OF THE MEETING OF THE CABINET

TUESDAY, 11 JULY 2023

Held at 7.00 pm in the Council Chamber, Rushcliffe Arena,
Rugby Road, West Bridgford
and live streamed on Rushcliffe Borough Council YouTube channel

PRESENT:

Councillors N Clarke (Chair), A Brennan (Vice-Chair), R Inglis, R Upton, D Viridi and J Wheeler

OFFICERS IN ATTENDANCE:

L Ashmore	Director of Development and Economic Growth
G Dennis	Monitoring Officer
P Linfield	Director of Finance and Corporate Services
K Marriott	Chief Executive
H Tambini	Democratic Services Manager

8 Declarations of Interest

There were no declarations of interest made.

9 Minutes of the Meeting held on 13 June 2023

The minutes of the meeting held on Tuesday, 13 June 2023 were agreed as a true record and signed by the Chair.

10 Citizens' Questions

There were no citizens' questions.

11 Opposition Group Leaders' Questions

Question from Councillor Birch to Councillor Viridi. Councillor Birch was unable to attend the meeting, so his question was read out by the Chair.

“How much money does Rushcliffe Borough Council currently have in cash reserves and investments?”

Councillor Viridi thanked Councillor Birch for his question and responded by stating that it was important to understand that the reserves held were to cover future risks and opportunities. The Council's Medium Term Financial Strategy brought together the revenue and capital pressures, funding risks and use of the reserves. Councillor Viridi referred to the Council's investment position, as at 31 March 2023, which had been scrutinised at the recent Governance Scrutiny Group meeting and had highlighted the healthy balance of reserves; however, over 60% of those were held by the Council as trustees. In addition,

the Council's Earmarked Reserves were a combination of funds held as trustees and committed expenditure, including an Investment Reserve and property portfolio. The Council had Corporate Reserves, including the Organisational Stabilisation Reserve, the Development Corporation Reserve, funding to cover potential planning appeals and the exceptional Collection Fund Reserve, which had been created due to Government Business Rates relief linked to Covid. There were also Operating Reserves, to cover leisure centre maintenance and planning. The final component, was working capital, to cover salaries and operating expenditure. Councillor Viridi concluded by stating that it was critical that the Council was properly insulated against future revenue and capital demands, hence the need to have sufficient reserves, whilst also being able to use those funds to support future projects, and those balances needed to be understood in that context.

Councillor Clarke asked Councillor Viridi if he would agree that this demonstrated that the Council's finances were run in a very prudent and efficient way and Councillor Viridi concurred.

12 **Financial Outturn 2022-23**

The Cabinet Portfolio Holder for Finance, Councillor Viridi presented the report of the Director – Finance and Corporate Services, which outlined the year-end financial outturn position of 2022/23, linked to the closure of the accounts process and previous financial update reports.

In introducing the report, Councillor Viridi referred to his predecessor Councillor Moore, thanked him for his excellent work whilst on Cabinet, and stated that he hoped to continue this work, alongside the Director – Finance and Corporate Services and his team and fellow Councillors. Cabinet was advised that the overall position was positive, given the ongoing financial challenges being faced by all. Councillor Viridi advised that unlike many Councils, Rushcliffe had maintained positive budget efficiencies for both revenue and capital.

In respect of revenue, Cabinet noted that there was an efficiency position of just over £2m, which was required for service demands in 2023/24, and to potentially meet other risks, and therefore appropriation to Earmarked Reserves were recommended. Councillor Viridi referred to the notable variances in the report as detailed in Tables 1 and 2, including the budget variances for revenue and other service related variances respectively. Appendix C of the report detailed where the carry forwards were required for the appropriation to reserves and where the £2m budget efficiencies were required.

In respect of capital, Councillor Viridi advised that of the £21m budget, there was an underspend of £5.59m, which was largely due to the delays in opening of the Bingham Arena and the Crematorium. Details of the capital variances were outlined in Appendix C of the report and Appendix D highlighted the Special Expenses position.

Councillor Viridi stated that the financial impact of inflation had, through prudent budgeting been maintained within existing resources, without the need for any draw on reserves. Inflation was expected to continue to fall; however, there

was no time for complacency, with areas of risk to both Council expenditure and income receipts remaining. The Council had to be conscious of the need to balance the budget, whilst supporting residents during this difficult time and the Comprehensive Spending Review, together with the delays to both the Business Rates Re-evaluation and the Fairer Funding Reviews added further uncertainty and pressure and made financial planning even more challenging.

In conclusion, Cabinet was reminded that the Council needed to be properly insulated against such risks, and hence the need to ensure that it had sufficient reserves, as well as having the ability to use those reserves to support projects where there was an upside risk or a change in strategic direction. The Council continued to ensure that it was financially resilient, and Councillor Virdi advised that he would be working with the Finance team to ensure that carried on.

Councillor Clarke agreed that the report demonstrated that the Council protected taxpayers' money extremely well on their behalf whilst also providing excellent services, within allocated finances, through prudent management, and thanked officers.

In seconding the recommendation, Councillor J Wheeler reiterated the importance of having prudent financial management and noted that other councils were not in such a good position and had been forced to borrow heavily. Rushcliffe was able to maintain the lowest Council Tax rates in the county, still invest in facilities for the benefit of residents and meet any challenges that came forward. Councillor Wheeler thanked officers, Councillor Moore and Councillor Virdi and hoped that this positive situation would continue going forward.

It was RESOLVED that:

- a) the 2022/23 revenue position and efficiencies identified in Table 1, the variances in Table 2 (and Appendix A) be noted and the carry forwards and appropriations to reserves in Appendix E be approved;
- b) the other changes to the earmarked reserves as set out at Appendix B be approved;
- c) the re-profiled position on capital be noted and the capital carry forwards outlined in Appendix C and summarised in Appendix F be approved; and
- d) the update on the Special Expenses outturn at paragraph 4.20 and in Appendix D be noted.

13 Low Carbon and Sustainable Design Supplementary Planning Document

The Cabinet Portfolio Holder for Planning and Housing, Councillor Upton presented the report of the Director – Development and Economic Growth, which outlined the Low Carbon and Sustainable Design Supplementary Planning Document (SPD).

Councillor Upton advised that the purpose of the SPD was to provide guidance on how low carbon and sustainable design construction could be considered,

to sign post people to best practice and to establish a check list for those submitting planning applications. Cabinet was advised that Nottinghamshire councils had jointly prepared the template, with Rushcliffe adapting it to reflect local circumstances and the SPD would provide guidance on how to maximise energy conservation and minimise use. Councillor Upton confirmed that the document had been scrutinised and approved by the cross party Local Development Framework Group and had been subject to extensive public consultation, and if adopted it would provide further guidance for the Local Plan Part 1.

In seconding the recommendation, Councillor Inglis considered that the document went along way to encourage and inspire planning guidance for low carbon and sustainable design construction, which was something that the Council could lead on by example through its recent major projects. Cabinet was reminded that construction significantly contributed to CO2 emissions and global warming, and this document was addressing those global issues at a local level. It would help to achieve the essential objective of reducing the Council's carbon emissions to net zero by 2030.

Councillor Clarke reiterated previous comments regarding the immense importance of this document in both helping to reduce the impact on the environment and reducing carbon emissions and the need for this work to continue, both by setting a good example and encouraging residents and businesses to employ whatever means they could to contribute to carbon reduction.

Councillor Brennan praised the author of the document and stated that it was very accessible and readable, and she could see it being put to good, practical use.

It was RESOLVED that:

- a) the proposed revisions to the draft Low Carbon and Sustainable Design Supplementary Planning Document be supported;
- b) the adoption of the Low Carbon and Sustainable Design Supplementary Planning Document be approved; and
- c) the Director – Development and Economic Growth, be delegated authority, in consultation with the Cabinet Portfolio Holder for Planning and Housing, to make any necessary final minor textual, graphical, and presentational changes required to the SPD prior to publication.

14 Shaw Street Cemetery, Ruddington

The Cabinet Portfolio Holder for Business and Growth, Councillor Brennan presented the report of the Director – Development and Economic Growth, which provided an update on the Shaw Street Cemetery, Ruddington.

Councillor Brennan confirmed that this was a procedural matter to rectify a small administrative oversight. Cabinet was advised that the cemetery had been the Council's responsibility since 1974, and it had been managed since

then as a closed cemetery. Looking back through the records it had become apparent that no formal closure had been undertaken, with details of the background to the decision highlighted in paragraphs 4.2 to 4.7 of the report. Councillor Brennan advised that essentially the requirement was to agree that the cemetery was full, or otherwise impractical for use, and the formalities to do that were minimal. Cabinet noted that the site was assessed as being nearly full when it was transferred over in 1974, the plots were very hard to identify, with no plots sold since 1974. It was theoretically possible that someone could come forward with a valid grant of burial, and that could be accommodated; however, as time passed that was becoming less likely and Councillor Brennan confirmed that there was an alternative cemetery close by.

Councillor Upton agreed with Councillor Brennan's comments and seconded the recommendation.

It was RESOLVED that the closure of the Rushcliffe Borough Council owned cemetery , known as Shaw Street Cemetery, Ruddington be approved.

15 **Exclusion of the Public**

It was resolved that under Regulation 21(1)(b) of the Local Authorities (Executive Arrangements) (Access to Information) (England) Regulations 2000, the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972.

16 **Land Disposal Update**

The Cabinet Portfolio Holder for Business and Growth, Councillor Brennan presented the report of the Director – Development and Economic Growth, which provided a land disposal update.

The recommendation was proposed by Councillor Brennan and seconded by Councillor Viridi.

It was RESOLVED that:

- a) the disposal of the piece of land identified in Appendix A for the purposes outlined in the report be approved; and
- b) the Director – Development and Economic Growth and the Director – Finance and Corporate Services be granted delegated authority to negotiate and agree the sale value, not less than the amount specified within the report.

The meeting closed at 7.28 pm.

CHAIR

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Cabinet

Tuesday, 12 September 2023

Revenue and Capital Budget Monitoring 2023/24 – Financial Update Quarter 1

Report of the Director – Finance and Corporate Services

Cabinet Portfolio Holder for Finance, Councillor D Viridi

1. Purpose of report

- 1.1. This report presents the budget position for revenue and capital as at 30 June 2023.
- 1.2. Given the current financial climate, particularly the inflationary increases and impact on residents' cost-of-living, it is imperative that the Council maintains due diligence with regards to its finances and ensures necessary action is taken to ensure a balanced budget is maintained.
- 1.3. There is a predicted net revenue budget efficiency of £0.55m for 2023/24 mostly as a result of Business Rates Pool and a lower Business Rates Levy payment than anticipated. This represents a variance of 3.8% of Net Service Expenditure. This is proposed to be earmarked for additional cost pressures mainly in relation to inflation and pay award. The position is likely to change as further variances are identified during the year.
- 1.4. There is a capital budget efficiency expected of £6.457m, primarily due to £2.723m Support for Registered Housing Providers, £1m Gypsy and Traveller Site acquisition and £0.783m crematorium contingencies.

2. Recommendation

It is RECOMMENDED that Cabinet approves the attached report noting:

- a) the expected revenue budget efficiency for the year of £0.55m and proposals to earmark this for cost pressures (paragraph 4.1);
- b) the capital budget efficiencies of £6.457m; and
- c) the expected outturn position for Special Expenses to be £6.5k over budget (paragraph 4.5).

3. Reasons for Recommendations

To demonstrate good governance in terms of scrutinising the Council's on-going financial position and compliance with Council Financial Regulations.

4. Supporting Information

Revenue Monitoring

- 4.1 For this financial year, the overall budget variance is expected to be an efficiency of £0.55m with proposals to utilise this for in-year pressures given in **Appendix A**. It is proposed to earmark the in-year efficiencies towards the 2024/25 pay award.
- 4.2 Table 1 below summarises the main variations from revenue efficiencies and pressures.

Table 1: Main Items Impacting on the Current Revenue Budget

Projected in year costs/(efficiencies)	Pressure/(efficiency) 2023-24 £'000	Reason
Legal	350	Property related legal claim
Streetwise	350	Hire of vehicles
Crematorium	199	Income target over optimistic and cost of grounds maintenance
Depot & Contracts	84	Car parking costs and tyres
Democratic Services	15	Member grants not expected to achieve transformation reduction
Community Development	13	Reduction in Young grant not fully realised until 24/25
Insurance	17	Increases on renewal
Electoral Services	24	Due to voter ID requirement for additional staff and training offset by New Burdens grant
Rental income	33	Vacancies mainly at the Point
Emergency Accommodation	19	Increasing demand on B&B's
Contingency	(110)	Contingency not required at this stage
Planning Policy	(55)	Savings on secondment not backfilled
other	3	
Net Revenue cost/(efficiencies)	942	
Grant income	(257)	New burdens and other funding above budgeted
Business Rates	(770)	Reduced Levy payment
Business Rates Pool	(496)	Share of pool surplus
Business Rates Deficit	31	
Total Net Projected Budget Variance	(550)	

- 4.3 The main adverse variances arise from; Rushcliffe Oaks Crematorium: The income budget was set assuming a target 60 cremations per month from the outset rather than a lower target allowing for growth in the new service. Since opening in March, income has been lower than expected. Numbers are rising each month with June reaching 36 cremations and projections suggest 60 is still realistic although consequently the target income for the year will not be

achieved; Streetwise are currently forecasting a budget pressure of £0.35m on vehicle hire pending the results of an independent report and recommendations linked to the way forward in relation to carbon reduction; Depot and contracts are overspending on tyres due to both consumption and increasing cost of rubber and a service payment for the car park SLA in relation to 2022/23. Increased income attributable to the Nottinghamshire Business Rates pool surplus, a lower Business Rates Levy (a charge to Government based on Business Rates Growth) and additional grant income are among the biggest favourable variances. £0.35m is also required in relation to a property related legal claim.

- 4.4 The Revenue Monitoring statement by service area is attached at **Appendix A** and includes grant income, Minimum Revenue Provision (MRP) (funded by the New Homes Bonus) and income from Business Rates and Council Tax. Detailed variance analysis as at 30 June 2023, is attached at **Appendix B**.
- 4.5 **Appendix E** shows the Quarter 1 position on the Special Expenses budget. The expenditure is currently expected to be £6.5k above budget mostly in relation to costs incurred from a traveller encampment. This position may change later in the year as further variances are identified.

Capital Monitoring

- 4.6 The updated summary of the Capital Programme monitoring statement and funding position is shown at **Appendix C** as at 30 June 2023. **Appendix D** provides further details about the progress of the schemes, any necessary re-phasing, and highlights efficiencies.
- 4.7 The original Capital Programme for 2023/24 was £9.576m, with £5.426m carry forwards and other adjustments of £1.722 giving a current budget of £16.724m. The projected outturn is £10.267m, resulting in an estimated underspend of £6.457m. Primarily, this arises from:
- £2.723m for the provision for Support for Registered Housing Providers, meetings are taking place with Registered Providers, developers, and Homes England to explore opportunities to commit the provision.
 - £1m provision in 2023/24 for the Gypsy and Traveller Site acquisition: a funding bid in 2022/23 was not successful, and other sources of funding are being investigated but this remains uncommitted at this stage.
 - £0.783m for the potential repayment of VAT at the Crematorium is unnecessary due the 2022/23 partial exemption limit not being breached
 - £0.563m on Bingham Leisure Hub release of savings from the contract contingencies, £0.730m still available for post opening enhancements
 - £0.5m expenditure on the Edwalton Community Facility Special Expense expected to slip into 2024/25, planning application for the community venue at Sharphill set for September Committee.
 - £0.480m on the West Park/Julien Cahn Special expense, essential works to be undertaken with a Cabinet report early autumn for strategic vision.
- 4.8 The Council is due to receive capital receipts of £7m in the year, primarily from disposals of land at Hollygate Lane; Candleby Lane Industrial Estate; and the final payment for overage agreement for the Sharphill Wood site. The current projected overall variance is likely to mean that any borrowing requirement can

be met from internal resources with no recourse to borrow externally this financial year. There is, however, a risk if the anticipated receipts are delayed, which will mean a higher level of short-term, internal borrowing and this will also impact on interest on Council cash balances.

Pressures Update

- 4.9 Staff pay negotiations for 2023/24 are now complete with a pay award of the higher of £2,125 per employee or 3.5% backdated to 1st April 2023. The cost to the Council above budget was approximately £0.394m of which £0.204m was carried forward from 2022/23 underspends in anticipation of this, the remaining amount is covered by in year contingency. This represents a significant annual cost pressure to the Council, which will be supported by the in-year efficiency of £0.55m and subsequently form part of the MTFs to be approved by Council in March 2024. In addition, the potential associated impact on service provision contracts such as leisure are being monitored.
- 4.10 Inflation peaked in October 2022 at 11.1%, although this dropped to 7.95% in June 2023, it is expected to continue to be above the Government's target for 2023/24, with the potential to fall back to 2% in 2025. This will continue to impact on both contracts that are index linked and those due for renewal, and on fuel and utilities. The impact of inflation was reflected in the 2023/24 budget and is being closely monitored in-year.
- 4.11 There is also the potential knock-on effect that this may have on collection rates for Council Tax and Business Rates and on fees and charges as households struggle with the increase in the cost of living. Sundry Debtors are being monitored for reductions in collection and is currently at 95.01% (slightly below target 97%). The potential financial impact on Council Tax and Business Rates would be an increase in Collection Fund deficit, ultimately a pressure on the budget. Based on Quarter 1 performance (reported to Corporate Overview Group) 29.61% of Council Tax has been collected, compared to 29.93% last year (a decrease of 0.32%). For Business Rates, currently 41.16% has been collected compared to 43.19% last year (a decrease of 2.03%). There is some distortion on both Council Tax and Business Rates due to the £150 energy grants and Covid reliefs making last year's figures unusually high. Taking these into account, the collection rate for Council Tax is comparable and the average Quarter 1 collection data for Business rates over the past five years is 36.2%, reflecting that this year's performance is ahead of target. The position on collection rates will continue to be monitored. Given the challenges on residents and businesses this represents a relatively positive position.
- 4.12 The three most significant targets in the Council's Transformation Programme for 2023/24 are the Crematorium (£0.116m), the Parkwood Contract (£0.139m), Streetwise insourcing (£0.1m) and Planning Performance Agreements (£0.075m). At Quarter 1, a total of £0.074m savings have been realised against a target of £0.155m the shortfall mostly relating to the Crematorium and Streetwise.
- 4.13 The value of the Council's Multi Asset investments or pooled funds is currently at £13.699m, a £1.3m loss against original investment. The Council hold £0.973m in reserves to smooth the impact of the movements in value with a further £0.2m budgeted to be added in year a total of £1.173m. It should be

noted that whilst the value of the assets does fluctuate, the returns from these investments are stable and represent a significant proportion (65%) of the Council's overall return on investments. When the capital appreciates in value the Council's revenue position will benefit. They are long term investments and form part of the Council's Treasury Management Strategy approved by Full Council as part of the (MTFS). It should also be noted that the statutory override currently in place has been extended to April 2025, it is prudent to maintain a reserve whilst we retain such investments.

Conclusion

- 4.14 The financial position in the revenue budget is showing a projected overspend of £0.942m; however, due to a lower than anticipated Business Rates Levy charge and the Business Rates Pool surplus distribution, there is a projected overall budget efficiency of £0.55m. Inflation has reduced slightly but remains high and the consequential rising costs of living present significant risks to the Council's budget. Pay awards for the last two years have been higher than anticipated, linked to the cost of living, and this not only impacts on the current year but also in each year thereafter. Furthermore, planned savings are currently falling short of expected targets and this adds further pressure to the budget. The Council must ensure it can support any adverse budgetary impact and proposes to utilise the £0.55m projected underspend to mitigate these risks.
- 4.15 The position on capital is currently positive although in the long term resources are diminishing and headroom in the budget will be required to ensure future capital commitments can be met. There will still be no need to externally borrow this financial year. Challenges can arise during the year, such as sourcing labour and materials and inflated costs, which may still impact on the projected year-end position, and this will continue to be reported.
- 4.16 The Government have confirmed that the reset of Business Rates retention, new Homes Bonus and Fairer Funding review will not take place until at least 2025/26 and there remains little prospect of a longer-term settlement with a potential General Election in 2024, which could entirely change the political agenda. It is hoped that the autumn spending review will bring some clarity on the funding position for 2024/25 but this uncertainty does make longer term forecasting challenging.
- 4.17 The Council still has its own challenges such as meeting its own environmental objectives and positively upside risks to provide more employment opportunities, and economic and environmental development in the Borough by actively championing the Freeport and Development Corporation. As the economic background appears to be ever more volatile it is imperative that the Council continues to keep a tight control over its expenditure, identifies any impact from changing income streams, maintains progress against its Transformation Strategy and retains a healthy reserves position to help manage risks.

5. Alternative options considered and reasons for rejection

There are no other options proposed for consideration.

6. Risks and Uncertainties

- 6.1 Failure to comply with Financial Regulations in terms of reporting on both revenue and capital budgets could result in criticism from stakeholders, including both Councillors and the Council's external auditors.
- 6.2 Areas such as income can be volatile and are particularly influenced by public confidence and the general economic climate and Government legislation. The impact of this remains to be seen at this stage but is being closely monitored. The impact on income and expenditure likely to be affected by the inflationary increases will be taken into account during budget setting for 2024/25.
- 6.3 Any delay in anticipated capital receipts will mean that a higher level of temporary internal borrowing will be required. This can, however, be accommodated due to the level of cash reserves. There will be an opportunity cost by way of lost interest on sums invested. There remains a risk in the event of the need to borrow externally that the cost to the Council would be significant due to the level of interest rates.
- 6.4 There are significant budget risks going forward: most immediately relating to inflation increases and pay costs and the resulting impact on income receipts and in the medium term linked to potential changes to the Business Rates system and Fairer Funding by Central Government (although this is now unlikely to materialise until 2025/26); Government policy in relation to waste collection has now been delayed until 2025; the potential impact of the power station closure in 2024, and the Council's commitment to the Freeport and Development Corporation.
- 6.5 Business Rates is subject to specific risks given the volatile nature of the tax base with a small number of properties accounting for a disproportionate amount of tax revenue. Ratcliffe-on-Soar Power Station is due to close in 2024. Furthermore, changes in Central Government policy influences Business Rates received and their timing, for example policy changes on small Business Rates relief.
- 6.6 The Council needs to be properly insulated against potential risks hence the need to ensure it has a sufficient level of reserves, as well as having the ability to use reserves to support projects where there is 'upside risk' or there is a change in strategic direction. Sufficient reserve levels are critical in ensuring the Council can withstand the financial shocks and maintaining sufficient reserves to address significant risks remains a key objective of the Council's MTFS and is good financial practice.

7. Implications

7.1. Financial Implications

Financial implications are covered in the body of the report.

7.2. Legal Implications

There are no direct legal implications arising from this report. It supports the delivery of a balanced budget.

7.3. Equalities Implications

None.

7.4. Section 17 of the Crime and Disorder Act 1998 Implications

None.

8. Link to Corporate Priorities

Quality of Life	The budget resources the Corporate Strategy and therefore resources all Corporate Priorities.
Efficient Services	
Sustainable Growth	
The Environment	

9. Recommendation

It is RECOMMENDED that the Cabinet approve the attached report noting:

- a) the expected revenue budget efficiency for the year of £0.55m and proposals to earmark this for cost pressures (paragraph 4.1);
- b) the capital budget efficiencies of £6.457m; and
- c) the expected outturn position for Special Expenses to be £6.5k above budget (paragraph 4.5).

For more information contact:	Peter Linfield Director – Finance and Corporate Services 0115 914 8439 plinfeld@rushcliffe.gov.uk
Background papers Available for Inspection:	Council 2 March 2023 – 2023-24 Budget and Financial Strategy Cabinet 11 July 2023 – Financial Outturn Report 22/23
List of appendices (if any):	Appendix A – Revenue Outturn Position 2023/24 – June 2023 Appendix B – Revenue Variance Explanations Appendix C – Capital Programme 2023/24 – June 2023 Appendix D – Capital Variance Explanations 2023/24 June 2023 Appendix E – Special Expenses Monitoring June 2023

Revenue Outturn Position 2023/24 – June 2023

	Original Budget £'000	Revised Budget £'000	Projected Outturn £'000	Projected Outturn Variance £'000
Chief Execs	2,314	2,314	2,688	374
Development and Economic Growth	181	382	356	(26)
Finance & Corporate	4,100	4,222	4,180	(42)
Neighbourhoods	7,313	7,342	7,978	636
Net Service Expenditure	13,908	14,260	15,202	942
Capital Accounting Reversals	(1,895)	(1,895)	(1,895)	0
Minimum Revenue Position	1,311	1,311	1,311	0
Total Net Service Expenditure	13,324	13,676	14,618	942
Grant Income (including New Homes Bonus)	(2,054)	(2,054)	(2,311)	(257)
Business Rates (including SBRR)	(4,905)	(4,905)	(6,171)	(1,266)
Council Tax	(7,953)	(7,953)	(7,953)	0
Collection Fund Deficit	506	506	537	31
Total Funding	(14,406)	(14,406)	(15,898)	(1,492)
Net Transfer to/(from) Reserves	(1,082)	(730)	(1,280)	550
Amounts committed from underspend				0
Towards 24/25 pay award				550
Total committed from underspend	0	0	0	550
Net Budget Deficit/(Surplus)				0

Revenue Variance Explanations**Adverse variances in excess of £25,000**

Service	Income / Expenditure Type	Reason	Projected Outturn Variance £'000
Legal	Supplies & Services	Property related legal claim	350
Streetwise	Transport Related	Hire of Vehicles	350
Crematorium	Income	Target assumed full capacity of 60 cremations per month from day one rather than allowing for growth	157
Crematorium	Premises Related	Grounds maintenance	42
Depot & Contracts	Supplies & Services	£33k car park SLA 22/23. £11k other increase is offset by £10k increase in projected income	44
Depot & Contracts	Transport Related	Price of rubber has increased and replacement levels continue to be a budget pressure	40
Property Servissess	Income	Vacancies mainly at the Point	33
Total Adverse Variances >£25k			1016

Favourable variances in excess of £25,000

Service	Income / Expenditure Type	Reason	Projected Outturn Variance £'000
Contingency	Contingency	Remaining contingency not committed at this stage	(110)

Environmental Health	Employee Expenses	Staff savings due to rates and vacant time of starters/leavers	(30)
Planning Policy	Income	Income for staff secondment not backfilled	(55)
Total Favourable Variances >£25k			(195)
Other Minor Variances			121
Total Variance			942

Capital Programme 2023/24 June 2023

Expenditure Summary	Original Budget £000	Current Budget £000	Projected Actual £000	Projected Variance £000	Comments
Development and Economic Growth	1,470	4,844	2,485	(2,359)	Anticipated savings on Bingham Hub and the Crematorium; £1m provision for Traveller Site Acquisition not committed yet.
Neighbourhoods	7,796	11,347	7,429	(3,918)	Support for Registered Housing Providers not wholly committed as options continue to be assessed (£3m); Edwalton Community Facility £500k and West Park Enhancements £480k likely to slip to 24/25. Potential need to accelerate £506k of the 24-25 vehicle replacement programme as Refuse Freighters front ordered to take advantage of cost savings.
Finance & Corporate Services	160	353	353	-	
Contingency	150	180	0	(180)	Capital Contingency balance not yet allocated.
	9,576	16,724	10,267	(6,457)	
FINANCING ANALYSIS					
Capital Receipts	(3,387)	(5,011)	(3,797)	1,214	Deferral of Hollygate Lane Receipt
Government Grants	(795)	(2,242)	(2,242)	-	
Use of Reserves	(1,450)	(2,108)	(1,113)	995	Acquisition of Traveller Site not committed yet to be funded from NHB.
Grants/Contributions	0	(68)	(68)	-	
Section 106 Monies	(2,944)	(4,280)	(1,557)	2,723	Release of S106s for Affordable Housing, commitments not yet identified.
Internal Borrowing	(1,000)	(3,015)	(1,490)	1,525	Contingencies on Bingham Hub not fully allocated yet and potential savings on The Crematorium.
	(9,576)	(16,724)	(10,267)	6,457	
NET EXPENDITURE		0	0	0	

Capital Variance explanations 2023/24 June 2023

	Current Budget £000	Budget YTD £000	Actual YTD £000	Variance £000	Projected Actual £000	Variance £000	Comments
DEVELOPMENT AND ECONOMIC GROWTH							
Compton Acres Fencing Special Expense	30			0	30	0	Works need to be tendered.
Quantock Grove Bingham POS	0			0	0	0	Works accelerated and completed in 22/23.
Manvers Business Park Enhancements	300			0	300	0	Substantial enhancement works planned for units: Roller Shutter Doors and the roof.
U10 Moorbridge Enhancements	30			0	30	0	Additional enhancement works required including provision of accessible toilet and shower. Capital Contingency allocation.
Bridgford Park Kiosk	25			0	25	0	Planning approval obtained to construct a dedicated staff toilet for the kiosk. Building regs application to be made and works to be tendered in next few weeks.
Colliers BP Enhancements	40	40	20	(20)	40	0	Contract let to install new water supply pipework to mitigate liability issues nearing completion. Additional Barriers and Bollards also needed. Capital Contingency allocation processed.
Abbey Circus Fencing Special Expense	35			0	35	0	Tendered being compiled
Highways Verges: Cotgrave/Bingham/Cropwell Bishop	100			0	100	0	Officer investigation of sites continues to prioritise work plan.
Traveller Site Acquisition	1,000			0	0	(1,000)	A grant application was made for costs totalling £1.914m with 50% funding £957k. The grant was not approved, 22/23 provision of £1m removed pending further investigation of other funding availability. The draft capital programme for 23/24 contains £1m for site acquisition/development, this is not committed at this stage.

	Current Budget £000	Budget YTD £000	Actual YTD £000	Variance £000	Projected Actual £000	Variance £000	Comments
Cotgrave Phase 2	50	13	4	(9)	50	0	Main contract completed 21/22. Peripheral works still to be commissioned: car charging points, teen shelters, landscaping, frontage works, bird netting, and water supply.
Bingham Leisure Hub	1,563	156	11	(145)	1,000	(563)	Opened 20.02.23. Contract and RBC Contingency sums not fully committed and continue to be allocated as handover protracted. £730k of this year's provision earmarked for post opening enhancements. Decommissioning of the old leisure centre pool has commenced £250k earmarked. £563k is realisation of savings from the project.
Water Course Improvements	210			0	210	0	Works re-profiled to 2023-24 and packaged together with 2023-24 provision to achieve efficiencies. Potential to fund from UKSPF in 23-24
The Point	95			0	95	0	Upgrade office lighting £150k completed 22/23; common area lighting to be done; balcony waterproofing on-site; and auto doors to be done.
Bingham Market Place Improvements	68	62	47	(15)	55	(13)	Contract £48k, fees £5k, electrics £2k - works nearing completion, final invoices to be processed. Saving potentially £13k.
The Crematorium	1,273	127	53	(74)	490	(783)	Total provision including purchase of the land £8.5m. Building operational early Apr. This year's programme included a provision of £780k for the potential repayment of VAT in the event that we breached the partial exemption threshold. The threshold will not now be breached giving rise to a saving. There may be a potential liability in 24/25 and this will continue to be monitored.
Keyworth Cemetery	25			0	25	0	Surveys undertaken. Works to be agreed with the Diocese. Quotes to be sourced.
	4,844	398	135	(263)	2,485	(2,359)	
NEIGHBOURHOODS							

	Current Budget £000	Budget YTD £000	Actual YTD £000	Variance £000	Projected Actual £000	Variance £000	Comments
Vehicle Replacement	1,390			0	1,896	506	9 Refuse Collection Vehicles on order, delivery expected Oct 23 to early 24 TOTAL £1.815m of which, 3 vehicles to be met by acceleration from 24/25 for cost savings; 2x EV Polaris on order for RCP anticipated delivery Sept cost £81k; Eastcroft vans/trucks £235k not included in projection, currently under Cenex review may defer to 24/25 budget.
Support for Registered Housing Providers	3,179			0	456	(2,723)	Commitments of £456k: £80k for 50% due on Practical Completion for 10 units of affordable housing on Garage Sites Ph 2; £36k 1 affordable rent unit in Ruddington; £340k for 4 units Nicker Hill. Meetings taking place with RPs/Developers and Homes England to explore opportunities to commit the provision.
Discretionary Top Ups	93			0	93	0	Due to spending pressures on Mandatory DFGs, Cabinet 12.07.22 approved amendment of the policy to temporarily suspend use of the Discretionary pot until a review of the national formula allocation is undertaken. This provision is to meet existing commitments and includes £40k top-up from Notts County for two DFGs.
Disabled Facilities Grants	1,136	236	196	(40)	862	(274)	There is continued pressure on the Mandatory DFG provision. Budget includes the requirement for RBC has to commit own resources to support service delivery. Current projection is based on expected works.
Hound Lodge Enhancements	250			0	0	(250)	The future of Hound Lodge is currently being assessed. Sum not committed.
Arena Enhancements	128	22	6	(16)	128	0	Some work required to upgrade reception and corridor floors.
Car Park Resurfacing	96	22	16	(6)	96	0	Bridgford Road resurface scheduled for winter months.

	Current Budget £000	Budget YTD £000	Actual YTD £000	Variance £000	Projected Actual £000	Variance £000	Comments
Cotgrave & Keyworth Leisure Centre Enhancements	3,026	287	16	(271)	3,026	0	Design work in progress. Working to finalise contracts with Henry Riley and Leisure Energy. Salix Grant Funding of £1.215m awarded which needs 12% match funding £146k from the Climate Change Reserve - budget adjustments processed for these. Aiming to be in contract early August. Work being undertaken to finalise the lease at KLC with NCC and extend for further 15 years.
Edwalton Golf Club Enhancements	30			0	0	(30)	Sum not yet committed. A report will be taken in September/October.
Old Bingham Leisure Centre Improvements	35	18	14	(4)	35	0	Provision to support emergent Health and Safety measures at the old BLC.
Gresham Sports Park Redevelopment	139			0	100	(39)	PO raised for £25k for swale works. More works to be commissioned. Savings will be realised.
Gamston Community Centre Enhancements Special Expense	56			0	0	(56)	To support any carbon reduction work. Sum not yet committed. To be lead by the environmental energy audit. Potential government grant funding to be made available for Community Halls.
Lutterell Hall Enhancements Special Expense	77			0	0	(77)	Sum not yet committed
HUG (Home Upgrade Grant) and LAD3 (Local Authority Delivery) Green Energy Grants	161			0	161	0	New initiative, fully funded by Government Grants. New HUGs and an extension of LAD2. Funds were to be spent by 31 March 2023 but deadlines extended: HUG1 31 May 2023 and LAD3 30 Sept 2023. External Wall Insulation completed invoices awaited.
Gresham Sports Pavilion	73			0	73	0	Changing rooms options to be decided. Flooring works complete at £7k. Changing Places Toilet works commissioned £55k. Risk and cost pressure associated with Legionella investigation.
Rushcliffe Country Park Play Area	100			0	100	0	Tender prep Q2, works Q3/Q4.

	Current Budget £000	Budget YTD £000	Actual YTD £000	Variance £000	Projected Actual £000	Variance £000	Comments
Rushcliffe Country Park Visitor Centre	150	30	26	(4)	150	0	Development works complete, opening ceremony took place Oct 22. Footpath now complete; £28k for Sail Canopies to be funded from a Will Benefactor PO raised for this.
External Door/Window Upgrades Various Sites	46			0	46	0	To be undertaken ad hoc.
Capital Grant Funding	15			0	15	0	One final grant of £15k committed.
Edwalton Community Facility Spec Exp	500			0	0	(500)	Planning application for a community venue at Sharpill submitted July, to Sept Planning Committee and then works have to align with the build out of the site. Potential for scheme to slip to 24/25. Detailed design and cost plan to follow.
Adbolton Play Area Spec Exp	85	82	80	(2)	85	0	Works complete, fees to be charged.
Greythorn Drive Play Area Spec Exp	75			0	75	0	Budget adjustment for S106s to be actioned.
Bridgford Park Play Area Spec Exp	7			0	12	5	Replacement Roundabout.
West Park Julien Cahn Pavilion Special Expense	500			0	20	(480)	£20k enhancement and essential works to be undertaken in August. Cabinet report in early autumn to identify the strategic vision for the site and support investment priorities.
	11,347	697	354	(343)	7,429	(3,918)	
FINANCE & CORPORATE SERVICES							
Information Systems Strategy	353	173	171	(2)	353	0	Rollout of the ICT Alignment Strategy to meet business needs and embrace changing technology. Cloud Based Solutions now being assessed. Expenditure has accelerated against the profile but will be contained within overall budget provision.
	353	173	171	(2)	353	0	
CONTINGENCY							

	Current Budget £000	Budget YTD £000	Actual YTD £000	Variance £000	Projected Actual £000	Variance £000	Comments
Contingency	180			0	0	(180)	Budget movement: Original Budget £150k £100k brought forward from 22-23 £30k allocation U10 Moorbridge; £40k allocation Colliers BP.
	180	0	0	0	0	(180)	
Total Capital Programme	16,724	1,268	660	(608)	10,267	(6,457)	

Special Expenses Monitoring June 2023

	2023/24 Original	Forecast P3	Forecast Variance	Reasons for variance
	£	£	£	
<u>West Bridgford</u>				
Parks & Playing Fields	438,100	442,500	4,400	Maintenance and Traveller encampment
West Bridgford Town Centre	92,100	92,100	0	
Community Halls	96,900	100,000	3,100	Maintenance Contracts
Contingency	14,700	14,700	0	
Annuity Charges	100,100	100,100	0	
RCCO	75,000	75,000	0	
Sinking Fund (The Hook)	20,000	20,000	0	
Total	836,900	844,400	7,500	
<u>Keyworth</u>				
Cemetery & Annuity Charges	12,700	12,700	0	
Total	12,700	12,700	0	
<u>Ruddington</u>				
Cemetery & Annuity Charges	11,100	10,100	-1,000	Funeral income
Total	11,100	10,100	-1,000	
TOTAL SPECIAL EXPENSES	860,700	867,200	6,500	



Cabinet

Tuesday, 12 September 2023

Greater Nottingham Strategic Plan: Strategic Distribution and Logistics Preferred Approach

Report of the Director – Development and Economic Growth

Cabinet Portfolio Holder for Planning and Housing, Councillor R Upton

1. Purpose of report

- 1.1. Broxtowe Borough, Gedling Borough, Nottingham City and Rushcliffe Borough Councils are preparing the Greater Nottingham Strategic Plan (GNSP), which will set out new policies and proposals to secure sustainable growth. When adopted the Strategic Plan will, for Rushcliffe, replace the Rushcliffe Local Plan Part 1: Core Strategy that was adopted in 2014.
- 1.2. In January 2023, the councils undertook a 'Preferred Approach' consultation focusing on the Strategic Plan's Vision, Strategy and the approach to housing and employment need. The councils are now seeking approval to undertake an additional consultation for a period of six weeks focusing on a Preferred Approach to strategic distribution and logistics.
- 1.3. In Rushcliffe, provision for distribution and logistics is proposed as part of the employment allocation of the Ratcliffe on Soar Power Station site. Elsewhere in the Plan area, it is proposed that the Former Bennerley Coal Disposal Point in Broxtowe is allocated for distribution and logistics.
- 1.4. If approved by Cabinet, and there is equivalent approval by Broxtowe Borough, Gedling Borough and Nottingham City Councils, the Strategic Distribution and Logistics Preferred Approach document (Appendix 1) will be published and consulted on for a minimum of six weeks. The responses received will then be considered as part of preparing the final (publication) draft of the Strategic Plan.

2. Recommendation

It is RECOMMENDED that Cabinet:

- a) approves the Greater Nottingham Strategic Distribution and Logistics Preferred Approach, in so far as it relates to Rushcliffe Borough, for public consultation; and
- b) delegates authority to the Director for Development and Economic Growth to approve any minor changes required to the Preferred Approach document and the evidence base prior to consultation.

3. Reasons for Recommendation

To enable preparation of the Greater Nottingham Strategic Plan to progress further and to identify the preferred approach in respect of strategic distribution and logistics for the purpose of public consultation prior to finalising the final (publication) draft of the Strategic Plan.

4. Supporting Information

4.1. The GNSP's Preferred Approach, which was published for consultation in January 2023, focussed on a proposed strategy and vision, an approach to housing and employment provision and proposed strategic allocations. It did not include an approach in respect of strategic distribution and logistics, which was to follow.

4.2. The technical work to identify a preferred approach for strategic distribution and logistics has since continued and has now been concluded, with full details set out in the Strategic Distribution and Logistics Background Paper (Appendix 2).

Evidence of need

4.3. As part of preparing the GNSP, the councils commissioned consultants to carry out an employment land study (available as a background paper). The study included a specific recommendation to give further consideration to assess the need for major logistics facilities.

4.4. Ashfield District, Broxtowe Borough, Erewash Borough, Gedling Borough, Mansfield District, Newark and Sherwood District, Nottingham City and Rushcliffe Borough Councils commissioned consultants to undertake a Logistics Study to assess the specific needs for strategic distribution and logistics facilities (available as a background paper).

4.5. The Study assessed the quantitative need for additional strategic distribution floorspace and also set out more specific criteria for locating strategic distribution and logistics sites. It was undertaken from a "policy off" perspective, meaning that constraints such as the Green Belt or issues determining sustainability (historic and natural environment constraints and socio-economic factors) were not considered in the ability of the area to accommodate future logistics requirements. The Study did not involve assessing the capacity of the road network or individual junctions, which will be addressed through future transport assessment work. The amount of space estimated as being required is not viewed as a target but as guidance to the extent to which need may be met once account is taken of policy and environmental constraints.

4.6. The Study concluded that there was a residual need for 137 to 155 hectares of land, equivalent to "two to three large strategic logistic parks" across the study area. It should be noted that the study area relates to a larger area than covered by the Strategic Plan and includes Ashfield, Mansfield and Newark and Sherwood.

- 4.7. The Background Paper (Appendix 2) has updated the supply of distribution and logistics developments with planning permission (commitments) and those without permission but are likely to come forward, for example within existing and local plans ('pipeline sites'). This update and the removal of sites that are delivering general employment development (avoiding the double counting of sites as both distribution and general employment) has resulted in an identified residual remaining need for distribution and logistics of between 131 and 147 hectares across the wider study area.
- 4.8. The Logistics Study identified Areas of Opportunity where new strategic logistic sites should be located. These are broad areas which: have good connections to the strategic road network; are appropriately located relative to the markets to be served; are located where there is a known under-provision of strategic sites; and are accessible to labour and located close to areas of employment need.
- 4.9. The following Areas of Opportunity are identified as:
- Area adjacent to M1 Junction 28 and 27 (Sutton in Ashfield, Alfreton, Kirkby-in-Ashfield and towards Hucknall);
 - Area adjacent to M1 Junction 26 (Langley Mill, Eastwood and Kimberley);
 - Area adjacent to M1 Junction 25;
 - Area adjacent to A453; and
 - Area surrounding Newark (along A1 and A46).
- 4.10. The study recommended that sites should be sufficiently large and flexible in configuration with a minimum size of 25 hectares being recommended although sites of 50 hectares or more are preferred.

Assessment of potential sites

- 4.11. A "call for sites" exercise was undertaken in Autumn 2022, which sought sites over 25 hectares in size and within the Areas of Opportunity. Following which, and including sites already known about, ten sites were identified within Rushcliffe for further consideration. Further details for which are set out in the Background Paper (Appendix 2).
- 4.12. A two-stage assessment was then undertaken. The first stage considered whether the sites were of a sufficient size, were in proximity to the Areas of Opportunity and had good connections to the highway network. Sites which met the criteria were considered as 'reasonable alternatives' and were subject to more detailed assessments following a set of criteria. The criteria were selected to assess whether the sites have the potential to deliver sustainable development, including whether development on the site could potentially utilise low carbon measures, whether the site could enable the transfer of freight onto the rail network, whether the site is located close to centres of population and potential employees and consideration of other policy designations such as Green Belt, heritage, ecology and flooding. The detailed assessments are contained within the Background Paper (Appendix 2). The sites have also been subject to assessments as part of the Sustainability Appraisal process

(Appendix 3). Both of these documents, together with a main consultation document, will form part of the consultation. An Equalities Impact Assessment relating to Rushcliffe has also been completed (Appendix 4).

- 4.13. A total of two sites were considered to be reasonable alternatives within Rushcliffe and seven within Broxtowe. The two within Rushcliffe were the Ratcliffe on Soar Power Station site (site reference RBC-L01) and the 'Nottingham Gateway' site (site reference RBC-L02) which is adjacent to the A453 and immediately south of the Fairham development site.

Preferred sites

- 4.14. Following assessment of the reasonable alternatives, it is proposed that the following sites are allocated for strategic distribution and logistics:
- Ratcliffe on Soar Power Station site (part) for up to 180,000 square metres of distribution and logistics development; and
 - Former Bennerley Coal Disposal Point within Broxtowe Borough.
- 4.15. The Ratcliffe on Soar Power Station site (total area around 265 hectares) is considered suitable for a certain level of distribution and logistics development and is a preferable location to alternatives for the reasons set out in the Background Paper (Appendix 2).
- 4.16. The site already has planning consent for 810,000 square metres of employment and related development (following adoption of the site's Local Development Order), including up to 180,000 square metres of storage and distribution (which it is estimated would occupy around 36 hectares of the site). The site is already identified as a proposed employment allocation within the first Preferred Approach, which was published in January 2023. It is proposed that the site's allocation, for all employment uses, should accord with the LDO.
- 4.17. The Ratcliffe on Soar Power Station and Former Bennerley Coal Disposal Point sites combined will deliver around 104 hectares of strategic distribution and logistics development, making a significant contribution to meeting assessed needs within the Logistics Study area.
- 4.18. The 'Nottingham Gateway' site, which was the other "reasonable alternative" within Rushcliffe, is not considered suitable for distribution and logistics development for the reasons set out in the Background Paper (Appendix 2).

Meeting the overall need

- 4.19. The Logistics Study recommends providing for approximately 425 hectares of strategic distribution and logistics facilities within the study area which, in addition to the GNSP area, includes Ashfield, Erewash, Mansfield and Newark and Sherwood. The extent of this area emphasises the flexibility of strategic distribution and the contributions (although not quantified) that development beyond the study area (most notably along the M1 and A1) will make to the study area's need.

- 4.20. There is a considerable amount of 'committed' and potential 'pipeline' supply already identified by the councils across the Nottingham Core and Outer HMAs. A significant quantity of which will be delivered within the Greater Nottingham Strategic Plan area. Taking into account this supply, a residual need of between 131 and 147 hectares has been identified.
- 4.21. The estimate of need is considered to be guidance and not a target as all the councils must balance meeting demand for strategic distribution and logistics against planning policy and environmental constraints, principally the importance of protecting the Green Belt.
- 4.22. The various operational criteria and planning policy constraints have been taken into account to identify the two preferred sites, which broadly meet the relevant criteria. This provision, combined with the identified 'commitments' and potential 'pipeline' supply across the entire study area (including within neighbouring authorities) would provide for significant growth in the delivery of strategic distribution and logistics facilities in the Logistics Study area and an increased market share of the wider strategic distribution market.

Next steps

- 4.23. Subject to approval by all four of the councils, the aim is to consult in late September/early October 2023. Following the consultation, the responses received will be considered as part of preparing the final (publication) draft of the Strategic Plan.

5. Alternative options considered and reasons for rejection

- 5.1 The National Planning Policy Framework requires local plans to promote a sustainable pattern of development that, alongside other requirements, seeks to meet the development needs of their area.
- 5.2 In respect of the Strategic Distribution and Logistics Preferred Approach, all reasonable alternatives have been assessed through the site selection and sustainability appraisal work undertaken as part of plan preparation.

6. Risks and Uncertainties

Failure to review the Rushcliffe Local Plan Part 1: Core Strategy would eventually 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 could weaken the Council's ability to effectively deal with all planning applications.

7. Implications

7.1. Financial Implications

At present, the workload required preparing the Greater Nottingham Strategic Plan, in terms of the Borough Council working jointly with partner councils, will be undertaken utilising existing Planning Policy resources. Any additional

resources that might be required as the review progresses will need to be considered as part of the Council's budget review processes.

7.2 Legal Implications

It is a statutory requirement, as set out in the Planning and Compulsory Purchase Act 2004, for the Council to have a Local Plan. Under the Town and Country Planning (Local Planning) (England) Regulations 2012, Local Plans must also be reviewed at least once every five years from their adoption date to ensure that policies remain relevant and effectively address the needs of the local community.

7.3 Equalities Implications

An Equalities Impact Assessment has been prepared (Appendix 4), and due regard will be given to any implications identified in it.

7.4 Section 17 of the Crime and Disorder Act 1998 Implications

There are no crime and disorder implications associated with this report.

8. Link to Corporate Priorities

Quality of Life	The Strategic Plan will be underpinned by policies and proposals that aim to maintain the quality of life for both existing and new Rushcliffe residents.
Efficient Services	The provision of efficient services includes ongoing appraisal and alignment of resources to growth aspirations. The Strategic Plan will include policies and proposals to achieve development that is supported by adequate infrastructure, which includes not just transport and physical infrastructure such as flood risk management measures, but also health, education, and cultural facilities.
Sustainable Growth	Sustainable growth includes ensuring the Council's priorities are reflected in wider plans at a local, regional, and national level to ensure we can maximise the opportunities for Rushcliffe of developments such as HS2 and the expansion of East Midlands Airport whilst also providing support needed at some of our key sites including Ratcliffe on Soar Power Station. The Strategic Plan will play a vital role in achieving these aims.
The Environment	The Strategic Plan will establish a strategic framework for ensuring that new development respects and, where possible, enhances Rushcliffe's environment.

9. Recommendation

It is RECOMMENDED that Cabinet:

- a) approves the Greater Nottingham Strategic Distribution and Logistics Preferred Approach, in so far as it relates to Rushcliffe Borough, for public consultation; and
- b) delegates authority to the Director for Development and Economic Growth to approve any minor changes required to the Preferred Approach document and the evidence base prior to consultation.

<p>For more information contact:</p>	<p>Richard Mapletoft Planning Policy Manager 0115 914 8457 rmapletoft@rushcliffe.gov.uk</p>
<p>Background papers available for Inspection:</p>	<p>Nottingham Core HMA and Nottingham Outer HMA Employment Land Needs Study, May 2021: https://www.gnplan.org.uk/media/3332934/employment-land-needs-study-may-21.pdf</p> <p>Nottinghamshire Core & Outer HMA Logistics Study, August 2023: https://www.gnplan.org.uk/media/3375066/nottinghamshire-logistics-study-august-2022.pdf</p> <p>Greater Nottingham Strategic Plan – Preferred Approach consultation document, January 2023: https://www.rushcliffe.gov.uk/media/cexnioz1/gnsp-preferred-approach.pdf</p> <p>Greater Nottingham Strategic Plan – Growth Options consultation document, July 2020: https://www.rushcliffe.gov.uk/media/t2jn1dpe/greater-nottingham-strategic-plan-growth-options.pdf</p>
<p>List of appendices:</p>	<p>Appendix 1: Greater Nottingham Strategic Plan: Strategic Distribution and Logistics Preferred Approach</p> <p>Appendix 2: Strategic Distribution and Logistics Background Paper</p> <p>Appendix 3: Strategic Distribution and Logistics Preferred Approach: Sustainability Appraisal</p> <p>Appendix 4: Rushcliffe Borough Council: Equalities Impact Assessment for Strategic Distribution and Logistics Preferred Approach</p>

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Appendix 1: Greater Nottingham Strategic Plan: Strategic Distribution and Logistics Preferred Approach

Greater Nottingham Strategic Plan

Strategic Distribution and Logistics: Preferred Approach Consultation

September 2023

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Chapter One: Introduction

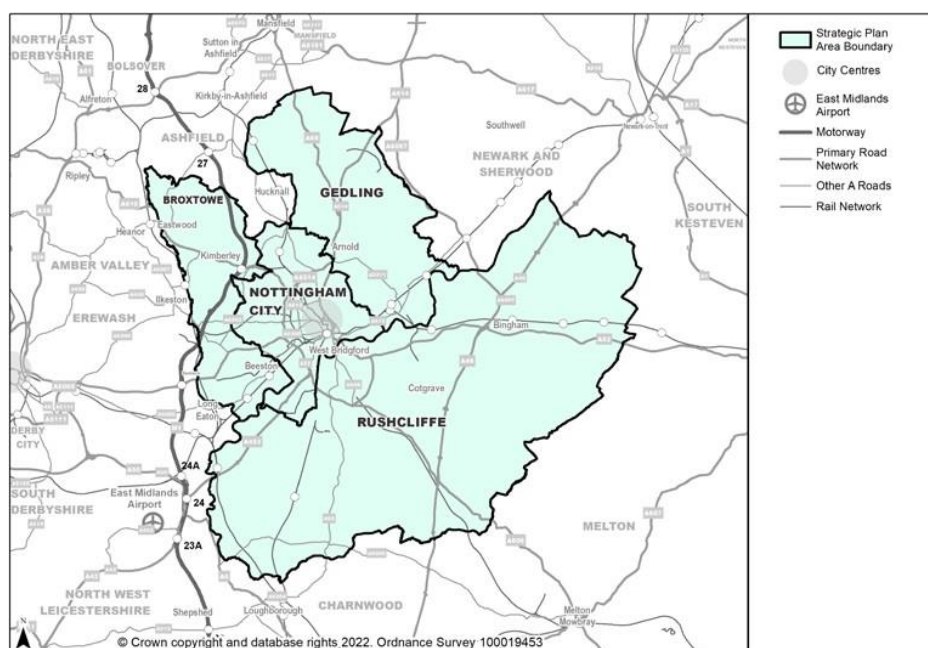
Introduction

- 1.1 Broxtowe Borough, Gedling Borough, Nottingham City and Rushcliffe Borough Councils (“the Councils”) are preparing the Greater Nottingham Strategic Plan.
- 1.2 As part of the evidence base, the Councils commissioned consultants to carry out an Employment Land Study ([Nottingham Core and Outer HMA Employment Land Study, Lichfields, May 2021](#)). This study included a specific recommendation to give further consideration to assess the need for major logistics facilities.
- 1.3 The Councils, with Ashfield, Erewash, Mansfield and Newark and Sherwood Councils commissioned a Logistics Study ([Nottinghamshire Core and Outer HMA Logistics Study Icenl, August 2022](#)) which estimates the level of need for logistics development and recommends “Areas of Opportunity” where distribution and logistics development may be located. Extending beyond the strategic plan area, this study recognised the regional scale and operations of strategic distribution and logistics, particularly along the M1 and A1. The study focused on proximity to: the strategic highway network; markets that will be served; areas of known under-provision; labour and areas of employment need. Following this study, the Councils undertook a “Call for Sites” during the Autumn of 2022.
- 1.4 The Councils, with Ashfield and Erewash Councils have now undertaken an assessment of the sites and reviewed the supply of sites coming forward from existing and likely commitments, in order to determine the remaining residual need. Details of the site assessments and the methodology are contained within a separate Background Paper. Following the assessments, a Preferred Approach to strategic distribution and logistics within the Greater Nottingham Strategic Plan area has been identified. This includes the proposed allocation of land within two sites.
- 1.5 The consultation seeks views on the proposed sites for strategic distribution and logistics.
- 1.6 Responses to this consultation will be considered as part of preparing the next version of the Strategic Plan which will be the Publication Draft (Regulation 19 of the Town and Country Planning Act (Local Planning) (England) Regulations 2012).

Chapter Two: Background

- 2.1 Broxtowe Borough, Gedling Borough, Nottingham City and Rushcliffe Borough Councils form part of the Nottingham Core Housing Market Area (HMA). The HMA also includes Erewash Borough Council. The Hucknall part of Ashfield District, whilst functionally part of Greater Nottingham, is part of the Nottingham Outer HMA (along with Mansfield and Newark and Sherwood District Councils).
- 2.2 These authorities, together with the County Councils of Derbyshire and Nottinghamshire, form the Greater Nottingham Planning Partnership. The Joint Planning Advisory Board (JPAB), established in 2008 and made up of Councillors from each authority, is an advisory body which oversees the preparation of strategic plans in the Greater Nottingham area.
- 2.3 With the exception of Ashfield District Council, strategic policies for the Greater Nottingham area are currently set out in the adopted Core Strategies:
- Erewash Core Strategy – March 2014
 - Aligned Core Strategies (Broxtowe Borough, Gedling Borough and Nottingham City Councils) – September 2014
 - Rushcliffe Core Strategy – December 2014
- 2.4 JPAB agreed to the principle of reviewing the Core Strategies in December 2017. This has led to Broxtowe Borough, Gedling Borough, Nottingham City and Rushcliffe Borough Councils preparing the Greater Nottingham Strategic Plan.
- 2.5 Erewash Borough Council is undertaking a separate Core Strategy Review and Ashfield District Council is producing a separate Local Plan. However, the Councils are working together on a number of joint evidence base documents.

Figure 1: Greater Nottingham Strategic Plan Area



Progress with the Strategic Plan

- 2.6 In July 2020 and February 2021, Broxtowe Borough, Gedling Borough, Nottingham City and Rushcliffe Borough Councils consulted on the [Greater Nottingham Strategic Plan Growth Options](#) document.
- 2.7 In January 2023, a [Preferred Approach Consultation](#) was undertaken which included:
- Vision and Objectives
 - Proposed Planning Strategy
 - Approach to Housing Need
 - Approach to Employment Need
 - Preferred Sites
- 2.8 In respect to the approach to employment need, it was identified that “The approach to the strategic distribution sector will be determined at the next stage of plan preparation. The Councils have undertaken a “call” for strategic distribution sites to inform this.”
- 2.9 This consultation focuses on the approach to strategic distribution. The following documents have been prepared to support this consultation and may also be commented upon:
- Strategic Distribution and Logistics Sites: Background Paper, September 2023
 - Sustainability Appraisal Report: Strategic Distribution and Logistics Sites, September 2023

National Planning Policy Framework (NPPF)

- 2.10 Paragraph 11 of the NPPF states that strategic policies within local plans should, as a minimum, provide for objectively assessed needs for distribution and logistics, unless adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF as a whole. This includes the delivery of sustainable development and Green Belt policy.
- 2.11 Paragraph 83, specifically states that planning policies should recognise and address the specific locational requirements of different sectors. This includes making provision for storage and distribution operations at a variety of scales and in suitably accessible locations.

Chapter Three: The Need for Strategic Distribution and Logistics and Site Criteria

Evidence of Need

- 3.1 The Councils across the Nottingham Core and Nottingham Outer Housing Market Area jointly commissioned consultants to carry out an employment land study ([Nottingham Core and Outer HMA Employment Land Study 2021, Lichfields, May 2021](#)).
- 3.2 The study included a specific recommendation to give further consideration to assess the need for major logistics facilities within the Nottingham Core and Outer Housing Market and wider area. The recommendation at paragraph 10.25 of the Employment Land Study states:

‘Given the scale and urgency of this issue, the District Councils (potentially working with adjoining districts along the M1 Corridor) may wish to consider commissioning a further strategic study to quantify the scale of strategic B8 logistics need across the Core/Outer HMA and beyond that builds on the indicative suggestions set out above. This future study should seek to quantify the scale of strategic B8 requirements and potentially identify sites where this need should be allocated. Our view would be that the main focus of this future study should be along the M1 Corridor and A-roads near to the Motorway junctions’.
- 3.3 Ashfield, Broxtowe, Erewash, Gedling, Mansfield, Newark & Sherwood, Nottingham City and Rushcliffe Councils commissioned consultants to undertake a logistics study ([Nottinghamshire Core and Outer HMA Logistics Study, Icen, August 2022](#)) to assess the specific needs for strategic distribution and logistics facilities across the Nottingham Core and Outer HMA.
- 3.4 The study was undertaken from a “policy off” perspective, meaning that constraints such as the Green Belt or issues determining sustainability (historic and natural environment constraints and socio-economic factors) were not considered in the ability of the area to accommodate future logistic requirements. The study did not involve modelling capacity of the road network or individual junctions which will be addressed through future transport modelling work.
- 3.5 In accordance with national planning policy, the study assessed the quantitative need for additional strategic distribution floorspace and also set out more specific locational criteria for locating strategic distribution and logistics. The quantum of space estimated as being required is not viewed as a target but as guidance to the extent of which need may be met once account is taken of policy and environmental constraints.
- 3.6 In summary the Logistics Study concluded:
 - The requirement for planning policy purposes should be 1,486,000

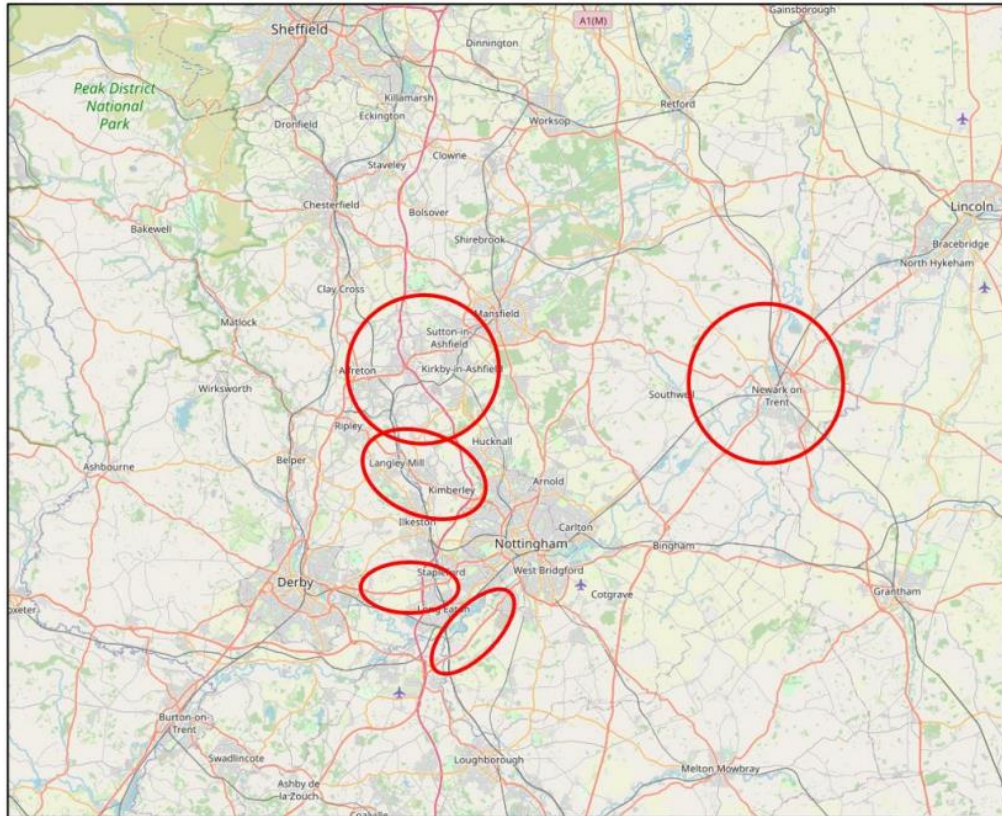
square metres (sq. m) or 425 hectares of logistics space.

- There is 315,000 sq. m of committed supply (units over 9,000 sq. m with planning permission or allocations in adopted local plans).
 - Potential “pipeline” sites (allocations in draft plans such as the draft allocations at Junction 27 and planning applications pending) would reduce the need to 601,000 sq. m or 172 hectares subject to the allocations being confirmed.
 - Some of the need is expected to be met through the redevelopment of existing logistics or other large manufacturing sites. It is assumed that this would meet 10 to 20% of the identified need reducing this need to 137 - 155 hectares (ha).
 - Residual need would fall to the order of two to three large strategic logistics parks across the study area, which comprises the Greater Nottingham Core and Outer Housing Market Area and includes Ashfield, Erewash, Mansfield and Newark and Sherwood.
- 3.7 Further details regarding the Logistics Study, including its relationship with other studies and to distribution and logistics need outside of the Strategic Plan area, are contained within the Background Paper.
- 3.8 Critically, the Background Paper has updated the supply of distribution and logistics developments with planning permission (commitments) and those without permission but are likely to come forward, for example within existing and local plans (pipeline sites). This update and the removing of sites that are delivering general employment development (avoiding the double counting of sites as both distribution and general employment) has resulted in an identified residual remaining need of between 131 – 147 ha across the wider study area.

Site Criteria

- 3.9 The Logistics Study identified Areas of Opportunity where new strategic logistic sites should be located. These are broad areas which: have good connections to the strategic road network; are appropriately located relative to the markets to be served; are located where there is a known under-provision of strategic sites; and are accessible to labour and located close to areas of employment need.
- 3.10 The following Areas of Opportunity are identified:
- Area adjacent to M1 Junction 28 and 27 (Sutton in Ashfield, Alfretton, Kirkby-in-Ashfield and towards Hucknall);
 - Area adjacent to M1 Junction 26 (Langley Mill, Eastwood and Kimberley);
 - Area adjacent to M1 Junction 25;
 - Area adjacent to A453; and
 - Area surrounding Newark (along A1 and A46).
- 3.11 The Study recommended that sites should be sufficiently large and flexible in configuration with a minimum size of 25 hectares being recommended although sites of 50 hectares or more are preferred.

Figure 2: Areas of Opportunity (taken from the Nottinghamshire Core and Outer HMA Logistics Study, Icení, August 2022)



3.12 A “Call for Sites” was undertaken in Autumn 2022 which sought sites over 25ha in size and within the Areas of Opportunity.

3.13 The submitted sites, together with sites which have been promoted as part of previous consultations and sites which are existing draft allocations, formed a ‘pool’ of sites. The first stage of the assessment considered whether the sites were of a sufficient size, were in proximity to the Areas of Opportunity and had good connections to the highway network. Sites which met these criteria were then subject to more detailed assessments following a set of criteria.

3.14 The assessments are contained with the Background Paper.

3.15 In order to determine whether the potential sites could deliver sustainable development and critically optimize opportunities to reduce their local and wider environmental impacts, the Councils took into account:

- whether the site could enable the transfer of freight onto the rail network, or, if direct access to the rail network is not available, whether it is in close proximity to an existing rail freight interchange;
- whether the site is located close to centres of population and employees and/or is accessible by public transport and active travel infrastructure;
- whether, within these centres of population, there are areas of high unemployment and deprivation;
- whether there are good connections with the strategic highway network – close to a junction with the motorway network or long-distance dual carriageway. Motorway/dual carriageway junctions and the approach routes should have sufficient network capacity;

- if the site is within the Green Belt, whether this would undermine a key purpose of Green Belt policy;
- whether the site is being promoted for development;
- whether there are other policy designations (such as open space or employment) and evidence suggesting the designation should continue;
- whether a significant portion of the site is at risk of flooding; and
- whether development of the site would cause significant harm to a number of the factors identified (such as heritage, landscape).

3.16 Following this assessment, preferred sites have been identified.

Chapter Four: Preferred Sites for Distribution and Logistics

4.1 It is proposed that the following sites are allocated for Strategic Distribution and Logistics:

Site Reference	Site Name	Site Area	Estimated Floorspace
BBC-L01	Former Bennerley Coal Disposal Point, Broxtowe	68 ha	74,000 sq. metres
RBC-L01	Ratcliffe on Soar Power Station (part), Rushcliffe	36.4 ha (wider site area is 265 ha)	Up to 180,000 sq. metres

4.2 Details of the sites and site plans are contained within Appendix A.

The Former Bennerley Coal Disposal Point

4.3 The site covers approximately 68 ha and the landowner has indicated approximately 74,000 sq metres of floorspace could be delivered. The site contains areas of previously developed land due to the former use as a coal disposal point. Highways access to the M1 (Junction 26) is via the A610.

4.4 It is located adjacent to a railway line with access potentially achievable via a disused spur and railway bridge that crosses the River Erewash. The potential to deliver a rail access is a substantial benefit as it will enable low carbon transportation of rail freight. It would also provide rail access for distribution and logistics within the wider area, including existing strategic distribution sites to the north at junctions 27 and 28.

4.5 The site is located close to centres of populations at Eastwood, Awsworth and Ilkeston/Cotmanhay. It is also near to Kimberley/Nuthall and Nottingham. The site is close to areas of high deprivation within Eastwood, Ilkeston/Cotmanhay and also near to areas of deprivation in Nottingham. The development of this site for distribution and logistics would bring economic benefits to these areas. Active travel links in the area, including Bennerley Viaduct, could also be utilised and enhanced.

4.6 There are a number of site constraints. The site is located within the Green Belt between Awsworth/Eastwood and Cotmanhay/Ilkeston. It is also located adjacent to Bennerley Viaduct, which is Grade II* listed. The site also crosses the Erewash Valley, which is identified as a primary and secondary green infrastructure corridor. There are three Local Wildlife Sites within the site and one Local Wildlife Site within 250 metres. Development would have to be carefully designed to address these constraints.

4.7 Notwithstanding these constraints, the site will make a significant contribution to meeting identified distribution and logistics needs; is located adjacent to the railway line and opportunities to deliver a lower carbon distribution and logistics development; contains substantial areas of brownfield land; has no substantial highways access constraints; and is in proximity to existing populations (including areas of deprivation). These benefits outweigh the harm to the Green Belt and potential harm to heritage

and nature conservation assets (which must be avoided and/or mitigated). Exceptional circumstances, required to remove this site from the Green Belt therefore exist and the site is identified as a preferred location for strategic distribution and logistics development.

Ratcliffe on Soar Power Station

- 4.8 The site is a designated Freeport within which up to 180,000 sq. metres of logistics development is identified within the Ratcliffe on Soar Power Station [Local Development Order](#).
- 4.9 As an operational power station, there are existing utilities infrastructure on site. Its location adjacent to the Midland Mainline railway, the existing rail spur into the site and proximity to the East Midlands Gateway rail freight interchange are significant factors that favour this site as a location for strategic distribution and logistics. This would be delivered alongside other employment uses focused on researching and manufacturing low carbon and renewable energy technologies.
- 4.10 Redevelopment offers opportunities to improve the local environment and wider area.
- 4.11 Whilst the allocation of land south of the A453 is likely to have significant effects on the openness of the Green Belt in this area, redevelopment of the power station offers an opportunity to positively enhance the landscape and openness of the Green Belt and contribute to Green Belt purposes.
- 4.12 The site is considered suitable for strategic distribution and is a preferred location when compared against alternative sites. Although within the Green Belt, the site: would make a significant contribution to meeting identified need for distribution and logistics; contains extensive areas of brownfield land (north of the A453); would as a whole improve landscape and visual amenity across a wide area; has existing rail access and is in proximity to an existing rail freight interchange; has existing access onto the A453 (via two junctions) and is in close proximity to the M1. Critically the land is a designated Freeport and is covered by an adopted Local Development Order that identifies approximately 36 ha of land could accommodate storage and distribution. Combined these benefits outweigh the harm to the Green Belt and other potential environmental impacts, and exceptional circumstances exist to remove the land from the Green Belt.

Meeting the Overall Need

- 4.13 The Logistics Study recommends providing for approximately 425 ha of strategic warehousing and logistics facilities within the Greater Nottingham Core and Outer study area which, in addition to Greater Nottingham Strategic Plan area, includes Ashfield, Erewash, Mansfield, Newark and Sherwood. This wider area comprises the northern point of the 'Golden Triangle', a location within the centre of the United Kingdom (including the M1, M6 and M42) where the logistics sector can reach large parts of the country within 4 hours drive. The extent of this favoured area emphasises the flexibility of strategic distribution and contributions (although not quantified) that development beyond the study area (most notably along the M1 and A1) will make.
- 4.14 There is a considerable amount of "committed" and potential "pipeline" supply already identified by the Councils across the Nottingham Core and Outer HMAs. A significant quantity of which will be delivered within the Greater Nottingham Strategic Plan area. Taking into account this supply, a residual need of between 131 and 147 ha has been identified.
- 4.15 The estimate of need is considered to be guidance and not a target as all the

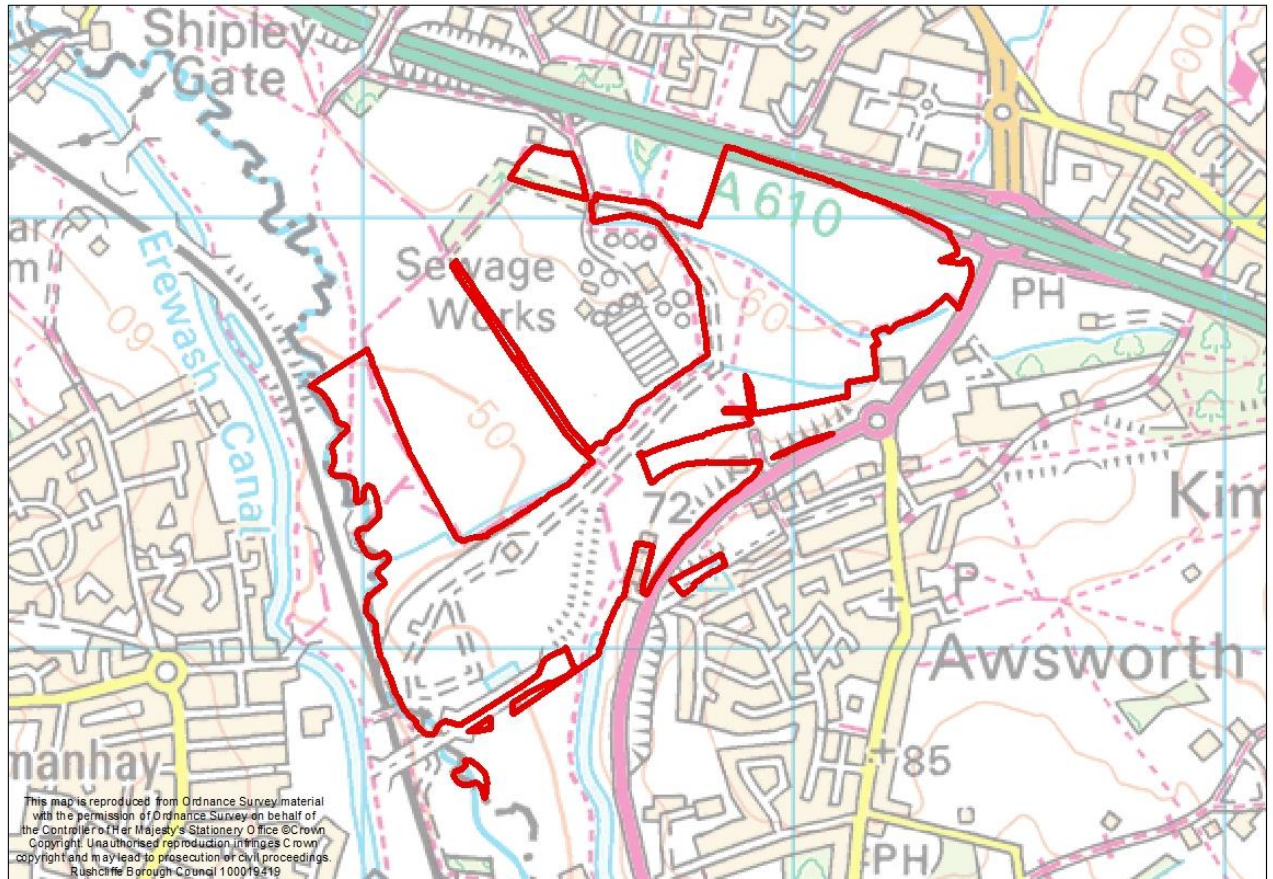
Councils must balance meeting demand for strategic distribution and logistics against planning policy and environmental constraints, principally the importance of protecting Green Belt.

- 4.16 The Councils have taken into account the various operational criteria and planning policy constraints and have identified two preferred sites which broadly meet the relevant criteria. This provision, combined with the identified “commitments” and potential “pipeline” supply across the entire study area (including within neighbouring authorities) would provide for significant growth in the delivery of strategic distribution and logistics facilities in the Study Area and an increased market share of the wider strategic distribution market.

Appendix A: Preferred Sites

Broxtowe

BBC-L01: Former Bennerley Coal Disposal Point

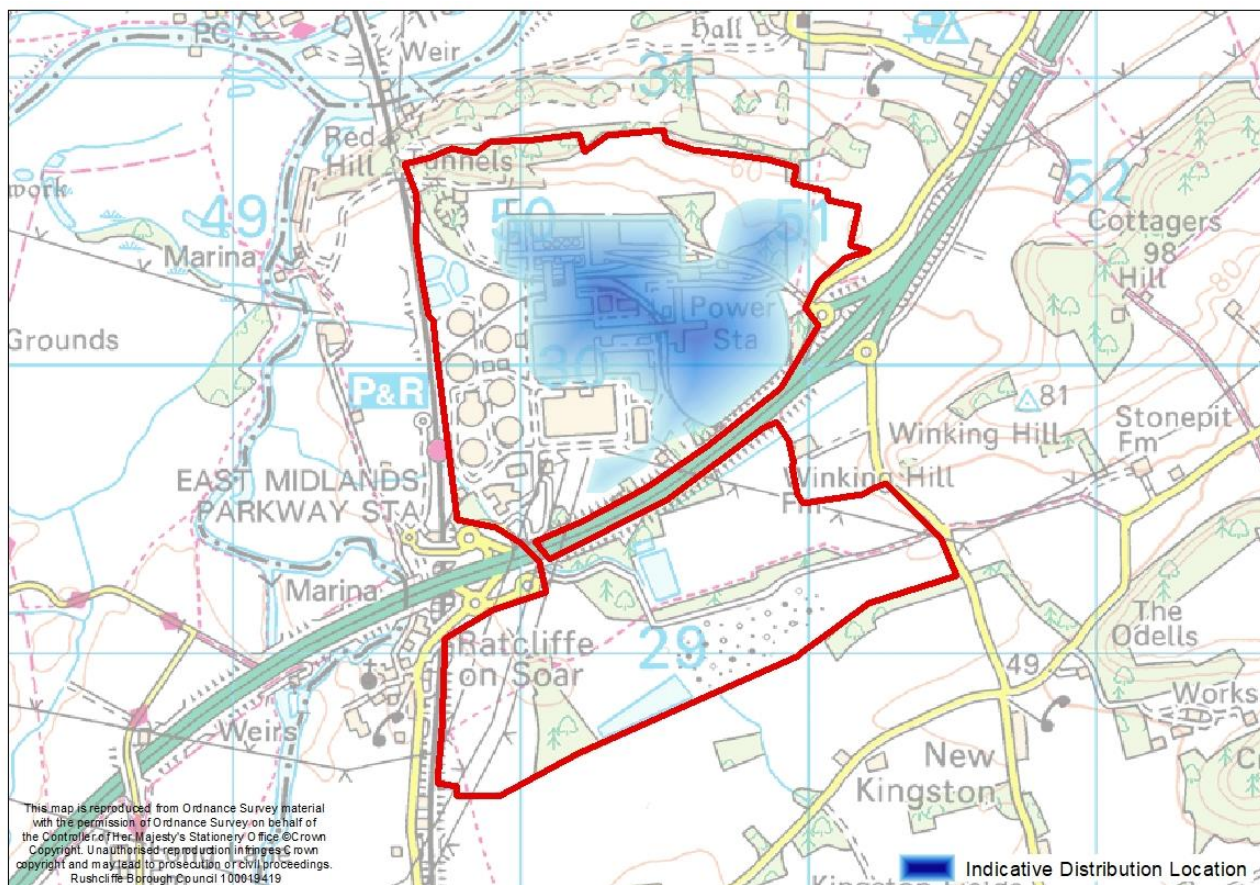


Factor	Site Information
Site Size	68ha
Estimated employment floorspace	74,000 sq metres
Existing use	Part agricultural. Part previously developed land. Previously used for reception, storage and dispatch of coal.
Is it within an Area of Opportunity?	Yes, the site is located within an Area of Opportunity at Junction 26 of the M1.

Factor	Site Information
Strategic Highway Connections	<p>Close to the A610 and to junction 26 of the M1.</p> <p>National Highways advises that the development would be likely to be acceptable, subject to Transport Assessment and any identified mitigation.</p> <p>Nottinghamshire County Council advises that the preferred access point would be the existing access on the A610 and the roundabout junction on Shilo Way. HGV traffic would be expected to utilise the M1/A610/A6096.</p> <p>NCC also advises that it would be necessary to ensure that appropriate public transport infrastructure is provided to serve the site with suitable footway connections and crossings where necessary. Cycling infrastructure should be delivered to "LTN 1/20 standard".</p>
Rail network accessibility	Potential for rail network accessibility.
Accessibility to labour	Close to Eastwood, Awsworth and Ilkeston/Cotmanhay, also near to Kimberley/Nuthall and Nottingham.
Constraints	<p>No abnormal utilities requirements identified.</p> <p>90% of the site is in a Coal Authority 'Development High Risk Area'.</p> <p>Site is within the Green Belt.</p> <p>Part of site is Agricultural Land Classification Grade 4 (poor quality).</p> <p>The site is not part of an Air Quality Management Area.</p> <p>River Flooding:</p> <p>Approximately 29% of the site is in Flood Zone 3.</p> <p>Approximately 39% of the site is in Flood Zone 2.</p> <p>Surface Water Flooding:</p> <p>Approximately 13% of the site is at 1 in 30 year risk of surface water flooding.</p> <p>There are 3 Local Wildlife Sites within the site and 1 Local Wildlife Site within 250m of the site.</p> <p>There is a Grade II* Listed Building, Bennerley Viaduct, within the site.</p>

Rushcliffe

RBC-L01 Ratcliffe on Soar Power Station (part)



Factor	Site Information
Site Size	265 ha, of which approximately 36.4 ha of the site is approved for logistics
Estimated employment floorspace	Up to 180,000 sqm (gross floor space) (as set out within the Local Development Order)
Existing use	Coal-fired power station
Is it within an Area of Opportunity?	Yes, the site is within an Area of Opportunity adjacent to A453.
Strategic Highway Connections	<p>Access can be achieved onto the A453 (and M1) via existing junctions on the A453. Given the scale of employment development Improvements are likely to be required to junctions on the strategic and non-strategic road network.</p> <p>National Highways advise that the Transport Assessment identified a 'severe' impact on the SRN at several junctions</p>

Factor	Site Information
	<p>including M1 J24. Mitigation required at several SRN junctions. Negotiations are currently underway and it has been agreed that mitigation can be agreed and delivered as the site is redeveloped.</p> <p>Nottinghamshire County Council highlight the potential for increased traffic on county roads if there is not sufficient capacity on the A453 (the primary route of access), noting that mitigating impacts on Junction 24 will not be delivered until phase 3.</p>
Rail network accessibility	The site has its own rail freight access to the national network. It is also only 4 miles from the existing rail freight interchange at the East Midlands Logistics Park.
Accessibility to labour	The site is not located in or adjoining the main built up area but the northern part of the site is adjacent (within 400 metres walking distance) of East Midlands Parkway Railway Station which provides direct rail services to Nottingham, London via Leicester and Sheffield via Derby and Chesterfield. The station also has a bus/coach stop with national and local services. The site is within 30 minutes' travel time via train to Derby and within 30 minutes' travel time to Nottingham by bus. Both cities offer a range of community facilities, schools, retail centres and employment areas.
Constraints	<p>No abnormal utilities requirements identified.</p> <p>Site is within the Green Belt.</p> <p>As an operation power station, areas of the site will be contaminated. The draft LDO is supported by an EIA that confirms there are areas contaminated by harmful material, including hydrocarbons and asbestos. Further risk assessments are required to confirm risks and inform mitigation.</p> <p>The site is not within or in proximity to an Air Quality Management Area.</p> <p>The site is at very low risk of flooding (less than 0.1% each year) from rivers. The power station site also has areas at low, medium and high risk of surface water flooding.</p> <p>The site is adjacent to Thrumpton Park Local Wildlife Site and part of the southern part of the site adjoins the Kingston on Soar Copse Local Wildlife Site</p> <p>A part of the Roman site scheduled monument at Redhill lies within the site, with the rest of the scheduled monument adjoining the part of the western boundary of the northern area of the site.</p> <p>Archaeological remains of an Iron Age Settlement at Redhill may extend into the site in the northwest corner, albeit such remains are likely to have been heavily disturbed by previous development at / operation of the power station.</p>

Factor	Site Information
	The Grade II Redhill Railway Tunnel Portals (north and south) are also adjacent to the western boundary of the northern part of site.

Appendix B: Glossary

Core Strategies: the key Development Plan Documents, setting out the long term spatial vision for the areas, the spatial objectives and strategic policies to deliver that vision.

Environmental constraints: constraints on development of an environmental nature such as flood risk, high-grade agricultural land, nationally and locally designated wildlife sites, ancient woodlands and public parks.

Evidence Base: the information and data that have informed the preparation of policies.

Freeports: freeports are special areas where different economic regulations apply. Freeports in England are centred around one or more air, rail, or seaport, but can extend up to 45km beyond the port(s). The East Midlands Freeport features three main sites: the East Midlands Airport and Gateway Industrial Cluster (EMAGIC) in North West Leicestershire, the Ratcliffe-on-Soar Power Station site in Rushcliffe in Nottinghamshire and the East Midlands Intermodal Park (EMIP) in South Derbyshire.

Greater Nottingham: made up off the administrative areas of Broxtowe, Erewash, Gedling, Nottingham City and Rushcliffe Councils and the Hucknall part of Ashfield Council.

Greater Nottingham 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 Greater Nottingham Strategic Plan. The Board is advisory, and refers decisions to the executive bodies of the constituent Councils.

Greater Nottingham Strategic Plan: the Part 1 Plan being prepared by Broxtowe Borough, Gedling Borough, Nottingham City and Rushcliffe Borough Councils setting the strategic policies for the plan area.

Green Belt: a strategic planning tool, designating an area of land around a City having five distinct purposes:

1. To check the unrestricted sprawl of large built up areas;
2. To prevent neighbouring towns merging into one another;
3. To assist in safeguarding the countryside from encroachment;
4. To preserve the setting and special character of historic towns; and
5. To assist in urban regeneration by encouraging the recycling of derelict and other urban land.

Housing Market Area: a geographical area defined by household demand and preferences for all types of housing, reflecting the key functional linkages between where people live and work.

Infrastructure: facilities and services to meet the needs of the existing community and to meet the needs of new development. Includes transport infrastructure, public transport, education, health, affordable housing, open space, community facilities etc.

Joint Planning Advisory Board: see Greater Nottingham Joint Planning Advisory Board above.

Local Plans: plans for the future development of the local area, drawn up by the local planning authority in consultation with the community. The current Aligned Core Strategies forms Part 1 of the Local Plan. Part 2 Local Plans include site allocations and development management policies.

National Planning Policy Framework (NPPF): document setting out the

Government's planning policies for England and how these are expected to be applied.

National Planning Practice Guidance (PPG): provides detailed guidance regarding how to apply the Government's planning policies.

Nottingham Core Housing Market Area: the functional Housing Market Area around Greater Nottingham, see definition of Housing Market Area above.

Nottingham Express Transit (NET): the light rail (tram) system for Greater Nottingham.

Nottingham Outer Housing Market Area: the functional Housing Market Area outside of Greater Nottingham which includes Ashfield District Council, Mansfield District Council and Newark and Sherwood District Council.

Part 1 and Part 2 Local Plans: in Greater Nottingham the Part 1 Local Plan comprises the Aligned Core Strategy and the Part 2 Local Plan comprises site allocations and development management policies such as the Gedling Borough Local Planning Document.

Plan Area: the area covered by the Greater Nottingham Strategic Plan comprising the administrative areas of Broxtowe, Gedling, Nottingham City and Rushcliffe Councils.

Planning Strategy/Spatial Strategy: the overall policy for achieving the pattern and distribution of development and place making.

Planning System: a plan led system with the key document being the Local Plan drawn up by local planning authorities where planning decisions should generally accord with the policies in the Local Plan. The Local Plan should be consistent with national planning policy drawn up by Government. The plan led system is complemented by a system of development management with decision making on planning applications largely carried out by local planning authorities but for some decisions on large infrastructure projects the responsibility lies with Government ministers. There is also a right of appeal against a refusal of planning permission to the Secretary of State for Levelling Up, Housing and Communities.

Publication Draft of the Strategic Plan: a full draft version of the Strategic Plan published under Regulation 19 of the Town and Planning Act (Local Planning) (England) Regulations 2012).

Regulation 18 of the Town and Planning Act (Local Planning) (England) Regulations 2012): requires that various bodies and stakeholders be notified that the council is preparing a plan. It invites them to comment about what that plan ought to contain.

Regulation 19 of the Town and Planning Act (Local Planning) (England) Regulations 2012): provides interested stakeholders with the opportunity to comment on the policy content of the draft Plan which is intended to be submitted for examination.

Strategic Plan: sets out the long term spatial vision for the areas, the spatial objectives and strategic policies to deliver that vision. The Strategic Plan looks at how Greater Nottingham's longer-term development needs can be met up to 2038.

Sustainability Appraisal: examines the social, environmental and economic effects of strategies and policies in a local plan.

Sustainable development: the NPPF defines this as follows: "at a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs". Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

- a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the

right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

- b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- c) an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

Broxtowe Borough Council

Foster Avenue
Beeston
Nottingham NG9 1AB
Tel: 0115 9177777
policy@broxtowe.gov.uk



Gedling Borough Council

Civic Centre
Arnot Hill Park
Arnold
Nottingham NG5 6LU
Tel: 0115 901 3733
planningpolicy@gedling.gov.uk



Nottingham City Council

LHBOX52
Planning Policy Team
Loxley House
Station Street
Nottingham NG2 3NG
Tel: 0115 876 4594
localplan@nottinghamcity.gov.uk



Rushcliffe Borough Council

Rushcliffe Arena
Rugby Road
West Bridgford
Nottingham NG2 7YG
Tel: 0115 981 9911
localdevelopment@rushcliffe.gov.uk



General queries about the process can also be made to:

Greater Nottingham Planning Partnership

Loxley House
Station Street
Nottingham NG2 3NG
Tel: 0115 876 4594
contact@gnplan.org.uk



Appendix 2: Strategic Distribution and Logistics Background Paper

Greater Nottingham Planning Partnership

Strategic Distribution and Logistics Background Paper

September 2023



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Introduction

- 1) This Strategic Distribution and Logistics Sites Background Paper has been prepared by Ashfield, Broxtowe, Erewash, Gedling, Nottingham and Rushcliffe Councils which make up the Greater Nottingham Planning Partnership area. It considers whether there are any suitable potential sites to meet needs for strategic distribution and logistics facilities; and the suitability for these to be considered for allocation through the preparation of the emerging Greater Nottingham Strategic Plan and the emerging Draft Ashfield Local Plan and the Erewash Core Strategy Review.
- 2) By way of background, Councils across the Nottingham Core and Nottingham Outer Housing Market Area jointly commissioned consultants to carry out an employment land study - called the Nottingham Core and Outer HMA Employment Land Study 2021 (Lichfields, May 2021). This study forms part of a joint evidence base for the relevant Councils to support local plan preparation and decision making.
- 3) The study included a specific recommendation to give further consideration to assess whether to make provision for major logistics facilities within the Nottingham Core and Outer Housing Market and wider area. The recommendation at paragraph 10.25 of the Employment Land Study states:

‘Given the scale and urgency of this issue, the District Councils (potentially working with adjoining districts along the M1 Corridor) may wish to consider commissioning a further strategic study to quantify the scale of strategic B8 logistics need across the Core/Outer HMA and beyond that builds on the indicative suggestions set out above. This future study should seek to quantify the scale of strategic B8 requirements and potentially identify sites where this need should be allocated. Our view would be that the main focus of this future study should be along the M1 Corridor and A-roads near to the Motorway junctions’.

The Logistics Study

- 4) On behalf of Ashfield, Broxtowe, Erewash, Gedling, Mansfield, Newark & Sherwood, Nottingham City and Rushcliffe Councils, Nottingham County Council commissioned consultants Icenl to undertake a logistics study – Nottinghamshire Core and Outer HMA Logistics Study – to assess the specific needs for strategic distribution or logistics facilities across the Nottingham Core and Outer HMA.
- 5) The Logistics Study is available here:

[nottinghamshire-logistics-study-august-2022.pdf \(gnplan.org.uk\)](https://www.gnplan.org.uk/nottinghamshire-logistics-study-august-2022.pdf)

- 6) The Logistics Study was published in August 2022 and the purposes and objectives of the study are set out in paragraph 1.2 of the report. As acknowledged by Icení (paragraph 1.4) the study has been undertaken from a “policy off” perspective meaning that constraints such as the Green Belt or issues determining sustainability (historic and natural environment constraints and socio-economic factors) have not been considered in the ability of the area to accommodate future logistic requirements. These policy considerations are for the relevant Councils to consider through a separate site selection exercise. It is also the case that the study has not involved modelling capacity of the road network or individual junctions and there may be capacity constraints to be considered in terms of any potential sites identified (paragraph 1.5). This would be addressed through future transport modelling work.
- 7) The study has been prepared within the context of the National Planning Policy Framework (NPPF) 2021, Planning Practice Guidance and other relevant literature and studies, some of which are summarised below. The context provided by national planning policy and guidance and the literature reviewed is set out in the Logistics Study in chapter 2 (pages 4 - 13). In accordance with national planning policy the study assesses the quantitative need for additional strategic distribution floorspace and also sets out more specific locational criteria for locating strategic distribution and logistics. The quantum of space estimated is therefore not viewed as a target but as guidance to the extent of which need may be met once account is taken of policy and environmental constraints.

Local Plan Progress

- 8) Broxtowe Borough, Gedling Borough, Nottingham City and Rushcliffe Councils are preparing the Greater Nottingham Strategic Plan with the next stage of plan preparation being a regulation 18 consultation on preferred strategic logistics sites later in 2023 followed by a regulation 19 consultation during 2024. Ashfield District is preparing a draft Local Plan with a Regulation 19 consultation likely to take place later this year. Erewash Borough has, at the time of writing, submitted a Core Strategy Review for examination. Newark & Sherwood District Council has adopted its Amended Core Strategy in 2019 and is preparing an Allocations and Development Management Development Plan Document. Mansfield District Council adopted its local plan in October 2020. However, all of these Councils are working in partnership to a common evidence base wherever possible and towards applying a consistent approach in taking forward the findings of the Logistics Study.

- 9) The Logistics Study identifies Areas of Opportunity which the consultants consider meet the locational criteria set out in the Study for strategic warehousing and logistics in full. These Areas of Opportunity, with the exception of one, relate primarily to the M1 and A453 Corridors covering parts of Nottinghamshire, Derbyshire and North West Leicestershire. Except the area around Newark-on-Trent, the Areas of Opportunity along the M1 corridor are partly located within the Nottingham Core HMA and the more western part of the Nottingham Outer HMA corresponds to the area of the Greater Nottingham Planning Partnership with the remainder of these areas being in Derbyshire and Leicestershire. Consequently, the extent of the Areas of Opportunity located within the Greater Nottingham Planning Partnership area and consideration of potential sites raise significant cross boundary strategic planning issues for the relevant authorities. The Area of Opportunity surrounding Newark-on-Trent (along the A1 and A46) relates more to the A1 corridor although it is acknowledged that this is part of the study area adopted by the Logistics Report in assessing supply and demand. Parts of these Areas of Opportunity also relate to parts of Derbyshire, Derby and North West Leicestershire which the study acknowledges have identified significant levels of supply (Logistics Study paragraph 5.8).
- 10) Greater Nottinghamshire Planning Partnership have jointly prepared this Background Paper as the basis for identifying preferred sites within their administrative areas. Newark & Sherwood Council and Mansfield District Council (the other authorities included in the Logistics Study) will be consulted on the content of this Background Paper, the preferred sites identified within the Greater Nottingham Strategic Plan Area and their contribution to meeting the needs identified within the Icen Logistics Study and this background paper.

Wider Market Area

- 11) The Logistics Study sets out views of stakeholders (paragraph 3.43) whose opinions vary on the extent of the market with some indicating occupiers are footloose and look at M1 junctions 20 - 36 being the whole East Midlands and beyond. Junctions north of junction 24 to junction 28 are regarded as prime locations within the East Midlands in terms of location, accessibility and access to labour markets. Junction 29 is regarded to be the top end of the East Midlands area. The study notes a difference between sites on the M1 and the wider Nottinghamshire area, with the M1 being the prime territory for larger units.
- 12) The study identifies significant levels of supply outside the study area of 1,675 hectares including the M1 to the north, Leicestershire to the south, Derby to the west and Bassetlaw (Logistics Study paragraph 5.8 and Table 5.2). The Councils consider that the Logistics Study area is therefore a sub market of a

wider market area.

- 13) The modelling undertaken within the Study is a “policy off” or an unconstrained approach which at the upper end of the estimates would, in the Study’s view, capture a greater share of the regional market if accommodated within the study area (Logistics Study paragraph 8.31) where historic delivery has been suppressed due to Green Belt and other constraints (Logistics Study paragraph 8.30).

Logistics Study and relationship to other studies

- 14) The Logistics Study has taken into account other relevant studies which cover part of the Nottingham Core and Outer HMA including Warehousing and Logistics in Leicester and Leicestershire: Managing Growth and Change 2021. This study looks at the 2020-41 need for large scale logistics across Leicester and Leicestershire. Paragraph 2.8 of the Logistics Study states:

“The principal modelling techniques in the 2021 report used to forecast space for large scale logistics to 2041 are past completions trends (2011-2020) and a traffic growth with replacement demand model, alongside a margin of 5yrs completions. North West Leicestershire notably drives the completions trend reflecting units at East Midlands Gateway and Distribution Centre. These models demonstrate a good level of alignment in terms of providing recommendations for long term needs which amount to 2.6m sq. m, derived of 1.1m sq. m of rail served sites and 1.5m sq. m of road served sites”.

- 15) An interesting point is that the Leicester and Leicestershire Study suggests that a significant amount of jobs are a result of a replacement for aged existing units rather than in newly created units (Logistics Study, paragraph 11.32).
- 16) The Logistics Study also refers to the A1 Corridor Logistics Assessment: Bassetlaw (August 2021) - which provides a high level assessment of the large scale logistics market on the A1 corridor in Bassetlaw and the wider property market area otherwise referred to as the A1 Study. The A1 Study Area is defined as running from the M18 at Thorne in Doncaster down to Junction 25 of the M1 at Erewash as well as taking in Chesterfield to the west and Newark-on-Trent in the east. The A1 Study is principally used to support the emerging Bassetlaw Local Plan. However, the A1 Study indicated the property market area included the whole of Nottinghamshire, as well as south Doncaster and parts of Derbyshire and Sheffield. Whilst the Logistics Study acknowledges that the A1 Study is not directly comparable with their study, it is clear that the proposed 410,000 square metre strategic distribution centre at Apleyhead Junction in Bassetlaw District would make a significant contribution to sub regional needs (Logistics Study paragraph 8.33).

Logistics Study methodology

- 17) In terms of methodology, the Logistics Study uses a range of models to forecast demand for strategic distribution and logistics floorspace (as set out in chapters 6 - 8 and summarised in chapter 9 and in chapter 14 Summary and Conclusions paragraph 14.17). In summary the scenarios / models used and assessed range of floorspace requirements in square metres are set out in brief below:
- Labour demand - minus 51,000 to 135,000 sq. m
 - Completions trend - 707,000 to 893,000 sq. m
 - 2012 - 21 net absorption - 554,500 to 731,400 sq. m
 - 2017 - 21 net absorption - 927,300 to 1,113,00 sq. m
 - Traffic Growth with Replacement Demand (TGRD) Low - 574,000 to 760,000 sq. m
 - TGRD Central - 744,000 to 760,000 sq. m
 - TGRD High - 1,084,000 to 1,270,000 sq. m
 - Share of M1 Junction 24 - 28 - 1,600,000 to 1,786,000 sq. m
 - Increased delivery relative to Nottinghamshire / Leicester and Leicestershire 1,300,000 to 1,486,000 sq. m
- 18) The labour demand, completions trends and net absorption with compensation methods are not considered by the Logistics Study to be suitable for assessing logistics needs as they consider they have been affected by historic supply constraints influencing the forecasts. The Logistics Study recommends at paragraph 9.4 that: “the higher range estimates are appropriate for seeking to determine the unconstrained logistics market requirements being 1,270,000 to 1,786,000 sq. m” (i.e. the last three bullets above). Paragraph 9.5 refines the recommendation for the higher range estimates further in stating: “Given that some of the modelling techniques are more exploratory, and that Bassetlaw plays a role in absorbing some sub regional needs, on balance it is recommended that the most appropriate range is 1,270,000 to 1,486,000 sq. m. Taking into account the current strength of market indicators the recommendation is with the upper figure to be used for planning policy purposes”.
- 19) In summary the Logistics Study concluded:
- The requirement for planning policy purposes should be 1,486,000 sq. m or 425 hectares of logistics space (applying the Logistics Study’s recommended land required figure which is the gross area of land required to accommodate the new build forecast assuming 35% floorspace to plot footprint ratio i.e. one hectare of land would accommodate 3,500 square metres of distribution floorspace).

- There is 315,000 sq. m of committed supply (units over 9,000 sq. m with planning permission or allocations in adopted local plans).
- Potential “pipeline” sites (allocations in draft plans such as the draft allocations at Junction 27 and planning applications pending) would reduce the need to 601,000 sq. m or 172 hectares subject to the allocations being confirmed (Logistics Study paragraph 9.9).
- Some of the need is expected to be met through the redevelopment of existing logistics or other large manufacturing sites. It is assumed that this would meet 10 to 20% of the identified need reducing this need to 137 - 155 ha. (Paragraph 10.16).
- Residual need would fall to the order of two to three large strategic logistics parks.

20) The Logistics Study recommends that the following Areas of Opportunity be considered:

- Area adjacent to M1 Junction 28 and 27 (Sutton in Ashfield, Alfreton, Kirkby-in-Ashfield and towards Hucknall);
- Area adjacent to M1 Junction 26 (Langley Mill, Eastwood and Kimberley);
- Area adjacent to M1 Junction 25;
- Area adjacent to A453; and
- Area surrounding Newark (along A1 and A46).

21) The Logistics Study estimates the residual need to be in the region of 601,000 square metres and indicates that this would fall in the order of 2-3 large strategic logistics parks (Logistics Study paragraph 14.21). The Logistics Study indicates that sites should be sufficiently large and flexible in configuration with a minimum size of 25 hectares being recommended although sites of 50 hectares or more are preferred (paragraph 10.11). The estimate of 601,000 square metres equates to approximately 172 hectares at a 35% plot ratio. This estimate falls to a range of around 480,000 - 540,900 square metres or 137 - 155 hectares (at a 35% plot ratio) as the Logistics Study considers 10 to 20% of need could come forward on redevelopment of existing sites. Taking into account that sites of 25 hectares and above are most appropriate, the Logistics Study considers that need across the area may be met through the allocation of a number of sites.

Relationship between the outcomes and recommendations of the Logistics Study and those arising from the Employment Land Study of employment land need

22) The Logistics Study at paragraph 5.6 notes that some of the supply identified is already captured in the general supply of employment land as set out in the

2021 Nottingham Core HMA and Nottingham Outer HMA Employment Land Needs Study. It states:

“Authorities would need to consider the relationship between the recommendations and outcomes in that study and those arising from the Icen study when considering Local Plan development”.

- 23) The Nottingham Core and Outer Employment Land Study prepared by Lichfields estimates the amount of general employment land likely to be required up to 2038 including for offices, industrial and general warehousing purposes. The Employment Land Study identified that the strategic logistics needs of national and regional distribution centres are generally not reflected in either the past take-up or econometric modelling data (with the partial exception of Ashfield District’s past take up data). (Para 9.4). The study recognised that Ashfield had seen significant logistics development which was reflected at least in part by the past take up rates. (Para. 9.21, 10.21 and 10.56). In relation to the potential “pipeline” of sites for strategic distribution, proposed allocations in Ashfield and Erewash make the greatest contribution alongside Rushcliffe at the Ratcliffe on Soar Power Station.
- 24) In Ashfield the sites in the vicinity of junction 27 are draft allocations and were not part of the land supply identified in the Employment Land Study. Land allocated at Harrier Park in Ashfield was identified as an allocation in the Employment Land Study and is for general employment uses which may include warehousing. In this context, the Logistics Study has assumed 50% of the remaining land at this site would be likely be strategic warehousing and given its location and demand for large scale warehousing units in the District this would seem a reasonable assumption.
- 25) The Employment Land Study assessed the market attractiveness of part of the Stanton site in Erewash being a 10 ha site allocated in the adopted Erewash Core Strategy (March 2014). However, as noted in the study, additional land has been promoted at Stanton which the study states was circa 85 hectares although at that time the intentions of the owners were not clear. The scale of the site was such that the study considered that the size of the revised Stanton site could play a key role in meeting wider employment needs over and above Erewash’s own requirements. Subsequently the submission draft Erewash Core Strategy (November 2022) includes Stanton North as a draft strategic employment allocation for 80 hectares within the Erewash Core Strategy Review and has planning permission for over 260,000 sq. m of employment space. The exact quantity of B8 is to be determined but it is anticipated to be very significant and it is therefore considered that the assumption used by the Logistics Study is reasonable. It is also the case that this strategic employment allocation is more than sufficient to meet Erewash Borough’s employment needs.

- 26) Ratcliffe on Soar power station was reviewed within the Employment Land Study which recommended it should be allocated and it was not part of the employment land supply. A Local Development Order (adopted in July 2023) has granted planning permission in principle for up to 810,000 square metres of employment uses with logistics being seen as an appropriate use (up to 180,000 square metres of strategic distribution floorspace). This site is also considered to be of a wider than Borough wide significance and the amount of warehousing space assumed by the Logistics Study is considered reasonable.
- 27) Other sites in the potential supply largely reflect planning applications or planning permissions for strategic warehouse units. In line with the recommendation in the Logistics Study (paragraph 5.6 as quoted above) the assumed supply of strategic B8 employment land has been disaggregated from the general employment land supply as set out in the Employment Background Paper. The assumed supply of strategic scale (planning permissions / allocations and potential pipeline supply in the Logistics Study Area with units capable of accommodating strategic warehousing units above 9,000 sq. m) has been updated to take into account changes since the publication of the Logistics Study and is set out in **Appendix 1**.

Revised Residual Need

- 28) In summary, having disaggregated general employment land within committed and pipeline sites and included planning permissions granted since publication of the Logistics Study (for example Land off the A17 near Newark), 914,641 sq. m of floorspace (on 245.94 ha of land) is now identified within the study area. This will make a substantial contribution to meeting distribution and logistics need, reducing the need from 1,486,000 sq. m to 571,359 sq. m of floorspace.
- 29) As indicated in the Logistics Study, if 10 to 20% of this remaining need is met through the redevelopment of existing sites this need is reduced further to between 514,223 sq. m and 457,087 sq. m.
- 30) Applying the floorspace to plot footprint ratio of 35% equates to between 131 ha and 147 ha of land required across the study area.

Approach - strategic distribution site search methodology

- 31) The approach taken to identifying sites which may be suitable for allocation involves the following steps:
- Step 1: establish an initial “pool” of potential sites;
 - Step 2: identify “reasonable alternatives” from the “pool” of sites in step 1; and
 - Step 3: undertake detailed assessment of the “reasonable alternatives” to determine which may be suitable and those that are preferred.

Step 1: Establishing a “pool” of sites

- 32) The first step of the approach is to establish a “pool” of sites for consideration. The Councils’ view is that the assessment of suitable sites should include sites that are in the region of 25 hectares and above and are within or close to Areas of Opportunity (as identified in the Logistics Study).
- 33) The Logistics Study identifies draft allocations at Junction 27 of the M1, Whyburn Farm, New Stanton and Ratcliffe on Soar Power Station as potential “pipeline” sites. Since the Logistics Study was published, Ashfield District Council has resolved to not take forward the Whyburn Farm draft allocation (Ashfield District Council, Cabinet decision 13th December 2022).
- 34) A “call” for potential major distribution sites was undertaken during the autumn of 2022 and a number of sites were promoted by developers / landowners as part of this exercise. Other potential sites were identified by the Councils including draft allocations in emerging Local Plans or sites promoted for employment uses through the Greater Nottingham Strategic Plan Growth Options Consultation July 2021 and February 2022, and the Preferred Approach Consultation in January 2023. Overall, thirty sites have been identified as the “pool” of sites for the initial sieving exercise.

Table 1: “pool” of sites

Authority	Reference	Site name and address	Source
Ashfield	ADC-L01	Land East of Pinxton Lane, South of A38, Sutton in Ashfield, Notts.	Call for sites for strategic distribution
Ashfield	ADC-L02	Land to the North East of Junction 27 M1 Motorway off A608 Mansfield Road, Annesley, Nottinghamshire.	Submitted to the SHELAA and included as a Draft allocation in the emerging

Authority	Reference	Site name and address	Source
			Ashfield Local Plan Call for sites for strategic distribution
Ashfield	ADC-L03	Land to the South East of Junction 27 M1 Motorway off A608 Mansfield Road, Annesley, Nottinghamshire.	Submitted to the SHELAA and included as a Draft allocation in the emerging Ashfield Local Plan Call for sites for strategic distribution
Ashfield	ADC-L04	Land to the South of Sherwood Business Park, off A608 Mansfield Road, Annesley, Nottinghamshire.	Call for sites for strategic distribution
Ashfield	ADC-L05	Land to the East of Sherwood Business Park, off A611 Derby Road, Annesley, Nottinghamshire.	Call for sites for strategic distribution
Broxtowe	BBC-L01	Former Bennerley Coal Disposal Point	Call for sites for strategic distribution
Broxtowe	BBC-L02a	Gilt Hill (smaller site)	Call for sites for strategic distribution
Broxtowe	BBC-L02b	Gilt Hill (larger site)	Call for sites for strategic distribution
Broxtowe	BBC-L03	Gin Close Way	Call for sites for strategic distribution
Broxtowe	BBC-L04	Land at Kimberley Eastwood Bye Pass	Call for sites for strategic distribution
Broxtowe	BBC-L05	Land at Low Wood Road, Nuthall	Call for sites for strategic distribution
Broxtowe	BBC-L06	Land at New Farm Nuthall	Call for sites for strategic distribution

Authority	Reference	Site name and address	Source
Broxtowe	BBC-L07	Land at Shilo Way	Call for sites for strategic distribution
Broxtowe	BBC-L08	Land to the south-east of M1 junction 26, Nuthall	Call for sites for strategic distribution
Broxtowe	BBC-L09	Land at Waterloo Lane, Trowell	Call for sites for strategic distribution
Erewash	EBC-L01	Stanton North employment allocation, Low's Lane, Ilkeston, Derbyshire	Allocation in the Erewash Core Strategy Review Submission Version.
Erewash	EBC-L02	Land South-West of Junction 25 of the M1, Long Eaton, Derbyshire	Call for sites for strategic distribution
Gedling	GBC-L01	West of Kighill Farm, Ravenshead, Nottinghamshire	Call for sites for strategic distribution
Gedling	GBC-L02	Land at Stockings Farm, Redhill, Arnold, Nottinghamshire	Promoted through the Growth Options Consultation for mixed use development Call for sites for strategic distribution.
Nottingham City Council	NCC-L01	Stanton Tip / Stanton Park	Allocation within Local Plan Part 1 and Part 2.
Rushcliffe	RBC-L01	Ratcliffe-on-Soar Power Station	LDO (adopted July 2023) Promoted through the Growth Options Consultation Call for sites for strategic distribution.

Authority	Reference	Site name and address	Source
Rushcliffe	RBC-L02	Nottingham 'Gateway'	Promoted through the Growth Options Consultation for mixed use development Call for sites for strategic distribution
Rushcliffe	RBC-L03	South of Owthorpe Lane, Cotgrave	Promoted through the Growth Options Consultation Call for sites for strategic distribution
Rushcliffe	RBC-L04	Land North of Owthorpe Lane, Cotgrave	Promoted through the Growth Options Consultation Call for sites for strategic distribution
Rushcliffe	RBC-L05	Stragglethorpe Junction,	Promoted through the Growth Options Consultation
Rushcliffe	RBC-L06	Margidunum	Promoted through the Growth Options Consultation
Rushcliffe	RBC-L07	Jerico Farm	Promoted through the Growth Options Consultation for mixed use development Call for sites for strategic distribution
Rushcliffe	RBC-L08	Butt Lane (Fosse Way) East Bridgford	Call for sites for strategic distribution

Authority	Reference	Site name and address	Source
Rushcliffe	RBC-L09	Land South of A52, Whatton	Call for sites for strategic distribution
Rushcliffe	RBC-L10	Melton Road, Edwalton	Call for sites for strategic distribution

Step 2: Selection of ‘Reasonable Alternatives’

- 35) This step provides the basis for shortlisting sites called Reasonable Alternatives through a sieving assessment which was relatively broad brush in nature and gave consideration to site size, proximity to Areas of Opportunity and whether the site has good connections to the highway network. In terms of site size, a certain amount of flexibility was applied in the context that sites should be in the region of 25 ha or more (this minimum site size is suggested in the Logistics Study). The relevant pro-formas are attached as **Appendix 2**. The conclusions consider whether a site is or is not being treated as a “reasonable alternative” and therefore assessed under step 3. This is explained and justified within these conclusions.
- 36) Thirteen sites were shortlisted for further consideration. In some cases, the sieving assessment identified potential impacts which will need further consideration but did not rule the site out from being considered a “reasonable alternative”. The Logistics Study also acknowledged that sites below 25 hectares would contribute towards meeting needs for warehousing and logistics space.
- 37) In general, most of the sites were rejected on the basis of being too small, remote from Areas of Opportunity, or having poor access to the motorway or dualled highway network.

Step 3: Assessment of ‘Reasonable Alternatives’ and Identification of Preferred Sites

- 38) As stated above, the following thirteen sites were shortlisted for further consideration:

Authority	Reference	Site name and address
Ashfield	ADC-L01	Land East of Pinxton Lane, South of A38, Sutton in Ashfield
Ashfield	ADC-L02	Land to the North East of Junction 27 M1 Motorway off A608 Mansfield Road, Annesley, Nottinghamshire.

Authority	Reference	Site name and address
Ashfield	ADC-L03	Land to the South East of Junction 27 M1 Motorway off A608 Mansfield Road, Annesley, Nottinghamshire.
Broxtowe	BBC-L01	Bennerley Coal Disposal Point
Broxtowe	BBC-L02a	Gilt Hill (smaller site)
Broxtowe	BBC-L02b	Gilt Hill (larger site)
Broxtowe	BBC-L04	Land at Kimberley Eastwood Bye Pass
Broxtowe	BBC-L05	Land at Low Wood Road, Nuthall
Broxtowe	BBC-L06	Land at New Farm Nuthall
Broxtowe	BBC-L08	Land to the south-east of M1 junction 26, Nuthall
Erewash	EBC-L01	Stanton North employment allocation, Low's Lane, Ilkeston, Derbyshire
Rushcliffe	RBC-L01	Ratcliffe-on-Soar Power Station
Rushcliffe	RBC-L02	Nottingham 'Gateway'

- 39) These sites have been subject to a more detailed assessment. In particular, more detailed advice has been sought from the two County Highways Authorities which cover the Greater Nottingham Planning Partnership Area and National Highways. Critically, Step 3 and the assessment of reasonable alternatives has informed the appraisal of reasonable alternatives in the Sustainability Appraisal. The Step 3 assessments of each site can be found in **Appendix 3**.
- 40) In addition to identifying Areas of Opportunity, the Logistics Study contains recommendations on relevant criteria for site selection largely relating to operational requirements including:
- Good connections with the strategic highway network – close to a junction with the motorway network or long-distance dual carriageway. Motorway/dual carriageway junctions and the approach routes should have sufficient network capacity;
 - Sufficiently large and flexible in its configuration so that it can accommodate the range of sizes of distribution centre warehouse units now required by the market, with a minimum size of 25 ha being recommended but ideally seeking sites of 50 ha and above which is more representative of delivering a comprehensive logistics park including infrastructure, screening and biodiversity net gain;
 - Served from an electricity supply grid with sufficient capacity to permit the charging of large fleets of battery-electric freight vehicles simultaneously, or part of the electricity supply grid which can be upgraded (network reinforcement) relatively easily and at a reasonable cost, or include proposals such as solar panels, solar farm, wind farm or other sustainable energy that reduce reliance on the grid;
 - Accessible to labour, including the ability to be served by sustainable transport, and located close to areas of employment need; and
 - Located away from incompatible land-uses

- 41) In relation to the criterion on electricity grid connections, the Councils have relied on information provided by promoters or general assumptions about grid connectivity. Further assessment of the electrical grid connection would be required including seeking views from the relevant utilities providers before the final decision to allocate a site is made.
- 42) The criterion above emphasises the importance of good connections with the strategic highway network and the Logistics Study explains that it has not considered the development of rail served sites for the reasons set out in paragraph 10.3 of the Logistics Study. Whilst the Councils accept this and have not made the absence of rail connectivity or potential rail connectivity a “showstopper”, the ability to connect to the rail network or potential for this would be a significant advantage when determining which sites are preferred at Step 4 – selecting preferred sites. This is consistent with the Government’s commitment as set out in the Department for Transport’s plan to reduce emissions from transport called Decarbonising Transport - A Better Greener Britain which commits to support and encourage modal shift of freight from road to more sustainable alternatives, such as rail, cargo bike and inland waterways. This document can be accessed below:
- <https://www.gov.uk/government/publications/transport-decarbonisation-plan>
- 43) The above criteria recommended within the Logistics Study relate largely to operational requirements and do not address either site specific planning policy or environmental constraints. In addition to operational requirements, site specific constraints criteria have been included within the Step 3 assessment. Together these will determine which sites may be suitable for allocation.
- 44) The Councils note that, with the exception of one site in Ashfield, the sites are located within the Nottingham and Derby Green Belt and include some of the most sensitive parts of the Green Belt where the objective of preventing urban sprawl and the merging of neighbouring towns are fundamental aims of Green Belt policy. Alongside the recommendations within this background paper, it was necessary for the authorities to consider national and local planning policy requirements and constraints (including addressing climate change and the transformation to a low carbon economy, protection of the environment and the protection of the Green Belt). This will identify which of the reasonable alternative sites are considered suitable locations for strategic distribution, where exceptional circumstances exist to remove land from the Green Belt, and consequently which should be the preferred strategic distribution allocations within the Greater Nottingham Strategic Plan.

- 45) Information was collected on the following criteria (set out in Table 2) as recommended by the Logistics Study and planning policy, flood risk, environmental, heritage, landscape and other potential constraints identified by the Councils as follows:

Table 2: Step 3 Assessment Criteria

Criteria	Reason	Source
Site name and reference	Unique and consistent name and reference number for clarity.	
Site size by area (hectares) floorspace (square metres) <ul style="list-style-type: none"> Approximately 25 hectares and above. 	As recommended in the Logistics Study.	Evidence Base (gnplan.org.uk)
Within or close to an Area of Opportunity as identified in the Logistics Study: <ul style="list-style-type: none"> Area adjacent to M1 Junction 28 and 27 (Sutton in Ashfield, Alfretton, Kirkby in Ashfield and towards Hucknall); Area adjacent to M1 Junction 26 (Langley Mill, Eastwood and Kimberley); Area adjacent to M1 Junction 25; Area adjacent to A453; and Area surrounding Newark (along A1 and A46). 	As recommended in the Logistics Study.	In house assessment
Existing use	The current use of the site is recorded	SHLAA Review 2022 / SHELAA (ADC) or promoter

Criteria	Reason	Source
Extension to an existing site or a new site	As recommended in the Logistics Study.	In house assessment
Known land contamination	Whether there is known or likely ground contamination resulting as a consequence of previous use for e.g. former industrial land.	SHLAA Review 2022 / SHELAA (ADC) or promoter
PDL or greenfield	As recommended in the Logistics Study. The NPPF requires that the reuse of previously developed land is encouraged. In making decisions preference will be given to sites which are previously developed or contain a proportion of previously developed land.	SHLAA Review 2022 / SHELAA (ADC) or promoter
SHLAA / SHELAA conclusions (if available)		SHLAA Review 2022 / SHELAA (ADC)
Growth Options Study Conclusions (if relevant)		The Growth Options Study (AECOM July 2020)
Viability (if known)	If the site were selected as a strategic allocation, its viability will be considered through the	Information submitted by promoter. Plan Wide Viability Assessment to be commissioned.

Criteria	Reason	Source
	preparation of the Plan Wide Viability Assessment as part of local plan preparation.	
Utilities (if known)	As recommended in the Logistics Study. Responses from infrastructure providers will also be required.	Information submitted by promoter.
Blue and green infrastructure	Compliance with NPPF which promotes the conservation and enhancement of BGI. Impact on BGI infrastructure is an important part of making decisions.	Greater Nottingham Blue and Green Infrastructure Strategy July 2021 https://www.gnplan.org.uk/evidence-base/ Green & Blue Infrastructure and Biodiversity Strategy 2022 – 2032 (ADC) . Green Infrastructure Strategy 2015 – 2030 (BBC)
Whether the site is in Green Belt	The protection of the Green Belt is an important factor and changes to Green Belt boundaries require 'exceptional circumstances'.	Greater Nottingham Planning Partnership Green Belt Review (2023) and Background Paper, (2023). 2016 Strategic Green Belt Review Methodology and Addendum Updated 2021 (ADC). Strategic Growth Area Assessments (EBC)
Agricultural land classification	Compliance with NPPF which prioritises the development of poorer quality land.	SHLAA Review 2022 / SHELAA (ADC) The 1:250 000 Series Agricultural Land Classification, Natural England.
Impact on air quality	Whether the site is within or near an Air Quality Management	SHLAA Review 2022 / SHELAA (ADC)

Criteria	Reason	Source
	Area, where poor air quality is identified and pollution exceeds air quality objectives.	
<p>Transport and accessibility</p> <ul style="list-style-type: none"> • Good connections with the strategic highway network • Close to a junction with the motorway network or long-distance dual carriageway. • The approach routes should have sufficient network capacity. • Good access to labour markets • Good access to public transport 	<p>As recommended in the Logistics Study.</p> <p>Compliance with the NPPF which requires impacts from development on transport network are addressed.</p>	<p>Transport - in house assessment with input from National Highways and County Highways.</p> <p>Transport Assessment to be commissioned for Greater Nottingham.</p> <p>The ADC Strategic Transport Study</p> <p>Accessibility to labour market - in house assessment.</p>
Flood risk	The NPPF seeks to steer development away from areas at high risk of flooding. Although employment uses are regarded as one of the less vulnerable uses to flood risk it is important that strategic distribution facilities as important to the flow of goods are not impeded by flood water.	SHLAA 2022 Review / SHELAA (ADC)
Natural environment	The NPPF requires that	SHLAA 2022 Review / SHELAA (ADC)

Criteria	Reason	Source
	designated sites of nature conservation interest should be protected in line with their importance. The presence of sites of designated nature conservation interest within or in the vicinity of the site is considered important.	
Historic environment	The protection and enhancement of designated and non-designated heritage assets such as Listed Buildings and Conservation Areas is a requirement of the law.	SHLAA 2022 Review / SHELAA (ADC) In house Heritage Impact Assessments Heritage Impact Assessment (ADC)
Landscape and topography	Compliance with the NPPF. The impact of development sites in terms of the potential impact on the landscape and visual amenity is a key issue for large scale distribution sites.	Greater Nottingham Landscape Character Assessment June 2009
Compatibility of surrounding uses	Compliance with the NPPF which requires developments create places with a high standard of amenity.	In house assessment

Criteria	Reason	Source
	Is also recommended in the Logistics Study.	

- 46) When determining which site(s) are preferred, the Councils have first considered which are potentially suitable. This focuses on constraints that are likely to be “showstoppers”, for example significant biodiversity or heritage interests, or inadequate and unresolvable highways access.
- 47) From these the preferred sites are identified taking into account whether the site is sustainably located and can utilise low carbon transport infrastructure, and whether there are environmental or other constraints which limit the extent to which the scale of need in the Logistics Study should be met within the study area.
- 48) In particular consideration will be given to:
- whether the site could enable the transfer of freight onto the rail network, or, if direct access to the rail network is not available, is it in close proximity to an existing rail freight interchange;
 - whether the site is located close to centres of population and employees and is accessible by public transport and active travel infrastructure;
 - whether, within these centres of population, there are areas of high unemployment and deprivation;
 - whether there are good connections with the strategic highway network – close to a junction with the motorway network or long-distance dual carriageway. Motorway/dual carriageway junctions and the approach routes should have sufficient network capacity;
 - if the site is within the Green Belt, whether this would undermine a key purpose of Green Belt policy;
 - whether the site is being promoted for development;
 - whether there are other policy designations (such as open space or employment) and evidence suggesting the designation should continue;
 - whether a significant portion of the site is at risk of flooding; and
 - whether development of the site would cause significant harm to a number of the factors identified (such as heritage, landscape).

Summary of Step 3 Site Assessments

- 49) The assessment of reasonable alternatives (Appendix 3) has identified eight sites that are potentially suitable and two that are preferred.
- **Former Bennerley Coal Disposal Point (BBC-L01) – Preferred Site**

- Gilt Hill (smaller site) (BBC-L02a)
- Gilt Hill (larger site) (BBC-L02b)
- Low Wood Road (BBC-L05)
- New Farm (BBC-L06)
- South east of Junction 26 (BBC-L08)
- **Ratcliffe on Soar Power Station (RBC-L01) – Preferred Site**
- Nottingham Gateway (RBC-L02)

- 50) Within Ashfield, two of the three reasonable alternative sites are identified as proposed employment allocations (in effect preferred sites) in the draft Local Plan. Both of these sites are located east of Junction 27 of the M1, adjacent to the Sherwood Business Park. The unallocated site is located off the A38, at Pinxton Lane and is not preferred.
- 51) These assessment and conclusions concerning suitability and preference of each site are summarised below.

Site Ref	Site Name	Summary Step 3 Site Assessments
ADC-L01	Land East of Pinxton Lane	<p>The site is well located adjacent to the A38 and in close proximity to the junction 28 of the M1. Site is located close to populations in Sutton in Ashfield, Kirkby in Ashfield, South Normanton and Alfreton. It is also unconstrained by Green Belt policy.</p> <p>However, the site is below the optimal size for strategic distribution and logistics. Nor is the site accessible by rail or in close proximity to existing rail freight interchange.</p> <p>Critically the site contains a Local Wildlife Site and ancient woodland. Adverse effects on biodiversity are substantial environmental issues. The emerging Local Plan identifies distribution and logistics allocations at Junction 27 and this site is not a preferred site.</p>
ADC-L02	Land to the North East of Junction 27	<p>The site is well located adjacent to existing employment development at the Sherwood Business Park and has good connections to junction 27 of the M1 (via the A608). It is identified as a proposed allocation within the Draft Local Plan.</p> <p>Whilst the site is in the Green Belt and below the optimal size for strategic distribution, given the sites proximity to the M1 and Sherwood Park, the site has been taken forward as a proposed allocation in the Local Plan for logistics.</p>
ADC-L03	Land to the South East of Junction 27	<p>The site is well located adjacent to existing employment development at the Sherwood Business Park and has good connections to junction 27 of the M1 (via the A608). It is identified as a proposed allocation within the Draft Local Plan.</p> <p>Whilst the site is in the Green Belt and below the optimal size for strategic distribution, given the sites proximity to the M1 and Sherwood Park, the site has been taken forward as a proposed allocation in the Local Plan for logistics.</p>
BBC-L01	Former Bennerley Coal Disposal Point	<p>The site covers approximately 68 ha, however due to its shape it is unlikely to achieve the standard ratio of 3.5 footprint. The landowner indicates approximately 74,000 sqm.</p> <p>Highways access to the M1 is achievable via the A610 at junction 26. Access onto the A610 is likely to be acceptable, subject to transport assessment and consideration of cumulative impacts.</p> <p>It is located adjacent to a railway line with access potentially achievable via a disused spur and railway bridge that crosses the River Erewash. The potential to deliver a rail access is a substantial benefit as it will enable low carbon transportation of rail freight. It would also provide rail access for distribution and logistics within the wider area, including existing strategic distribution sites to the north at junctions 27 and 28.</p> <p>The site is located close to centres of populations at Eastwood, Awsworth and Ilkeston/Cotmanhay. It is also near to Kimberley/Nuthall and Nottingham.</p> <p>The site contains areas of brownfield land, unlike the other reasonable alternative sites (with the exception of Ratcliffe on Soar Power Station).</p>

Site Ref	Site Name	Summary Step 3 Site Assessments
		<p>The site is close to areas of high deprivation within Eastwood, Ilkeston/Cotmanhay and also near to areas of deprivation in Nottingham. The development of this site for distribution and logistics would bring economic benefits to these areas.</p> <p>However, the site is located within the Green Belt between Awsworth/Eastwood and Cotmanhay/Ilkeston, where merging would be significant. It is also located adjacent to Bennerley viaduct, which is Grade II* listed, and the development of the site for strategic distribution and logistics will affect its setting. This is reflected in the landscape character assessment.</p> <p>The site also crosses the Erewash Valley, which is identified as a primary and secondary green infrastructure corridor. There 3 Local Wildlife Sites within the site and 1 Local Wildlife Site within 250m. The potential adverse effects on heritage, ecological and recreational are substantial constraints.</p> <p>Notwithstanding the identified constraints, the benefits of this location adjacent to the railway line and the opportunities to deliver a lower carbon (possibly carbon neutral) distribution and logistics development, alongside the presence of areas of brownfield land, absence of substantial highways access constraints and proximity to existing populations (including deprived communities) could, if these effects are avoided and/or mitigated and sufficiently reduced, outweigh them. Exceptional circumstances required to remove this site from the Green Belt may therefore exist and the site is identified as a potentially suitable and a preferred location for strategic distribution and logistics development.</p>
BBC-L02a	Gilt Hill (smaller site)	<p>The site is well located adjacent to the A610 and in close proximity to the junction 28 of the M1. The site is located close to populations in Kimberley/Nuthall, Awsworth, Eastwood and Nottingham. There is also potential for a tram extension, however given the distance from the Phoenix Park tram stop (the current terminus), this is far less certain. As there is no rail access, the site would only distribute freight by road.</p> <p>Highways access to the M1 is achievable via the A610 at junction 26. Access onto the A610 is likely to be acceptable, subject to transport assessment and consideration of cumulative impacts. Measures may be required to prevent HGV's routing along the A608.</p> <p>The site is close to areas of high deprivation within Nottingham and Eastwood and the development of this site for distribution and logistics would bring economic benefits to these areas.</p> <p>The removal of this land for development would have major impact on the Green Belt, merging Eastwood and Kimberley.</p> <p>Critically the site is only 25 ha, significantly below the optimal size (50 ha) for strategic distribution and logistics sites.</p> <p>Although potentially suitable, when compared against other sites it is not preferred.</p>
BBC-L02b	Gilt Hill (larger site)	<p>The site is well located adjacent to the A610 and in close proximity to the junction 28 of the M1. The site is located close to populations in Kimberley/Nuthall, Awsworth, Eastwood and Nottingham. There is also potential for a tram extension, however</p>

Site Ref	Site Name	Summary Step 3 Site Assessments
		<p>given the distance from the Phoenix Park tram stop (the current terminus), this is far less certain. As there is no rail access, the site would only distribute freight by road.</p> <p>Highways access to the M1 is achievable via the A610 at junction 26. Access onto the A610 is likely to be acceptable, subject to transport assessment and consideration of cumulative impacts. Measures may be required to prevent HGV's routing along the A608.</p> <p>The site is close to areas of high deprivation within Nottingham and Eastwood and the development of this site for distribution and logistics would bring economic benefits to these areas.</p> <p>The removal of this land for development would have major impact on the Green Belt, merging Eastwood and Kimberley.</p> <p>The site covers 42ha, only 8ha less than the optimal site size for strategic distribution and logistics.</p> <p>Although potentially suitable and of a sufficient size, when compared against other sites it is not preferred.</p>
BBC-L04	Land at Kimberley Eastwood Bypass	<p>Although the site is located at Junction 26 of the M1 and close to populations in Nuthall, Kimberley and Eastwood, there would be a significant impact on congestion at Junction 26. There is also a significant difference of land levels between the site and the A610 that could make it difficult to form an access. Any new junction is likely to be a left in/left out which will direct traffic towards Giltbrook Interchange which is not an optimal HGV route onto the M1. The close proximity of the site access and J26 may increase the likelihood of collisions / compromise performance.</p> <p>There are also concerns regarding the absence of any footway leading directly to the site, and would not encourage cycling along the A610. It is not clear how the development will prioritise the needs of pedestrians/cyclists and is therefore considered contrary to the NPPF.</p> <p>In addition, the site is only 21ha (less than the optimal sites size of 50ha) and compared to other sites, there is no potential for rail access and the transferal of freight from road to rail.</p> <p>The site is however close to areas of high deprivation within Nottingham and Eastwood and the development of this site for distribution and logistics would bring economic benefits to these areas.</p> <p>Given the concerns regarding the accessibility of the site and absence of potential rail access this site is not considered suitable and compared to other sites, which are larger, it is not a preferred site for distribution and logistics.</p>
BBC-L05	Low Wood Road	<p>The site covers 57ha and is of a sufficient scale to deliver optimal strategic distribution and logistics development.</p> <p>The site is well located close to the A610, Junction 26 of the M1, and adjacent to the main built up area of Nottingham, Nuthall, Kimberley and Eastwood. There is also potential for a tram extension as the site is adjacent to an indicative route. The site is closer to the existing terminus at Phoenix Park than other sites which are west of the M1 and could be accessed by a tram</p>

Site Ref	Site Name	Summary Step 3 Site Assessments
		<p>route extension, however any extension of the tram remains an ambition and is not confirmed. As there is no rail access, the site would only distribute freight by road. Alternative methods to achieve carbon zero development or to offset the carbon impact have not been demonstrated.</p> <p>Due to the scale of development and distance from Junction 26 of the M1 there will be a significant (cumulative) impact and off-site highways mitigation at M1 J26 may be required. Furthermore, the preferred access point is Low Wood Road and development of this site should seek to minimise the impact of development traffic on the amenity of residents along Nottingham Road. In addition, it would be necessary to ensure that appropriate public transport infrastructure is provided to serve the site with suitable footway connections and crossings where necessary.</p> <p>The site is close to areas of high deprivation within Nottingham and Eastwood and the development of this site for distribution and logistics would bring economic benefits to these areas.</p> <p>Development of parts of the site would have a major impact on the Green Belt gap between the main built-up area of Nottingham and the built-up area of Kimberley/Watnall/Nuthall. Development of any of the site would have a substantial impact on this gap. There are also two wildlife sites within the site and a conservation area within 100m.</p> <p>Given the sites size, location and potential tram extension, the site is potentially suitable. However, when compared against other sites, the absence of rail access, its greenfield status and potential impacts on nature conservation mean the site is less preferable than BBC-L01 (Former Bennerley Coal Disposal Site). If alternative methods to achieve carbon zero development or to offset the carbon impact could be demonstrated, including consideration of the feasibility of a tram extension, its suitability and preference may be increased.</p>
BBC-L06	Land at New Farm	<p>The site covers 40.9ha and whilst this is less than the minimum site size, it is large enough to accommodate strategic scale distribution and logistics. It is not however in such close proximity to Junction 26 and would be accessed by the existing Blenheim Industrial Park, connecting to Low Wood Road. As there is no rail access, the site would only distribute freight by road.</p> <p>It is adjacent to Nottingham, also close to Hucknall and Nuthall/Kimberley, within which there are areas of higher deprivation. These areas would benefit from the increased employment opportunities and there is reasonable ability to be served by public transport and active travel.</p> <p>Due to the scale of development and distance from M1 Junction 26 there will be a significant (cumulative) impact and off-site highways mitigation at M1 J26 may be required. National Highways' preferred approach to highways mitigation is via a Section 278 whereby highways infrastructure improvements are designed, delivered, and funded by the applicant.</p> <p>There are two Sites of Special Scientific Interest (Seller's Wood and Bulwell Wood) adjacent to the site and one Local Wildlife Site within the site and four within 250m of the site.</p>

Site Ref	Site Name	Summary Step 3 Site Assessments
		<p>Whilst the site is potentially suitable, there are specific concerns regarding the proximity of two SSSIs, the absence of rail access and distance from Junction 26. Consequently, it is not preferred when compared against other sites, notably those on brownfield land and with access to the rail network.</p>
BBC-L08	Land to south-east of junction 26 of M1	<p>The site is half the minimum size, measuring 25ha.</p> <p>It is however located adjacent to Junction 26 of the M1 and would most likely access this junction via the A6002 at Mornington Crescent then the A610. The scale of development and distance from M1 J26 suggest that there will be a significant (cumulative) impact and off-site highways mitigation at M1 J26 may be required. As there is no rail access, the site would only distribute freight by road.</p> <p>The land is adjacent to Nuthall, very close to Nottingham and Kimberley and also close to Eastwood. These areas include neighbourhoods of high deprivation. Access from these communities can be achieved by good public transport and active travel infrastructure.</p> <p>Whilst the site may be potentially suitable, due to its smaller size it is not preferred.</p>
RBC-L01	Ratcliffe-on-Soar Power Station	<p>The site covers 265 ha (gross), however only 36.4 ha of this is proposed for logistics. In accordance with the adopted LDO, this will be located north of the A543 on the brownfield site of power station.</p> <p>Access can be achieved onto the A453 (and M1) via existing junctions on the A453. Given the scale of employment development Improvements are likely to be required to junctions on the strategic and non-strategic road network. The Transport Assessment identified a 'severe' impact on the strategic road network at several junctions including M1 Junction 24. Mitigation required at several strategic road junctions. The adopted LDO establishes that mitigation can be agreed and delivered as the site is redeveloped. Rail access can be achieved using the existing rail spur that serves the existing power station.</p> <p>Alongside the strategic road network there is potential for increased traffic on county roads if there is not sufficient capacity on the A453 (the primary route of access), noting that mitigating impacts on Junction 24 may not be delivered until the final phase of the site's development.</p> <p>Although the site is not located near to centres of population or areas of higher deprivation, like the other reasonable alternatives, the northern part of the site is adjacent to East Midlands Parkway Railway Station which provides direct rail services to Nottingham, London via Leicester and Sheffield via Derby and Chesterfield. The station also has a bus/coach stop with national and local services.</p> <p>Whilst the allocation of land south of the A453 is likely to have significant effects on the openness of the Green Belt in this area, redevelopment of the power station offers an opportunity to positively enhance the Green Belt and contribute to Green Belt purposes.</p>

Site Ref	Site Name	Summary Step 3 Site Assessments
		<p>Archaeological remains may extend under the site and the Redhill Railway Tunnel Portals are listed.</p> <p>Given the site's extensive areas of brownfield land (north of the A453), its location close to the M1, existing junctions onto the A453, proximity to the East Midlands Parkway railway station and access to the railway network, the power station is potentially suitable as a location for strategic distribution and logistics and a preferred site. This is confirmed through the LDO and the proposed allocation of the site through the Greater Nottingham Strategic Plan. This will require the establishment of exceptional circumstances in order to remove the site from the Green Belt.</p>
RBC-L02	Nottingham 'Gateway'	<p>The site is significant in size, covering 168h. Alternatively a smaller site of 115ha is also being promoted. Both sites provide an opportunity to deliver a distribution and logistics site that far exceeds the minimum size requirements. The site is within a reasonable distance of major labour pool at Clifton, within which there are areas of high deprivation.</p> <p>Access directly onto the A453 is not considered acceptable as it does not provide any wider strategic benefits. Consequently, the landowner has proposed a road bridge over the A453 which connects the site to Green Street from which the A453 can be accessed at the Mill Hill Roundabout. This island may need significant alterations.</p> <p>Indicative masterplan proposes a tram extension to the site and a bus / tram stop. Whilst a tram extension is identified through the site, the present terminus is some distance away in Clifton, and there is only a protected route secured through the Strategic Allocation South of Clifton. As with the sites around Junction 26 of the M1 there are no proposals or funding secured to extend the tram route.</p> <p>The site is not located adjacent to or near existing rail infrastructure. It is however only 6 miles from the nearest operational rail freight interchange at the East Midlands Logistics Park (further if access to the A453 can only be achieved via the Mill Hill roundabout).</p> <p>Whilst the site would, on its own, provide a significant contribution to meeting distribution and logistics needs and there are no significant environmental constraints, there are concerns that the site cannot access the strategic road network without significant highways improvements, including a road bridge (over the A453), widening of Green Street and alterations to the Mill Hill roundabout. Consequently, the site, although potentially suitable (subject to ensuring highways access), is not preferred when compared against those that have railway access.</p> <p>The site is located within an area of Green Belt that performs well against Green Belt purposes. Exceptional circumstances would need to be established to allocate this site.</p>

Potential supply of strategic warehousing and logistics space

- 52) Table 5.1 of the Logistics Study estimates that 315,000 sq. m of floorspace is committed for potential strategic warehousing (planning permissions and allocations in adopted local plans) and a further 569,634 sq. m is potentially in the future “pipeline” (in draft local plans and planning applications pending). The supply position has therefore been updated to take account of changes since the publication of the Logistics Study and the results of the site assessment exercise set out in this Background Paper. The updated supply position including commitments (planning permissions and allocations in adopted local plans) and potential pipeline supply (draft local plan allocations) are set out at **Appendix 1**.
- 53) In summary, there is 461,041 sq. m of distribution and logistics permitted (committed) on approximately 138 ha of land and 453,600 square metres on about 108.3 ha potentially in the “pipeline” which would mean need would fall to around 571,359 sq. metres on around 163 ha. The Logistics Study considered that redevelopment of existing employment sites could meet 10 – 20% of this remaining need further reducing demand to between 131 and 147 hectares. The preferred sites identified in the Preferred Approach Consultation would make provision for about 74,000 sq. metres on 68 ha. The exact quantum of floorspace is at present unknown to be determined at the planning application stage.

Appendix 4 outlines the potential supply and compares this against residual need concluding that a very high proportion of the need identified by the Logistics Study would be met leaving a residual amount of between 63 – 79 ha.

Conclusions

- 54) The Logistics Study recommends providing for approximately 425 ha of strategic warehousing and logistics facilities within the Study Area. The Logistics Study estimates of need are considered to be guidance and not a target as the Councils must balance meeting demand for strategic warehousing and logistics against planning policy and environmental constraints. There is a considerable amount of “committed” and potential “pipeline” supply already identified by the Councils across the Nottingham Core and Outer HMAs.
- 55) The Greater Nottingham Councils have taken into account the various operational criteria and planning policy constraints and consider on balance that the preferred sites which could be allocated in the Partnership’s emerging

Local Plans including the Greater Nottingham Strategic Plan, broadly meet the relevant criteria. These preferred sites are:

- **Former Bennerley Coal Disposal Point (BBC-L01)**
- **Ratcliffe on Soar Power Station (RBC-L01)**

56) In combination with the identified “commitments” and potential “pipeline” supply across the entire study area, the preferred sites set out in paragraph 55 above the Greater Nottingham area would provide for a significant growth in the delivery of strategic warehousing facilities in the Logistics Study Area and an increased market share of the wider strategic distribution market. Although not considered within this paper, additional distribution and logistics may come forward within the Greater Nottingham area and those other authorities within the Logistic Study area. This could include identifying additional smaller sites that can accommodate units of 9,000 sqm and above that could also have an important role to play in meeting wider B8 logistics needs and to provide necessary flexibility to address any shortfall in supply, subject to wider planning considerations.

Appendix 1: List of sites assumed to meet strategic distribution need within the Logistics Study Area

Table A: Allocations and planning permissions

Authority	Site Address	Status	Reference	Floorspace sq. m	Site area hectares
Ashfield	Castlewood Business Park	Planning permission	V/2018/0652	19,235	5
Ashfield	Castlewood Business Park	Planning Permission	V/2021/0362	12,467	2.94
Ashfield	West of Fullwood	Allocation	EM1Sb	17,707	4.54
Ashfield	Harrier Park	Allocation	EM1Ha and planning permission V/2015/0776	31,000	7.75
Mansfield	Penniment Farm, Unit 1	Reserved matters	2017/0572/RES	13,299	3.64
Newark & Sherwood	Land off Brunel Drive	Application permitted to vary conditions in order to erect building for storage and distribution	22/02164/S73M Section 73 application to vary conditions approved under 21/02/408/FULM	63,834	15.61
Newark & Sherwood	Land South of Newark	Outline Planning Permission	10/01586/OUT Allocation NAP2A	110,000	31.3
Newark & Sherwood	Land at Stephenson Way, Newark	Allocation	Allocation NUA/E/2	21,000	5.88
Newark & Sherwood	Land off the A17 Coddington	Planning Permission and reserved matters approval	20/01452/OUTM and 22/02427/RMAM	37,000	16.6
Nottingham City	Former Horizon Factory	Outline planning permission	18/01455/POU	39,619	20
Nottingham City	Blenheim Lane	Reserved matters approval	21/02346/REM	17,000	3.5
Rushcliffe	South of Clifton	Outline planning permission	14/01417/OUT	24,443	6.98

Authority	Site Address	Status	Reference	Floorspace sq. m	Site area hectares
Rushcliffe	South of Clifton	Reserved matters approval	21/02346/REM	9,437	2.7
Rushcliffe	RAF Newton	Reserved matters approval	22/01468/REM	14,000	4.1
Rushcliffe	50% North of Bingham	Allocation	Strategic allocation Policy 22.	31,000	7.1
Total				461,041	137.64

Table B Potential “pipeline”

Authority	Site Address	Status	Reference	Floorspace sq. m	Site area hectares
Ashfield	Junction 27 M1 North East	Draft allocation	Ashfield Draft Local Plan	73,600	18.4
Ashfield	Junction 27 South East	Draft allocation	Ashfield Draft Local Plan	90,000	22.5
Erewash	Stanton North	Planning permission Draft allocation	1221/0002 Core Strategy Indicative masterplan	110,000	31
Rushcliffe	Ratcliffe on Soar Power Station	Adopted Local Development Order	Ratcliffe on Soar Local Development Order July 2023	180,000	36.4
Total				453,600	108.3

Table C Total Commitments and “Pipeline”

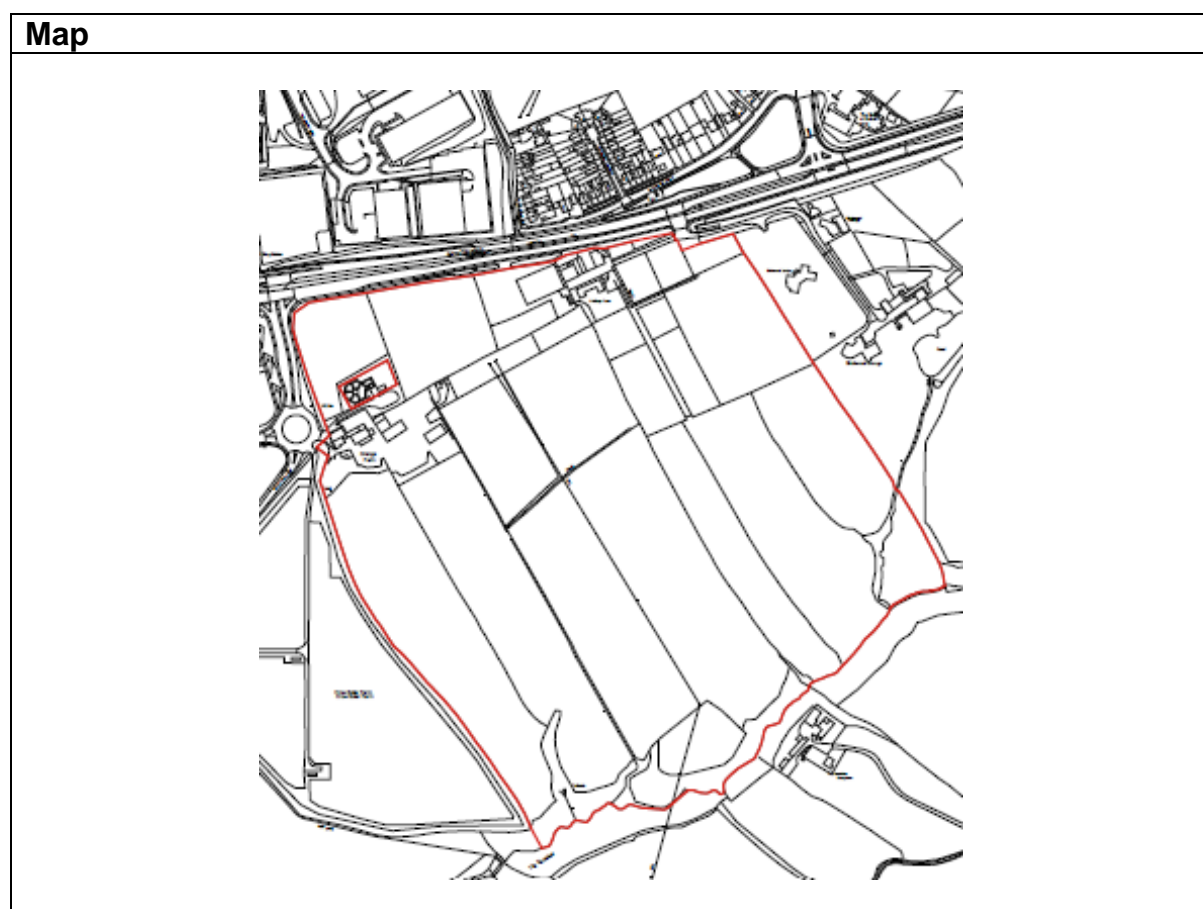
Total commitments and “pipeline”				914,641	245.94
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Appendix 2: Step 2 – Assessment of ‘Pool Sites’ and Identification of Reasonable Alternatives

29 sites within Ashfield, Broxtowe, Erewash, Gedling, Nottingham City and Rushcliffe were assessed at Stage 1 in order to identify those that are reasonable alternative sites and further assessment within Stage 2.

Ashfield

ADC-L01: Land East of Pinxton Lane, South of A38, Sutton in Ashfield



Stage 1 Criteria	Details
Strategic Scale – Is the site greater than 25Ha?	38 ha of which the applicant considers that approximately 25 ha is the net developable area predominantly for Use Classes B2 and B8. Yes
Strategic Location – Is the site within an Area of Opportunity?	Yes – Area adjacent to M1 Junction 28 and 27 (Sutton in Ashfield, Alfretton, Kirkby in Ashfield and towards Hucknall albeit not all roads dualled notably A611 and A608). Nottinghamshire Core & Outer HMA Logistics Study Final Report 2022. Icen. Paragraph 10.8.

Stage 1 Criteria	Details
Strategic Highway Connections – Does the site have good connections to the highway network close to a junction with the M1 or long distance dual carriageway?	<p>The site is located off the A38 to the east of Junction 28 of the M1 Motorway. The submission identifies that the site is proposed to be accessed off the roundabout on Pinxton Lane. Significant highway improvements were undertaken as part of the development of Castlewood Business Park. This included the roundabout on Pinxton Lane and substantial junction improvement to the A38 and Pinxton Lane intersection.</p>
Conclusion – Is the site a reasonable alternative that is carried forward to a Stage 2 Assessment?	<p>The site is identified as a reasonable alternative for further consideration. This reflects the site's size, its location within an area of opportunity as identified in the Logistics Study and its location off the A38 and close to Junction 28 of the M1 Motorway. The site will need to be considered against any environmental infrastructure and policy constraints within the Stage 2 assessment.</p>

ADC-L02: Land to the North East of Junction 27 M1 Motorway off A608 Mansfield Road, Annesley

Map – Illustrative Plan



Stage 1 Criteria	Details
<p>Strategic Scale – Is the site greater than 25Ha?</p>	<p>The site forms part of a proposed employment land allocation in the Draft Local Plan Consultation Oct/Nov 2021. It is also subject to an outline planning application V/2022/0360 which identifies the site area as 26.32 ha. The application proposes a maximum of 65,000 sq m the majority of which would be logistics but with some potential element of B2 uses.</p> <p>Yes</p>
<p>Strategic Location – Is the site within an Area of Opportunity?</p>	<p>Yes – Area adjacent to M1 Junction 28 and 27 (Sutton in Ashfield, Alfretton, Kirkby in Ashfield and towards Hucknall albeit not all roads dualled notably A611 and A608). Nottinghamshire Core & Outer HMA Logistics Study Final Report 2022. Icenl. Paragraph 10.8.</p>
<p>Strategic Highway Connections – Does the site have good connections to the highway network close to a junction with the M1 or long distance dual carriageway?</p>	<p>The site is located off the A608 Mansfield Road, Annesley linking into Sherwood Business Park. It has good connections to the M1 Motorway being located to the north east of Junction 27.</p>
<p>Conclusion – Is the site a reasonable alternative that is carried forward to a Stage 2 Assessment?</p>	<p>The site is identified as a reasonable alternative for further consideration. This reflects the site's size, its location within an area of opportunity as identified in the Logistics Study and its location off the A608 close to Junction 27 of the M1</p>

Stage 1 Criteria	Details
	Motorway. The site will need to be considered against any environmental, historic, infrastructure and policy constraints within the Stage 2 assessment.

ADC-L03: Land to the South East of Junction 27 M1 Motorway off A608 Mansfield Road, Annesley

Map

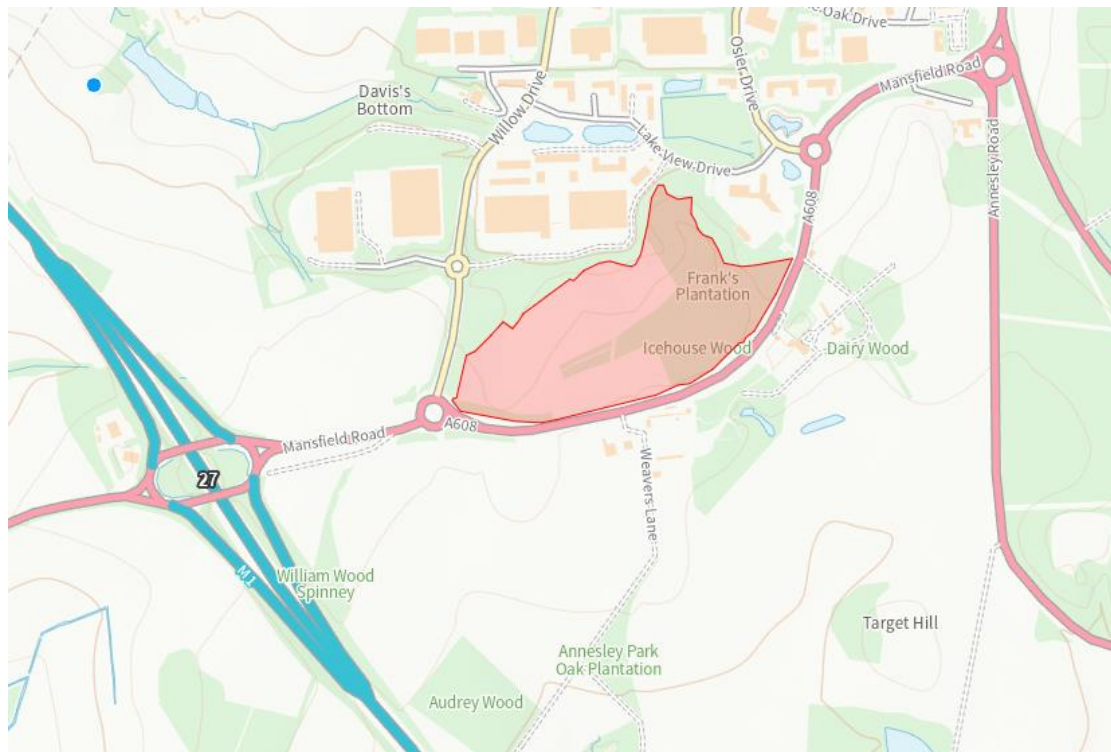


Stage 1 Criteria	Details
<p>Strategic Scale – Is the site greater than 25Ha?</p>	<p>The completed Greater Nottingham Councils’ Call for potential Strategic Distribution Sites form identifies the site area as 23.75 ha. This is a smaller site that was submitted to Ashfield District Council SHELAA in 2019. However, a planning application has been submitted on the site, V/2022/0246, which identifies the site area as 26.75 ha. It proposes development with a gross internal area of up to 91,716 sq. m. The use is identified as B2/B8.</p> <p>Yes</p>
<p>Strategic Location – Is the site within an Area of Opportunity?</p>	<p>Yes – Area adjacent to M1 Junction 28 and 27 (Sutton in Ashfield, Alfreton, Kirkby in Ashfield and towards Hucknall albeit not all roads dualled notably A611 and A608). Nottinghamshire Core & Outer HMA Logistics Study Final Report 2022. Icenl. Paragraph 10.8.</p>
<p>Strategic Highway Connections – Does the site have good connections to the highway network close to a junction with the M1 or long distance dual carriageway?</p>	<p>The Highway Authority in response to Ashfield’s SHELAA identified that the site is located off the A608 Mansfield Road, Annesley to the south east of Junction 27 of the M1 Motorway identified that the site has access constraints which could be overcome - accessed off a 4th arm off the existing Sherwood Business Park island on the A608. This will require the existing island being increased substantially in size with appropriate re-alignment of the dual carriageway/provision of deceleration lanes etc. on the A608.</p>

Stage 1 Criteria	Details
	It is understood that additional work is being undertaken in relation to highways and the potential impact in relation to Junction 27 of the M1 Motorway as part of the current planning application.
Conclusion – Is the site a reasonable alternative that is carried forward to a Stage 2 Assessment?	The site is identified as a reasonable alternative for further consideration. This reflects the site's size, its location within an area of opportunity as identified in the Logistics Study and its location off the A608 close to Junction 27 of the M1 Motorway. The site will need to be considered against any environmental, historic, infrastructure and policy constraints within the Stage 2 assessment.

ADC-L04: Land to the South Sherwood Business Park, off A608 Mansfield Road, Annesley

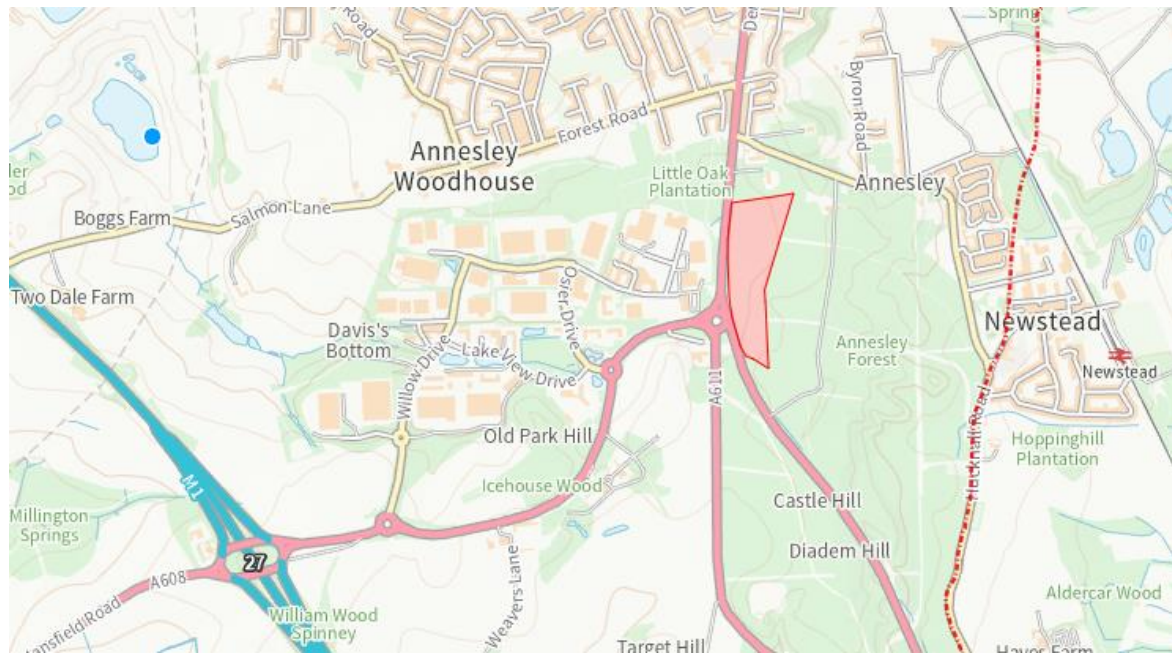
Map



Stage 1 Criteria	Details
Strategic Scale – Is the site greater than 25Ha?	The site area is identified as 17.6 ha with a proposed development of up to 27,870 sq. m. No
Strategic Location – Is the site within an Area of Opportunity?	Yes – Area adjacent to M1 Junction 28 and 27 (Sutton in Ashfield, Alfreton, Kirkby in Ashfield and towards Hucknall albeit not all roads dualled notably A611 and A608). Nottinghamshire Core & Outer HMA Logistics Study Final Report 2022. Icen. Paragraph 10.8.
Strategic Highway Connections – Does the site have good connections to the highway network close to a junction with the M1 or long distance dual carriageway?	The site is located off the A608 Mansfield Road, Annesley to the north east of Junction 27 of the M1 Motorway and links to Sherwood Business Park.
Conclusion – Is the site a reasonable alternative that is carried forward to a Stage 2 Assessment?	The site does not meet the criteria of being more than 25 ha and consequently is not carried forward to a Stage 2 Assessment.

ADC-L05: Land to the East of Sherwood Business Park, off A611 Derby Road, Annesley

Map

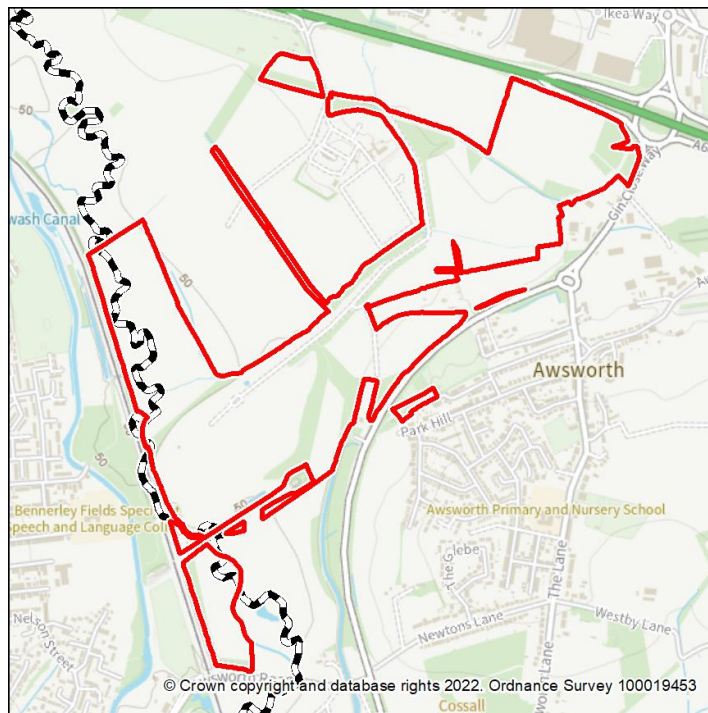


Stage 1 Criteria	Details
Strategic Scale – Is the site greater than 25Ha?	The site area is identified as 9.0 ha with the proposed development of up to 18,580 sq. m. No
Strategic Location – Is the site within an Area of Opportunity?	Yes – Area adjacent to M1 Junction 28 and 27 (Sutton in Ashfield, Alfreton, Kirkby in Ashfield and towards Hucknall albeit not all roads dualled notably A611 and A608). Nottinghamshire Core & Outer HMA Logistics Study Final Report 2022. Icen. Paragraph 10.8.
Strategic Highway Connections – Does the site have good connections to the highway network close to a junction with the M1 or long distance dual carriageway?	The site is located off the A611, Derby Road, Annesley. The site is approximately 2.4 kilometres from Junction 27 of the M1 Motorway. Consequently it has good connections to the highway network and M1.
Conclusion – Is the site a reasonable alternative that is carried forward to a Stage 2 Assessment?	The site does not meet the criteria of being more than 25 ha and consequently is not carried forward to a Stage 2 Assessment.

Broxtowe

BBC-L01: Former Bennerley Coal Disposal Point

Map

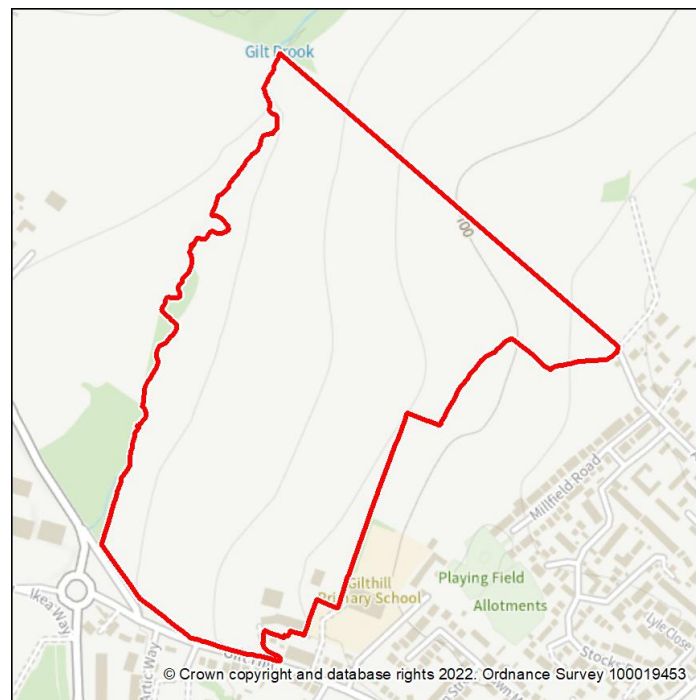


Stage 1 Criteria	Details
Strategic Scale – Is the site greater than 25Ha?	Yes. The site covers 68 ha.
Strategic Location – Is it within an Area of Opportunity	Yes, the site is located within an Area of Opportunity at Junction 26 of the M1.
Strategic Highway Connections – Does the site have good connections to the highway network close to a junction with the M1 or long distance dual carriageway?	The owners/promoters advise: “Existing access onto the A610, secondary access could also be provided onto an existing junction on the A6096. Directly connected to the rail network. The site is central to the strategic highway network which linking [sic] to Junction 26 of M1 for connections to the south and north, near the A50 to the west and A610 to the east. This would provide suitable road access to the site for HGV’s.”

Stage 1 Criteria	Details
Stage 1 Conclusion	The site is being identified as a reasonable alternative for further consideration because of its capacity, its proximity to the A610/M1 and the possibility of rail access.

BBC-L02a: Gilt Hill (smaller site)

Map



Stage 1 Criteria	Details
Strategic Scale – Is the site greater than 25Ha?	Yes. The site covers 25.17 ha.
Strategic Location – Is it within an Area of Opportunity	Yes, the site is located within an Area of Opportunity at junction 26 of the M1.
Strategic Highway Connections – Does the site have good connections to the highway network close to a junction with the M1 or long distance dual carriageway?	The owners/promoters advise: “The site has good access to the strategic highway network with access on to the A610 dual carriageway, which is 2 miles to Junction 26 of the M1 Motorway.”
Stage 1 Conclusion	The site is identified as a reasonable alternative for further consideration because of its capacity, location within an Area of Opportunity and its proximity to the A610/M1.

BBC-L02b: Gilt Hill (larger site)

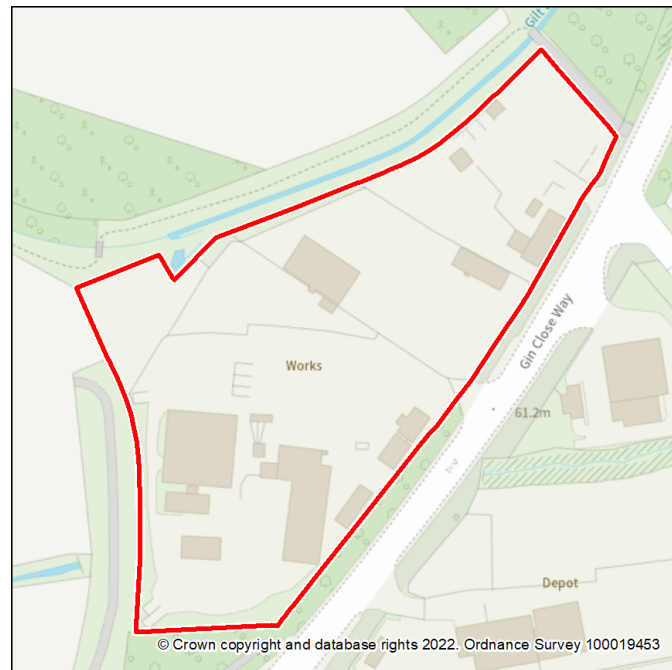
Map



Stage 1 Criteria	Details
Strategic Scale – Is the site greater than 25Ha?	Yes. The site is approximately 50 ha.
Strategic Location – Is it within an Area of Opportunity	Yes, the site is located within an Area of Opportunity at junction 26 of the M1.
Strategic Highway Connections – Does the site have good connections to the highway network close to a junction with the M1 or long distance dual carriageway?	The owners/promoters advise: “The site has good access to the strategic highway network with access on to the A610 dual carriageway, which is 2 miles to Junction 26 of the M1 Motorway.”
Stage 1 Conclusion	The site is identified as a reasonable alternative for further consideration because of its capacity, location within an Area of Opportunity and its proximity to the A610/M1.

BBC-L03: 'Gin Close Way'

Map



Stage 1 Criteria	Details
Strategic Scale – Is the site greater than 25Ha?	No. The site is only 1.97ha (However, it could be considered in conjunction with adjacent site BBC-L01.)
Strategic Location – Is it within an Area of Opportunity	Yes, the site is located within an Area of Opportunity at junction 26 of the M1.
Strategic Highway Connections – Does the site have good connections to the highway network close to a junction with the M1 or long distance dual carriageway?	Yes, site is adjacent to A6096 and its junction with the A610. Junction 26 of the M1 is approximately 2 miles via the A610.
Stage 1 Conclusion	The site is not being identified as a reasonable alternative for further consideration in itself, because of its size. However, it could be considered in conjunction with the adjacent site BBC-L01, given its proximity to the A610/M1.

BBC-L04: Land at Kimberley Eastwood Bypass

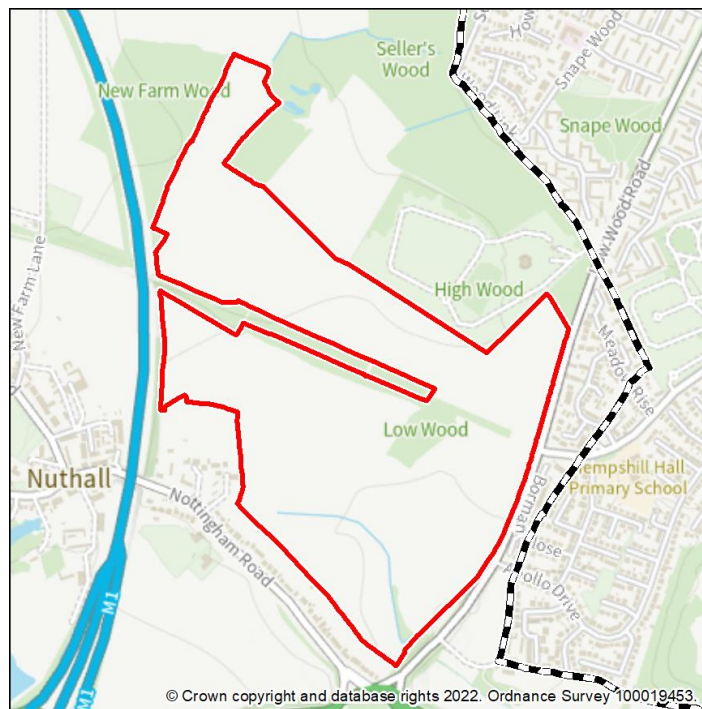
Map



Stage 1 Criteria	Details
Strategic Scale – Is the site greater than 25Ha?	No. The site is 21.64 ha.
Strategic Location – Is it within an Area of Opportunity	Yes, the site is within the Area of Opportunity around junction 26 of the M1.
Strategic Highway Connections – Does the site have good connections to the highway network close to a junction with the M1 or long distance dual carriageway?	The owners/promoters advise that “the site benefits from exceptional connections with the strategic highway network. It sits immediately adjacent to J26 of the M1 and the A610.”
Stage 1 Conclusion	The site is being identified as a reasonable alternative for further consideration because of its size, location within an Area of Opportunity and connectivity to the A610 and M1.

BBC-L05: Land at Low Wood Road, Nuthall

Map



Stage 1 Criteria	Details
Strategic Scale – Is the site greater than 25Ha?	Yes. The site covers 57.22 ha.
Strategic Location – Is it within an Area of Opportunity	Yes, the site is located close to Junction 26 which is an Area of Opportunity.
Strategic Highway Connections – Does the site have good connections to the highway network close to a junction with the M1 or long distance dual carriageway?	The owners/promoters advise: “The site immediately adjoins the A610 off the two proposed access roads which connects the site to the M1 at Junction 26. Junction modelling undertaken by our Transport Consultant indicates that there is sufficient capacity within the existing junctions within the vicinity of the site.”
Stage 1 Conclusion	The site is being identified as a reasonable alternative for further consideration because of its capacity, location within an Area of Opportunity and its connectivity to the A610 and M1.

BBC-L06: Land at New Farm, Nuthall

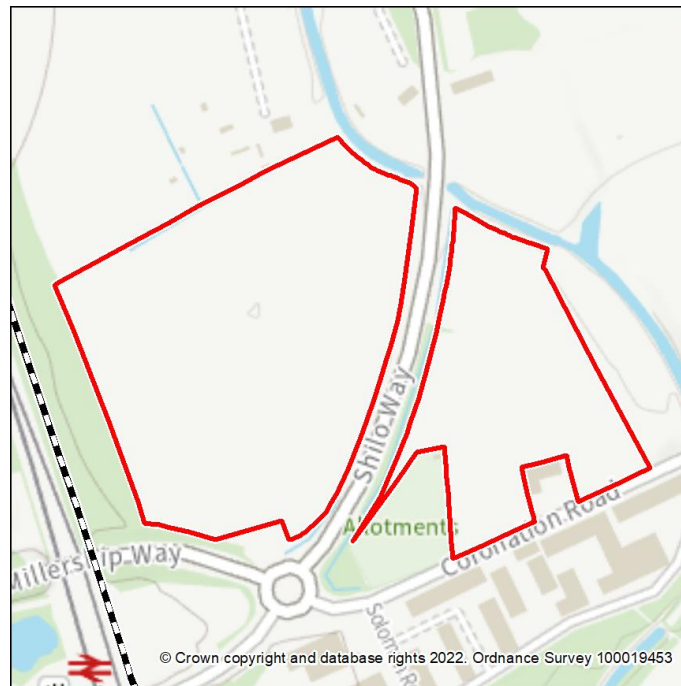
Map



Stage 1 Assessment	Details
Strategic Scale – Is the site greater than 25Ha?	Yes. The site is 40.90 ha.
Strategic Location – Is it within an Area of Opportunity	Yes, the site is located within an Area of Opportunity around Junction 26 of the M1.
Strategic Highway Connections – Does the site have good connections to the highway network close to a junction with the M1 or long distance dual carriageway?	The owners/promoters advise: “Access to Blenheim Industrial Park, connecting to Low Wood Road (A6002) which connects to the A610 and M1 motorway. Approximately 3.7km (6 minute drive) from the M1 J26 via good quality roads.”
Stage 1 Conclusion	The site is identified as a reasonable alternative for further consideration because of its capacity, its location within an Area of Opportunity and its proximity to the M1 and A610.

BBC-L07: Land at Shilo Way

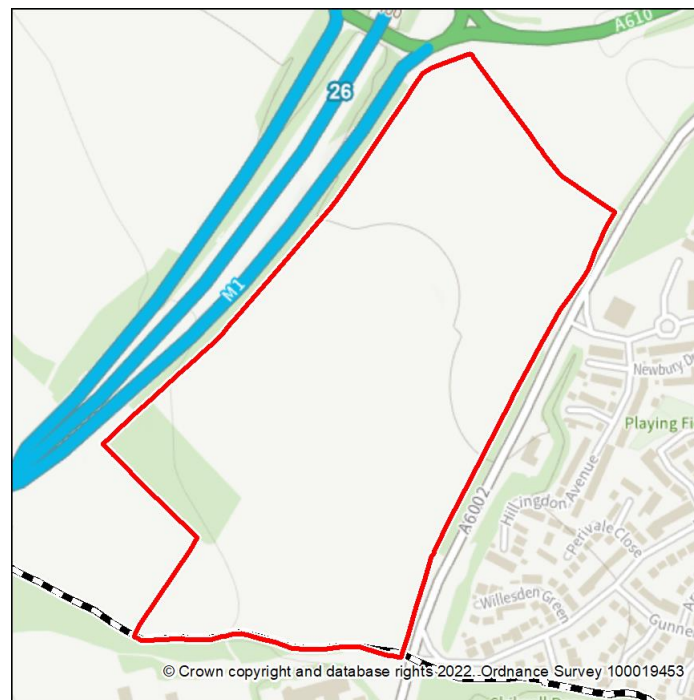
Map



Stage 1 Criteria	Details
Strategic Scale – Is the site greater than 25Ha?	10.07ha (The owners/promoters' figure is 11 ha.) The site is divided by a road. No.
Strategic Location – Is it within an Area of Opportunity	Yes, the site is within an Area of Opportunity around junction 26 of the M1.
Strategic Highway Connections – Does the site have good connections to the highway network close to a junction with the M1 or long distance dual carriageway?	Yes, site is adjacent to A6096. Junction 26 of the M1 is approximately 3.5 miles via the A6096 and A610.
Stage 1 Conclusion	The site is not being identified as a reasonable alternative for further consideration because its limited size appears to make it unsuitable for large-scale logistics development.

BBC-L08: Land to south-east of junction 26 of M1, Nuthall

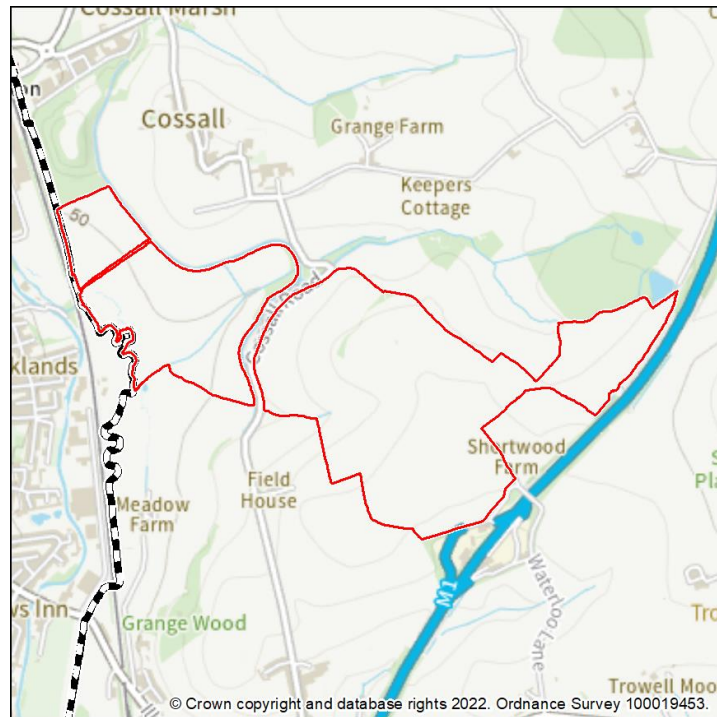
Map



Stage 1 Criteria	Details
Strategic Scale – Is the site greater than 25Ha?	Yes. The site is 25.01 ha.
Strategic Location – Is it within an Area of Opportunity	Yes, the site is within an Area of Opportunity around junction 26 of the M1.
Strategic Highway Connections – Does the site have good connections to the highway network close to a junction with the M1 or long distance dual carriageway?	The owners/promoters advise that: “Access would be via the A6002, which connects to junction 26 of the M1”.
Stage 1 Conclusion	The site is identified as a reasonable alternative for further consideration because of its capacity, its location within an Area of Opportunity and its proximity to the M1 and A610.

BBC-L09: Land at Waterloo Lane, Trowell

Map



Stage 1 Criteria	Details
Strategic Scale – Is the site greater than 25Ha?	Yes. The site is 118.06 ha. (The owners/promoters' figure is 120 ha.)
Strategic Location – Is it within an Area of Opportunity	Partially, although adjacent to the M1, it is not located close to either Junction 25 or 26.
Strategic Highway Connections – Does the site have good connections to the highway network close to a junction with the M1 or long distance dual carriageway?	The owners/promoters advise that connectivity to the M1 would be achieved “via Trowell service junction of M1 and A609/A610 to J26 M1”. Access directly onto the M1 via Trowell Services is likely to raise complicated negotiations with Highways England, detailed modelling of impacts upon the M1 (congestion and safety), and likely motorway access improvements. Alternative access via Junction 26 would appear to involve use of the A6002 (east of the M1), between the A609 and A610.
Stage 1 Conclusion	The site is not being identified as a reasonable alternative for further consideration because it is peripheral to, and partly

Stage 1 Criteria	Details
	outside, the 'Area of Opportunity', and because it appears to have no appropriate means of access.

Erewash

NC1.2PA: Stanton Tip / Stanton Park

Map

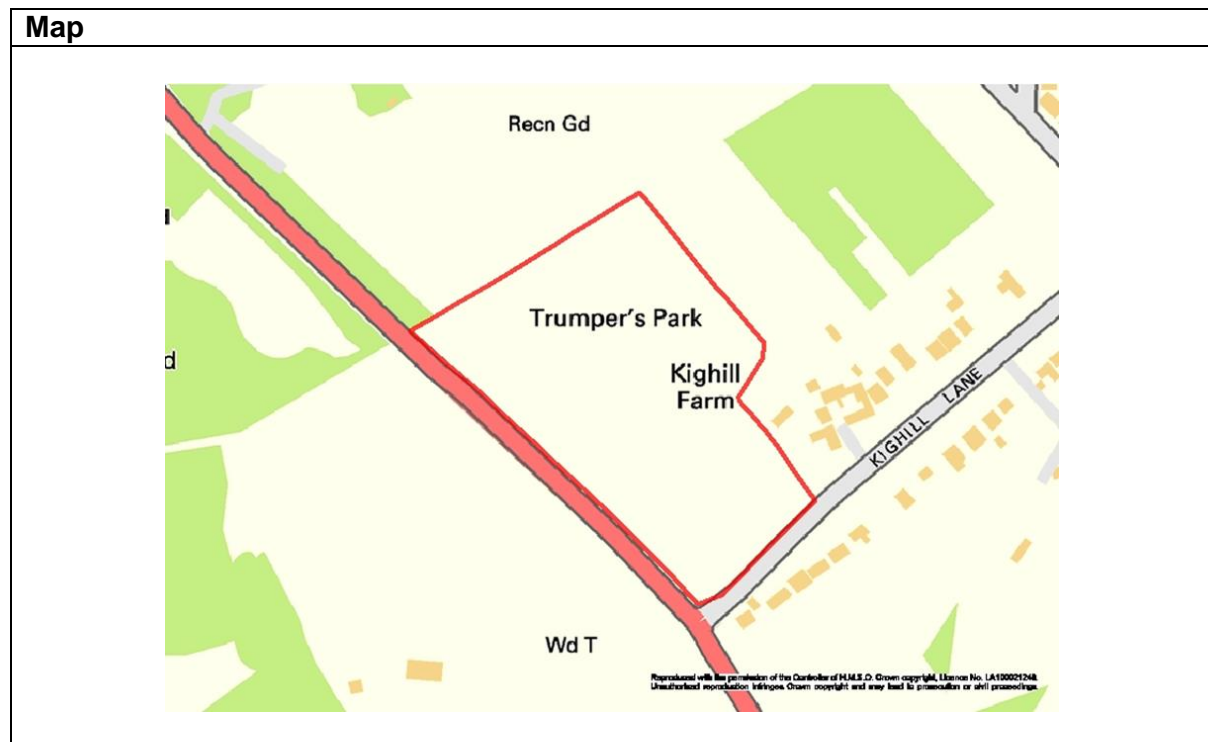


Stage 1 Criteria	Details
<p>Strategic Scale – Is the site greater than 25Ha?</p>	<p>Yes, the site is a strategic employment allocation in the draft Erewash Core Strategy Review. It is approximately 80 hectares in size.</p> <p>An outline planning permission for a maximum of 261,241sqm of mixed employment floorspace was granted in 2022 as part of ERE/1221/0002. The logistics/B8 component will be determined through a reserved matters application.</p>
<p>Strategic Location – Is the site within an Area of Opportunity?</p>	<p>No – the site is located north of Area of Opportunity 3 (Para 10.8 of the Report) identified around J25 of the M1 which also stretches east and west along the A52 corridor.</p>
<p>Strategic Highway Connections – Does the site have good connections to the highway network close to a junction with the M1 or long distance dual carriageway?</p>	<p>Whilst the site is in very close proximity to the M1 motorway, vehicular access is more indirect, with road connections to the strategic highway network needing to be taken through Sandiacre to access J25.</p>

Stage 1 Criteria	Details
<p>Conclusion – Is the site a reasonable alternative that is carried forward to a Stage 2 Assessment?</p>	<p>The site is identified as a reasonable alternative for further consideration because of its size, its location on the edge of an area of opportunity (as identified in the Logistics Study), its location adjacent to the M1 and the planning status of the site now it benefits from an outline consent for mixed employment uses.</p>

Gedling

GBC-L01: West of Kighill Farm



Stage 1 Criteria	Details
Strategic Scale – Is the site greater than 25Ha?	5.45 ha No
Strategic Location – Is the site within an Area of Opportunity?	No
Strategic Highway Connections – Does the site have good connections to the highway network close to a junction with the M1 or long distance dual carriageway?	<p>The Highway Authority will seek to resist any new access points off the A60 Mansfield Road in this vicinity which forms part of the core road network, as it could have an effect on traffic flows to the detriment of highway safety. The rural location of the site will likely encourage heavy car use and is not sustainable.</p> <p>Approximately 9 miles to M1 junction 27. Does not have direct access to A60 which is not dualled. The site does not meet the criteria for road access.</p>
Conclusion – Is the site a reasonable alternative that is carried forward to a Stage 2 Assessment?	<p>The site is not identified as a reasonable alternative for further consideration because it is too small and does not meet the criteria for road access.</p>

GBC-L02: Land at Stockings Farm, Redhill

Map



Stage 1 Criteria	Details
<p>Strategic Scale –</p> <p>Is the site greater than 25Ha?</p>	<p>10 ha promoted for employment uses by landowner as part of a mixed use site (SHLAA site G462). Site G462 net developable area is approximately 20 ha.</p> <p>No</p>
<p>Strategic Location – Is the site within an Area of Opportunity?</p>	<p>Not located within an Area of Opportunity for strategic distribution sites.</p>
<p>Strategic Highway Connections – Does the site have good connections to the highway network close to a junction with the M1 or long distance dual carriageway?</p>	<p>The development traffic would rely on using a very congested section of the A60 Mansfield Road between Leapool Island and Oxclose Lane. Due to land constraints, it is difficult to see where appropriate traffic mitigation can be introduced. Whilst it would be possible to heavily promote public transport services to encourage more sustainable travel, these services would ultimately be reliant on the same congested highway network unless adequately catered for by the introduction of bus priority measures. How this would be achieved is very unclear.</p> <p>Access onto Leapool Island A60 and A614. The A60 and A614 are not dualled. The A60 towards Nottingham is heavily congested. The site is remote from M1 junctions. Junction 26 is approximately 10km.</p> <p>The site is within 30 minutes travel time by public transport, walking and cycling to Arnold shopping centre and therefore accessible to the labour market.</p>

Stage 1 Criteria	Details
Conclusion – Is the site a reasonable alternative that is carried forward to a Stage 2 Assessment?	The land is not considered a reasonable alternative for strategic distribution on the basis that the site is insufficiently large enough and not within an Area of Opportunity for distribution uses. The location does not meet the criteria for having good road access with congestion on the A60 and its associated AQMA being a particular issue.

Nottingham

NCC-L01: Stanton Tip / Stanton Park

Map

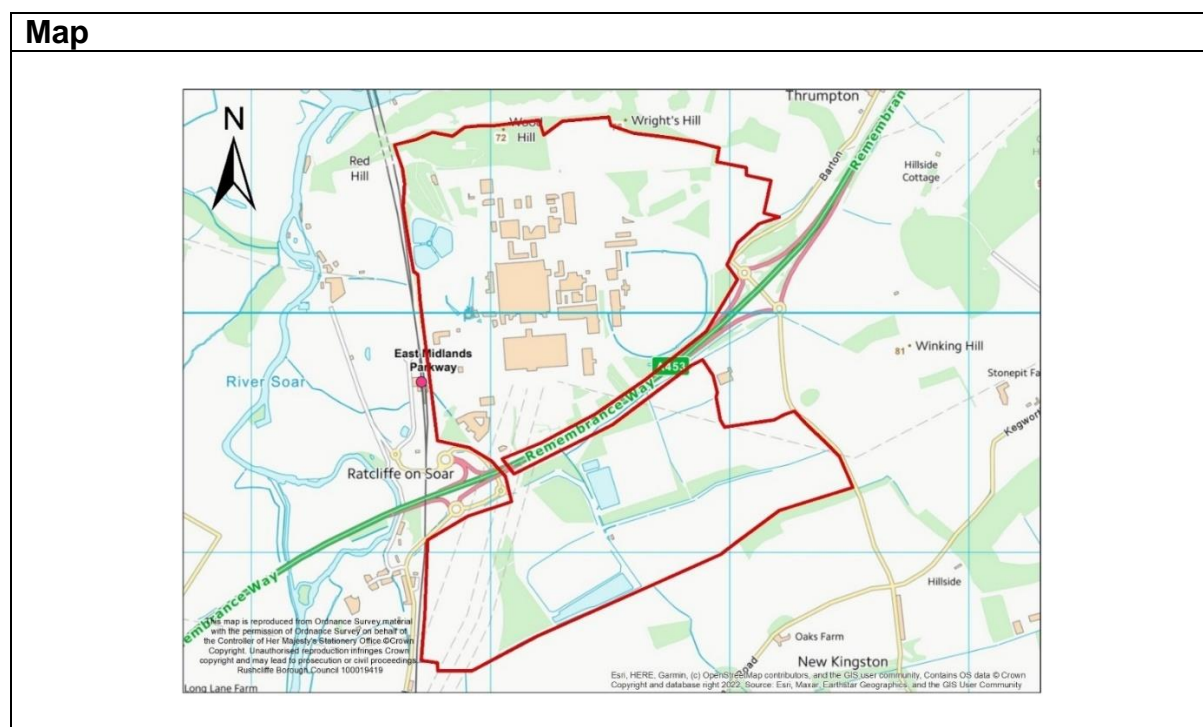


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Stage 1 Criteria	Details
Strategic Scale – Is the site greater than 25Ha?	No, 42.65 hectares, but only 25 ha net developable area. As the existing Local Plan allocation is for mixed use, the full 25 ha is not available for logistics use.
Strategic Location – Is the site within an Area of Opportunity?	Yes – the site is on the edge of 1 of 5 ‘Areas of Opportunity’-area adjacent to M1 Junction 26 (Langley Mill, Eastwood and Kimberley)’ identified by Logistics Study.
Strategic Highway Connections – Does the site have good connections to the highway network close to a junction with the M1 or long distance dual carriageway?	Close to the A610 and junction 26 of the M1
Conclusion – Is the site a reasonable alternative that is carried forward to a Stage 2 Assessment?	<p>The site is not a reasonable alternative for further consideration within Stage 2 because of the land available for strategic logistics is less than 25ha.</p> <p>Although an element of logistics use may be appropriate as part of a mix of uses, the site is not considered suitable for a strategic scale logistics development.</p>

Rushcliffe

RBC-L01: Ratcliffe-On-Soar Power Station



Stage 1 Criteria	Details
Strategic Scale – Is the site greater than 25Ha?	265 ha (gross), of which approximately 36.4 Ha of the site is proposed for logistics Yes
Strategic Location – Is the site within an Area of Opportunity?	Yes, the site is within an Area of Opportunity adjacent to A453.
Strategic Highway Connections – Does the site have good connections to the highway network close to a junction with the M1 or long distance dual carriageway?	Access can be achieved onto the A453 (and M1) via existing junctions on the A453. Given the scale of employment development improvements are likely to be required to junctions on the strategic and non-strategic road network.
Conclusion – Is the site a reasonable alternative that is carried forward to a Stage 2 Assessment?	The site is identified as a reasonable alternative for further consideration because of the site's location adjacent to the strategic network (A453 (M1)) and access to it. The A453 is an Area of Opportunity for strategic distribution. It also has existing utilities infrastructure. Part of the site is promoted by the landowner as a location for strategic distribution and up to 180,000 sqm of logistics development is identified within the draft LDO. Redevelopment offers opportunities to improve the local environment and wider area.

RBC-L02: Nottingham 'Gateway'

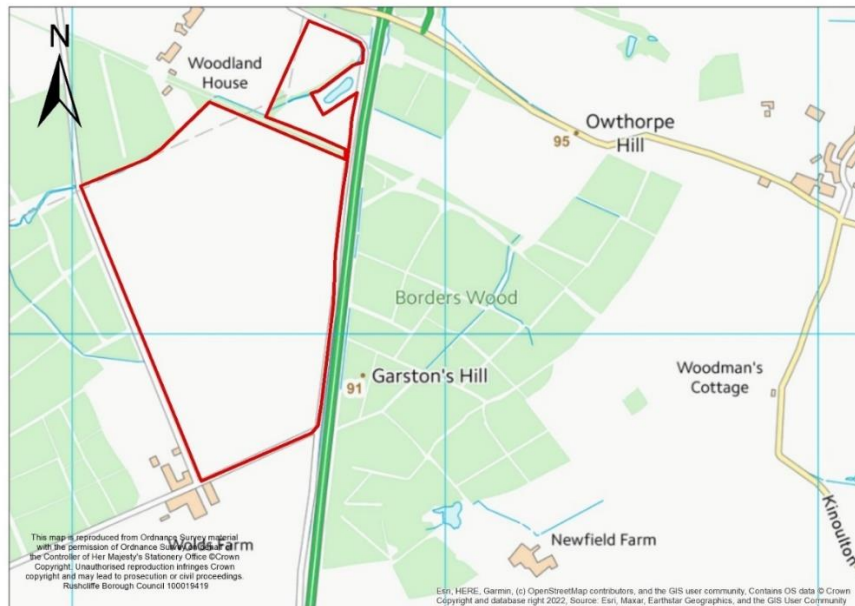
Map



Stage 1 Criteria	Details
Strategic Scale – Is the site greater than 25Ha?	168 ha. An alternative smaller area of approximately 115Ha is also being promoted which excludes the land to the east of Nottingham Road in its entirety Yes
Strategic Location – Is the site within an Area of Opportunity?	Yes – within the A453 Area of Opportunity.
Strategic Highway Connections – Does the site have good connections to the highway network close to a junction with the M1 or long distance dual carriageway?	Adjacent to the A453 and the northern edge of the site is around 4.5 miles away from Junction 24 of the M1 if direct access could be achieved onto the A453. Access would require a new junction or access to an existing junction. The landowner has proposed a junction arrangement which is considered further in the part 2 assessment, together with National Highways view on whether direct connection to the A453 would be acceptable in principle
Conclusion – Is the site a reasonable alternative that is carried forward to a Stage 2 Assessment?	The site is identified as a reasonable alternative for further consideration because of the site's size, its location within an area of opportunity (as identified in the Logistics Study) and location adjacent to the A453. Alongside environmental and policy constraints, consideration within the Stage 2 assessment must determine whether access onto the A453 is viable and deliverable.

RBC-L03: South of Owthorpe Lane

Map



Stage 1 Criteria	Details
Strategic Scale – Is the site greater than 25Ha?	50 ha Yes
Strategic Location – Is the site within an Area of Opportunity?	No – Although on the A46, it is beyond the Area of Opportunity identified along the A46 at Newark.
Strategic Highway Connections – Does the site have good connections to the highway network close to a junction with the M1 or long distance dual carriageway?	<p>Site is adjacent to A46 and access to this strategic highway may be achieved via the Owthorpe Road Junction, subject to advice from Highways England.</p> <p>The site's location is not considered optimal for strategic distribution. As identified in the Logistics Study, access to the M1 and A1 is a priority. However, the M1 is 22 miles south on the A46 at Leicester, less if lorries travel through Cotgrave and use the A606, A52 and A453 (joining at Kegworth).</p> <p>The A1 can be joined 20 miles north at Newark, directly along the A46, or 20 miles east at Grantham via the A52.</p> <p>These alternative routes east and west require the use by lorries of single carriageway roads to access the A1 and M1.</p>
Conclusion – Is the site a reasonable alternative that is carried forward to a Stage 2 Assessment?	Although located adjacent to the A46, the site is beyond the Areas of Opportunity identified in the Nottinghamshire Core & Outer HMA Logistics Study. It is also around 22 miles from the M1 and around 20 miles from the A1.

Stage 1 Criteria	Details
	Therefore, the site is not identified as a reasonable alternative for further consideration.

RBC-L04: Land north of Owthorpe Lane

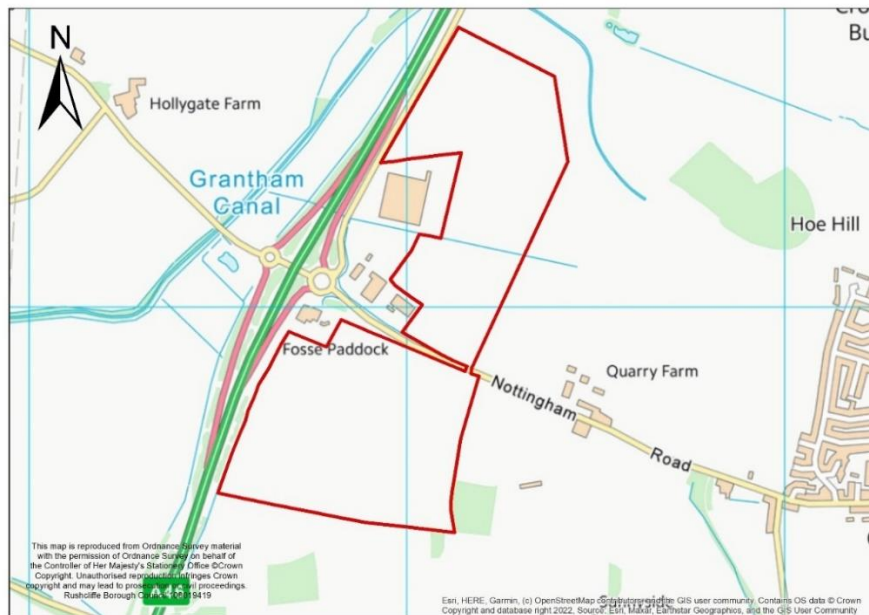
Map



Stage 1 Criteria	Details
Strategic Scale – Is the site greater than 25Ha?	32.6 ha (23 ha (excluding woodland)) Yes
Strategic Location – Is the site within an Area of Opportunity?	No
Strategic Highway Connections – Does the site have good connections to the highway network close to a junction with the M1 or long distance dual carriageway?	Site is adjacent to A46 and access to this strategic highway may be achieved via the Owthorpe Road Junction, subject to advice from Highways England. At present, the A46 is single carriageway around Newark. Not located close to the M1. Access to the M1 north and the A1 would utilise largely single carriageway routes.
Conclusion – Is the site a reasonable alternative that is carried forward to a Stage 2 Assessment?	Although located adjacent to the A46, the site is beyond the Areas of Opportunity identified in the Nottinghamshire Core & Outer HMA Logistics Study. It is also around 22 miles from the M1 and around 20 miles from the A1. Therefore, the site is not identified as a reasonable alternative for further consideration.

RBC-L05: Stragglethorpe Junction

Map



Stage 1 Criteria	Details
Strategic Scale – Is the site greater than 25Ha?	51 ha Yes
Strategic Location – Is the site within an Area of Opportunity?	No – Although on the A46, it is beyond the Area of Opportunity identified along the A46 at Newark.
Strategic Highway Connections – Does the site have good connections to the highway network close to a junction with the M1 or long distance dual carriageway?	Site is adjacent to A46 and access to this strategic highway may be achieved via the Stragglethorpe Junction, subject to advice from Highways England. Not close to the M1. Close to the A46 however the route is not fully dualled and connections to the M1 northbound and A1 would be via the largely single carriageway A52.
Conclusion – Is the site a reasonable alternative that is carried forward to a Stage 2 Assessment?	<p>Although located adjacent to the A46, the site is beyond the Areas of Opportunity identified in the Nottinghamshire Core & Outer HMA Logistics Study. Therefore, the site is not identified as a reasonable alternative for further consideration.</p> <p>The site's location is not considered optimal for strategic distribution. As identified in the Logistics Study access to the M1 and A1 is a priority. However, the M1 is 24 miles south on the A46 at Leicester, less if lorries travel west, using the A52 and A453 (joining at Kegworth).</p>

RBC-L06: Margidunum

Map



Stage 1 Criteria	Details
Strategic Scale – Is the site greater than 25Ha?	13.9 ha (taken from site submission) No
Strategic Location – Is the site within an Area of Opportunity?	No – Although the site adjacent to the A46, it is beyond the Area of Opportunity identified along the A46 at Newark.
Strategic Highway Connections – Does the site have good connections to the highway network close to a junction with the M1 or long distance dual carriageway?	Site is adjacent to A46 and access to this strategic highway may be achieved via the Foss Way and Bridgford Street Junction, subject to advice from Highways England. The M1 is 29 miles south on the A46 at Leicester. The A1 is 12 miles north on the A46 at Newark. It is not located close to the M1.
Conclusion – Is the site a reasonable alternative that is carried forward to a Stage 2 Assessment?	The site is not identified as a reasonable alternative for further consideration. It is below 25 ha and not within an Area of Opportunity as identified in the Logistics Study. Although the site is adjacent to A46, the M1 is 29 miles south on the A46 at Leicester. The A1 is 12 miles north on the A46 at Newark.

RBC-L07: Jerico Farm

Map



Stage 1 Criteria	Details
Strategic Scale – Is the site greater than 25Ha?	75 ha Yes
Strategic Location – Is the site within an Area of Opportunity?	No - Although on the A46, it is beyond the Area of Opportunity identified along the A46 at Newark.
Strategic Highway Connections – Does the site have good connections to the highway network close to a junction with the M1 or long distance dual carriageway?	There is access to the site via the A46 as well as also being located near the A606 (Melton Road). The A606 is a single carriageway, however. The M1 can be accessed south on the A46 (19 miles). The A1 accessed north on the A46 (19 miles). These junctions are a considerable distance. The A46 is currently single carriageway around Newark. To head north on the M1, avoiding this journey south on the A46, requires the use of the A606, A52 and A453 (17 miles). To head south on the A1 requires the use of the A52, a single carriage way (19 miles).
Conclusion – Is the site a reasonable alternative that is carried forward to a Stage 2 Assessment?	<p style="color: red;">The site is not identified as a reasonable alternative for further consideration. It is not within an Area of Opportunity as identified in the Logistics Study. Although the site is adjacent to A46, the M1 is 19 miles south on the A46 at Leicester. The A1 is 19 miles north on the A46 at Newark.</p>

RBC-L08: Butt Lane (Fosse Way) East Bridgford



Stage 1 Criteria	Details
Strategic Scale – Is the site greater than 25Ha?	5.53ha No
Strategic Location – Is the site within an Area of Opportunity?	No - Although on the A46, it is beyond the Area of Opportunity identified along the A46 at Newark.
Strategic Highway Connections – Does the site have good connections to the highway network close to a junction with the M1 or long distance dual carriageway?	Site is adjacent to A46 and access to this strategic highway could be achieved via the Fosse Way and Bridgford Street Junction, subject to advice from Highways England. The M1 is 29 miles south on the A46 at Leicester. The A1 is 12 miles north on the A46 at Newark. At present, the A46 is single carriageway around Newark. Suitable access can be provided from Fosse Way, for both vehicles (including HGVs) and pedestrians.
Conclusion – Is the site a reasonable alternative that is carried forward to a Stage 2 Assessment?	The site is not identified as a reasonable alternative for further consideration. The site is too small to deliver strategic distribution development. Whilst there may be opportunities to deliver a larger allocation if combined with RBC-L1-L06, land between them is in separate ownership and is currently occupied by commercial operations. The site is not located within an Area of Opportunity within the Logistics Study.

RBC-L09: Land South of A52, Whatton

Map



Stage 1 Criteria	Details
Strategic Scale – Is the site greater than 25Ha?	40 ha Yes
Strategic Location – Is the site within an Area of Opportunity?	Access to the site from the A52 can be gained from Melton Road (A606). From the junction with the A52, the M1 can be accessed via the A52 and A453. The M1 is 14 miles via this route. The A1 would be accessed via the A52 east and the A46 (21 miles). The route is not dualled between Radcliffe on Trent and the A46.
Strategic Highway Connections – Does the site have good connections to the highway network close to a junction with the M1 or long distance dual carriageway?	The site would be accessed from the A52, which provides access to the M1, A46 and A1. This however is not a dual carriageway and the junctions to the M1 and A1 strategic routes are a considerable distance away.
Conclusion – Is the site a reasonable alternative that is carried forward to a Stage 2 Assessment?	The site is not identified as a reasonable alternative for further consideration. It is not within an Area of Opportunity as identified in the Logistics Study and the A52 is not dualled between the site and the A1, 9 miles to the east. The M1 to the west is a considerable distance via the A52 (also not dualled until after Radcliffe on Trent) and A453 (22 miles). If heading south, the M1 is 30 miles along the A46.

RBC-L10: Melton Road, Edwalton

Map



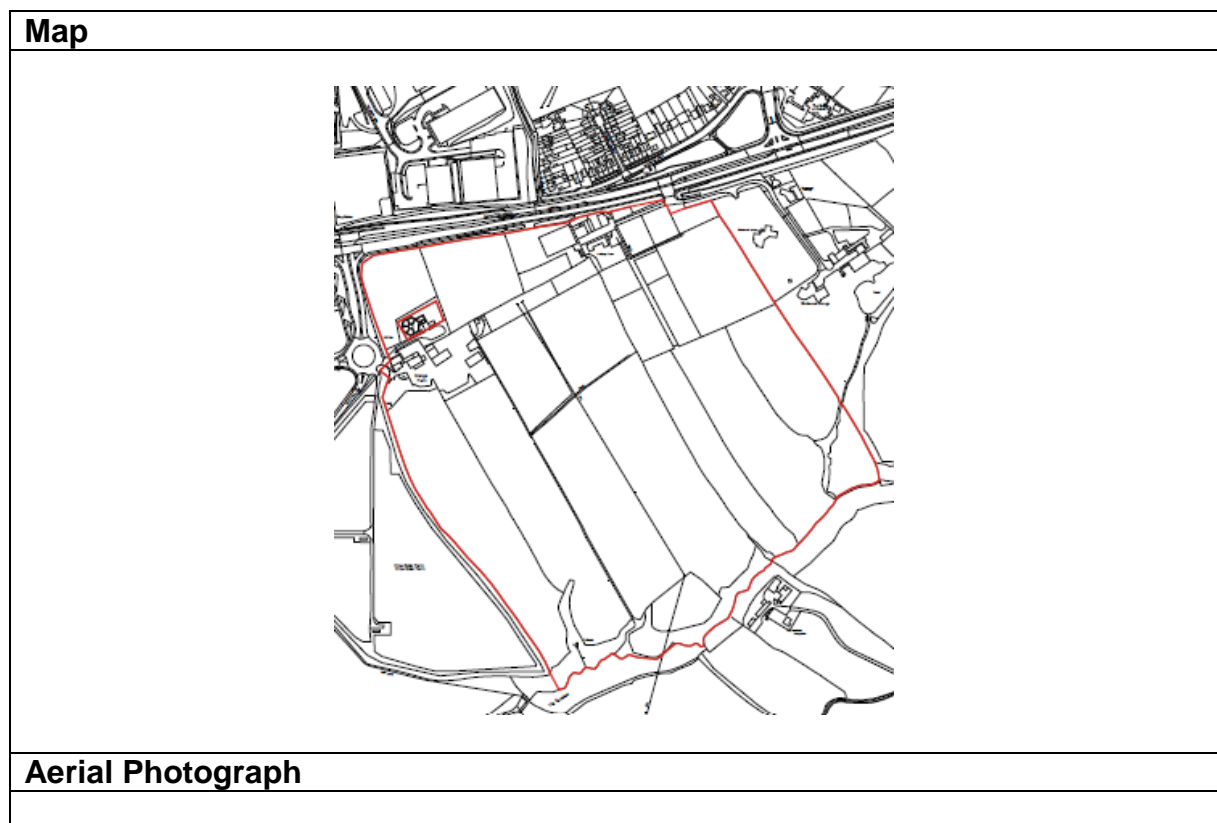
Stage 1 Criteria	Details
Strategic Scale – Is the site greater than 25Ha?	11 ha.
Strategic Location – Is the site within an Area of Opportunity?	No
Strategic Highway Connections – Does the site have good connections to the highway network close to a junction with the M1 or long distance dual carriageway?	Access to the site from the A52 can be gained from Melton Road (A606). From the junction with the A52, the M1 can be accessed via the A52 and A453. The M1 is 14 miles via this route. The A1 would be accessed via the A52 east and the A46 (21 miles). The route is not dualled between Radcliffe on Trent and the A46.
Conclusion – Is the site a reasonable alternative that is carried forward to a Stage 2 Assessment?	The site is not identified as a reasonable alternative for further consideration. The site is not large enough to deliver strategic scale distribution. Access to the M1 and A1 requires the use of strategic routes which are not dualled and experiencing significant congestion. Notably the A52.

Appendix 3: Steps 3 – Identification of Suitable and Preferred Sites.

Following the assessments at Stage 1 (see Appendix 2), thirteen sites within Ashfield (3), Broxtowe (7), Erewash (1) and Rushcliffe (2) were carried forward as reasonable alternatives for further assessment of their suitability for strategic distribution and logistics. As reasonable alternatives they have also been assessed within the Sustainability Appraisal. Conclusions determine which sites are potentially suitable and which are preferred.

Ashfield

ADC-L01: Land East of Pinxtton Lane, South of A38, Sutton in Ashfield



Map



Stage 1 Assessment

Stage 1 Criteria	Details
Strategic Scale – Is the site greater than 25Ha?	38 ha of which the applicant considers that approximately 25 ha is the net developable area predominantly for Use Classes B2 and B8. Yes
Strategic Location – Is the site within an Area of Opportunity?	Yes – Area adjacent to M1 Junction 28 and 27 (Sutton in Ashfield, Alfreton, Kirkby in Ashfield and towards Hucknall albeit not all roads dualled notably A611 and A608). Nottinghamshire Core & Outer HMA Logistics Study Final Report 2022. Icenl. Paragraph 10.8.
Strategic Highway Connections – Does the site have good connections to the highway network close to a junction with the M1 or long distance dual carriageway?	The site is located off the A38 to the east of Junction 28 of the M1 Motorway. The submission identifies that the site is proposed to be accessed off the roundabout on Pinxton Lane. Significant highway improvements were undertaken as part of the development of Castlewood Business Park. This included the roundabout on Pinxton Lane and substantial junction improvement to the A38 and Pinxton Lane intersection.
Stage 1 Conclusion – Is the site a reasonable alternative that is carried forward to a Stage 2 Assessment?	The site is identified as a reasonable alternative for further consideration. This reflects the site's size, its location within an area of opportunity as identified in the Logistics Study and its location off the A38 and close to Junction 28 of the M1 Motorway. The site will need to be considered against any environmental infrastructure and policy constraints within the Stage 2 assessment.

Stage 2 Assessment

General – floorspace, type of site, other assessments and viability

Stage 2 Criteria	Details
Site Size – Is the site 50ha or more?	No Site is 38 hectares.
Estimated employment floorspace	80,250 sqm of employment uses in Classes B2 (general industrial) and B8 (storage and distribution) sqm (Outline planning application submitted v/2023/0021).
Existing use	Agricultural use
Extension or new site	New site.
PDL or Greenfield	Greenfield land.
Relevant SHLAA or SELAA conclusion	This site has not been assessed within the SHELAA
Relevant Growth Options Study Conclusions	The Growth Options Study was not applicable to Ashfield.
Viability and deliverability	Site promoter considers the site is in an attractive location for the logistics market and is economically viable. It would fully fund all necessary infrastructure.

Transport Infrastructure and Accessibility

Transport Infrastructure	Commentary
Strategic highways – Good connection to the highway network close to a junction with the M1 or long distance dual carriageway	The site is located off the A38 close to Junction 28 of the M1 Motorway. National Highways considers planning applications for new developments under the requirements of the National Planning Policy Framework (NPPF) and Department for Transport Circular 01/2022: The Strategic Road Network and The Delivery of Sustainable Development. As of 12 th April 2023 National Highways are requesting a copy of a Transport Assessment for the planning application to consider the implications for the Strategic Road Network. Similarly, Nottinghamshire County Council as the Highway Authority will review the proposed access of the Pinxton Lane/ Farmwell Lane Roundabout and the A38.
Rail network accessibility	The site is not located adjacent to or near existing rail infrastructure.
Accessibility to labour – proximity to centres of population and ability to be served by public transport and active travel.	Labour market - The site is located on the edge of the Main Urban Area of Sutton in Ashfield and close to the population centres at Kirkby-in-Ashfield, South Normanton and Alfreton. Bus stops are identified the general area as follows:

Transport Infrastructure	Commentary
	<ul style="list-style-type: none"> • AS0815 Grange Farm (Pinxton Lane) – Bus stop pole and flag, raised boarding kerbs, layby/ enforceable clearway. • AS0816 Grange Farm (Pinxton Lane) – Custom and practice • AS0096 Common Road (Alfreton Road) – Bus stop pole and flag, raised boarding kerbs, polycarbonate bus shelter, lay-by/enforceable clearway. • AS0099 Common Road (Alfreton Road) – Real time pole and flag, raised boarding kerbs, polycarbonate bus shelter (Clear Channel), lay-by/enforceable clearway. <p>Transport and Travel Services at Nottinghamshire County Council have identified that they would require a bus management plan including details of how bus service would be enhanced together with contributions towards improvements to bus stops in the area.</p>

Other Critical Infrastructure

Type	Comments
Utilities	<p>Electricity – No abnormal requirements identified by the site promoter.</p> <p>Gas – No abnormal requirements identified by the site promoter.</p> <p>Water Supply – No abnormal requirements identified by the site promoter.</p> <p>Waste Water – No abnormal requirements identified by the site promoter.</p> <p>IT/ Communications – No abnormal requirements Identified by the site promoter.</p>
Blue and Green Infrastructure	<p>A significant part of the site is designated as local wildlife sites or ancient woodland. The Maghole Brook watercourse forms the southern boundary of the site. A right of way, Sutton In Ashfield FP56, crosses the northern part of the site.</p>
Other	-

Sustainability Appraisal

Objective	Score	Objective	Score
1. Housing		9. Brownfield Land	

Objective	Score	Objective	Score
2. Employment and Jobs		10. Energy and Climate Change	
3. Economic Structure and Innovation		11. Pollution and Air Quality	
4. Shopping Centres		12. Flooding and Water Quality	
5. Health and Well Being		13. Natural Environment, Biodiversity, Blue and Green Infrastructure	
6. Community Safety		14. Landscape	
7. Social Inclusion		15. Built and Historic Environment	
8. Transport		16. Natural Resources and Waste Management	

Please note that:

- At the time of drafting this paper, the site had not been appraised in the Local Plan's SA.
- Ashfield District Council SA has a different objective numbering to the Greater Nottingham SA.
- The SA was undertaken as part of the Draft Local Plan 2021. It does not take into account emerging evidence after the Draft Local Plan when out to consultation, including Heritage Impact Assessment, Habitat Regulations Assessment and Whole Plan Viability.

Constraints and other considerations

Topic	Commentary
Green Belt	The site is not in the Green Belt.
Agricultural Land	There has no specific site assessment of the Agricultural Land Classification. Based on the 1:250 000 Series Agricultural Land Classification the land is broadly identified as potentially being within Grade 3 and/or Grade 4.
Land Contamination	No contamination identified.
Carbon Neutrality	The development would be subject to full environmental analysis as part of the allocation and planning application process.
Impact on Air Quality	There are no designated Air Quality Management Areas within Ashfield at this time. However, the A38 near Junction 28 of the M1 Motorway has been identified as an area where there has been a requirement for additional air quality monitoring in the past.

Topic	Commentary
Flood Risk	The site is located in Flood Zone1. Some areas of surface water flooding are identified on the Flood Map for Planning.
Natural Environment	<p>A significant part of the site to the south east and south is designated as Local Wildlife Sites comprising the Fulwood Grassland II and Fulwood Grassland III. LWS Fulwood Meadows and the Maghole Brook and Ashfield District Dumble are located adjacent to the site. Part of the area is also designed as Ancient Woodland and a significant area of the woodland is subject to a Tree a Preservation Order.</p> <p>The allocation / development of the site would result in the loss of existing habitats formed by hedgerows and trees would be lost to facilitate the development.</p> <p>It would need to be demonstrated that the environmental impacts of any development could be mitigated against as it is anticipating that, if taken forward, there would be a substantial negative impact on the LWSs located on the site.</p>
Historic Environment	There are no identified designated or non-designated heritage assets on the site at this time. However, the proposal is to demolish buildings at Grange Farm and Cuttings Farm. These farms are identified on historic maps and consideration would have to be given to the heritage aspects of these buildings and whether they justify any form of designation.
Landscape and topography	<p>Under the Ashfield Local Plan Review the site is identified under Policy EV4 as a Mature Landscape Area. That is a local countryside designation, to identify and protect valuable and vulnerable parts of Nottinghamshire’s Landscape which have remained relatively unchanged over time.</p> <p>The site is identified in the Greater Nottingham Landscape Character Assessment as being located in NC05 Kirkby Coalfield Farmlands/Kirkby Vales. The landscape condition is identified as ‘moderate’, the character strength of this area is ‘moderate’ and the overall landscape strategy is ‘enhance’.</p>
Regeneration	If taken forward, the site could be anticipated to contribute towards the regional demand for logistics identified in the Nottinghamshire Core & Outer HMA Logistics Study Final Report 2022. The Ashfield Local Plan Review 2002 given a high priority to the development of economic opportunity and regeneration. The NPPF sets out in paragraph 81 that significant weight should be placed on the need to support economic growth and productivity considering both local business needs and wider opportunities for development.
Compatibility of surrounding uses	The site is located in the countryside adjacent to the Main Urban Area of Sutton in Ashfield formed at this point by the A38. Castlewood Business Park has been developed to the west of the site but there are isolated residential dwellings located close to the eastern boundary of the proposed development site.

Topic	Commentary
Availability	The site was promoted through submission to the Council SHELAA in Autumn 2021, but it was too late to be considered as part of the Draft Local Plan Regulation 18 Consultation.

Conclusions and recommendations

Is the site suitable for strategic?	<p>The site was identified as a reasonable alternative at Step 1. This reflects the site's size, its location within an area of opportunity as identified in the Logistics Study and its location off the A38 and close to Junction 28 of the M1 Motorway.</p> <p>The site is subject to a planning application and it has the potential to contribute towards the regional requirement for large logistics units (above 100,000 sq. ft.). However, only one of the units extends above this size on the illustrative scheme. The site is located in close proximity to a number of population centres and a local labour supply with public transport access close to the site.</p> <p>There are substantial environment issues as there is the potential for a major negative impact on Local Wildlife Sites, with potential the loss of these sites. The proposed site also includes ancient woodland within and adjacent to the site, which would need to be considered as part of any proposed development.</p> <p>It would also be necessary to establish that there is suitable access to the site from a transport infrastructure aspect both from the Pinxton Lane/ Farmwell Lane Roundabout and A38 Junction as well as the potential impact on the Strategic Highway Network at Junction 28 of the M1 Motorway.</p> <p>The draft Local Plan has identified proposed allocations at Junction 27 of the M1 Motorway. The site is not a preferred site to take forward to meet the employment land needs identified in the emerging Local Plan.</p>
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ADC-L02: Land to the North East of Junction 27 M1 Motorway off A608 Mansfield Road, Annesley

Map – Illustrative Layout



Aerial Image



Stage 1 Assessment

Stage 1 Criteria	Details
Strategic Scale – Is the site greater than 25Ha?	The site forms part of a proposed employment land allocation in the Draft Local Plan Consultation Oct/Nov 2021. It is also subject to an outline planning application V/2022/0360 which identifies the site area as 26.32 ha. The application proposes

Stage 1 Criteria	Details
	a maximum of 65,000 sq. m the majority of which would be logistics but with some potential element of B2 uses. Yes
Strategic Location – Is the site within an Area of Opportunity?	Yes – Area adjacent to M1 Junction 28 and 27 (Sutton in Ashfield, Alfreton, Kirkby in Ashfield and towards Hucknall albeit not all roads dualled notably A611 and A608). Nottinghamshire Core & Outer HMA Logistics Study Final Report 2022. Icen. Paragraph 10.8.
Strategic Highway Connections – Does the site have good connections to the highway network close to a junction with the M1 or long distance dual carriageway?	The site is located off the A608 Mansfield Road, Annesley linking into Sherwood Business Park. It has good connections to the M1 Motorway being located to the north east of Junction 27.
Stage 1 Conclusion – Is the site a reasonable alternative that is carried forward to a Stage 2 Assessment?	The site is identified as a reasonable alternative for further consideration. This reflects the site's size, its location within an area of opportunity as identified in the Logistics Study and its location off the A608 close to Junction 27 of the M1 Motorway. The site will need to be considered against any environmental, historic, infrastructure and policy constraints within the Stage 2 assessment.

Stage 2 Assessment

General – floorspace, type of site, other assessments and viability

Stage 2 Criteria	Details
Site Size – Is the site 50ha or more?	No The site is 26 ha.
Estimated employment floorspace	65,000 sq. m the majority of which would be logistics but with some potential element of B2 uses.
Existing use	Agricultural use
Extension or new site	New site forming an Extension of Sherwood Business Park.
PDL or Greenfield	Greenfield (Located in the Green Belt).
Relevant SHLAA or SHELAA conclusion	Ashfield SHELAA the site is available, potentially suitable, and potentially achievable.
Relevant Growth Options Study Conclusions	The Growth Options Study was not applicable to Ashfield.
Viability and deliverability	Site promoter considers the site is in an attractive location for the logistics market and is economically viable. It would fully fund all necessary infrastructure.

Transport Infrastructure and Accessibility

<p>Strategic highways – Good connection to the highway network close to a junction with the M1 or long distance dual carriageway</p>	<p>The site is located off the A608 Mansfield Road, Annesley linking into Sherwood Business Park. It has good connections to the M1 Motorway being located to the north east of Junction 27.</p> <p>As part of the SHELAA the Highway Authority undertook a high level assessment which identified that there are potential access constraints which could be overcome. The response identified that access from A608 was not acceptable and the site must be accessed from existing Sherwood Park road network.</p> <p>National Highways have identified that mitigation is likely to be required in relation to the Strategic Road Network.</p> <p>Additional working is being undertaken as part of the planning application through the Transport Assessment to determine the implications for access and Junction 27 of the M1 Motorway.</p>
<p>Rail network accessibility</p>	<p>The site is not located adjacent to or near existing rail infrastructure.</p>
<p>Accessibility to labour – proximity to centres of population and ability to be served by public transport and active travel.</p>	<p>Labour market - The site is located in close proximity to the population centre at Kirkby-in-Ashfield, and South Normanton and Alfreton.</p> <p>Nottinghamshire County Council's Highway Design Guidance (Part 3.1) states that walking distances to bus stops in urban areas, should be located within a maximum of distance of 400metres and desirably no more than 250 metres. The closest existing bus stops are located on Willow Drive approximately 600 metres from the centre of the site.</p> <p>Bus services that serve Sherwood Park are the Threes 3b, Threes 3C running from Nottingham - Hucknall - Sutton – Mansfield and the Black Cat service running from Derby - Ilkeston - Heanor - Mansfield</p> <p>Transport and Travel Services at Nottinghamshire County Council have identified the following bus stops which are the nearest to the application site:</p> <ul style="list-style-type: none"> • AS0589 Willow Drive – Bus stop pole and flag, raised boarding kerbs, enforceable bus stop clearway. • AS0590 Willow Drive – Bus stop pole and flag, raised boarding kerbs, enforceable bus stop clearway. <p>They would require a bus management plan including details of how bus service would be enhanced together with contributions towards improvements to existing and new bus stops in the area.</p>

Other Critical Infrastructure

Type	Comments
Utilities	<p>Electricity – No abnormal requirements identified by the site promoter.</p> <p>Gas – No abnormal requirements identified by the site promoter.</p> <p>Water Supply – No abnormal requirements identified by the site promoter.</p> <p>Waste Water – No abnormal requirements identified by the site promoter.</p> <p>IT/ Communications – No abnormal requirements Identified by the site promoter.</p>
Blue and Green Infrastructure	<p>Footpaths Annesley 8 and Annesley 9 cross the site. Footpath Annesley 7 abuts the south eastern boundary.</p> <p>The right of way which crosses the application site is identified in the Ashfield District Council Green & Blue Infrastructure and Biodiversity Strategy 2022 -2032 as forming part of a key strategic corridor GI-8: Pinxton to Thieves Wood.</p>
Other	<p>The site is located adjacent to the safeguarded route of HS2. A high pressure gas pipe is located in close proximity to the site.</p>

Sustainability Appraisal

Objective	Score	Objective	Score
1. Housing	0	10. Water Quality	0
2. Health	0	11. Waste	0
3. Historic Environment	-	12. Climate Change & Flood Risk	-
4. Community Safety	0	13. Climate Change & Energy Efficiency	0
5. Social Inclusion Deprivation	0	14. Travel & Accessibility	+
6. Biodiversity & Green Infrastructure	-	15. Employment	+
7. Landscape	--	16. Economy	++
8. Natural Resources	-	17. Town Centres	0
9. Air & Noise Pollution	-		

Please note that:

- Ashfield District Council SA has a different objective numbering to the Greater Nottingham SA.
- The SA was undertaken as part of the Draft Local Plan 2021. It does not take into account emerging evidence after the Draft Local Plan when out to consultation, including Heritage Impact Assessment, Habitat Regulations Assessment and Whole Plan Viability.

Constraints and other considerations

Topic	Commentary
Green Belt	The site falls within the following areas identified in the Strategic Green Belt Review: <ul style="list-style-type: none"> • KA17 / Site 1 – Land south west of Sherwood Business Park. • KA17 / Site 1 – Land south west of Sherwood Business Park. • KA17 / Site 1 – Land south west of Sherwood Business Park.
Agricultural Land	There is no specific site assessment of the Agricultural Land Classification. Based on the 1:250 000 Series Agricultural Land Classification the land is broadly identified as potentially being within Grade 3 and/or Grade 4.
Land Contamination	No contamination identified.
Carbon Neutrality	The development would be subject to full environmental analysis as part of the allocation and planning application process.
Impact on Air Quality	There are no designated Air Quality Management Areas within Ashfield at this time.
Flood Risk	The site is located in Flood Zone1. Some areas of surface water flooding are identified on the Flood Map for Planning.
Natural Environment	Davis's Bottom Pasture Local Wildlife Site (LWS) is adjacent to the site boundary to the north. Davis's Bottom Grassland LWS is adjacent to eastern site boundary. Natural England's MAGIC Map identifies the area to north as 'good quality semi-improved grassland' and 'broadleaved deciduous woodland' to the east and west.
Historic Environment	Scheduled Ancient Monument - Fishponds south of Damstead Farm, is located approximately 140m to the north of the site. The Grade II* Annesley Hall Registered Park and Gardens is located to the south and south east of the site. A Heritage Impact Assessment has been commission as part of the emerging Local Plan and will consider the heritage implication of the site.
Landscape topography and	The application site is not subject to any landscape designation but it should be noted that to the north and east of the proposed site, the area is identified as a mature landscape area in the ALPR, Policy EV4 which is an area which has remained relatively unchanged over time. The proposed site falls within in the landscaped identified in the Nottinghamshire Landscape Character Assessment 2009

Topic	Commentary
	<p>as ML019 Kirkby Quarry, Portland Park and Rise Hill. In summary, it identifies:</p> <ul style="list-style-type: none"> • The landscape condition varies from Poor to Moderate within area. • The strength of landscape character is Poor. Some features are distinctive but these have only a localised effect. Features are typically scattered and inconsistent across the landscape. The pattern of agriculture is in pockets and at the edges of the area and the landscape is influenced by many urbanising features. <p>There are mature trees and hedgerows through the site and forming the boundary of the site.</p>
Regeneration	<p>If taken forward, the site could be anticipated to contribute towards the regional demand for logistics identified in the Nottinghamshire Core & Outer HMA Logistics Study Final Report 2022. The Ashfield Local Plan Review 2002 given a high priority to the development of economic opportunity and regeneration. The NPPF sets out in paragraph 81 that significant weight should be placed on the need to support economic growth and productivity considering both local business needs and wider opportunities for development.</p>
Compatibility of surrounding uses	<p>The site is countryside in character but with the Sherwood Business Park to the east, and a transport corridor (M1) and potentially HS2 to the west.</p>
Availability	<p>The site was promoted through submission to the Council SHELAA it is identified as a proposed allocation in the Draft Local Plan Regulation 18 Consultation and is subject to an outline planning application v/2022/0360.</p>

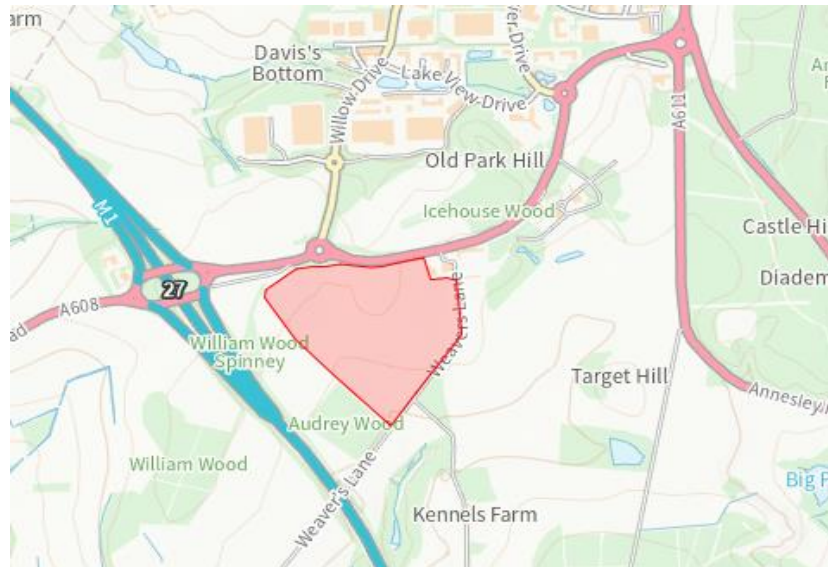
Conclusions and recommendations

Is the site suitable for strategic?	<p>The site was identified as a reasonable alternative for further consideration at Step 1. This reflects the site's size, its location within an area of opportunity as identified in the Logistics Study and its location off the A608 close to Junction 27 of the M1 Motorway.</p> <p>The site is subject to a planning application and is potentially suitable and could contribute toward logistics provision given its strategic location off the M1. However, consideration would need to be given to a number of aspects:</p> <ul style="list-style-type: none"> • It is a greenfield site which is currently used for agricultural purposes. • It is identified that network improvements may be required in relation to the foul sewerage system. • The site is located within the Green Belt. Under the National Planning Policy Framework, paragraph 136, it is necessary to demonstrate that there are exceptional
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	<p>circumstances for the site to be taken out of the Green Belt.</p> <ul style="list-style-type: none"> • There are likely to be ground stability issues on site due to the presence of fault lines. • A Local Wildlife site is adjacent to the north east of the site; Therefore, any potential development will need to take into account the scope to avoid or mitigate the impacts on biodiversity. Mature trees and hedgerows also present on the site. The proposed development would need to achieve biodiversity net gain. • Potential harm to the significance of Damstead Farm Fishponds (A Scheduled Ancient Monument) and the Register Park and Gardens would need to be assessed. • Suitable access and mitigation to any potential impact on the Strategic Highway Network at Junction 27 of the M1 would be necessary. <p>Given the sites proximity to the M1 and Sherwood Park, the site has been taken forward as a proposed allocation in the Local Plan for logistics.</p> <p>N.B It should be noted that the Nottinghamshire Core & Outer HMA Logistics Study Final Report 2022, Icenl, made an assumption that the site would come forward for logistics in considering the regional demand and supply position for the Nottingham Core and Nottingham Outer HMA.</p>
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ADC-L03: Land to the South East of Junction 27 M1 Motorway off A608 Mansfield Road, Annesley

Map



Aerial Image Map



Stage 1 Assessment

Stage 1 Criteria	Details
<p>Strategic Scale – Is the site greater than 25Ha?</p>	<p>The completed Greater Nottingham Councils’ Call for potential Strategic Distribution Sites form identifies the site area as 23.75 ha. This is a smaller site that was submitted to Ashfield District Council SHELAA in 2019.</p>

Stage 1 Criteria	Details
	<p>However, a planning application has been submitted on the site, V/2022/0246, which identifies the site area as 26.75 ha. It proposes development with a gross internal area of up to 91,716 sqm. The use is identified as B2/B8.</p> <p>Yes</p>
Strategic Location – Is the site within an Area of Opportunity?	<p>Yes – Area adjacent to M1 Junction 28 and 27 (Sutton in Ashfield, Alfretton, Kirkby in Ashfield and towards Hucknall albeit not all roads dualled notably A611 and A608). Nottinghamshire Core & Outer HMA Logistics Study Final Report 2022. Icen. Paragraph 10.8.</p>
Strategic Highway Connections – Does the site have good connections to the highway network close to a junction with the M1 or long distance dual carriageway?	<p>The Highway Authority in response to Ashfield’s SHELAA identified that the site is located off the A608 Mansfield Road, Annesley to the south east of Junction 27 of the M1 Motorway identified that the site has access constraints which could be overcome - accessed off a 4th arm off the existing Sherwood Business Park island on the A608. This will require the existing island being increased substantially in size with appropriate re-alignment of the dual carriageway/ provision of deceleration lanes etc. on the A608.</p> <p>It is understood that additional work is being undertaken in relation to highways and the potential impact in relation to Junction 27 of the M1 Motorway as part of the current planning application.</p>
Conclusion – Is the site a reasonable alternative that is carried forward to a Stage 2 Assessment?	<p>The site is identified as a reasonable alternative for further consideration. This reflects the site’s size, its location within an area of opportunity as identified in the Logistics Study and its location off the A608 close to Junction 27 of the M1 Motorway. The site will need to be considered against any environmental, historic, infrastructure and policy constraints within the Stage 2 assessment.</p>

Stage 2 Assessment

General – floorspace, type of site, other assessments and viability

Stage 2 Criteria	Details
Site Size – Is the site 50ha or more?	No
Estimated employment floorspace	The outline planning application V/2022/0360 identifies the site area as 26.32 ha and proposes a maximum of 65,000 sq. m the majority of which would be logistics but with some potential element of B2 uses.
Existing use	Agricultural use
Extension or new site	New site.
PDL or Greenfield	Greenfield (Located in the Green Belt).
Relevant SHLAA or SHELAA conclusion	Ashfield SHELAA identified the site as available, potentially suitable, and potentially achievable.

Stage 2 Criteria	Details
Relevant Growth Options Study Conclusions	The Growth Options Study was not applicable to Ashfield.
Viability and deliverability	Site promoter considers the site is in an attractive location for the logistics market and is economically viable. It would fully fund all necessary infrastructure.

Transport Infrastructure and Accessibility

Transport Infrastructure	Commentary
Strategic highways – Good connection to the highway network close to a junction with the M1 or long distance dual carriageway	<p>The site is located off the A608 Mansfield Road, Annesley linking into Sherwood Business Park. It has good connections to the M1 Motorway being located to the north east of Junction 27.</p> <p>The Highway Authority in response to the SHELAA identified that the site has access constraints which could be overcome - accessed off a 4th arm off the existing Sherwood Business Park island on the A608. This will require the existing island being increased substantially in size with appropriate re-alignment of the dual carriageway/provision of deceleration lanes etc. on the A608.</p> <p>National Highways have identified that mitigation is likely to be required in relation to the Strategic Road Network.</p> <p>Additional working is being undertaken as part of the planning application through the Transport Assessment to determine the implications for access and Junction 27 of the M1 Motorway.</p>
Rail network accessibility	The site is not located adjacent to or near existing rail infrastructure. The East Midlands Gateway Logistics Park (rail freight interchange) is located approximately 20 miles south on the M1. The HS2 Phase 2b route is safeguarded adjacent to the site.
Accessibility to labour – proximity to centres of population and ability to be served by public transport and active travel.	<p>Labour market – The site is located in close proximity to the population centre at Kirkby-in-Ashfield, and South Normanton and Alfreton.</p> <p>Nottinghamshire County Council’s Highway Design Guidance (Part 3.1) states that walking distances to bus stops in urban areas, should be located within a maximum of distance of 400metres and desirably no more than 250 metres. The closest existing bus stops are located on Willow Drive and are approximately 700 metres from the centre of the site or 10 minutes walking distance, which includes several highway crossing points.</p> <p>The current bus services that serve the closest stops are the Threes 3b, Threes 3C running from Nottingham - Hucknall -</p>

Transport Infrastructure	Commentary
	<p>Sutton – Mansfield and the Black Cat service running from Derby - Ilkeston - Heanor - Mansfield</p> <p>As part of the Planning Application consultation responses it has been identified that an indication of the scope of potential public transport improvements are:</p> <ul style="list-style-type: none"> • An enhancement of the Trent Barton threes and/or Black Cat to provide additional facilities to meet the employment needs of this site • Flexible Demand Responsive Service (DRT) for access from areas outside of the bus served areas, including Newstead Rail Station, to coincide with shift start and finish times. • Integrated, electronic and flexible ticketing with the potential for discounted season tickets paid through payroll deductions. • Service frequency and timings will be subject to an assessment of shift times and patterns of demand including reference to employee Travel Plan surveys and Travel to Work catchments. <p>Transport and Travel Services at Nottinghamshire County Council have identified that additional bus stops would be required:</p> <ul style="list-style-type: none"> • Phase 1: For the Phase 1 site, the preference is for new bus stop facilities to be provided fronting the site on the A608 Mansfield Road. • Phase 2: It is unlikely that any of the current bus network would be diverted to serve the site, however, provision should be made for any bespoke/flexible DRT transport to access and turn within the site, together with suitable waiting, boarding and alighting facilities.

Other Critical Infrastructure

Type	Comments
Utilities	<p>Electricity – No abnormal requirements identified by the site promoter.</p> <p>Gas – No abnormal requirements identified by the site promoter.</p> <p>Water Supply – No abnormal requirements identified by the site promoter.</p> <p>Waste Water – No abnormal requirements identified by the site promoter. However, it is understood that network improvements may be required in relation to the foul sewerage system.</p> <p>IT/ Communications – No abnormal requirements</p>

Type	Comments
	Identified by the site promoter.
Blue and Green Infrastructure	Bridleway Annesley 1 runs along Weavers Lane, adjacent to the south eastern site boundary.
Other	A substantial part of the site is subject to a safeguarding direction in relation to HS2 Phase 2b. HS2 draft Environmental Statement identifies the site as a main compound and temporary material stockpile.

Sustainability Appraisal

Objective	Score	Objective	Score
1. Housing	0	10. Water Quality	0
2. Health	0	11. Waste	0
3. Historic Environment	--	12. Climate Change & Flood Risk	-
4. Community Safety	0	13. Climate Change & Energy Efficiency	0
5. Social Inclusion Deprivation	0	14. Travel & Accessibility	+
6. Biodiversity & Green Infrastructure	-	15. Employment	+
7. Landscape	--	16. Economy	++
8. Natural Resources	-	17. Town Centres	0
9. Air & Noise Pollution	-		

Please note that:

- Ashfield District Council SA has a different objective numbering to the Greater Nottingham SA.
- The SA was undertaken as part of the Draft Local Plan 2021. It does not take into account emerging evidence after the Draft Local Plan when out to consultation, including Heritage Impact Assessment, Habitat Regulations Assessment and Whole Plan Viability.

Constraints and other considerations

Topic	Commentary
Green Belt	The site falls within the M01 – Land South East of Junction 27 of M1 which scores 17/20 in the Strategic Green Belt Review. It scores highly in relation to checking the unrestricted sprawl of settlements, assist in safeguarding the countryside from

Topic	Commentary
	encroachment and preserve the setting and special character of historic settlements.
Agricultural Land	Based on East Midland Region Agricultural Land Classifications Map (high level mapping; 1:250 000), the site is identified as potentially being grade 3. However, this cannot be determinative of the grade of the land and no site-specific agricultural classification is available. (ALPR Policy EV9 Agricultural Land was not saved).
Land Contamination	No contamination identified.
Carbon Neutrality	The development would be subject to environmental analysis as part of the planning application process.
Impact on Air Quality	There are no designated Air Quality Management Areas within Ashfield at this time.
Flood Risk	The site is located in Flood Zone 1. Some areas of surface water flooding are identified on the Flood Map for Planning.
Natural Environment	No local designations on site. Two Local Wildlife Sites (Oak Plantation - Annesley & Weavers Lane Grassland) are adjacent to the south eastern boundary (separated by a bridleway/track). Oak Plantation and part of Audrey Wood adjacent to the site are identified under the Natural Environment & Rural Community Act 2006, Section 41 is identified as a Priority Habitat – deciduous woodland, The adjacent Registered Park to the east of the site is identified as Woodpasture and Parkland (BAP) Priority Habitat.
Historic Environment	<p>The site adjoins Grade II* Annesley Hall Registered Park and Garden. Other heritage assets associated with the Park include:</p> <ol style="list-style-type: none"> 1) Grade II Annesley Hall. 2) Grade II Gatehouse Range and Grade II Terrace. 3) All Saints Church and Graveyard Scheduled Monument. 4) Grade 1 Ruins of Church of All Saints. 5) Annesley Motte & Bailey Castle Scheduled Monument. 6) Annesley Lodge. 7) Whyburn House (Ref 393) is a locally listed heritage asset. <p>A Heritage Impact Assessment has been commissioned as part of the emerging Local Plan and will consider the heritage implication of the site.</p> <p>In response to the planning application Historic England have set out a detailed response. They consider that the harm to heritage significance is likely to be substantial, and that the development does not meet the requirements of the National Planning Policy Framework or the Ashfield Local Plan. Historic England objects to the application on heritage grounds.</p>
Landscape topography and	<p>NC04 Moorgreen Rolling Woodland - The condition of the area is MODERATE. The character of the DPZ is STRONG. The overall landscape strategy is CONSERVE and ENHANCE.</p> <p>The site comprises arable farmland which slopes down from the A606 Mansfield Road. The site is adjacent to established</p>

Topic	Commentary
	woodland (Audrey Wood). Other mature trees and hedgerows present on site.
Regeneration	If taken forward, the site is well located to contribute towards the regional demand for logistics identified in the Nottinghamshire Core & Outer HMA Logistics Study Final Report 2022. The Ashfield Local Plan Review 2002 given a high priority to the development of economic opportunity and regeneration. The NPPF sets out in paragraph 81 that significant weight should be placed on the need to support economic growth and productivity considering both local business needs and wider opportunities for development.
Compatibility of surrounding uses	The site is countryside in character. It is located close to the M1 motorway and the proposed HS2 route. However, the Grade II* Annesley Hall Registered Park & Garden is adjacent to the east of the site and the site is in close proximity to a number of listed heritage assets.
Availability	The site was promoted through submission to the Council SHELAA it is identified as a proposed allocation in the Draft Local Plan Regulation 18 Consultation and is subject to an outline planning application v/2022/0360.

Conclusions and recommendations

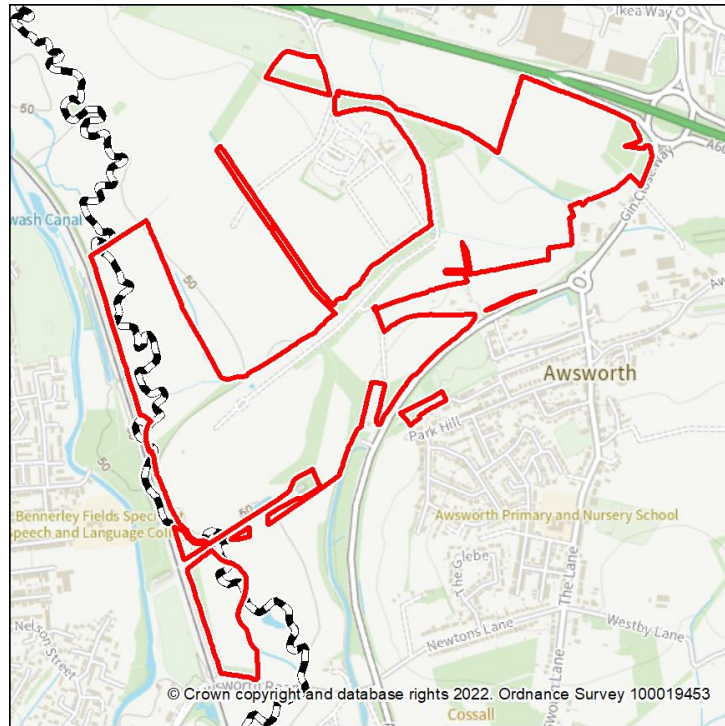
Is the site suitable for strategic?	<p>The site was identified in Stage 1 as a reasonable alternative for further consideration. This reflects the site's size, its location within an area of opportunity as identified in the Logistics Study and its location off the A608 close to Junction 27 of the M1 Motorway.</p> <p>The site is subject to a current planning application. The site is well located to meet a regional demand for logistics along the M1 in Nottinghamshire. However, a number of environmental and heritage issues have been identified in relation to the site including:</p> <ul style="list-style-type: none"> • The site is located within the Green Belt. Under the National Planning Policy Framework, paragraph 136, it is necessary to demonstrate that there are exceptional circumstances for the site to be taken out of the Green Belt. • Substantial heritage concerns have been raised in relation to the site particularly in relation to the Registered Park and Garden and a number of listed heritage assets. • Suitable access and mitigation to any potential impact on the Strategic Highway Network at Junction 27 of the M1 would be necessary. It is a greenfield site which is currently used for agricultural purposes. • It is identified that network improvements may be required in relation to the foul sewerage system.
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	<p>Given the sites proximity to the M1 and Sherwood Park, the site has been taken forward as a proposed allocation in the Local Plan for logistics.</p> <p>N.B The Nottinghamshire Core & Outer HMA Logistics Study Final Report 2022, Icen, made an assumption that the site would come forward for logistics in considering the regional demand and supply position for the Nottingham Core and Nottingham Outer HMA.</p>
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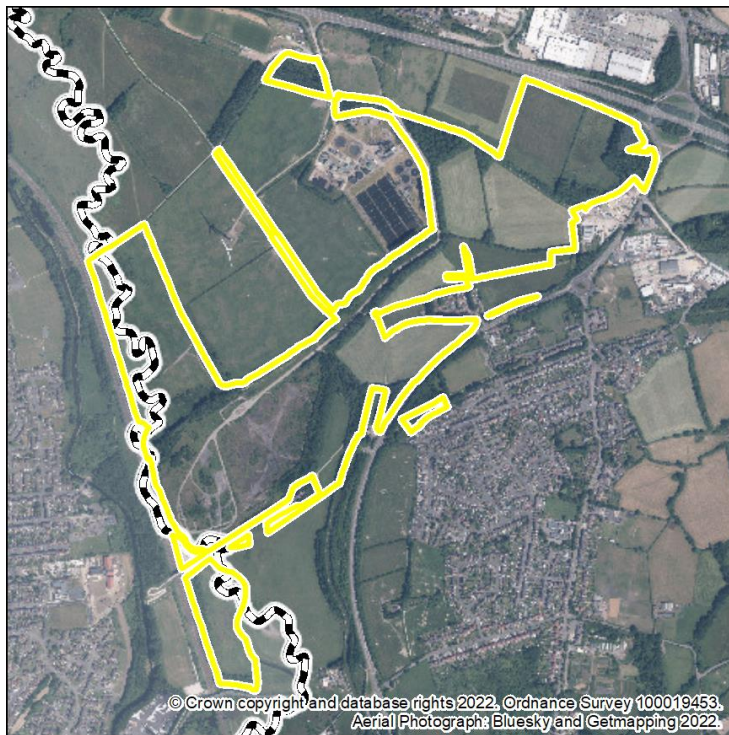
Broxtowe

BBC-L01: Former Bennerley Coal Disposal Point

Map



Aerial Image



Stage 1 Assessment

Stage 1 Criteria	Details
Strategic Scale – Is the site greater than 25Ha?	Yes. The site covers 68 ha.
Strategic Location – Is it within an Area of Opportunity	Yes, the site is located within an Area of Opportunity at Junction 26 of the M1.
Strategic Highway Connections – Does the site have good connections to the highway network close to a junction with the M1 or long distance dual carriageway?	The owners/promoters advise: “Existing access onto the A610, secondary access could also be provided onto an existing junction on the A6096. Directly connected to the rail network. The site is central to the strategic highway network which linking [sic] to Junction 26 of M1 for connections to the south and north, near the A50 to the west and A610 to the east. This would provide suitable road access to the site for HGV’s.”
Stage 1 Conclusion	The site is being identified as a reasonable alternative for further consideration because of its capacity, its proximity to the A610/M1 and the possibility of rail access.

Stage 2 Assessment

General – floorspace, type of site, other assessments and viability

Stage 2 Criteria	Details
Site Size – Is the site 50ha or more?	68 ha. The site is over 50 ha in size.
Estimated employment floorspace	Up to approximately 74,000 square metres. (Owners/promoters’ estimate, i.e. “up to 800,000sqft”.)
Existing use	“Lawful use for the reception, storage and dispatch of coal”. (Owners/promoters’ description.) Part agricultural.
Extension or new site	New site.
PDL or Greenfield	Part greenfield. Remainder is PDL.

Stage 2 Criteria	Details
Relevant SHLAA or SHELAA conclusion	Not included in the current SHLAA. No S(H)ELAA.
Relevant Growth Options Study Conclusions	Not in a 'Potential Area for Strategic Growth' (as defined at page 16 of the Study).
Viability and deliverability	<p>The viability of the site would need to be considered through the preparation of a Plan Wide Viability assessment.</p> <p>Owners/promoters advise that "there are no viability constraints".</p>

Transport Infrastructure and Accessibility

Transport Infrastructure	Comments
<p>Strategic highways – Good connection to the highway network close to a junction with the M1 or long distance dual carriageway</p>	<p>Close to the A610 and to junction 26 of the M1.</p> <p>National Highways (NH) (formerly Highways England) advises that the development would be likely to be acceptable, subject to TA and any identified mitigation.</p> <p>NH also advises that the scale of the development and distance from the SRN suggests the impact of the development on its own may not be significant. However, there is likely to be a cumulative impact when taking into account other developments also impacting on M1 J26</p> <p>Nottinghamshire County Council (NCC) advises that the preferred access point would be the existing access on the A610 and the roundabout junction on Shilo Way. HGV traffic would be expected to utilise the M1/A610/A6096.</p> <p>NCC also advises that it would be necessary to ensure that appropriate public transport infrastructure is provided to serve the site with suitable footway connections and crossings where necessary. Cycling infrastructure should be delivered to "LTN 1/20 standard".</p> <p>NCC advises that the site is "affected by tram extension".</p>
Rail network accessibility	Potential for rail network accessibility.
<p>Accessibility to labour – proximity to centres of population and ability to be served by public transport and active travel.</p>	<p>Close to Eastwood, Awsworth and Ilkeston/Cotmanhay, also near to Kimberley/Nuthall and Nottingham.</p> <p>Limited current public transport accessibility, however there is the potential for this to be improved.</p>

Transport Infrastructure	Comments
	NCC mentions the possibility of a tram extension at some point.

Other Critical Infrastructure

Infrastructure Type	Comments
Utilities	Owners/promoters advise that there are “no known constraints”, regarding all utilities. No abnormal requirements have been identified by the Council, however further input would be required from consultees.
Blue and Green Infrastructure	On-site provision/enhancement would probably be preferable. (The site includes parts of several ‘Primary and Secondary Strategic Networks’ and ‘Local/Neighbourhood Networks’, as defined in the ‘Greater Nottingham Blue and Green Infrastructure Strategy January 2022’, and parts of several ‘Primary and Secondary Green Infrastructure Corridors’, as defined in the adopted Broxtowe Part 2 Local Plan.)
Other	90% of the site is in a Coal Authority ‘Development High Risk Area’.

Sustainability Appraisal

Objective	Score	Objective	Score
1. Housing	0	9. Brownfield Land	+
2. Employment and Jobs	++	10. Energy and Climate Change	?
3. Economic Structure and Innovation	++	11. Pollution and Air Quality	?
4. Shopping Centres	+	12. Flooding and Water Quality	-
5. Health and Well Being	+	13. Natural Environment, Biodiversity, Blue and Green Infrastructure	--
6. Community Safety	?	14. Landscape	-

Objective	Score	Objective	Score
7. Social Inclusion	++	15. Built and Historic Environment	--
8. Transport	++	16. Natural Resources and Waste Management	-

Constraints and other considerations

Topic	Commentary
Green Belt	The site falls within Broad Area 2: West of Awsworth in the 'Green Belt Review Background Paper December 2022'. Score 15/20. Development would have a major impact on the Green Belt gap between Awsworth/Eastwood and Cotmanhay/Ilkeston.
Agricultural Land	In part. Agricultural Land Classification Grade 4.
Land Contamination	"The site is not contaminated and has been cleared of all structures since its use as a former coal disposal point." (Owners/promoters' description.) Would need thorough examination before any development. There is a Historic Landfill Site within 50m of the site and another Historic Landfill Site within 100m of the site.
Carbon Neutrality	The development would be subject to full environmental analysis as part of the allocation and planning application process.
Impact on Air Quality	Not known at this stage. The site is not part of an Air Quality Management Area.
Flood Risk	River Flooding: Approximately 29% of the site is in Flood Zone 3. Approximately 39% of the site is in Flood Zone 2. Surface Water Flooding: Approximately 13% of the site is at 1 in 30 year risk of surface water flooding. Owners/promoters consider that flood risk "can be easily addressed through the design process using SUDs".
Natural Environment	There are 3 Local Wildlife Sites within the site and 1 Local Wildlife Site within 250m of the site.

Topic	Commentary
Historic Environment	<p>There is a Grade II* Listed Building, Bennerley Viaduct, within the site.</p> <p>The details of any proposed development would not be known until the planning application stage. Development of the site might potentially harm the significance of the listed Bennerley Viaduct and its setting. Development at the site would be unlikely to enhance or better reveal the significance of any heritage assets. It would be unlikely to promote heritage based tourism or regeneration.</p>
Landscape and topography	<p>The 'Greater Nottingham Growth Options Study Additional Landscape Assessments' document (November 2022) includes the following comments:</p> <p>"Nottinghamshire landscape character policy zone: NC02 Babbington Rolling Farmlands (moderate condition, strong strength, conserve and enhance landscape strategy) NC01 Erewash River Corridor (moderate condition, strong strength, conserve and enhance landscape strategy)"</p> <p>"Topography and landuse: The topography is at its highest in the north of the site towards the A610, this slopes away very gently towards Awsworth. In the south of the site, the topography is very flat which contrasts to the publicly accessible Bennerley Viaduct to the west of Awsworth. The site is a mix of pastoral fields (located to the north) and a brownfield site (located to the south) previously used for mining and an ironworks."</p> <p>"Suitability for development in landscape and visual terms: This site has medium potential for strategic growth. It sits between four settlements, with potential for merging should the full site be built out. The north of the site could accommodate development (likely to be employment) linked directly to the A610. However, the south is more sensitive to development due to the presence and setting of the Grade II* listed viaduct and the high recreational value. This area would be better used for more limited development linked to the heritage, building on the existing work around the Bennerley Viaduct."</p>
Regeneration	Close to Eastwood and to Ilkeston/Cotmanhay, also near to Nottingham, all of which include areas of high deprivation.
Compatibility of surrounding uses	No residential properties in the immediate vicinity.
Availability	Available: promoted through the 'Call for Sites'.

Conclusions and recommendations

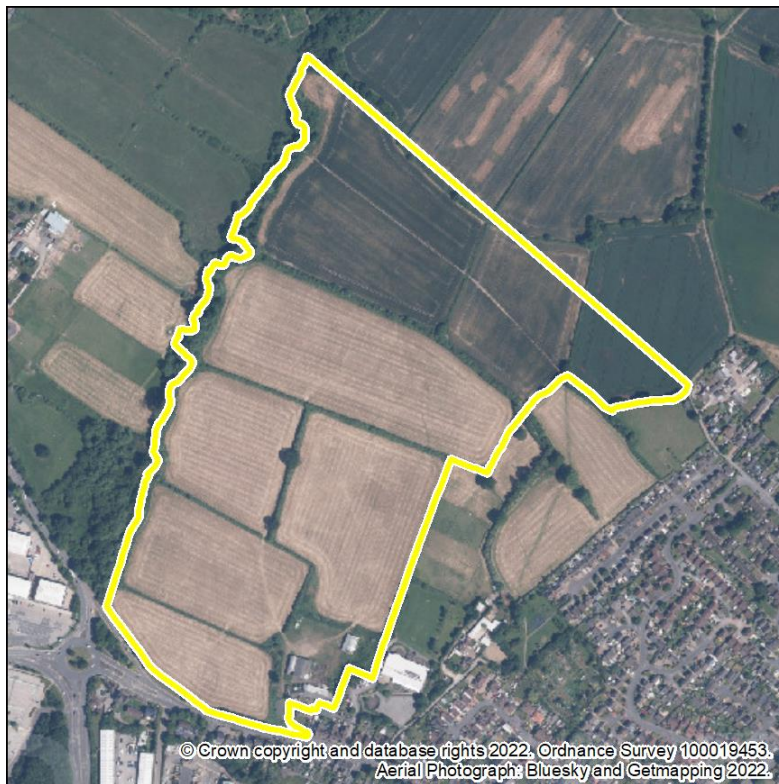
Is the site suitable for strategic?	<p>The site contains significant areas of previously developed land and is considered to be potentially suitable for strategic logistics development.</p> <p>This is provided that functioning rail freight facilities are incorporated into any development.</p> <p>Among the sites in Broxtowe, this site is preferred, having regard to its potential for rail access and consequent benefits for carbon reduction, compared against other potentially suitable sites.</p>
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BBC-L02a: Gilt Hill (smaller site)

Map



Aerial Image



Stage 1 Assessment

Stage 1 Criteria	Details
Strategic Scale – Is the site greater than 25Ha?	Yes. The site covers 25.17 ha.
Strategic Location – Is it within an Area of Opportunity	Yes, the site is located within an Area of Opportunity at junction 26 of the M1.
Strategic Highway Connections – Does the site have good connections to the highway network close to a junction with the M1 or long distance dual carriageway?	The owners/promoters advise: “The site has good access to the strategic highway network with access on to the A610 dual carriageway, which is 2 miles to Junction 26 of the M1 Motorway.”
Stage 1 Conclusion	The site is identified as a reasonable alternative for further consideration because of its capacity, location within an Area of Opportunity and its proximity to the A610/M1.

Stage 2 Assessment

General – floorspace, type of site, other assessments and viability

Stage 2 Criteria	Details
Site Size – Is the site 50ha or more?	25.17 ha. The site is not over 50 ha in size.
Estimated employment floorspace	Approximately 65,000 – 102,000 square metres, including larger site, BBC-L02b. (Owners/promoters’ estimate, i.e. “Circa 700,000 to 1,100,000 sq. ft.”)
Existing use	Agricultural.
Extension or new site	New site.
PDL or Greenfield	Greenfield land.
Relevant SHLAA or SHELAA conclusion	Parts of the site are assessed for housing in the current SHLAA as “could be suitable if policy changes”.

Stage 2 Criteria	Details
Relevant Growth Options Study Conclusions	Not in a 'Potential Area for Strategic Growth' (as defined at page 16 of the Study).
Viability and deliverability	<p>The viability of the site would need to be considered through the preparation of a Plan Wide Viability assessment.</p> <p>Owners/promoters advise that "the proposed scheme is deliverable and viable".</p>

Transport Infrastructure and Accessibility

Transport Infrastructure	Comments
Strategic highways – Good connection to the highway network close to a junction with the M1 or long distance dual carriageway	<p>Adjacent to the A610 and close to junction 26 of the M1.</p> <p>National Highways (NH) (formerly Highways England) advises that the development would be likely to be acceptable, subject to TA and any identified mitigation.</p> <p>NH also advises that the scale of the development and distance from the SRN suggests the impact of the development on its own may not be significant. However, there is likely to be a cumulative impact when taking into account other developments also impacting on M1 J26.</p> <p>Nottinghamshire County Council (NCC) advises that the preferred access point would be Gilt Hill and that the position of the access should avoid conflict with other junctions on the opposite side of the carriageway. Measures may be required to prevent HGVs from routing along the A608.</p> <p>NCC also advises that it would be necessary to ensure that appropriate public transport infrastructure is provided to serve the site with suitable footway connections and crossings where necessary.</p> <p>NCC advises that the site is "affected by tram extension".</p>
Rail network accessibility	No potential for direct rail network accessibility. The site is located approximately 15 miles north of the East Midlands Gateway Logistics Park of Junction 24 of the M1.
Accessibility to labour – proximity to centres of population and ability to be served by public transport and active travel.	<p>Adjacent to Kimberley/Nuthall, close to Awsworth, Eastwood and Nottingham.</p> <p>Good ability to be served by public transport and active travel.</p> <p>NCC mentions the possibility of a tram extension at some point.</p>

Other Critical Infrastructure

Infrastructure Type	Comments
Utilities	<p>Owners/promoters advise that there is “significant spare capacity available in the local network”.</p> <p>No abnormal requirements have been identified by the Council, however further input would be required from consultees.</p>
Blue and Green Infrastructure	<p>On-site provision/enhancement would probably be preferable.</p> <p>(The site includes part of a ‘Secondary Strategic Network’, as defined in the ‘Greater Nottingham Blue and Green Infrastructure Strategy January 2022’, and part of a ‘Secondary Green Infrastructure Corridor, as defined in the adopted Broxtowe Part 2 Local Plan.)</p>
Other	90% of the site is in a Coal Authority 'Development High Risk Area'.

Sustainability Appraisal

Objective	Score	Objective	Score
1. Housing	0	9. Brownfield Land	--
2. Employment and Jobs	+	10. Energy and Climate Change	?
3. Economic Structure and Innovation	++	11. Pollution and Air Quality	-
4. Shopping Centres	+	12. Flooding and Water Quality	-
5. Health and Well Being	+	13. Natural Environment, Biodiversity, Blue and Green Infrastructure	-
6. Community Safety	?	14. Landscape	--
7. Social Inclusion	++	15. Built and Historic Environment	0
8. Transport	++	16. Natural Resources and Waste Management	-

Constraints and other considerations

Topic	Comments
Green Belt	The site falls within Broad Area 15: North of Gilt Hill in the 'Green Belt Review Background Paper December 2022'. Score 12/22. Development would have a major impact on the Green Belt gap between Eastwood and Kimberley.
Agricultural Land	Yes. Agricultural Land Classification Grade 4.
Land Contamination	"Site investigations are ongoing, but from initial assessments there are no known contamination issues that would preclude development." (Owners/promoters' description.)
Carbon Neutrality	Any development would be subject to full environmental analysis as part of the allocation and planning application process.
Impact on Air Quality	Not known at this stage. The site is not part of an Air Quality Management Area.
Flood Risk	River Flooding: 2.7% (0.68ha) of site in Flood Zone 3 3.16% (0.79ha) of site in Flood Zone 2 Surface Water Flooding: 1.97% (0.49ha) of site in 1 in 30 year risk of surface water flooding 5.77% (1.45ha) of site in 1 in 100 year risk of surface water flooding 5.77% (1.45ha) of site in 1 in 1,000 year risk of surface water flooding Ground Water Flooding: 90.26% (22.72ha) of site in < 25% (Superficial Deposits Flooding)
Natural Environment	Part of a Local Wildlife Site is within the site. There are three Local Wildlife Sites close to the site.
Historic Environment	There are no Listed Buildings or Conservation Areas within or close to the site.
Landscape and topography	The site forms part of the 'Selston and Eastwood Urban Fringe Farmland' local landscape character area (moderate condition, moderate strength, 'enhance' landscape strategy). It lies on the eastern side of the Gilt Brook valley and development would be prominent in the landscape.

Topic	Comments
Regeneration	Close to Eastwood and Nottingham, both of which include areas of high deprivation.
Compatibility of surrounding uses	Residential properties adjacent.
Availability	Available: promoted through the 'Call for Sites'.

Conclusions and recommendations

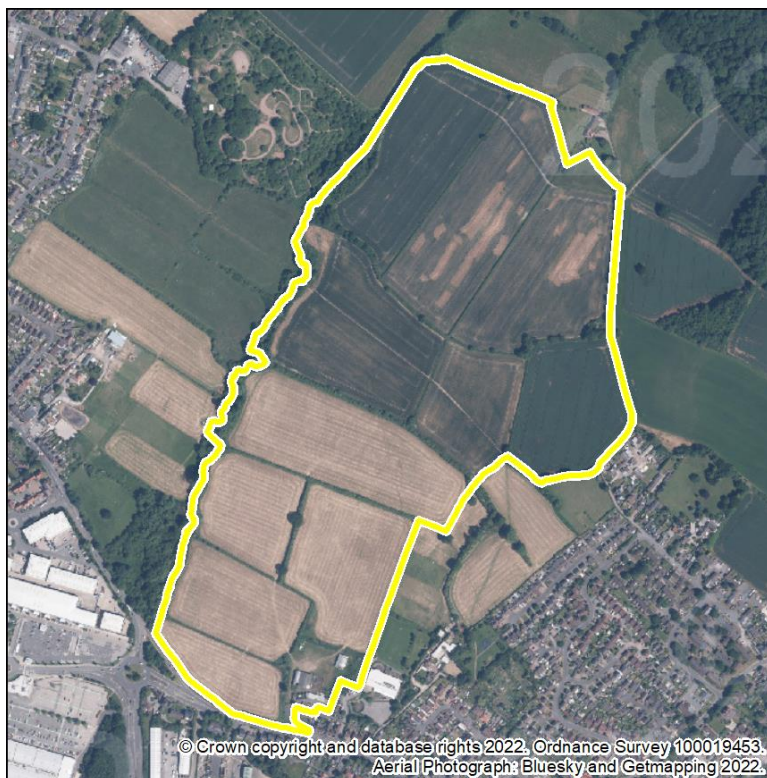
Is the site suitable for strategic?	<p>The site is considered to be potentially suitable for strategic logistics development, however when compared against other sites due to the absence of direct rail access or (very likely) tram access, the land is not a preferred location. The site is located 15 miles from the nearest rail freight interchange at Junction 24 of the M1.</p> <p>This site (and site BBC-L02b) would however be more preferable than sites BBC-L04, BBC-L06 and BBC-L08 because of lesser anticipated impact on the highways network.</p>
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BBC-L02b: Gilt Hill (larger site)

Map



Aerial Image



Stage 1 Assessment

Stage 1 Criteria	Details
Strategic Scale – Is the site greater than 25Ha?	Yes. The site is approximately 50 ha.
Strategic Location – Is it within an Area of Opportunity	Yes, the site is located within an Area of Opportunity at junction 26 of the M1.
Strategic Highway Connections – Does the site have good connections to the highway network close to a junction with the M1 or long distance dual carriageway?	The owners/promoters advise: “The site has good access to the strategic highway network with access on to the A610 dual carriageway, which is 2 miles to Junction 26 of the M1 Motorway.”
Stage 1 Conclusion	The site is identified as a reasonable alternative for further consideration because of its capacity, its location within an Area of Opportunity and its proximity to the A610/M1.

Stage 2 Assessment

General – floorspace, type of site, other assessments and viability

Stage 2 Criteria	Details
Site Size – Is the site 50ha or more?	Possibly – the figure given by the owners/promoters is 50 ha, Broxtowe’s measurement is 42.02 ha (including the smaller site BBC-L02b).
Estimated employment floorspace	Approximately 65,000 – 102,000 square metres, including smaller site, BBC-L02a. (Owners/promoters’ estimate, i.e. “Circa 700,000 to 1,100,000 sq. ft.”)
Existing use	Agricultural.
Extension or new site	New site.
PDL or Greenfield	Greenfield land.
Relevant SHLAA or SHELAA conclusion	Parts of the site are assessed for housing in the current SHLAA as “could be suitable if policy changes”.

Stage 2 Criteria	Details
Relevant Growth Options Study Conclusions	Not in a 'Potential Area for Strategic Growth' (as defined at page 16 of the Study).
Viability and deliverability	<p>The viability of the site would need to be considered through the preparation of a Plan Wide Viability assessment.</p> <p>Owners/promoters advise that "the proposed scheme is deliverable and viable".</p>

Transport Infrastructure and Accessibility

Transport Infrastructure	Comments
Strategic highways – Good connection to the highway network close to a junction with the M1 or long distance dual carriageway	<p>Adjacent to the A610 and close to junction 26 of the M1.</p> <p>National Highways (NH) (formerly Highways England) advises that the development would be likely to be acceptable, subject to TA and any identified mitigation.</p> <p>NH also advises that the scale of the development and distance from the SRN suggests the impact of the development on its own may not be significant. However, there is likely to be a cumulative impact when taking into account other developments also impacting on M1 J26.</p> <p>Nottinghamshire County Council (NCC) advises that the preferred access point would be Gilt Hill and that the position of the access should avoid conflict with other junctions on the opposite side of the carriageway. Measures may be required to prevent HGVs from routing along the A608.</p> <p>NCC also advises that it would be necessary to ensure that appropriate public transport infrastructure is provided to serve the site with suitable footway connections and crossings where necessary.</p> <p>NCC advises that part of this site (site BBC-L02a) is "affected by tram extension".</p>
Rail network accessibility	No potential for rail network accessibility. The site is located approximately 15 miles north of the East Midlands Gateway Logistics Park of Junction 24 of the M1.
Accessibility to labour – proximity to centres of population and ability to be served by public transport and active travel.	<p>Adjacent to Kimberley/Nuthall, close to Awsworth, Eastwood and Nottingham.</p> <p>Good ability to be served by public transport and active travel.</p> <p>NCC mentions the possibility of a tram extension at some point.</p>

Transport Infrastructure	Comments

Other Critical Infrastructure

Type	Comments
Utilities	<p>Owners/promoters advise that there is “significant spare capacity available in the local network”.</p> <p>No abnormal requirements have been identified by the Council, however further input would be required from consultees.</p>
Blue and Green Infrastructure	<p>On-site provision/enhancement would probably be preferable.</p> <p>(The site includes part of a ‘Secondary Strategic Network’, as defined in the ‘Greater Nottingham Blue and Green Infrastructure Strategy January 2022’, and part of a ‘Secondary Green Infrastructure Corridor, as defined in the adopted Broxtowe Part 2 Local Plan.)</p>
Other	89% of the site is in a Coal Authority ‘Development High Risk Area’.

Sustainability Appraisal

Objective	Score	Objective	Score
1. Housing	0	9. Brownfield Land	--
2. Employment and Jobs	++	10. Energy and Climate Change	?
3. Economic Structure and Innovation	++	11. Pollution and Air Quality	-
4. Shopping Centres	+	12. Flooding and Water Quality	-
5. Health and Well Being	++	13. Natural Environment, Biodiversity, Blue and Green Infrastructure	--
6. Community Safety	?	14. Landscape	--

Objective	Score	Objective	Score
7. Social Inclusion	++	15. Built and Historic Environment	0
8. Transport	++	16. Natural Resources and Waste Management	-

Constraints and other considerations

Topic	Comments
Green Belt	The site falls within Broad Area 15: North of Gilt Hill in the 'Green Belt Review Background Paper December 2022'. Score 12/22. Development would have a major impact on the Green Belt gap between Eastwood and Kimberley.
Agricultural Land	Yes. Agricultural Land Classification Grade 4.
Land Contamination	"Site investigations are ongoing, but from initial assessments there are no known contamination issues that would preclude development." (Owners/promoters' description.)
Carbon Neutrality	Any development would be subject to full environmental analysis as part of the allocation and planning application process.
Impact on Air Quality	Not known at this stage. The site is not part of an Air Quality Management Area.
Flood Risk	River Flooding: 2.58% (1.08ha) of site in Flood Zone 3 2.94% (1.23ha) of site in Flood Zone 2 Surface Water Flooding: 2.11% (0.89ha) of site in 1 in 30 year risk of surface water flooding 5.06% (2.13ha) of site in 1 in 100 year risk of surface water flooding 5.06% (2.13ha) of site in 1 in 1,000 year risk of surface water flooding Ground Water Flooding: 8.26% (3.47ha) of site in < 25% (Clearwater and Superficial Deposits Flooding)
Natural Environment	Part of a Local Wildlife Site is within the site. There is a Local Geological Site and five Local Wildlife Sites close to the site.

Topic	Comments
Historic Environment	There are no Listed Buildings or Conservation Areas within or close to the site.
Landscape and topography	The site forms part of the 'Selston and Eastwood Urban Fringe Farmland' local landscape character area (moderate condition, moderate strength, 'enhance' landscape strategy). It lies on the eastern side of the Gilt Brook valley and development would be prominent in the landscape.
Regeneration	Close to Eastwood and Nottingham, both of which include areas of high deprivation.
Compatibility of surrounding uses	Residential properties adjacent.
Availability	Available: promoted through the 'Call for Sites'.

Conclusions and recommendations

Is the site suitable for strategic?	<p>The site is considered to be potentially suitable for strategic logistics development, however when compared against other sites, due to the absence of direct rail access or (very likely) tram access, the land is not a preferred location. The site is located 15 miles from the nearest rail freight interchange at Junction 24 of the M1.</p> <p>This site (and site BBC-L02a) would however be more preferable than sites BBC-L04, BBC-L06 and BBC-L08 because of lesser anticipated impact on the highways network.</p>
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BBC-L04: Land at Kimberley Eastwood Bypass

Map



Aerial Image



Stage 1 Assessment

Stage 1 Criteria	Details
Strategic Scale – Is the site greater than 25Ha?	No. The site is 21.64 ha.
Strategic Location – Is it within an Area of Opportunity	Yes, the site is within the Area of Opportunity around junction 26 of the M1.
Strategic Highway Connections – Does the site have good connections to the highway network close to a junction with the M1 or long distance dual carriageway?	The owners/promoters advise that “the site benefits from exceptional connections with the strategic highway network. It sits immediately adjacent to J26 of the M1 and the A610.”
Stage 1 Conclusion	The site is identified as a reasonable alternative for further consideration because of its size, location within an Area of Opportunity and proximity to the A610 and M1.

Stage 2 Assessment

General – floorspace, type of site, other assessments and viability

Stage 2 Criteria	Details
Site Size – Is the site 50ha or more?	21.64 ha. The site is not over 50 ha in size.
Estimated employment floorspace	77,000 square metres. (Based on an assumption of 3,500 square metres per hectare.)
Existing use	Agricultural.
Extension or new site	New site.
PDL or Greenfield	Greenfield land.
Relevant SHLAA or SHELAA conclusion	Not included in the current SHLAA. No S(H)ELAA completed.

Stage 2 Criteria	Details
Relevant Growth Options Study Conclusions	Not in a 'Potential Area for Strategic Growth' (as defined at page 16 of the Study).
Viability and deliverability	<p>The viability of the site would need to be considered through the preparation of a Plan Wide Viability assessment.</p> <p>Owners/promoters advise that "there are no constraints that would render the site unviable".</p>

Transport Infrastructure and Accessibility

Transport Infrastructure	Comments
Strategic highways – Good connection to the highway network close to a junction with the M1 or long distance dual carriageway	<p>Adjacent to the A610 and junction 26 of the M1.</p> <p>National Highways (NH) (formerly Highways England) advises that mitigation is likely to be required.</p> <p>NH also advises that the scale of development and distance from M1 J26 suggest that there will be a significant (cumulative) impact and off-site highways mitigation at M1 J26 may be required. National Highways' preferred approach to highways mitigation is via a Section 278 whereby highways infrastructure improvements are designed, delivered, and funded by the applicant.</p> <p>Nottinghamshire County Council (NCC) advises that there is a significant level difference between the site and A610 that could make it difficult to form an access. Any new junction is likely to be a left in/left out which will direct traffic towards Giltbrook Interchange which is not ideal. The close proximity of the site access and J26 may increase the likelihood of collisions / compromise performance.</p> <p>NCC also has concerns regarding the absence of any footway leading directly to the site, and would not encourage cycling along the A610. It is not clear how the development will prioritise the needs of pedestrians/cyclists and is therefore considered by NCC to be contrary to the NPPF.</p>
Rail network accessibility	No potential for rail network accessibility. The site is 13 miles north of the nearest rail freight interchange at the East Midlands Gateway Logistics Park of junction 24 of the M1.
Accessibility to labour – proximity to centres of population and ability to be served by public transport and active travel.	<p>In close proximity to Nottingham and Nuthall/Kimberley, also close to Eastwood but separated by the M1 to the east and A610 to the north.</p> <p>Close to good public transport services, however access to them is currently difficult. Opportunities for active travel seem limited.</p>

Transport Infrastructure	Comments

Other Critical Infrastructure

Type	Comments
Utilities	<p>Owners/promoters advise: “There are no known utility infrastructure constraints that would preclude delivery of development at this location. Western Power Distribution (WPD) have confirmed that a 5.5MVA transformer can be provided.”</p> <p>No abnormal requirements have been identified by the Council, however further input would be required from consultees.</p>
Blue and Green Infrastructure	<p>On-site provision/enhancement would probably be preferable.</p> <p>(Elements of the ‘Secondary Strategic Network’, as defined in the ‘Greater Nottingham Blue and Green Infrastructure Strategy January 2022’, adjoin the site, as does a ‘Secondary Green Infrastructure Corridor’, as defined in the adopted Broxtowe Part 2 Local Plan.)</p>
Other	<p>Less than 1% of the site is within a Coal Authority ‘Development High Risk Area’.</p>

Sustainability Appraisal

Objective	Score	Objective	Score
1. Housing	0	9. Brownfield Land	--
2. Employment and Jobs	+	10. Energy and Climate Change	?
3. Economic Structure and Innovation	+	11. Pollution and Air Quality	?
4. Shopping Centres	0	12. Flooding and Water Quality	++

Objective	Score	Objective	Score
5. Health and Well Being	0	13. Natural Environment, Biodiversity, Blue and Green Infrastructure	-
6. Community Safety	?	14. Landscape	-
7. Social Inclusion	0	15. Built and Historic Environment	?
8. Transport	--	16. Natural Resources and Waste Management	--

Constraints and other considerations

Topic	Commentary
Green Belt	The site falls within Broad Area 19: East of Park Avenue / Knowle Lane in the 'Green Belt Review Background Paper December 2022'. Score 15/20. Development would have a major impact on the Green Belt gap between the main built-up area of Nottingham and the built-up area of Kimberley/Watnall/Nuthall.
Agricultural Land	Yes. Agricultural Land Classification: 48% Grade 4, 52% Grade 2.
Land Contamination	None known.
Carbon Neutrality	Any development would be subject to full environmental analysis as part of the allocation and planning application process.
Impact on Air Quality	Not known at this stage. The site is not part of an Air Quality Management Area.
Flood Risk	River flooding: The site is in Flood Zone 1. Less than 1% of the site is at any identified risk of surface water flooding.
Natural Environment	A small part of a Local Wildlife Site is within the site and three Local Wildlife Sites are within 250m of the site.
Historic Environment	Nuthall Conservation Area is within 50m of the site and a Grade II Listed Building is within 250m of the site.

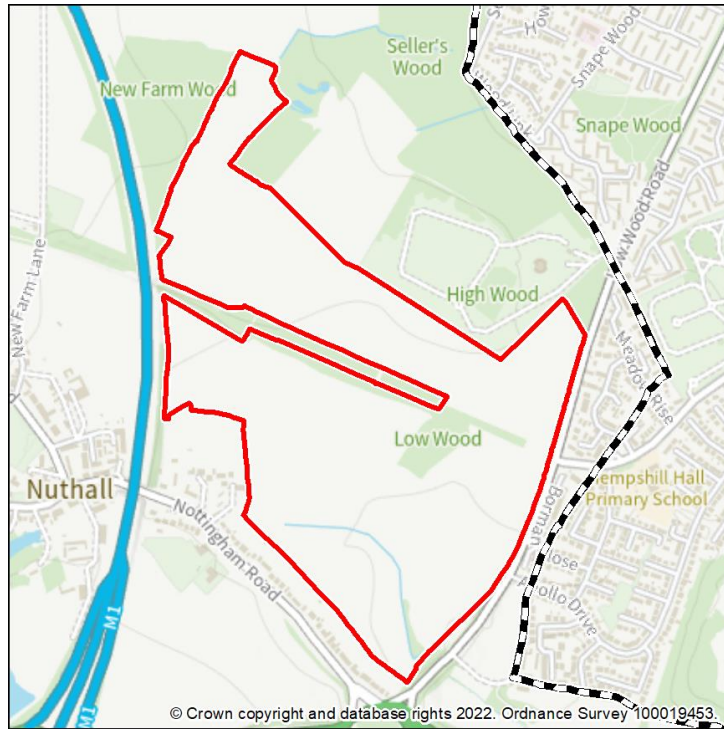
Topic	Commentary
Landscape and topography	The site forms part of the 'Nuthall Lowland, Wooded Farmland' local landscape character area (moderate condition, moderate strength, 'enhance' landscape strategy).
Regeneration	Almost adjacent to Nottingham (although difficult to access) and close to Eastwood, both of which include areas of high deprivation.
Compatibility of surrounding uses	No residential properties in the immediate vicinity.
Availability	Available: promoted through the 'Call for Sites'.

Conclusions and recommendations

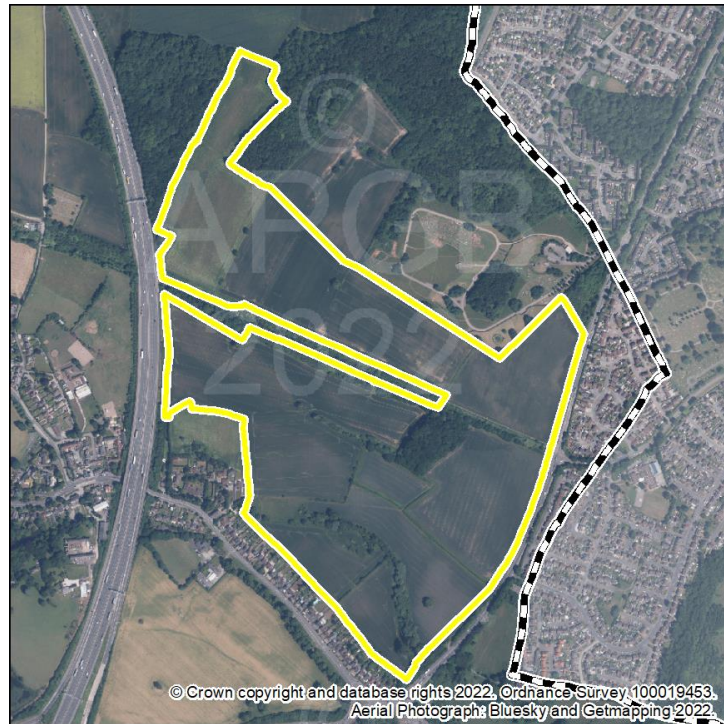
Is the site suitable for strategic?	<p>Although located adjacent to Junction 26 of the M1, the site is not potentially suitable, and compared to other sites in the vicinity of this junction, the land is not a preferred location for strategic logistics development. The land is smaller in size (21 ha) and there is an absence of pedestrian or cycling access, and potential rail or tram access. Highways access is more problematic due to the elevation of the site, the limited left turn only junction on the A610 and its proximity to the M1 roundabout. The site is located 13 miles from the nearest rail freight interchange at Junction 24 of the M1.</p> <p>Among the sites in Broxtowe, this site is the lowest preference, having regard to anticipated issues with vehicular, pedestrian and cycle access.</p>
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BBC-L05: Land at Low Wood Road, Nuthall

Map



Aerial Image



Stage 1 Assessment

Stage 1 Criteria	Details
Strategic Scale – Is the site greater than 25Ha?	Yes. The site covers 57.22 ha.
Strategic Location – Is it within an Area of Opportunity	Yes, the site is located close to Junction 26 which is an Area of Opportunity.
Strategic Highway Connections – Does the site have good connections to the highway network close to a junction with the M1 or long distance dual carriageway?	The owners/promoters advise: “The site immediately adjoins the A610 off the two proposed access roads which connects the site to the M1 at Junction 26. Junction modelling undertaken by our Transport Consultant indicates that there is sufficient capacity within the existing junctions within the vicinity of the site.”
Stage 1 Conclusion	The site is identified as a reasonable alternative for further consideration because of its capacity, location within an Area of Opportunity and its connectivity to the A610 and M1.

Stage 2 Assessment

General – floorspace, type of site, other assessments and viability

Stage 2 Criteria	Details
Site Size – Is the site 50ha or more?	57.22 ha The site is over 50 ha in size. Note: The size of this site has been reduced, by the promoters, since the Stage 1 assessment.
Estimated employment floorspace	Approximately 154,000 square metres. (Owners/promoters estimate, i.e. “1,655,000 sqf”.)
Existing use	Agricultural.
Extension or new site	New site.
PDL or Greenfield	Greenfield.

Stage 2 Criteria	Details
Relevant SHLAA or SHELAA conclusion	Not included in the current SHLAA. No S(H)ELAA completed.
Relevant Growth Options Study Conclusions	Not in a 'Potential Area for Strategic Growth' (as defined at page 16 of the Study).
Viability and deliverability	<p>The owners/promoters advise: "The site is viable to deliver as both a mixed use B8 logistics park with residential to the northern land parcel [now the whole proposed site] or a totally employment / logistics led scheme. The provision of infrastructure such as the Park and Ride and NET extension is viable to deliver as part of the development proposals, subject to a sufficient strategic quantum of development being provided for."</p> <p>The viability of the site would need to be considered through the preparation of a Plan Wide Viability assessment.</p>

Transport Infrastructure and Accessibility

Transport Infrastructure	Commentary
<p>Strategic highways – Good connection to the highway network close to a junction with the M1 or long distance dual carriageway</p>	<p>Close to the A610 and to junction 26 of the M1.</p> <p>National Highways (NH) (formerly Highways England) advises that mitigation is likely to be required.</p> <p>NH also advises that the scale of development and distance from M1 J26 suggest that there will be a significant (cumulative) impact and off-site highways mitigation at M1 J26 may be required. National Highways' preferred approach to highways mitigation is via a Section 278 whereby highways infrastructure improvements are designed, delivered, and funded by the applicant.</p> <p>Nottinghamshire County Council (NCC) advises that the preferred access point is Low Wood Road and that the proposal should seek to minimise the impact of development traffic on the amenity of residents along Nottingham Road.</p> <p>NCC also advises that it would be necessary to ensure that appropriate public transport infrastructure is provided to serve the site with suitable footway connections and crossings where necessary. Cycling infrastructure should be delivered to "LTN 1/20 standard".</p> <p>NCC advises that the site is "affected by tram extension".</p>

Transport Infrastructure	Commentary
Rail network accessibility	No potential for rail network accessibility. The site is approximately 13 miles north of the East Midlands Gateway Logistics Park.
Accessibility to labour – proximity to centres of population and ability to be served by public transport and active travel.	<p>Adjacent to Nottingham and Nuthall/Kimberley, also close to Eastwood.</p> <p>Good ability to be served by public transport and active travel.</p> <p>NCC mentions the possibility of a tram extension at some point.</p>

Other Critical Infrastructure

Type	Commentary
Utilities	<p>The owners/promoters advise: “There is an existing intermediate pressure gas pipeline that crosses the site. This would either be retained with the required easement or diverted as part of the development proposals. There is sufficient provision for electricity capacity and high speed broadband in the area.”</p> <p>No abnormal requirements have been identified by the Council, however further input would be required from consultees.</p>
Blue and Green Infrastructure	<p>On-site provision/enhancement would probably be preferable.</p> <p>(The site includes parts of ‘Primary and Secondary Strategic Networks’, as defined in the ‘Greater Nottingham Blue and Green Infrastructure Strategy January 2022’, and parts of ‘Primary and Secondary Green Infrastructure Corridors’, as defined in the adopted Broxtowe Part 2 Local Plan.)</p>
Other	Part of the site is 'safeguarded' for HS2.

Sustainability Appraisal

Objective	Score	Objective	Score
1. Housing	0	9. Brownfield Land	--

Objective	Score	Objective	Score
2. Employment and Jobs	++	10. Energy and Climate Change	?
3. Economic Structure and Innovation	++	11. Pollution and Air Quality	-
4. Shopping Centres	+	12. Flooding and Water Quality	0
5. Health and Well Being	+	13. Natural Environment, Biodiversity, Blue and Green Infrastructure	--
6. Community Safety	?	14. Landscape	-
7. Social Inclusion	++	15. Built and Historic Environment	?
8. Transport	++	16. Natural Resources and Waste Management	--

Constraints and other considerations

Topic	Commentary
Green Belt	The site falls within Broad Area 24: 'Area between dismantled railway line and Nottingham Road Nuthall' in the 'Green Belt Review Background Paper December 2022'. Score 11/20. Development of parts of the site would have a major impact on the Green Belt gap between the main built-up area of Nottingham and the built-up area of Kimberley/Watnall/Nuthall. Development of any of the site would have a substantial impact on this gap.
Agricultural Land	Predominantly agricultural. Agricultural Land Classification: 73% Grade 3, 26% Grade 2, 1% 'urban'.
Land Contamination	None known.
Carbon Neutrality	The development would be subject to full environmental analysis as part of the allocation and planning application process.
Impact on Air Quality	Not known at this stage. The site is not part of an Air Quality Management Area.

Topic	Commentary
Flood Risk	Approximately 12% of the site is at risk of surface water flooding and less than 1% is at risk of either river or ground water flooding.
Natural Environment	Two Local Wildlife Sites (LWSs) and a small area of ancient woodland are within the site. A Site of Special Scientific Interest is within 50m of the site and six LWSs are within 250m of it.
Historic Environment	Nuthall Conservation Area is within 100m of the site and 7 Listed Buildings (Grade II) are within 250m of the site.
Landscape and topography	The site forms part of the 'Nuthall Lowland, Wooded Farmland' local landscape character area (moderate condition, moderate strength, 'enhance' landscape strategy).
Regeneration	Adjacent to Nottingham and close to Eastwood, both of which include areas of high deprivation.
Compatibility of surrounding uses	Residential properties are adjacent to parts of the site.
Availability	Available: promoted through the 'Call for Sites'.

Conclusions and recommendations

Is the site suitable for strategic?	<p>The site is considered to be potentially suitable for strategic logistics development.</p> <p>This is provided that any development incorporates a tram extension that would serve the site and beyond.</p> <p>Among the sites in Broxtowe, this site is the second preference. It is less preferable than site BBC-L01 because of the absence of potential rail access. It is more preferable than the other options because of the potential for tram access, which, if delivered in the future, would have benefits for carbon reduction and would reduce adverse impacts on the A610 roundabout.</p>
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BBC-L06: Land at New Farm, Nuthall

Map



Aerial Image



Stage 1 Assessment

Stage 1 Assessment	Details
Strategic Scale – Is the site greater than 25Ha?	Yes. The site is 40.90 ha.
Strategic Location – Is it within an Area of Opportunity	Yes, the site is located within an Area of Opportunity around Junction 26 of the M1.
Strategic Highway Connections – Does the site have good connections to the highway network close to a junction with the M1 or long distance dual carriageway?	The owners/promoters advise: “Access to Blenheim Industrial Park, connecting to Low Wood Road (A6002) which connects to the A610 and M1 motorway. Approximately 3.7km (6 minute drive) from the M1 J26 via good quality roads.”
Stage 1 Conclusion	The site is identified as a reasonable alternative for further consideration because of its capacity, its location within an Area of Opportunity, and its proximity to the M1 and A610.

Stage 2 Assessment

General – floorspace, type of site, other assessments and viability

Stage 2 Criteria	Details
Site Size – Is the site 50ha or more?	40.90 ha. The site is not over 50 ha in size.
Estimated employment floorspace	Up to approximately 88,000 square metres. (Owners/promoters’ estimate, i.e. “up to 950,000 sqft”.)
Existing use	Agricultural.
Extension or new site	New site for logistics (as an extension to the existing industrial estate).
PDL or Greenfield	Greenfield land.
Relevant SHLAA or SHELAA conclusion	Not included in the current SHLAA. No S(H)ELAA completed.

Stage 2 Criteria	Details
Relevant Growth Options Study Conclusions	Not in a 'Potential Area for Strategic Growth' (as defined at page 16 of the Study).
Viability and deliverability	<p>The owners/promoters advise: "Site considered viable for major industrial and logistics use".</p> <p>The viability of the site would need to be considered through the preparation of a Plan Wide Viability assessment.</p>

Transport Infrastructure and Accessibility

Transport Infrastructure	Commentary
Strategic highways – Good connection to the highway network close to a junction with the M1 or long distance dual carriageway	<p>Close to the A610 and to junction 26 of the M1.</p> <p>National Highways (NH) (formerly Highways England) advises that mitigation is likely to be required.</p> <p>NH also advises that the scale of development and distance from M1 J26 suggest that there will be a significant (cumulative) impact and off-site highways mitigation at M1 J26 may be required. National Highways' preferred approach to highways mitigation is via a Section as a location for strategic distribution and 278 whereby highways infrastructure improvements are designed, delivered, and funded by the applicant.</p> <p>Nottinghamshire County Council (NCC) comments that the City Council will be able to advise on matters such as the preferred access point, routing and sustainable travel.</p>
Rail network accessibility	No potential for rail network accessibility.
Accessibility to labour – proximity to centres of population and ability to be served by public transport and active travel.	<p>Adjacent to Nottingham, also close to Hucknall and Nuthall/Kimberley.</p> <p>Reasonable ability to be served by public transport and active travel.</p>

Other Critical Infrastructure

Type	Commentary
Utilities	<p>The owners/promoters advise: "Propose to connect to existing utilities – capacities to be reviewed".</p> <p>No abnormal requirements have been identified by the Council, however further input would be required from consultees.</p>

Type	Commentary
Blue and Green Infrastructure	On-site provision/enhancement would probably be preferable. (The site includes parts of 'Secondary Green Infrastructure Corridors', as defined in the adopted Broxtowe Part 2 Local Plan.)
Other	Part of the site is 'safeguarded' for HS2.

Sustainability Appraisal

Objective	Score	Objective	Score
1. Housing	0	9. Brownfield Land	--
2. Employment and Jobs	++	10. Energy and Climate Change	?
3. Economic Structure and Innovation	++	11. Pollution and Air Quality	-
4. Shopping Centres	+	12. Flooding and Water Quality	++
5. Health and Well Being	+	13. Natural Environment, Biodiversity, Blue and Green Infrastructure	--
6. Community Safety	?	14. Landscape	-
7. Social Inclusion	++	15. Built and Historic Environment	?
8. Transport	++	16. Natural Resources and Waste Management	--

Constraints and other considerations

Topic	Commentary
Green Belt	The site falls partly within Broad Area 23: 'Area between Long Lane and dismantled railway line adjacent to Blenheim Industrial Estate' and partly within Broad Area 24: 'Area between dismantled railway line and Nottingham Road Nuthall' in the 'Green Belt Review Background Paper

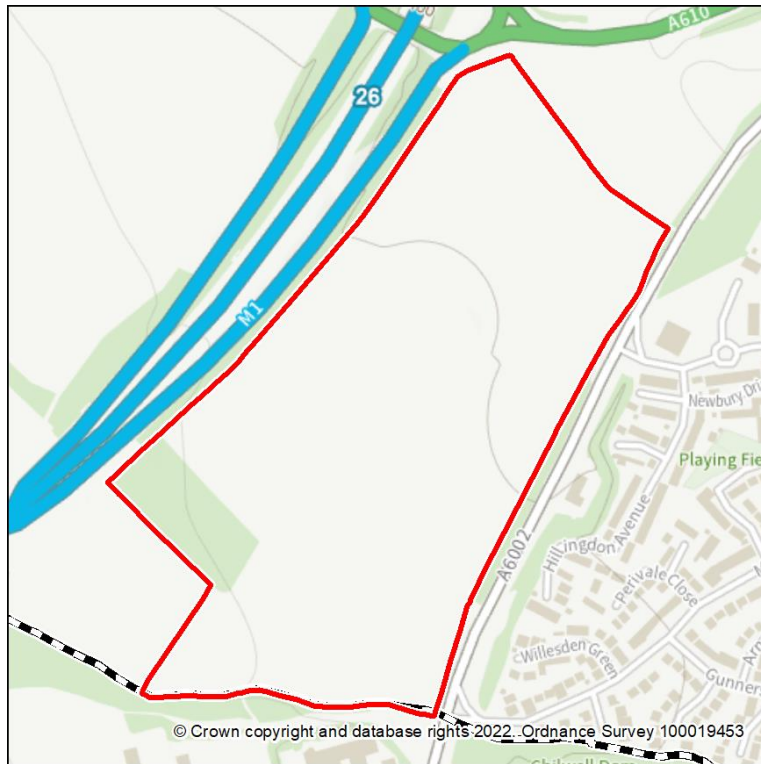
Topic	Commentary
	December 2022'. Scores 12/20 and 11/20 respectively. Development would have a substantial impact on the Green Belt gap between the main built-up area of Nottingham and the built-up area of Kimberley/Watnall/Nuthall.
Agricultural Land	Yes. Agricultural Land Classification: 55% Grade 2, 45% Grade 3.
Land Contamination	The owners/promoters advise: "None reported". Less than 1% of the site is part of a Historic Landfill Site.
Carbon Neutrality	Any development would be subject to full environmental analysis as part of the allocation and planning application process.
Impact on Air Quality	Not known at this stage. The site is not part of an Air Quality Management Area.
Flood Risk	Less than 1% of the site is at risk from surface water flooding. 39% of the site is at identified risk of ground water flooding.
Natural Environment	There are two Sites of Special Scientific Interest (Seller's Wood and Bulwell Wood) adjacent to the site. There is one Local Wildlife Site within the site and four within 250m of the site.
Historic Environment	There are no Listed Buildings or Conservation Areas within or close to the site.
Landscape and topography	The site forms part of the 'Nuthall Lowland, Wooded Farmland' local landscape character area (moderate condition, moderate strength, 'enhance' landscape strategy).
Regeneration	Adjacent to Nottingham, which includes areas of high deprivation.
Compatibility of surrounding uses	There are no residential properties directly adjacent to the site.
Availability	Available: promoted through the 'Call for Sites'.

Conclusions and recommendations

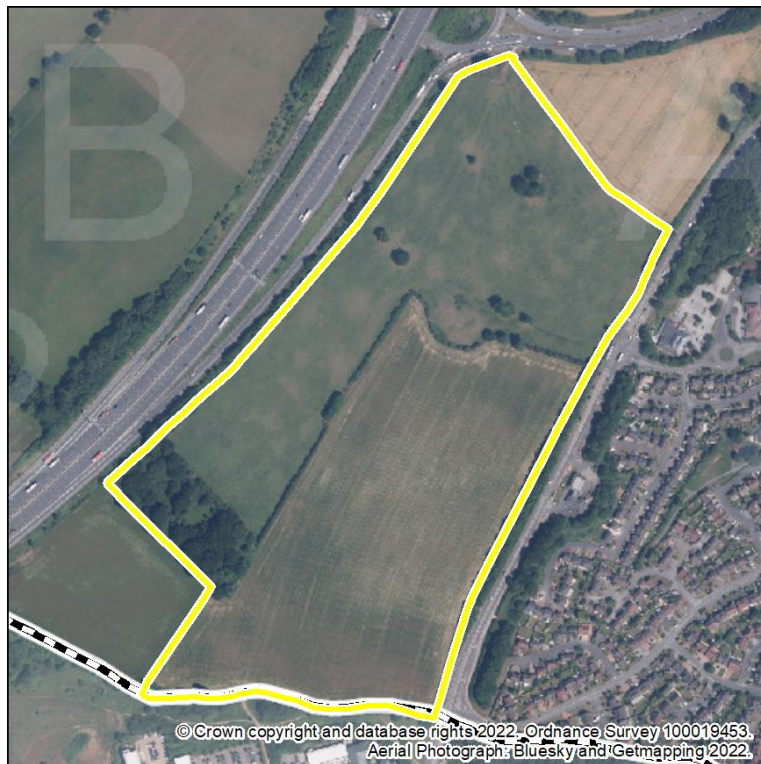
Is the site suitable for strategic?	<p>The site is not considered to be potentially suitable for strategic logistics development, because of the site's distance from the strategic road network, cumulative impacts on the highway network, and absence of potential rail or tram access.</p> <p>This site (and site BBC-L08) would however be more preferable than site BBC-L04, which is located south west of Junction 26, because of fewer anticipated issues with vehicular, pedestrian and cycle access.</p>
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BBC-L08: Land to south-east of junction 26 of M1, Nuthall

Map



Aerial Image



Stage 1 Assessment

Stage 1 Criteria	Details
Strategic Scale – Is the site greater than 25Ha?	Yes. The site is 25.01 ha.
Strategic Location – Is it within an Area of Opportunity	Yes, the site is within an Area of Opportunity around junction 26 of the M1.
Strategic Highway Connections – Does the site have good connections to the highway network close to a junction with the M1 or long distance dual carriageway?	The owners/promoters advise that: “Access would be via the A6002, which connects to junction 26 of the M1”.
Stage 1 Conclusion	The site is identified as a reasonable alternative for further consideration because of its capacity, its location within an Area of Opportunity and its proximity to the M1 and A610.

Stage 2 Assessment

General – floorspace, type of site, other assessments and viability

Stage 2 Assessment	Details
Site Size – Is the site 50ha or more?	25.01 ha. The site is not over 50 ha in size.
Estimated employment floorspace	Approximately 83,000 square metres. (Owners/promoters’ estimate, i.e. “895,000 square feet”.) (Owners/promoters describe this as being for “industrial / logistics”.)
Existing use	Agricultural.
Extension or new site	New site.
PDL or Greenfield	Greenfield land.
Relevant SHLAA or SHELAA conclusion	The site is assessed for housing in the current SHLAA as “Could be suitable if policy changes”.

Stage 2 Assessment	Details
Relevant Growth Options Study Conclusions	Not in a 'Potential Area for Strategic Growth' (as defined at page 16 of the Study).
Viability and deliverability	<p>The viability of the site would need to be considered through the preparation of a Plan Wide Viability assessment.</p> <p>The owners/promoters advise that: "The landowners own the freehold of the site and are confident that a viable scheme can be brought forward."</p>

Transport Infrastructure and Accessibility

Transport Infrastructure	Commentary
Strategic highways – Good connection to the highway network close to a junction with the M1 or long distance dual carriageway	<p>Adjacent to the A610 and to junction 26 of the M1.</p> <p>National Highways (NH) (formerly Highways England) advises that mitigation is likely to be required.</p> <p>NH also advises that the scale of development and distance from M1 J26 suggest that there will be a significant (cumulative) impact and off-site highways mitigation at M1 J26 may be required. National Highways' preferred approach to highways mitigation is via a Section 278 whereby highways infrastructure improvements are designed, delivered, and funded by the applicant.</p> <p>Nottinghamshire County Council (NCC) advises that the preferred access point would be Mornington Crescent. Traffic would be expected to utilise the M1/A610/A6002.</p> <p>NCC also advises that it would be necessary to ensure that appropriate public transport infrastructure is provided to serve the site with suitable footway connections and crossings where necessary. Cycling infrastructure should be delivered to "LTN 1/20 standard".</p>
Rail network accessibility	No potential for rail network accessibility. The site is approximately 13 miles north, along the M1, of the East Midlands Gateway railway interchange.
Accessibility to labour – proximity to centres of population and ability to be served by public transport and active travel.	<p>Adjacent to Nuthall, very close to Nottingham and Kimberley, also close to Eastwood.</p> <p>Good ability to be served by public transport and active travel.</p>

Other Critical Infrastructure

Infrastructure Type	Commentary
Utilities	<p>The owners/promoters advise: “A water main is proposed to run along the eastern boundary of the site and can be satisfactorily accommodated into the layout for the redevelopment of the site.”</p> <p>No abnormal requirements have been identified by the Council, however further input would be required from consultees.</p>
Blue and Green Infrastructure	<p>On-site provision/enhancement would probably be preferable.</p> <p>(The site includes part of a ‘Secondary Strategic Network’, as defined in the ‘Greater Nottingham Blue and Green Infrastructure Strategy January 2022’, and part of a ‘Secondary Green Infrastructure Corridor’, as defined in the adopted Broxtowe Part 2 Local Plan.)</p>
Other	<p>Part of the site is 'safeguarded' for HS2.</p> <p>9% of the site is in a Coal Authority 'Development High Risk Area'.</p>

Sustainability Appraisal

Objective	Score	Objective	Score
1. Housing	0	9. Brownfield Land	--
2. Employment and Jobs	++	10. Energy and Climate Change	?
3. Economic Structure and Innovation	++	11. Pollution and Air Quality	?
4. Shopping Centres	+	12. Flooding and Water Quality	++
5. Health and Well Being	++	13. Natural Environment, Biodiversity, Blue and Green Infrastructure	--
6. Community Safety	?	14. Landscape	-
7. Social Inclusion	++	15. Built and Historic Environment	?

Objective	Score	Objective	Score
8. Transport	++	16. Natural Resources and Waste Management	--

Constraints and other considerations

Topic	Commentary
Green Belt	The site falls within Broad Area 25: 'Land between Nottingham Business Park and Nottingham Road Nuthall' in the 'Green Belt Review Background Paper December 2022'. Score 11/20. Development would have a major impact on the Green Belt gap between the main built-up area of Nottingham and the built-up area of Kimberley/Watnall/Nuthall.
Agricultural Land	Yes. Agricultural Land Classification: 71% Grade 2, 29% Grade 4.
Land Contamination	The owners/promoters advise: "Historic mine shafts are present. An indicative layout for the site has been produced to assess the overall capacity of the site which includes 15 metre stand-offs from each of the mine shafts on site. This will allow remediation / capping."
Carbon Neutrality	Any development would be subject to full environmental analysis as part of the allocation and planning application process.
Impact on Air Quality	Not known at this stage. The site is not part of an Air Quality Management Area.
Flood Risk	The site is not at any significant identified risk of any form of flooding.
Natural Environment	There is a Local Wildlife Site within the site and two within 250m of it.
Historic Environment	Nuthall Conservation Area is within 250m of the site.
Landscape and topography	The site forms part of the 'Nuthall Lowland, Wooded Farmland' local landscape character area (moderate condition, moderate strength, 'enhance' landscape strategy).
Regeneration	Adjacent to Nottingham and close to Eastwood, both of which include areas of high deprivation.

Topic	Commentary
Compatibility of surrounding uses	There are no residential properties directly adjacent to the site, however there are many residential properties on the opposite side of the A6002.
Availability	Available: promoted through the 'Call for Sites'.

Conclusions and recommendations

Is the site suitable for strategic?	<p>The site is potentially suitable, however because of sites size and the absence of potential rail or tram access it is not a preferred site.</p> <p>This site (and site BBC-L06 to the north) would however be more preferable than site BBC-L04 (located on the opposite side of the M1) because of fewer anticipated issues with vehicular, pedestrian and cycle access.</p>
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Erewash

NC1.2PA: Stanton North / Stanton Park

Map



Aerial Image



Stage 1 Assessment

Stage 1 Criteria	Details
Strategic Scale – Is the site greater than 25Ha?	<p>Yes, the site is a strategic employment allocation in the draft Erewash Core Strategy Review. It is approximately 80 hectares in size.</p> <p>An outline planning permission for a maximum of 261,241sqm of mixed employment floorspace was granted in 2022 as part of ERE/1221/0002. The logistics/B8 component will be determined through a reserved matters application.</p>
Strategic Location – Is the site within an Area of Opportunity?	No – the site is located north of Area of Opportunity 3 (Para 10.8 of the Report) identified around J25 of the M1 which also stretches east and west along the A52 corridor.
Strategic Highway Connections – Does the site have good connections to the highway network close to a junction with the M1 or long distance dual carriageway?	Whilst the site is in very close proximity to the M1 motorway, vehicular access is more indirect, with road connections to the strategic highway network needing to be taken through Sandiacre to access J25.
Conclusion – Is the site a reasonable alternative that is carried forward to a Stage 2 Assessment?	The site is identified as a reasonable alternative for further consideration because of its size, its location on the edge of an Area of Opportunity (as identified in the Logistics Study), its location adjacent to the M1 and the planning status of the site now it benefits from an outline consent for mixed employment uses.

Stage 2 Assessment

General – floorspace, type of site, other assessments and viability

Stage 2 Criteria	Details
Site Size – Is the site 50ha or more?	Yes, the site is circa 80 hectares with around 26 hectares net developable area (as confirmed by the outline permission. The wider site contains areas for landscaping, parking and service areas.

Stage 2 Criteria	Details
Estimated employment floorspace	261,241 sqm approved via ERE/1221/0002. Logistics element is unconfirmed, although masterplans show a significant element of floorspace intended for B8 uses.
Existing use	Cleared, vacant former industrial land.
Extension or new site	This has formed part of a long-standing Local Plan allocation spanning several documents, firstly as protected industrial land and more recently as part of a wider mixed-use regeneration site. It is classed as a new site for the purposes of this study as it is now a standalone strategic employment allocation with plans to deliver large-scale logistics facilities.
PDL or Greenfield	PDL
Relevant SHLAA or SHELAA conclusion	A portion of the site was assessed in the Nottingham Core and Outer HMAs Employment Land Needs Study with it concluded as being of 'poor/average' quality. However, the site was recommended to remain identified for an employment use. The site has not been assessed in a recent SHLAA or a SHELAA.
Relevant Growth Options Study Conclusions	The site formed part of an area assessed within the AECOM Growth Options Study (E07: Stanton Extension) with the conclusion that there was low potential for strategic housing growth. The site sits outside of the five 'Areas of Opportunity' identified by the Icen Logistics Study, although geographically close to the M1, the lack of direct vehicular accessibility has always proven problematic in unlocking the site's fullest potential.
Viability and deliverability	With an outline planning consent now in place, this confirms the site's deliverability with site owners committed to developing a range of employment facilities at the site. The investment made in clearing the site of redundant structures reaffirms the site owners' commitment to providing logistics space at this location.

Transport Infrastructure and Accessibility

Transport Infrastructure	Commentary
Strategic highways – Good connection to the highway network close to a junction with the M1 or long distance dual carriageway	Adjacent to the M1, but without any direct access to the motorway. Nearest route to the strategic road network (SRN) (M1 & A52) is via Sandiacre and totals 2.6 miles in length. Considered 'Very poor' for access to the SRN in the Employment Land Needs Study. With outline consent achieved, highway impacts arising from future development have been considered as acceptable by National Highways.

Transport Infrastructure	Commentary
Rail network accessibility	The site benefits greatly from direct rail connectivity to the Erewash Valley mainline railway running just east of Stanton North. A legacy of the site's previous industrial operations saw it linked to the mainline through a short section of rail spur. Whilst the spur has been closed in recent decades, development will see it reinstated to enable freight movements into and out of the site.
Accessibility to labour – proximity to centres of population and ability to be served by public transport and active travel.	The site is within the main built-up area of Ilkeston which has a significant pool of potential labour. Whilst connectivity between the site and the residential areas of the town is currently poor, improvements in Green Infrastructure being established through the Stanton North development will provide better access for prospective workers.

Other Critical Infrastructure

Type	Comments
Utilities	Electricity - No abnormal requirements. Waste Water – Hydraulic modelling required to confirm connection locations. Water Supply - no abnormal requirements. Gas - no abnormal requirements. IT - no abnormal requirements
Blue and Green Infrastructure	Site currently private and has no open public access. Some non-statutory wildlife assets across the site. Three local wildlife sites within the site boundaries. Minimum 10% Biodiversity net gain has been negotiated to be delivered off-site.
Other	New junctions joining to Lows Lane to enable appropriate vehicular access into the site are to be provided through its development.

Sustainability Appraisal

Objective	Score	Objective	Score
1. Housing	+2	9. Brownfield Land	+3
2. Employment and Jobs	+3	10. Energy and Climate Change	+3
3. Economic Structure and Innovation	+5	11. Pollution and Air Quality	-1

Objective	Score	Objective	Score
4. Shopping Centres	+1	12. Flooding and Water Quality	-2
5. Health and Well Being	0	13. Natural Environment, Biodiversity, Blue and Green Infrastructure	+5
6. Community Safety	+2	14. Landscape	+2
7. Social Inclusion	+2	15. Built and Historic Environment	+1
8. Transport	0	16. Natural Resources and Waste Management	-1

Please note that:

- Erewash Borough Council SA has a different scoring methodology to the Greater Nottingham SA.
- The SA was undertaken as part of the Proposed Core Strategy 2022. It does not take into account representations during consultation and evidence concerning Heritage Impact Assessment, Habitat Regulations Assessment and Whole Plan Viability.

Constraints and other considerations

Topic	Commentary
Green Belt	Site is not in the Green Belt.
Agricultural Land	No
Land Contamination	Known land contamination. Contamination due to former use as part of a wider ironworks facility spanning larger area. Historic uses necessitate remediation works, although a remediation strategy has been approved as part of the site's outline consent.
Carbon Neutrality	The development has been subject to full environmental analysis as part of the design and planning application process. Energy use – the site is located with the full range of services and facilities and consequently scope to minimise the need to travel and therefore more potential to reduce energy use and greenhouse gas emissions from more sustainable means of travel.
Impact on Air Quality	The Stanton North site does not form any part of an Air Quality Management Area. Development would not be expected to cause additional harm to the scale where the designation of an AQMA would be necessary. Impacts on air quality have been addressed through the planning

Topic	Commentary
	application process, with the local planning authority satisfied development would not be detrimental.
Flood Risk	The site is impacted by higher vulnerability areas of flood risk. This is notably along the northern boundary which broadly follows the Nut Brook which is culverted in sections. Small areas of Flood Zone 3b (functional flood plain), 3a and 2 penetrate into the site – although areas vulnerable to flooding have influenced the proposed site layout and will be incorporated into a sympathetic design.
Natural Environment	Large parts of the site have seen self-seeding shrub and grass coverage emerge as a consequence of its post-industrial status. Two Local Wildlife Sites (ER188 – Ilkeston Road Pond & Nutbrook Canal and ER217 – Stanton Ironworks) are contained entirely within the boundaries of the site. Two further LWSs (ER201 – Quarry Hill Lagoons & ER215 – Erewash Canal) directly adjoins the site on the northern and eastern boundaries.
Historic Environment	<p>Two buildings, one on-site (3 & 4 Low's Lane) and one immediately adjacent (Saint Gobain Main Offices), are on the Local Buildings of Interest List.</p> <p>A Heritage Impact Assessment has been undertaken to support the allocation of the site as part of the Core Strategy Review with no adverse impacts being identified by the work.</p>
Landscape and topography	The landscape is characterised as post-industrial/urban with the site comprising vacant and cleared land formerly accommodating parts of the Ironworks facility. General topography is largely even, with some undulations evident along the northern boundary of the site.
Regeneration	The site, whilst located within an SOA which ranks low on the index of highest deprivation, is surrounded by several areas where deprivation is noticeably higher and are categorised within the top 10% and 20% of deprived areas in the country.
Compatibility of surrounding uses	Site is close to the Quarry Hill Industrial Estate, a strategic employment location site, which is located just north of Stanton North. Other, more modern industrial uses of a non-strategic scale are located south and south-west. New logistics uses at the site would complement the diverse employment uses just beyond the boundaries.
Availability	As demonstrated by the application for, and subsequent granting of, outline planning consent, the site is under the control of owners who are committed to developing a strategic-scale employment facility.

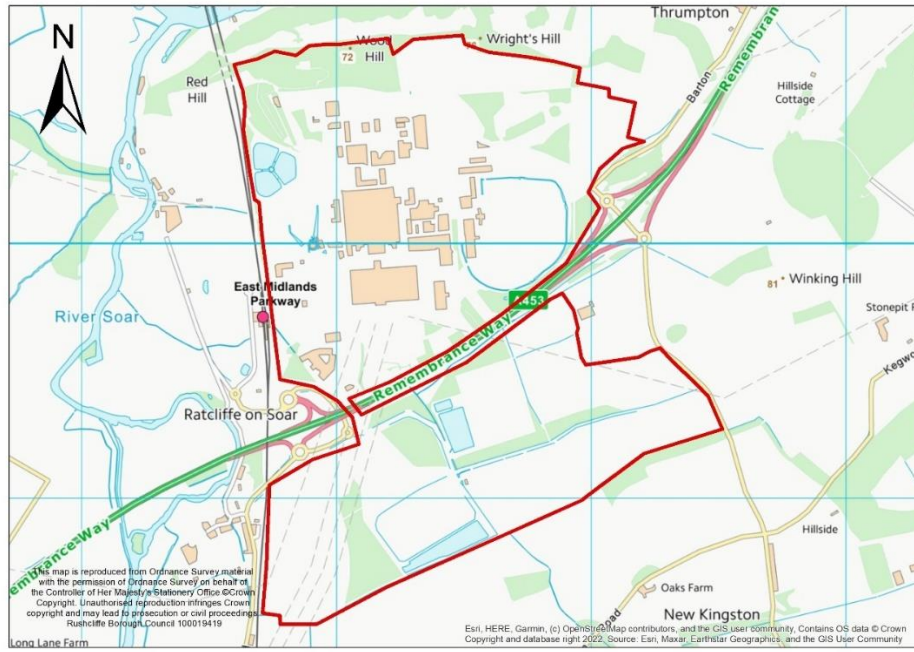
Conclusions and recommendations

Is the site suitable for strategic?	<p>This site has been identified as a site which should be considered further by Stage 2, largely as a consequence of its planning status which sees the site benefit from outline permission for a strategic scale of new employment land and premises. Given the site's current planning status, there is an acceptance by the local planning authority of the site's suitability to deliver an as-yet unspecified scale of B8 logistics floorspace. This has been further strengthened by the site's inclusion as a strategic employment site in the Erewash Core Strategy Review.</p> <p>Where constraints have been flagged by the assessment, in most instances these have either been overcome to the satisfaction of the local planning authority through the granting of outline planning permission – or will be addressed in a future reserved matters application.</p> <p>The site is identified as a preferred location for strategic logistics.</p>
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Rushcliffe

RBC-L01: Ratcliffe-on-Soar Power Station

Map



Aerial Image



Stage 1 Assessment

Stage 1 Criteria	Details
Strategic Scale – Is the site greater than 25Ha?	265 ha (gross), of which approximately 36.4 Ha of the site is proposed for logistics Yes
Strategic Location – Is the site within an Area of Opportunity?	Yes, the site is within an Area of Opportunity adjacent to A453.
Strategic Highway Connections – Does the site have good connections to the highway network close to a junction with the M1 or long distance dual carriageway?	Access can be achieved onto the A453 (and M1) via existing junctions on the A453. Given the scale of employment development Improvements are likely to be required to junctions on the strategic and non-strategic road network.
Conclusion – Is the site a reasonable alternative that is carried forward to a Stage 2 Assessment?	The site is identified as a reasonable alternative for further consideration because of the site's location adjacent to the strategic network (A453 (M1)) and access to it. The A453 is an Area of Opportunity for strategic distribution. It also has existing utilities infrastructure. Part of the site is promoted by the landowner as a location for strategic distribution and up to 180,000 sqm of logistics development is identified within the draft LDO. Redevelopment offers opportunities to improve the local environment and wider area.

Stage 2 Assessment

General – floorspace, type of site, other assessments and viability

Stage 2 Criteria	Details
Size – Is the site over 50 hectares	265 ha (gross), of which approximately 36.4 Ha of the site is proposed for logistics Yes
Logistics Study – Is it within an Area of Opportunity	Yes (Area adjacent to A453)
Estimated employment floorspace	Up to 180,000 sqm (gross floor space) (as set out within draft Local Development Order)
Existing Use	Coal-fired power station

Stage 2 Criteria	Details
Extension or new site	New site
Known Land Contamination	Site is a coal-fired power generation site. A preliminary Conceptual Site Model has been completed to identify potential contaminant linkages and the associated risks. These will be addressed through a Decommissioning and Remediation Strategy which will outline an appropriate methodology to remediate any identified/confirmed residual contamination.
PDL or Greenfield	Previously Developed Land
Relevant SHLAA or SELAA conclusion	This site has not been assessed within the SHLAA or SELAA
Relevant Growth Options Study Conclusions	<p>The Growth Options Study concludes that Ratcliffe Power Station has a high potential for strategic growth. It identifies the following constraints within and adjoining the site: a Scheduled Monument (Roman site on Red Hill); Thrumpton Conservation Area; an authorised landfill site; waterbodies; woodland; flood zones and landscape constraints (in the vicinity of Gotham Hill Wood and Kingston on Soar).</p> <p>However, there are a number of strategic opportunities and locational advantages (East Midlands Parkway, East Midlands Airport, University of Nottingham, access to the A453 and River Trent, previously developed land etc.) that make the site suitable for development pending further investigations.</p>
Viability and deliverability	<p>Delivery of strategic distribution on this site would be delivered alongside other employment uses (identified in the draft LDO) related to low carbon, renewable and energy storage technologies, research and manufacturing.</p> <p>Expected some areas available from 2023, while others from closure of power station (end of September 2024). Full site availability after decommissioning and demolition of power station buildings and structures (2030s)</p>

Transport Infrastructure and Accessibility

Transport Infrastructure	Commentary
<p>Strategic highways – Good connection to the highway network close to a junction with the M1 or long distance dual carriageway</p>	<p>Access can be achieved onto the A453 (and M1) via existing junctions on the A453. Given the scale of employment development Improvements are likely to be required to junctions on the strategic and non-strategic road network.</p> <p>National Highways advise that the Transport Assessment identified a 'severe' impact on the SRN at several junctions including M1 J24. Mitigation required at several SRN junctions. Negotiations are currently underway and it has</p>

Transport Infrastructure	Commentary
	<p>been agreed that mitigation can be agreed and delivered as the site is redeveloped.</p> <p>Nottingham County Council highlight the potential for increased traffic on county roads if there is not sufficient capacity on the A453 (the primary route of access), noting that mitigating impacts on Junction 24 will not be delivered until phase 3.</p>
Rail network accessibility	The site has its own rail freight access to the national network. It is also only 4 miles from the existing rail freight interchange at the East Midlands Logistics Park.
Accessibility to labour – proximity to centres of population and ability to be served by public transport and active travel.	The site is not located in or adjoining the main built up area but the northern part of the site is adjacent (within 400 metres walking distance) of East Midlands Parkway Railway Station which provides direct rail services to Nottingham, London via Leicester and Sheffield via Derby and Chesterfield. The station also has a bus/coach stop with national and local services. The site is within 30 minutes' travel time via train to Derby and within 30 minutes' travel time to Nottingham by bus both cities offer a range of community facilities, schools, retail centres and employment areas.

Infrastructure

Type	Comments
Utilities	<p>Electricity – Power station site is connected directly to the national grid. This infrastructure will stay on site.</p> <p>Gas – Power station has gas mains supply. No abnormal requirements expected.</p> <p>Water Supply – Power station is connected to mains water supply. No abnormal requirements expected.</p> <p>Wastewater – Power station has its own water treatment works. Capacity to accommodate development proposed in LDO will be established prior to redevelopment of the site.</p> <p>IT/ Communications – Power station site has comprehensive IT and communications infrastructure. No abnormal requirements expected.</p>
Emergency Services	Consider at more detailed planning application stage.
Blue and Green Infrastructure	LDO includes on-site BGI and off-site 10% BNG.
Other	There is a public right of way that runs through the site to the south of the A453

Sustainability Appraisal

Objective	Score	Objective	Score
1. Housing	0	9. Brownfield Land	+
2. Employment and Jobs	++	10. Energy and Climate Change	++
3. Economic Structure and Innovation	++	11. Pollution and Air Quality	?
4. Shopping Centres	+	12. Flooding and Water Quality	-
5. Health and Well Being	+	13. Natural Environment, Biodiversity, Blue and Green Infrastructure	-
6. Community Safety	?	14. Landscape	?
7. Social Inclusion	0	15. Built and Historic Environment	-
8. Transport	+	16. Natural Resources and Waste Management	--

Constraints and other considerations

Topic	Commentary
Green Belt	<p>The Green Belt Review 2022 assessed the Power Station Site, including land south of the A453 which is included in the draft LDO.</p> <p>The area scored 12 (out of 20). However, inclusion of the land south of the A453 (not proposed here for strategic distribution) increased the site's performance against Green Belt purposes. Particularly restricting urban sprawl, merging of settlements and safeguarding countryside. Given the extensive development within the Power Station itself, it has less Green Belt importance.</p>
Agricultural Land	The majority of the site is classified as non-agricultural land, with two parcels of land being sub-grade 3b and one small parcel on the southern side being sub-grade 3a.
Land Contamination	As an operation power station, areas of the site will be contaminated. The draft LDO is supported by an EIA that confirms there are areas contaminated by harmful material, including hydrocarbons and asbestos. Further risk assessments are required to confirm risks and inform mitigation.

Topic	Commentary
Carbon Neutrality	<p>The development would be subject to environmental appraisal as part of the allocation and planning application process.</p> <p>The LDO includes the provision of solar photovoltaic technologies, and the objective is to create a low carbon and renewable energy technology centre of excellence including research, skills training and manufacturing.</p>
Impact on Air Quality	<p>The site is not within the Nottingham Urban Area agglomeration zone. The site is not within or in proximity to an Air Quality Management Area. It is unknown at this stage whether the allocation / development of the site would create a new Air Quality Management Area.</p>
Flood Risk	<p>The site is at very low risk of flooding (less than 0.1% each year) from rivers. The power station site also has areas at low, medium and high risk of surface water flooding.</p>
Natural Environment	<p>The site is adjacent to Thrumpton Park LWS and part of the southern part of the site adjoins the Kingston on Soar Copse LWS.</p> <p>The site is of sufficient size that there is potential opportunities to provide new areas of open space and BGI within the site and enhance existing woodland and grassland habitats within the Gotham Hills, West Leake & Bunny Ridge Line Biodiversity Opportunity Area (see appendix D of the Local Plan Part 2).</p>
Historic Environment	<p>A part of the Roman site scheduled monument at Redhill lies within the site, with the rest of the scheduled monument adjoining the part of the western boundary of the northern area of the site.</p> <p>Archaeological remains of an Iron Age Settlement at Redhill may extend into the site in the northwest corner, albeit such remains are likely to have been heavily disturbed by previous development at / operation of the power station.</p> <p>The Grade II Redhill Railway Tunnel Portals (north and south) are also adjacent to the western boundary of the northern part of site.</p>
Landscape and topography	<p>The site lies within the East Leake Rolling Farmland (DPZ NW02). The overall landscape strategy of the DPZ is to 'conserve and enhance'. The landscape condition of the DPZ is moderate and the landscape strength is strong.</p> <p>The existing power station has a significant impact on the local landscape and this could be enhanced by its removal, albeit new employment development would likely have its own landscape impact.</p>
Compatibility of surrounding uses	<p>The Power Station is located away from residential areas or other uses that could be adversely affected by strategic distribution on this site.</p>

Topic	Commentary
Availability	The site is being actively promoted for development by the landowner, a significant proportion of the northern part of the site for strategic distribution. Draft LDO is in the planning process.

Conclusions and recommendations

Is the site suitable for strategic distribution?	<p>The site is identified as a reasonable alternative for further consideration because of the site's size and location adjacent to the strategic network (A453 (M1)) and access to it.</p> <p>The stage 2 assessment identifies that, as an operational power station, there are existing utilities infrastructure on site. Part of the site is promoted by the landowner as a location for strategic distribution and up to 180,000 sqm of logistics development is identified within the draft LDO. Its location adjacent to the Midland Mainline railway, the existing rail spur into the site and proximity to the East Midlands Gateway rail freight interchange are significant factors that favour this site as a location for strategic distribution and logistics. This would be delivered alongside other employment uses focused on researching and manufacturing low carbon and renewable energy technologies.</p> <p>Redevelopment offers opportunities to improve the local environment and wider area.</p> <p>Whilst the allocation of land south of the A453 is likely to have significant effects on the openness of the Green Belt in this area, redevelopment of the power station offers an opportunity to positively enhance the Green Belt and contribute to Green Belt purposes.</p> <p>The site is considered potentially suitable for strategic distribution and, given the: brownfield status of site (north of the A453); existing rail access and proximity to the rail freight interchange; the existing power station's access onto the A453 (two junctions) and proximity to the M1, it is considered a preferred location when compared against other sites.</p>
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RBC-L02: Nottingham 'Gateway'

Map



Aerial Image



Stage 1 Assessment

Stage 1 Criteria	Details
Strategic Scale – Is the site greater than 25Ha?	168 ha Yes
Strategic Location – Is the site within an Area of Opportunity?	Yes – within the A453 Area of Opportunity.
Strategic Highway Connections – Does the site have good connections to the highway network close to a junction with the M1 or long distance dual carriageway?	Adjacent to the A453, however access would require a new junction or access to an existing junction. The landowner has proposed a road bridge over the A453 which connects the site to Green Street from which the A453 can be accessed at the Mill Hill Roundabout. Otherwise access to the strategic road network would be achieved via the South of Clifton Sustainable Urban Extension, which is currently being developed.
Conclusion – Is the site a reasonable alternative that is carried forward to a Stage 2 Assessment?	The site is identified as a reasonable alternative for further consideration because of the site's size, its location within an area of opportunity (as identified in the Logistics Study) and location adjacent to the A453. Alongside environmental and policy constraints, consideration within the Stage 2 assessment must determine whether access onto the A453 is viable and deliverable.

Stage 1 Criteria	Details
Strategic Scale – Is the site greater than 25Ha?	168 ha. An alternative smaller area of approximately 115Ha is also being promoted which excludes the land to the east of Nottingham Road in its entirety Yes
Strategic Location – Is the site within an Area of Opportunity?	Yes – within the A453 Area of Opportunity.
Strategic Highway Connections – Does the site have good connections to the highway network close to a junction with the M1 or long distance dual carriageway?	Adjacent to the A453 and the northern edge of the site is around 4.5 miles away from Junction 24 of the M1 if direct access could be achieved onto the A453. Access would require a new junction or access to an existing junction. The landowner has proposed a junction arrangement which is considered further in the part 2 assessment, together with National Highways view on whether direct connection to the A453 would be acceptable in principle
Conclusion – Is the site a reasonable alternative that is carried forward to a Stage 2 Assessment?	The site is identified as a reasonable alternative for further consideration because of the site's size, its location within an area of opportunity (as identified in the Logistics Study) and location adjacent to the A453. Alongside environmental and policy constraints, consideration within the Stage 2

Stage 1 Criteria	Details
	assessment must determine whether access onto the A453 is viable and deliverable.

Stage 2 Assessment

General – floorspace, type of site, other assessments and viability

Stage 2 Criteria	Details
Site Size – Is the site 50ha or more?	Yes the site is 168ha or 115ha
Estimated employment floorspace	350,000 sqm (according to site submission for the larger area of land). Would be less on smaller site.
Existing use	Agricultural use
Extension or new site	New site (although this site is adjacent to the mixed use Clifton strategic allocation that includes storage and distribution (adjacent to the A453)).
PDL or Greenfield	Greenfield land.
Relevant SHLAA or SHELAA conclusion	This site has been assessed within the SHLAA for housing but no SELAA carried out to date.
Relevant Growth Options Study Conclusions	The site is within the A453 Potential Area for Strategic Growth. This site is located in Area (B) The SW Nottingham – South of A453. It is a large tract of land and generally free from major constraints except for a Scheduled Monument (Romano-British nucleated enclosed settlement and Roman villa complex at Glebe Farm); Thrumpton Conservation Area; a gas pipeline; woodland blocks; and landscape constraints in the southern portion of the site. Access to the A453 and potential to create links to the tram network and East Midlands Parkway make the site suitable for development pending further site investigations.
Viability and deliverability	<p>Site promoter considers the site is in an attractive location for the logistics market and is economically viable. It would fully fund all necessary infrastructure.</p> <p>The viability of the site would be considered through the preparation of the Plan Wide Viability assessment to support the submission of the draft Greater Nottingham Strategic Plan.</p>

Transport Infrastructure and Accessibility

Transport Infrastructure	Commentary
<p>Strategic highways – Good connection to the highway network close to a junction with the M1 or long distance dual carriageway</p>	<p>Adjacent to the A453, however access would require a new junction or access to an existing junction.</p> <p>New Junction</p> <p>If a new junction is intended, National Highways consider that this would be unacceptable. This is because of a proposed new access onto the A453 trunk road which is in conflict with DfT Circular 01/22 'The Strategic Road Network and the Delivery of Sustainable Development', Paragraphs 18-19. Furthermore. They consider that the sole purpose of direct access onto the A453 is as an access point for the site. It does not provide any wider strategic benefits.</p> <p>Utilising existing junctions</p> <p>In respect of providing access to an existing junction either at Mill Hill and/or Power Station North, the site promoter has proposed a road bridge over the A453 which connects the site to Green Street from which the A453 can be accessed at the Mill Hill Roundabout. The drawing provided to the Borough Council shows connection to an unmade track south of the A453, to an un-adopted made farm access to the south of the A453 towards the city, and over a new bridge to Green Street. Southbound traffic along Green Street would be via a narrow part of Green Street which would be unsuitable for HGVs, therefore the only route that lorries could take would be via Green Street north for some distance, travelling away from the motorway to Mill Hill junction and then doubling back southbound along the A453. This would add around 6 miles to every lorry trip to and from the site</p> <p>National Highways have given consideration to this arrangement. It states that the bridge structure would need to be designed according to DMRB and a commuted sum would be payable to National Highways to adopt the bridge structure into its maintenance portfolio. The carriageway would need to be either privately owned or adopted by the local highway authority.</p>
<p>Rail network accessibility</p>	<p>The site is not located adjacent to or near existing rail infrastructure. It is however only 6 miles from the nearest operational rail freight interchange at the East Midlands Logistics Park (further if access to the A453 can only be achieved via the Mill Hill roundabout)</p>
<p>Accessibility to labour – proximity to centres of population and ability to</p>	<p>Whilst the site is not connected to the main built up area of Nottingham by walking and Cycling, the site is within reasonable distance to a major labour pool than other sites promoted for strategic distribution. Notably within Clifton were</p>

Transport Infrastructure	Commentary
<p>be served by public transport and active travel.</p>	<p>population densities reach around 6,000 people per km². The number 1 bus runs through the eastern part of the site although it does not stop. Journey times to the centre of Nottingham by bus are estimated to be around 40-45 minutes on average. Nearest bus stop presently is between 400 and 800 metres walking distance from the existing bus stop at the junction of Nottingham Road/Barton Lane that provides a regular service (2-3 times per hour) to Nottingham / Loughborough.</p> <p>The indicative masterplan proposes a tram extension to the site and a bus / tram stop. Whilst a tram extension is identified through the site, the present terminus is some distance away in Clifton, and there is only a protected route secured through the Strategic Allocation South of Clifton with no proposals or funding secured to extend through the allocation to the northern part of this site submission.</p> <p>Nottinghamshire County Council (NCC) state that appropriate public transport infrastructure must be provided to serve the site with suitable footway connections and crossings where necessary. Cycling infrastructure to be delivered to LTN 1/20 standard.</p> <p>They advise that a tram route through the Sustainable Urban Extension should be safeguarded.</p> <p>If site is accessed from Green Street via Mill Hill roundabout, then the island would need significant alterations.</p> <p>There would also need to be enhanced segregation between cyclists and HGV's on Green Street.</p>

Other Critical Infrastructure

Type	Comments
<p>Utilities</p>	<p>Electricity – No abnormal requirements identified by the site promoter.</p> <p>Gas – No abnormal requirements identified by the site promoter.</p> <p>Water Supply – No abnormal requirements identified by the site promoter.</p> <p>Waste Water – No abnormal requirements identified by the site promoter.</p> <p>IT/ Communications – No abnormal requirements Identified by the site promoter.</p>

Type	Comments
Blue and Green Infrastructure	Open space – Minimum 10% Biodiversity Net-Gain should be achieved on site. The site is in close proximity to the Fairham Brook biodiversity opportunity area and BGI primary strategic corridor.
Other	Public rights of way run through and adjacent to the western boundary of the site.

Sustainability Appraisal

Objective	Score	Objective	Score
1. Housing	0	9. Brownfield Land	--
2. Employment and Jobs	++	10. Energy and Climate Change	?
3. Economic Structure and Innovation	++	11. Pollution and Air Quality	?
4. Shopping Centres	+	12. Flooding and Water Quality	-
5. Health and Well Being	+	13. Natural Environment, Biodiversity, Blue and Green Infrastructure	-
6. Community Safety	?	14. Landscape	-
7. Social Inclusion	0	15. Built and Historic Environment	-
8. Transport	++	16. Natural Resources and Waste Management	--

Constraints and other considerations

Topic	Commentary
Green Belt	Site is in the Green Belt. The broad area (FAR/B) scored 15 out of 20 against 4 Green Belt purposes. This indicates the Green Belt performs well against Green Belt purposes, specifically restricting sprawl (4), preventing merging (4), safeguarding countryside from encroachment (5). Merging is of particular concern both concern both visually and

Topic	Commentary
	perceptually as once fully developed the gap between the edge of the Green Belt to Gotham would be reduced from 1.2 miles to 0.4 miles from edge of inner boundary of green belt and the inset at Gotham, with a perception of even less as the start of the settlement is in advance of the green belt inset.
Agricultural Land	The majority of the site is on very good agricultural land (Grade 2)
Land Contamination	Desktop review does not identify any parts of the site as contaminated. Assumed agricultural land is free from Contamination.
Carbon Neutrality	The development would be subject to environmental appraisal as part of the allocation and planning application process.
Impact on Air Quality	Site is not within or near an Air Quality Management Area.
Flood Risk	<p>The site is at very low risk of flooding (less than 0.1% each year) from rivers but parts of the northern, eastern and western edges of the site that are at low, medium and high risk of surface water flooding.</p> <p>Unknown at this stage if surface water run-off could be appropriately managed without increasing flood risk elsewhere.</p>
Natural Environment	<p>The Long Spinney LWS adjoins the southern boundary of the site.</p> <p>The allocation / development of the site would result in the loss of existing habitats, hedgerows and trees within the site.</p> <p>The site is of sufficient size that there are potential opportunities to provide new areas of open space and BGI within the site and enhance existing woodland and grassland habitats within the Gotham Hills, West Leake & Bunny Ridge Line Biodiversity Opportunity Area (see appendix D of the Local Plan Part 2).</p>
Historic Environment	<p>The Scheduled Monument at Glebe Farm is located a short distance to the southwest of the site and is of National importance. The extent of archaeological remains associated to the site could potentially extend into the site. Thrumpton Conservation Area and various listed buildings within that village are located just over 1 km to the west of the site.</p> <p>Allocation/development of the site could potentially harm the setting and significance of designated heritage assets (in particular unrecorded archaeological features associated to the nearby Scheduled Monument) however there are potential opportunities for such harms to be mitigated.</p>
Landscape and topography	The site lies within the Clifton Slopes DPZ (SN01). The overall landscape strategy for the DPZ is to 'enhance'. The

Topic	Commentary
	<p>landscape condition and strength of the DPZ are both moderate.</p> <p>As with any development on a greenfield site, there is the potential for it to have some impact on local landscape character that is unlikely to conserve it in its present form, however, at this stage the severity of any impact cannot be determined.</p>
Regeneration	The site is 2km south of Clifton. This area within Nottingham City contains areas that are within 10% and 20% of the most deprived areas of the country.
Compatibility of surrounding uses	Site would be located adjacent to residential areas within the South of Clifton Sustainable Urban Extension. Development of the existing strategic allocation has commenced but it will be a number of years to complete. Indicative masterplan provided within the call for sites submission identify landscape screening and mounds between these areas.
Availability	The site was promoted through the call for strategic distribution sites undertaken during 2022. The site has previously been promoted for mixed use development at previous strategic plan consultation stages and it is understood that both options are still being promoted.

Conclusions and recommendations

Is the site suitable for strategic distribution?	<p>The site was identified as a reasonable alternative for further consideration within Stage 2 because of the site's size, location within an Area of Opportunity and proximity of the A453. At 168ha, the site would make a significant contribution to the delivery of strategic distribution and exceeds the minimum preferred site size of 50ha.</p> <p>There are no significant environmental constraints that would prevent the allocation of this site for strategic logistics development. Adjacent to an existing allocation, currently under construction, it is closely located to centres of population and labour and opportunities to link the site to the tram network.</p> <p>However, the site cannot access the rail network directly (it is 6 miles from the nearest operating rail freight interchange) and is located within an area of Green Belt that performs well against Green Belt purposes. Exceptional circumstances must be established to allocate this site. In addition, National Highways consider that a direct connection to the A453 would not be supported by them when considered against DfT Circular 1/22. An alternative indicative access arrangement has been provided by the site promoter, although the arrangement does not achieve a satisfactory</p>
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	<p>access arrangement at present because of the reasons outlined in this assessment.</p>
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Appendix 4: Existing / potential supply of strategic B8 sites in the Logistics Study Area and preferred sites

		Sq. m	hectares	Notes/source
	Need			
1	Iceni estimate of need	1,486,000	425	Iceni Logistics Study
	Existing supply			
2	Total commitments and "pipeline" supply	914,641	245.94	Appendix 1 Table C
	Residual need			
3	Residual need	571,359	163	Row 1 minus row 2 for floorspace. Land area calculated on basis of a 35% plot ratio
	Contributions from redevelopment			
4	Redevelopment potential 10% of remaining need	57,136	16	10% of floorspace figure in row 3. Land area calculated on basis of a 35% plot ratio.
5	Redevelopment potential 20% remaining need	114,272	33	20% of floorspace in row 3, land area calculated on basis of a 35% plot ratio.
	Preferred sites			
6	BBC L01 Bennerley Coal Disposal Point	74,000	68	
7	Ratcliffe on Soar Power Station	-	-	LDO adopted. B8 uses are included as a commitment
9	Sub total	74,000	68	
10	Residual need	383,000 – 440,000	63 – 79 ha	Row 3 less assumptions for potential redevelopment (rows 4 and 5), minus row 9 expressed as a range (rounded).

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**Appendix 3: Strategic Distribution and Logistics Preferred Approach:
Sustainability Appraisal**

Sustainability Appraisal Report

Preferred Approach: Strategic Distribution and Logistics Sites

September 2023

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1. Introduction

1. This Sustainability Appraisal (SA) of potential strategic distribution and logistics sites should be read alongside the SA Report that appraised strategic housing and mixed use sites within the Greater Nottingham Strategic Plan Preferred Approach (January 2023). This SA comprises part of the Greater Nottingham Strategic Plan's SA, following the methodology set out in Preferred Approach SA. The appraisal methodology of strategic sites (Framework 2) and the SA was consulted upon in January and February 2023, this followed previous consultation on the SA Scoping Report.
2. Following consultation on the Preferred Approach, it was determined that the plan making authorities should examine whether sites suitable for strategic scale logistics development existed within the plan area. This SA assesses potential sites and determines how these sites perform against the SA's sustainability objectives. The SA does not, by itself, determine whether a site should be allocated, rather it informs site selection, alongside other planning and land use considerations, for example Green Belt policy and local and/or national environmental, social or economic objectives.
3. In addition to the SA, which assessed housing and mixed use sites, this SA should be read alongside the Strategic Distribution and Logistics Background Paper, which identifies sites that may be suitable and are preferred as possible allocations, and the Nottingham Core & Outer Housing Market Area Logistics Study (August 2022), which established the need for logistics within the plan area and neighbouring planning authorities of Ashfield, Erewash, Newark and Sherwood and Mansfield.
4. The Background Paper assessed a 'pool' of potential sites within the authorities' areas that comprise the Greater Nottingham Planning Partnership (Ashfield, Broxtowe, Erewash, Gedling, Nottingham City and Rushcliffe) and identified those which should be considered as reasonable alternatives, based on criteria which were established within the Logistics Study.
5. The reasonable alternative sites within the Greater Nottingham Strategic Plan Area (excluding those within Ashfield and Erewash) identified through the Background Paper have been appraised within the SA.

2. Identification of Reasonable Alternatives

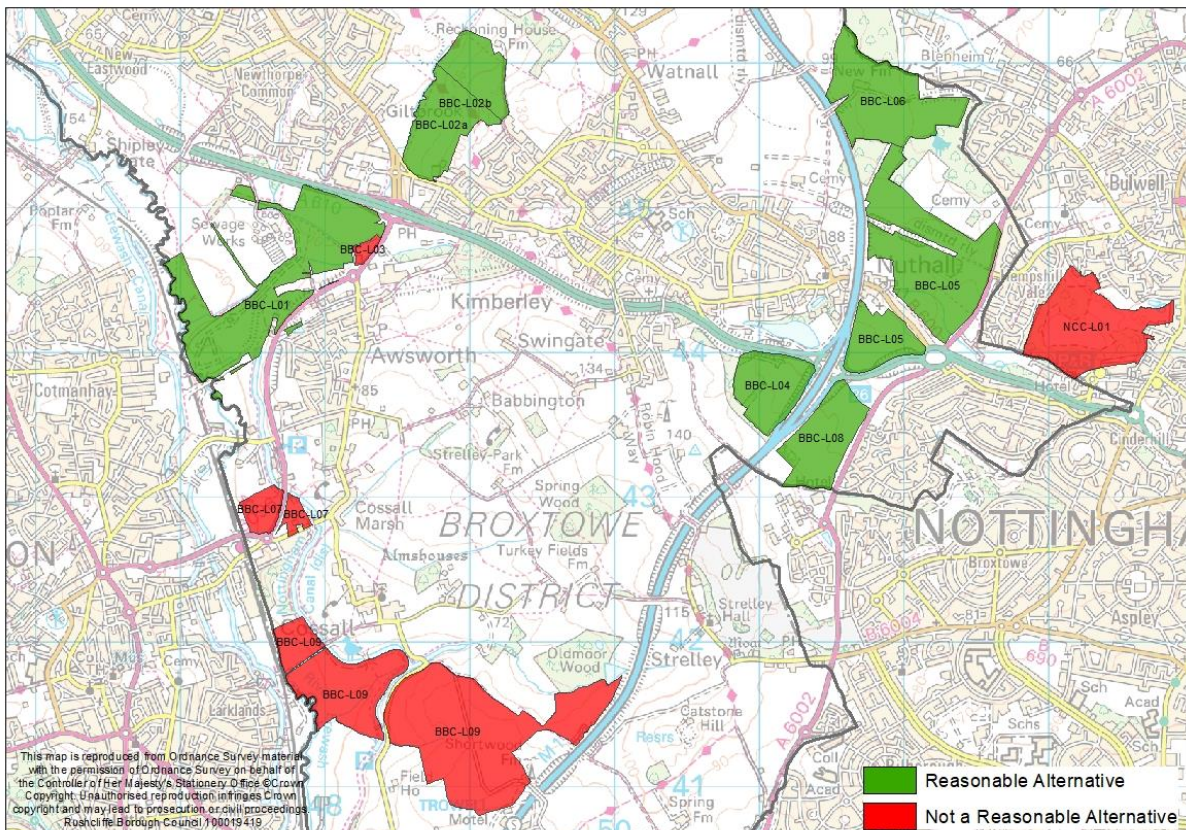
6. The assessment of strategic distribution sites has been undertaken separately from general employment sites due to their scale, locational and infrastructure requirements and environmental impacts. Reasonable alternatives were identified from a pool of sites that were either: submitted to the Councils during a call for sites exercise; promoted by landowners for employment and may be suitable for strategic B8 use; or within Strategic Employment Land Assessments. Some sites were previously appraised for mixed use and employment uses within the previous Sustainability Appraisal (December 2022) that supported the Greater Nottingham Strategic Plan Preferred Approach (January 2023).
7. The identification of sites as reasonable alternatives was undertaken within the Strategic Distribution Background Paper. This considered each site's:
 - scale (sites should be around 25 hectares or more);
 - access to the strategic highway network; and
 - location (within Areas of Opportunity as identified in the Nottinghamshire Core & Outer HMA Logistics Study).
8. This determined whether they were either reasonable alternatives (green) or not reasonable alternatives (red). Only sites that meet all three criteria are determined to be reasonable alternatives.
9. Those identified as reasonable alternatives have been assessed against the SA's sustainability objectives within this appraisal.
10. The following 'pool' of sites were appraised to determine whether they are reasonable alternatives:

Authority	Reference	Site name and address
Broxtowe	BBC-L01	Former Bennerley Coal Disposal Point
Broxtowe	BBC-L02a	Gilt Hill (smaller site)
Broxtowe	BBC-L02b	Gilt Hill (larger site)
Broxtowe	BBC-L03	Gin Close Way
Broxtowe	BBC-L04	Land at Kimberley Eastwood Bye Pass
Broxtowe	BBC-L05	Land at Low Wood Road, Nuthall
Broxtowe	BBC-L06	Land at New Farm Nuthall
Broxtowe	BBC-L07	Land at Shilo Way
Broxtowe	BBC-L08	Land to the south-east of M1 junction 26, Nuthall
Broxtowe	BBC-L09	Land at Waterloo Lane, Trowell
Gedling	GBC-L01	West of Kighill Farm, Ravenshead, Nottinghamshire
Gedling	GBC-L02	Land at Stockings Farm, Redhill, Arnold, Nottinghamshire

Authority	Reference	Site name and address
Nottingham City Council	NCC-L01	Stanton Tip / Stanton Park
Rushcliffe	RBC-L01	Ratcliffe-on-Soar Power Station
Rushcliffe	RBC-L02	Rushcliffe 'Gateway'
Rushcliffe	RBC-L03	South of Owthorpe Lane, Cotgrave
Rushcliffe	RBC-L04	Land North of Owthorpe Lane, Cotgrave
Rushcliffe	RBC-L05	Stragglethorpe Junction,
Rushcliffe	RBC-L06	Margidunum
Rushcliffe	RBC-L07	Jerico Farm
Rushcliffe	RBC-L08	Butt Lane (Fosse Way) East Bridgford
Rushcliffe	RBC-L09	Land South of A52, Whatton
Rushcliffe	RBC-L10	Melton Road, Edwalton

Broxtowe

11. Within Broxtowe, ten potential strategic distribution sites were identified. Seven of the sites are considered to be reasonable alternatives and have been subject to an assessment as part of the SA.
12. All except BBC-L04, BBC-L07 and BBC-L09 have also been previously assessed as either housing and mixed use sites or employment sites within the Preferred Approach SA (December 2022).



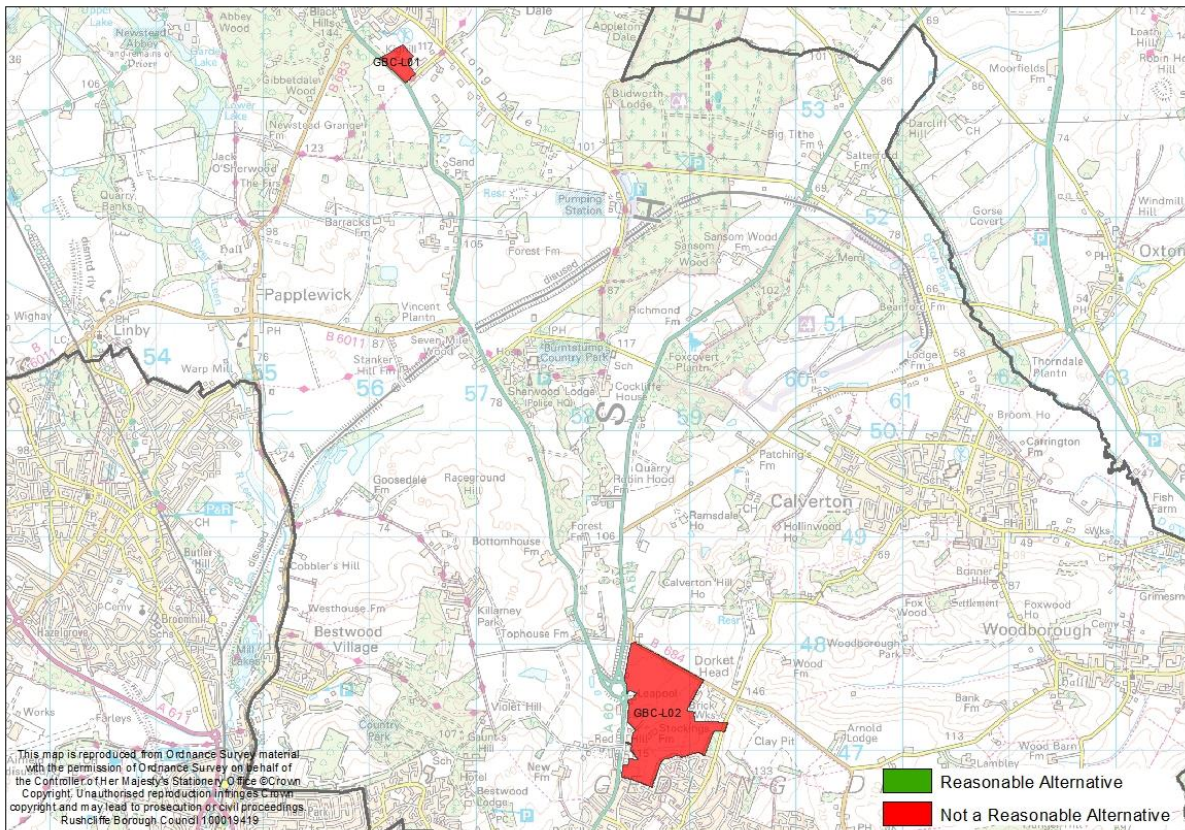
Map 1: Sites appraised within Broxtowe

Site Reference	Site Name	Site Size	Is this a realistic option?
BBC-L01	Former Bennerley Coal Disposal Point	68ha	The site is of strategic size, is in an Area of Opportunity and has Site connectivity to the highway network and junction with the M1 (via the A610)
BBC-L02a	Gilt Hill (smaller site)	25ha	The site is of strategic size, is in an Area of Opportunity and has Site connectivity to the highway network and junction with the M1 (via the A610)
BBC-L02b	Gilt Hill (larger site)	42ha (site promoters state 50)	The site is of strategic size, is in an Area of Opportunity and has Site connectivity to the highway network and junction with the M1 (via the A610)

Site Reference	Site Name	Site Size	Is this a realistic option?
		ha, including the smaller site BBC-L02a)	
BBC-L03	Gin Close Way	1.97ha	The site is too small for strategic distribution.
BBC-L04	Land at Kimberley Eastwood Bye Pass	22ha	The site is only 3ha below the 25ha recommended site size and has the potential to accommodate a development for strategic distribution. It is in an Area of Opportunity and has site connectivity to the highway network and junction with the M1.
BBC-L05	Land at Low Wood Road, Nuthall	57ha	The site is of strategic size, is in an Area of Opportunity and has Site connectivity to the highway network and junction with the M1.
BBC-L06	Land at New Farm Nuthall	41ha	The site is of strategic size, is in an Area of Opportunity and has Site connectivity to the highway network and junction with the M1.
BBC-L07	Land at Shilo Way	10.07ha (site promoters state 11 ha)	The site is too small for strategic distribution.
BBC-L08	Land to the south-east of M1 junction 26, Nuthall	25ha	The site is of strategic size, is in an Area of Opportunity and has Site connectivity to the highway network and junction with the M1.
BBC-L09	Land at Waterloo Lane, Trowell	118.06ha (site promoters state 120 ha)	There is insufficient information provided to assess as a reasonable alternative, including no details of site access.

Gedling

13. Within Gedling, two potential strategic distribution sites were identified. Neither of these sites are considered to be reasonable alternatives.
14. Both sites have been previously assessed as potential housing and mixed use sites within the Preferred Approach SA (December 2022) (G01.6A and G07.1PA).



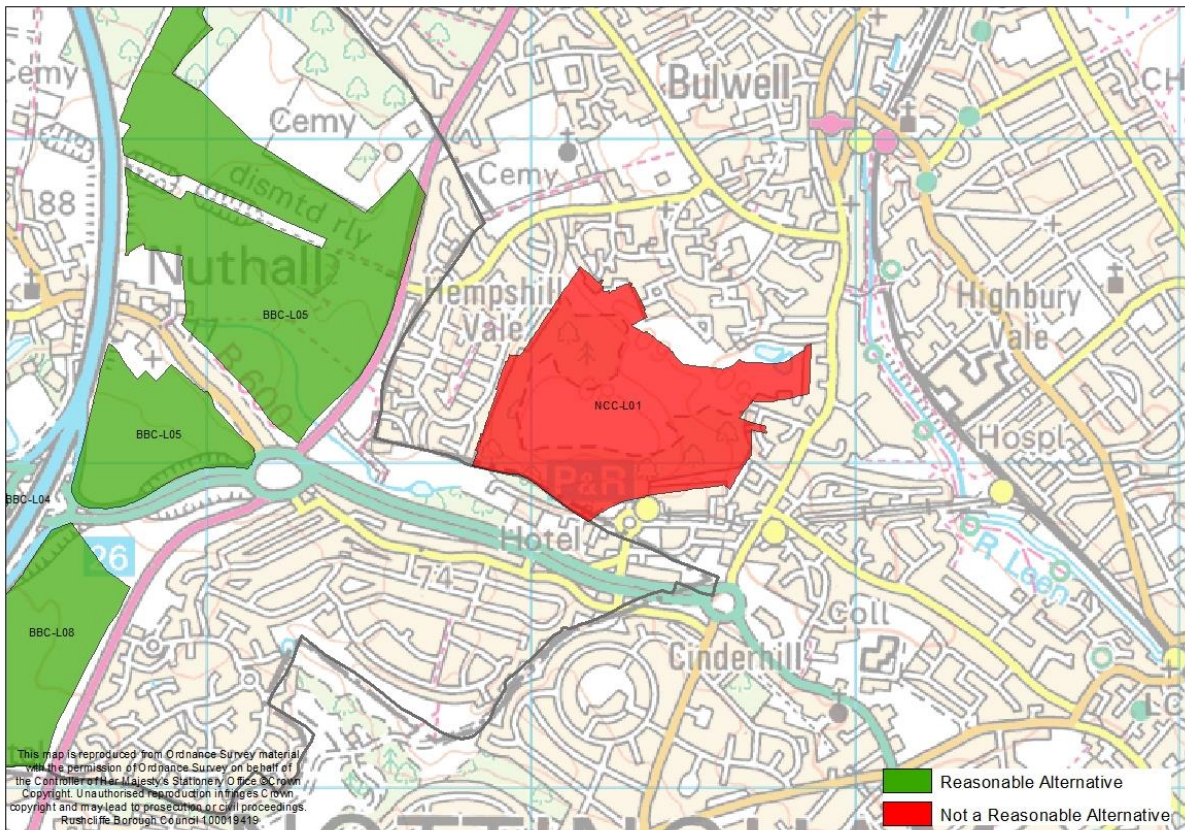
Map 2: Sites appraised within Gedling

Site ref	Site name	Site size (land remaining)	Is this a realistic option?
GBC-L01	West of Kighill Farm	5.45 ha	The site is not being identified as a reasonable alternative for further consideration because it is too small and does not meet the criteria for road access.
GBC-L02	Land at Stockings Farm, Redhill	10 ha	The site is not being considered as a reasonable alternative for allocation for strategic distribution on the basis that the site is insufficiently large enough and not within a preferred area of search for distribution facilities. The location does

Site ref	Site name	Site size (land remaining)	Is this a realistic option?
			not meet the criteria for having good road access with congestion on the A60 and its associated AQMA being a particular issue. Given the nature of distribution facilities the visual impact on landscape and landscape character is likely to be unacceptable.

Nottingham City

15. Within Nottingham City only one potential strategic distribution site was identified but it is not considered to be a reasonable alternative. This site, at Stanton Tip (NC1.1PA) has been previously been assessed as a mixed use allocation within the Preferred Approach SA (December 2022).

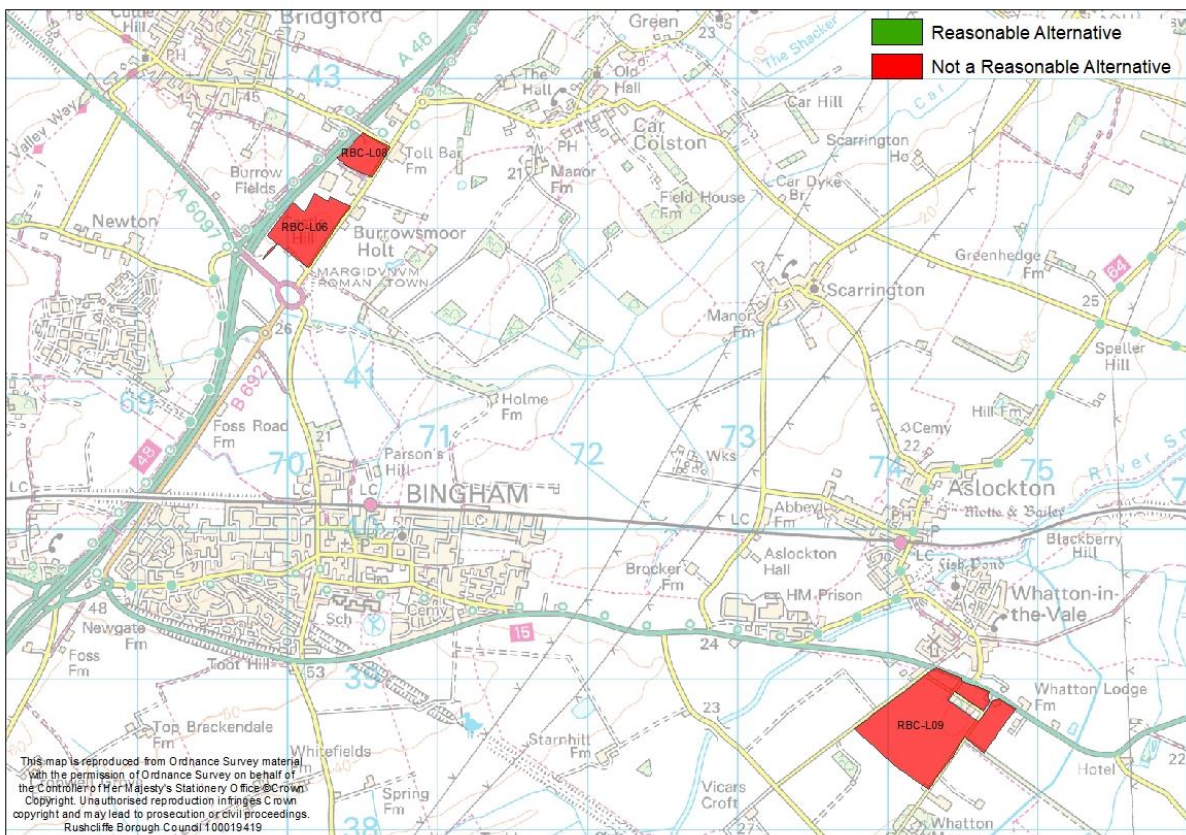


Map 3: Sites appraised within Nottingham City

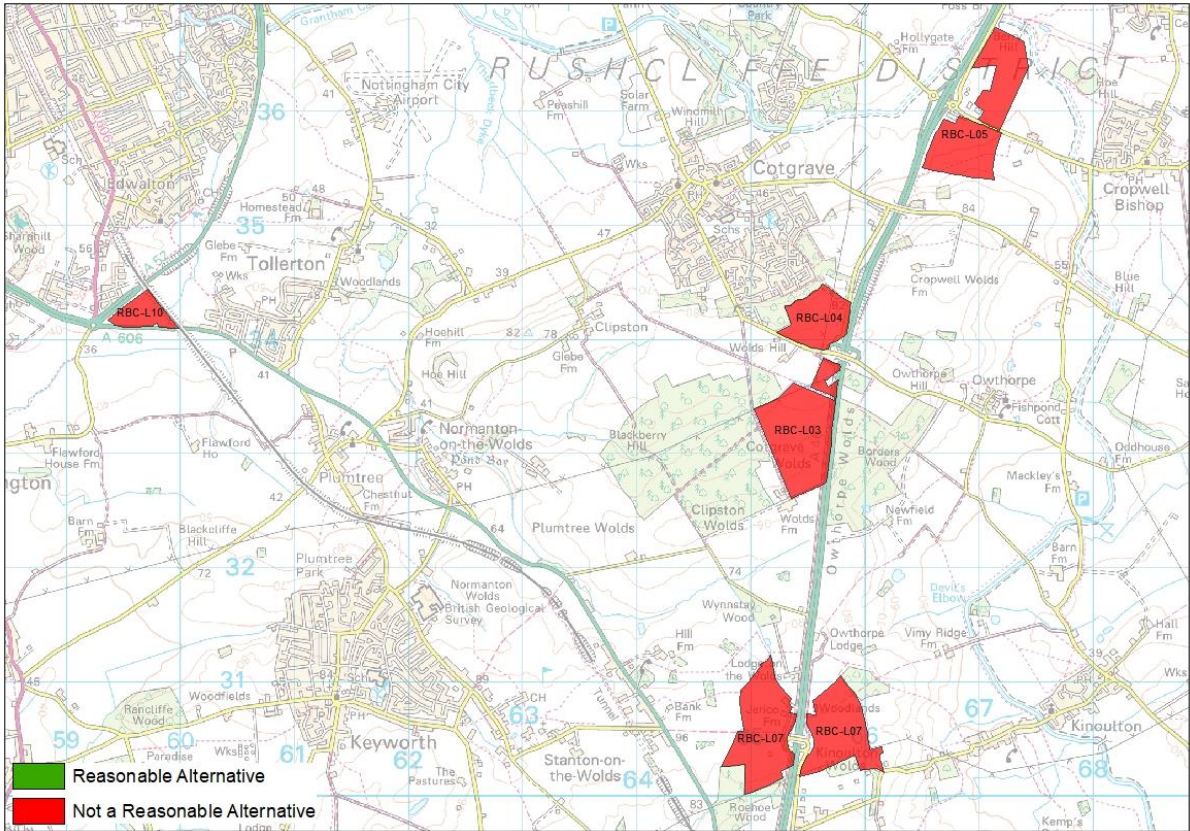
Site ref	Site name	Site size (land remaining)	Is this a realistic option?
NC1.2PA	Stanton Tip	25 ha	No, the site is not being identified as a reasonable alternative for further consideration. Whilst the site is approximately 42 hectares, the developable area is 25 hectares and is allocated for mixed use. The full 25 hectares is therefore not available and consequently the land available is likely to be considerably below the threshold for strategic distribution.

Rushcliffe

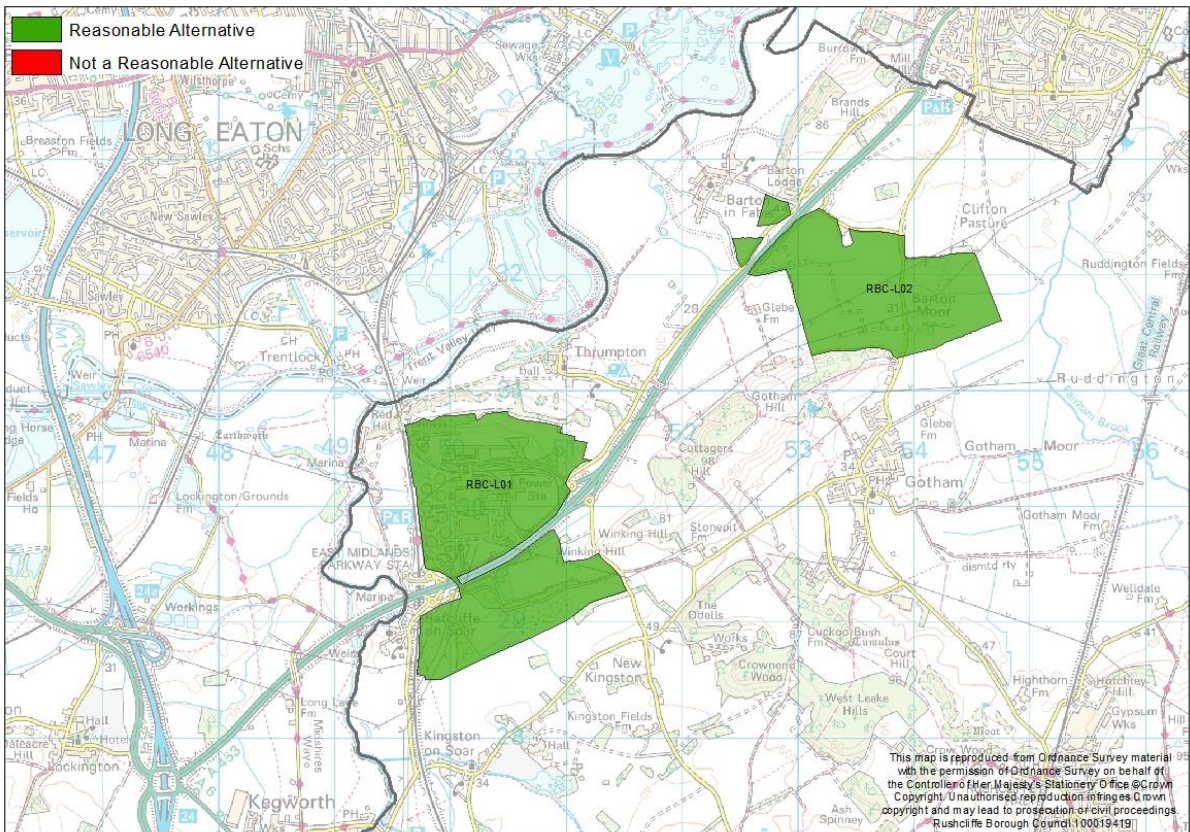
16. Within Rushcliffe, ten potential strategic distribution sites have been identified. Three of the sites are considered to be reasonable alternatives and have been appraised.
17. All except RBC-L07, RBC-L08 and RBC-L010 have also been previously assessed as employment sites within the Preferred Approach SA (December 2022).
18. RBC-L07 has been assessed as a mixed use site (of which it comprises the southern sections, either side of the A46).



Map 4: Sites appraised within Rushcliffe (A46/A52)



Map 5: Sites appraised within Rushcliffe (A46/A606)



Map 6: Sites appraised within Rushcliffe (A453)

Site ref	Site name	Site size (ha)	Is this a realistic option?
RBC-L01	Ratcliffe on Soar Power Station	265 (gross)	Yes. The site is strategic in size and is well located adjacent to the strategic road network and with good access to it. Part of the site is promoted by the landowner as a location for strategic distribution and 180,000 sqm of logistics development is identified within the draft Local Development Order.
RBC-L02	Nottingham 'Gateway'	168	Yes. The site is strategic in size and is well located adjacent to the strategic road network.
RBC-L03	South of Owthorpe Lane	50	No. Although located adjacent to the A46, the site is beyond the Areas of Opportunity identified in the Icení Nottinghamshire Core & Outer HMA Logistics Study. The site's location to the strategic road network is not considered optimal for strategic distribution.
RBC-L04	North of Owthorpe Lane	23	No. Although located adjacent to the A46, the site is beyond the Areas of Opportunity identified in the Icení Nottinghamshire Core & Outer HMA Logistics Study. The site's location to the strategic road network is not considered optimal for strategic distribution.
RBC-L05	Stragglethorpe Junction	51	No. Although located adjacent to the A46, the site is beyond the Areas of Opportunity identified in the Icení Nottinghamshire Core & Outer HMA Logistics Study. The site's location to the strategic road network is not considered optimal for strategic distribution.
RBC-L06	Margidunum Business Park	14	No. It is not within an Area of Opportunity as identified in the Icení Study. The site's location to the strategic road network is not considered optimal for strategic distribution. It is not close or adjacent to population centres within the main urban area of Nottingham. The site is likely to include archaeological remains of the Roman town of Margidunum.
RBC-L07	Jerico Farm	75	No. It is not within an Area of Opportunity as identified in the Icení Study. The site's location to the strategic road network is not considered optimal for strategic

Site ref	Site name	Site size (ha)	Is this a realistic option?
			distribution. It is not close or adjacent to population centres within the main urban area of Nottingham.
RBC-L08	Butt Lane (Fosse Way), East Bridgford	5.5	No. The site is not strategic in size. The site is not located within an Area of Opportunity within the Icen Strategic Distribution Study.
RBC-L09	Land south of A52	40	No. It is not within an Area of Opportunity as identified in the Icen Study. The site's location to the strategic road network is not considered optimal for strategic distribution.
RBC-L10	Melton Road, Edwalton	11	No. The site is not strategic in size. The site's location to the strategic road network is not considered optimal for strategic distribution.

Summary

19. Due to the absence of sites with a developable area greater than 25 hectares, no reasonable alternative strategic distribution sites have been identified in Gedling or Nottingham City. The sites in Gedling are also constrained by their locations outside areas of opportunity (adjacent to junctions on the M1, A453, and A1/A46), and lack of access to dualled strategic highway network.
20. Within Broxtowe, there are a number of sites adjacent to Junction 26 of the M1, in close proximity, or could access this junction via the strategic highway network. With the exception of two sites that are too small, these are considered reasonable alternatives. One site below the recommended minimum site size (BBC-L04) has been identified as a reasonable alternative as it is only 3ha below this threshold. This site is directly adjacent to Junction 26 of the M1. The large site at Waterloo Lane is not considered a reasonable alternative due to uncertainties that it can access a dualled highway network (and the M1) or gain access directly to M1 via the Trowell Services junction.
21. In Rushcliffe, although the pool of sites appraised is more geographically spread, they are located along the strategic road network (the A453, A46 and A52). Both sites along the A453 are of a sufficient size and are located within an Area of Opportunity with either having existing access onto the A453 and M1 (at junction 24) (Ratcliffe on Soar Power Station) or the possibility of accessing this dualled strategic highway (Nottingham Gateway). The remaining sites, along the A46 and A52 are beyond the areas of opportunity along the M1, A453, or the A46/A1 at Newark. In addition, some are too small and those on the A52 would rely on single carriageway roads to access the A46, M1 or A1.

22. Across the Greater Nottingham Strategic Plan area, the following sites are considered reasonable alternative strategic logistics sites. These have been assessed against the SA objectives.

Authority	Reference	Site name and address
Broxtowe	BBC-L01	Former Bennerley Coal Disposal Point
Broxtowe	BBC-L02a	Gilt Hill (smaller site)
Broxtowe	BBC-L02b	Gilt Hill (larger site)
Broxtowe	BBC-L04	Land at Kimberley Eastwood Bye Pass
Broxtowe	BBC-L05	Land at Low Wood Road, Nuthall
Broxtowe	BBC-L06	Land at New Farm Nuthall
Broxtowe	BBC-L08	Land to the south-east of M1 junction 26, Nuthall
Rushcliffe	RBC-L01	Ratcliffe-on-Soar Power Station
Rushcliffe	RBC-L02	Nottingham 'Gateway'

3. Appraisal of the Reasonable Alternatives

23. The SA Framework against which the reasonable alternative sites are assessed can be found in Appendix A. It asks specific questions that establish whether the site's development for logistics would assist or not the achievement of each of the 16 SA objectives and scoring criteria that determine whether the site would have a: major positive; minor positive; uncertain or no impact; minor negative; or major negative effect.
24. The conclusions of their effects are explained within a commentary and where appropriate mitigation measures are proposed that would help address any negative effects that are identified. These measures may be included within policies in the Greater Nottingham Strategic Plan.

Summary

25. Below is a summary of each site's effects or contribution to the achievement of the SA objectives. The full appraisal of the seven reasonable alternative sites in Broxtowe is included in Appendix B. The full appraisal of the two reasonable alternative sites in Rushcliffe is included in Appendix C.
26. All the reasonable alternative sites scored neutral against the housing objective as none are providing new homes.
27. Similarly, all the sites scored either positive or major positive against the employment and economic objectives. This is unsurprising given the strategic level of employment development proposed. The two smaller sites at Gilt Hill and Kimberley Eastwood Bye Pass however, being smaller sites, do not score so favorably against these objectives.
28. Appraised against the shopping centres objectives, none are located within a town or local centre or have an opportunity to directly improve the vitality or viability of existing centres. They are, with the exception of Land at Kimberley Eastwood Bye Pass, within 20 minutes of travel time from a centre by public transport, walking or cycling and consequently would have a minor positive effect. The "Land at Kimberley Eastwood Bypass site is not served by existing public transport or footpaths.
29. In terms of access to healthcare and promoting healthy lifestyles, again with the exception of the Land at Kimberley Eastwood Bye Pass site, all are within 30 minutes' travel time of health facilities. The Gilt Brook sites and Land to the south-east of Junction 26 are however within 400m of a surgery and score major positive as a result.
30. Against the social inclusion objective, the sites in Broxtowe (again with the exception of the Land at Kimberley Eastwood Bye Pass site) are in or adjoin areas of deprivation and have scored higher (minor negative) than those in Rushcliffe (neutral). However, the Nottingham Gateway site is only separated from Clifton, which contains areas of high deprivation by the Clifton South (Fairham Pastures) mixed use allocation which is currently under construction.

		1. Housing	2. Employment and jobs	3. Economic structure and innovation	4. Shopping centres	5. Health and well-being	6. Community safety	7. Social inclusion	8. Transport	9. Brownfield land	10. Energy and climate change	11. Pollution and air quality	12. Flooding and water quality	13. Natural environment, biodiversity and BGI	14. Landscape	15. Built and historic environment	16. Natural resources and waste management
BBC-L01	Former Bennerley Coal Disposal Point	0	++	++	+	+	?	++	++	+	?	?	-	--	-	--	-
BBC-L02a	Gilt Hill (smaller site)	0	+	++	+	++	?	++	++	--	?	-	-	-	--	0	-
BBC-L02b	Gilt Hill (larger site)	0	++	++	+	++	?	++	++	--	?	-	-	--	--	0	-
BBC-L04	Land at Kimberley Eastwood Bye Pass	0	+	+	0	0	?	0	--	--	?	?	++	-	-	?	--
BBC-L05	Land at Low Wood Road, Nuthall	0	++	++	+	+	?	++	++	--	?	-	0	--	-	?	--
BBC-L06	Land at New Farm Nuthall	0	++	++	+	+	?	++	++	--	?	-	++	--	-	?	--
BBC-L08	Land to the south-east of M1 junction 26, Nuthall	0	++	++	+	++	?	++	++	--	?	?	++	--	-	?	--
RBC-L01	Ratcliffe-on-Soar Power Station	0	++	++	+	+	?	0	+	+	++	?	-	-	?	-	--
RBC-L02	Nottingham 'Gateway'	0	++	++	+	+	?	0	++	--	?	?	-	-	-	-	--

31. As a result of their location adjacent to existing public transport routes that enable access to local centres and main built up areas, with the exception of two sites, all sites scored major positive against the transport objective. In addition to their accessibility for employees, two sites could also utilise existing adjacent rail infrastructure that would facilitate the transportation of freight by rail. This is a significant benefit that is not captured by their major positive appraisal. The transportation of freight by road would reduce the site's carbon emissions and impacts of HGV movements on the local area. These sites are Former Bennerley Coal Disposal Point, where a spur line once existed and rail bridge remains over the River Erewash and into the site. The second site, at the Ratcliffe on Soar Power Station, has an existing rail line which delivers coal. The adopted LDO allows for the retention of this line. The potential for rail access should be given considerable weight when selecting sites for allocation and, if allocated, it should be secured within site's policy requirements.
32. Given their scale and locations all sites result in the loss of greenfield land. However, two sites include significant areas of brownfield land. Consequently, these two sites, Former Bennerley Coal Disposal Point and Ratcliffe Power Station score minor positive.
33. Only one site scored positively against the energy and climate change objective, Ratcliffe on Soar Power Station. As set out in the LDO, this site will be developed for: renewable energy and storage; advanced manufacturing and industrial uses such as 'gigafactories' for electric vehicle or battery manufacture and decarbonisation technology to support transition to net zero; and research and development. However, not captured within the appraisal of the sites against this objective is the contribution rail access will also make to the transition to a low carbon economy. This is identified within the mitigation text.
34. Four sites scored negatively against the air quality objective, these are the Gilt Hill sites and the two sites north east of Junction 26 of the M1 at Low Wood Road and New Farm. These two sites are partly within Nottingham's [NO2 Agglomeration Zone](#).
35. Regarding flooding and the avoidance or reduction of flood risks, the majority of the sites scored negatively as a result of their size and the presence of surface water flooding or more significantly limited areas within flood zones 2, 3a or 3b. Four sites, all located within Broxtowe at Junction 26 of the M1, would have major positive or neutral effect against this objective as they are outside areas at risk of flooding. No sites were considered major adverse (i.e. where the majority of a site is within flood zone 2 or 3 and/or at high risk of surface water flooding).
36. All sites scored negatively when appraised against the natural environment reflecting their size and the likely adverse impacts on priority habitats, including hedgerows, trees and woodland. Those that scored major negative included designated sites, notably local wildlife sites and or the presence of Sites of Special Scientific Interest in close proximity. The Low Wood Road and New Farm sites (north east of Junction 26 of the M1 in Broxtowe) contain a number of local wildlife sites and are in close proximity of Sellers Wood SSSI and scored major negative as a result. The Former Bennerley Coal Disposal Point also

scored major negative due to its location within an important Blue and Green Infrastructure Network, the Erewash Valley, which it would bisect. The site itself contains open space and local wildlife site.

37. Similarly, apart from the Ratcliffe on Soar Power Station all sites also scored negatively against the landscape objective, given their size and likely impact of large distribution 'sheds'. The smaller and larger site at Gilt Hill, both however scored major negative as a result of their rising topography and rural tranquility. The removal of the power station, including cooling towers would have a positive impact on the landscape, however an overall positive score would depend on the replacement buildings and the landscape and visual impact of development south of the A453. Consequently, effects on this objective are uncertain.
38. The majority of sites would have a neutral or uncertain/unknown impact on the built and historic environment due to absence of heritage assets within the site or close proximity, or the possibility of archaeological remains. The Bennerley site however may have a major negative effect on the setting of the Bennerley Viaduct which is a Grade II* listed building. These effects will depend on the proposed development, but could be reduced to minor negative through avoidance and mitigation measures, that may include locating larger structures where they would not adversely impact the setting of the viaduct. The Power Station and Nottingham Gateway Sites, due to their location within the Trent Valley do have a greater number of recorded archaeological assets within them or in close proximity, including Scheduled Ancient Monuments that date back to Roman Britain and records of Iron Age settlements. Consequently, both these sites scored minor negative.
39. Against the final objective, natural resources, as with the biodiversity objective, all the sites scored negatively, however those that contained higher grade agricultural land were deemed to have a major negative impact. These included the Kimberley Eastwood Bye Pass, Low Wood Road, New Farm, Land South-East of Junction 26, Ratcliffe on Soar Power Station and Nottingham Gateway.

4. Appraisal of the Preferred Sites

40. The Preferred Approach proposes that the following sites should be allocated for strategic distribution and logistics development:

- BBC-L01 Former Bennerley Coal Disposal Point
- RBC-L01 Ratcliffe on Soar Power Station

41. The selection of these sites has been informed by the SA assessments, in conjunction with wider assessments contained within the separate Background Paper.

BBC-L01 Former Bennerley Coal Disposal Point

42. Similarly to all the alternative sites, this site scored positively against the majority of the SA's objectives, notably those regarding employment and the economy, social inclusion, health and transport.

43. Where this site performed better than the other sites (with the exception of the Power Station site) was against the brownfield land objective, and although it is not recognised in the site's performance against the climate change objective, the site's ability to access the rail network is a considerable benefit that would enable the delivery of low carbon freight transportation.

44. Although minor negative, the site would have less effects on landscape and would result in no loss of high grade agricultural land.

45. It must be recognised however, that the site's location adjacent to the Bennerley Viaduct within the River Erewash Valley could, if not mitigated, could result in major adverse effects upon the Grade II* listed structure and a primary blue and green infrastructure network. If allocated, these issues should be adequately addressed within site specific policies in the Greater Nottingham Strategic Plan.

RBC-L01 Ratcliffe on Soar Power Station

46. The Ratcliffe on Soar Power Station Site also scored well against the employment and the economy, social inclusion, health and transport objectives.

47. As with the Bennerley Site, the site includes areas of brownfield land and the regeneration of the power station offers opportunities to improve the landscape and visual amenity over a wide area. It also has an existing rail access and this should be retained. The site therefore offers an opportunity for local and wider environmental benefits, including addressing climate change.

48. The site's performance against the energy and climate change objective is strengthened by the adopted LDO that included onsite renewable energy, energy storage and low carbon and net zero technologies research and manufacturing.

49. The presence of known archaeological remains around Redhill and the likelihood that these may extend further across the site are a minor negative, as are areas that are at risk of surface water flooding and the existence of priority habitats. If allocated, these issues should be adequately addressed within site specific policies in the Greater Nottingham Strategic Plan.

50. The Preferred Approach consultation document includes site information but does not include proposed policies for the preferred strategic logistics sites. The proposed policies for strategic sites will be included in the Publication Draft of the Greater Nottingham Strategic Plan. The final Sustainability Appraisal report at the formal Publication Draft consultation stage will cover the appraisals on the proposed policies for all strategic sites, including housing and mixed use sites.

Appendix A: SA Framework 2 – Site Appraisal Criteria

SA objectives	Site criteria questions	Major positive ++	Minor positive +	Uncertain (?) or No impact (0)	Minor negative -	Major negative --
1. Housing To ensure that the housing stock meets the housing needs, including gypsies, travellers and travelling showpeople.	Is the site allocated for housing? Will it meet the housing need?	Single site provides a strategic level of 500+ houses in and adjoining the built up area or key settlement Provides housing which makes a significant contribution or fully meets the housing need	Site provides a strategic level of up to 500 houses in conjunction with one or more smaller sites in and adjoining the built up area or key settlement Provides housing which contributes to meeting housing needs	Uncertain or No impact as the site is not currently used for housing and is proposed solely for employment development		Results in the loss of a strategic level of housing

SA objectives	Site criteria questions	Major positive ++	Minor positive +	Uncertain (?) or No impact (0)	Minor negative -	Major negative --
2. Employment and Jobs To create employment opportunities.	Will the site provide jobs? Will the site provide job opportunities for unemployed people? Will the site provide new job opportunities in areas of deprivation?	Provides a strategic level of jobs (500+) in and adjoining the built up area or key settlement Provides new job opportunities in areas of deprivation	Provides a strategic level of jobs (up to 500) in conjunction with one or more smaller sites in and adjoining the built up area or key settlement Provides local labour agreements on projects (including jobs in construction industry)	Uncertain or No impact as the site is not currently used for employment, retail or mixed use and is proposed solely for housing development	Results in the loss of jobs on a partially occupied site	Results in the loss of a strategic level of jobs Results in the loss of jobs on a fully occupied site

SA objectives	Site criteria questions	Major positive ++	Minor positive +	Uncertain (?) or No impact (0)	Minor negative -	Major negative --
<p>3. Economic Structure and Innovation To provide the physical conditions for a modern economic structure including infrastructure to support the use of new technologies.</p>	<p>Is the site allocated for employment, retail or mixed use?</p> <p>Is the site allocated for specific employment uses e.g. office-based?</p> <p>Will the site involve the loss of employment, retail or mixed use land?</p> <p>Is the site for new educational buildings?</p> <p>Is the site allocated for mixed live-work units?</p>	<p>Single site provides a strategic level of employment on 5+ ha or more or 20,000+ sq. m or more in and adjoining the built up area or key settlement</p>	<p>Site provides a strategic level of employment covering 5 ha or more or 20,000 sq. m or more in conjunction with one or more smaller sites in and adjoining the built up area or key settlement</p> <p>Provides opportunity for training and / or high knowledge sectors (i.e. office based)</p> <p>Provides live-work units</p>	<p>Uncertain</p> <p>or</p> <p>No impact as the site is not currently used for employment, retail or mixed use and is proposed solely for housing development</p> <p>Assumes all housing sites make appropriate education provision</p>	<p>Results in the loss of part of land for employment, retail or mixed use</p>	<p>Results in the loss of a strategic level of employment</p> <p>Results in the loss of land for employment, retail or mixed use</p> <p>Results in the loss of live-work units</p>

SA objectives	Site criteria questions	Major positive ++	Minor positive +	Uncertain (?) or No impact (0)	Minor negative -	Major negative --
4. Shopping Centres Increase the vitality and viability of existing shopping centres.	Is the site allocated for town centre uses or mixed use in the shopping centre? Is the site within 400 metres of a shopping centre e.g. city centre, district centre or local centre? Will the site result in a loss of town centre use or mixed use in a shopping centre?	Provides new town centre uses or mixed use in the existing centre Within 400 metres walking distance of shopping centre	Provides new mixed use (including non-town centre uses) in the existing centre Access to shopping centre within 30 minutes travel time by public transport, walking or cycling	Uncertain or No impact on the vitality and viability of the existing centre	Results in the loss of mixed use (including non-town centre uses) in the existing centre	Results in the loss of town centre uses in the existing centre

SA objectives	Site criteria questions	Major positive ++	Minor positive +	Uncertain (?) or No impact (0)	Minor negative -	Major negative --
<p>5. Health and Well-Being To improve health and well-being and reduce health inequalities.</p>	<p>Is the site within 30 minutes travel time of a health facility?</p> <p>Is the site within 400 metres walking distance of a recreational area or accessible blue-green infrastructure e.g. country parks, open spaces, playing fields, allotments, watercourses?</p> <p>Will the site result in a loss of recreational area or accessible blue-green infrastructure e.g. country parks, open spaces, playing fields, allotments, watercourses?</p>	<p>Within 400 metres walking distance of health facilities and recreational area or accessible blue-green infrastructure</p>	<p>Access to health facilities within 30 minutes travel time by public transport, walking or cycling</p> <p>Within 400 metres walking distance of recreational area or accessible blue-green infrastructure</p>	<p>Uncertain</p> <p>or</p> <p>No impact</p>		<p>Access to health facilities not within 30 minutes travel time by public transport, walking or cycling</p> <p>Results in the loss of recreational area or accessible blue-green infrastructure</p>

SA objectives	Site criteria questions	Major positive ++	Minor positive +	Uncertain (?) or No impact (0)	Minor negative -	Major negative --
6. Community Safety To improve community safety, reduce crime and the fear of crime.	Will the site be designed to contribute to a safe secure built environment through designing out crime?			Uncertain as the impact of development upon crime is dependent upon design and a series of secondary factors not related to site allocation		
7. Social Inclusion To promote and support the development and growth of social capital and to improve social inclusion and to close the gap between the most deprived areas within the plan area.	Is the site within 400 metres walking distance of community facilities e.g. post office, community centres, leisure centres, libraries, schools etc.? Will the site result in a loss of a community facility? Is the site located in or adjoining a deprived area?	Within 400 metres walking distance of at least two community facilities Provides new community facilities on site	Access to community facilities within 30 minutes travel time by public transport, walking or cycling	Uncertain or No impact		Access to community facilities not within 30 minutes travel time by public transport, walking or cycling Results in the loss of existing community facilities

SA objectives	Site criteria questions	Major positive ++	Minor positive +	Uncertain (?) or No impact (0)	Minor negative -	Major negative --
8. Transport To make efficient use of the existing transport infrastructure, help reduce the need to travel by car, improve accessibility to jobs and services for all and to improve travel choice and accessibility.	Is the site accessible by public transport? Is the site located in or adjoining the main built up area and has direct route(s) from the site to existing businesses and shopping centres? Is the site within 30 minutes public transport time of community facilities, schools, retail centres and employment areas?	Located within or adjoining the main built up area with existing transport infrastructure and has good direct route(s) to existing businesses and shopping centres Within 400 metres walking distance to a bus/rail/tram stop and / or designated cycle route	Between 400 and 800 metres walking distance to a bus/rail/tram stop and / or designated cycle route.	Uncertain or No impact Assumes site will not affect the continuity of Rights of Way		Not within 800 metres walking distance to a bus/rail/tram stop and / or designated cycle route Site is not accessible by public transport

SA objectives	Site criteria questions	Major positive ++	Minor positive +	Uncertain (?) or No impact (0)	Minor negative -	Major negative --
9. Brownfield Land To make efficient use of previously developed land or 'brownfield' land and recognise biodiversity value where appropriate.	Is the site a brownfield site?	Site is on previously developed land or brownfield land within or adjoining the main built up area or key settlement	Site is on predominantly previously developed land or brownfield land within or adjoining the main built up area or key settlement Site is on previously developed land or brownfield land and not adjoining the main built up area or key settlement	Uncertain or No impact [Note biodiversity value may not be known]	Site is on predominantly greenfield land	Site is on greenfield land

SA objectives	Site criteria questions	Major positive ++	Minor positive +	Uncertain (?) or No impact (0)	Minor negative -	Major negative --
<p>10. Energy and Climate Change To minimise energy usage and to develop low carbon energy resources and encourage nature-based solutions to climate change.</p>	<p>Will it improve energy efficiency of existing or historic buildings?</p> <p>Will the site include provision of renewable technology?</p> <p>Is the site for a specific renewable energy?</p> <p>Is the site for the development of community energy systems?</p> <p>Will the site ensure that buildings are able to deal with future changes in climate?</p> <p>Will the site help people adapt to climate change?</p> <p>Will the site maintain or increase the provision of ecosystem services on which local people depend, including water, food, and materials, now and under future climates?</p>			<p>Uncertain as the impact of development is dependent upon opportunities for either renewable energy provision or energy efficiency measures or nature-based solutions</p>		

SA objectives	Site criteria questions	Major positive ++	Minor positive +	Uncertain (?) or No impact (0)	Minor negative -	Major negative --
<p>11. Pollution and Air Quality To manage air quality and minimise the risk posed by air, noise and other types of pollution.</p>	<p>Is site within the Nottingham Urban Area agglomeration zone?</p> <p>Will the site cause additional harm to an existing Air Quality Management Area?</p> <p>Is it likely to create a new Air Quality Management Area?</p>			<p>Uncertain</p> <p>or</p> <p>No impact as the site will not impinge on an existing Air Quality Management Area or does not fall within Nottingham Urban Area agglomeration zone</p>	<p>Site will impinge on an existing Air Quality Management Area or Nottingham Urban Area agglomeration zone</p>	<p>Site falls within an existing Air Quality Management Area or Nottingham Urban Area agglomeration zone</p> <p>Site is likely to impact an area of poor air quality (and creating an Air Quality Management Area)</p>

SA objectives	Site criteria questions	Major positive ++	Minor positive +	Uncertain (?) or No impact (0)	Minor negative -	Major negative --
<p>12. Flooding and Water Quality To minimise the risk of flooding and to conserve and improve water quality.</p>	<p>Is the site within or adjacent EA Flood Zone:- - 1 (Low Probability); - 2 (Medium Probability); - 3a (High Probability); or - 3b (The Functional Floodplain)?</p> <p>Will it deteriorate river habitat in-stream and the riparian zone adjacent floodplain habitats?</p> <p>Will the site cause any harm to the Source Protection Zone or the water environment?</p> <p>Can surface water run-off be appropriately managed without increasing flood risk elsewhere?</p>	<p>Site located within EA Flood Zone 1</p>		<p>Site within area likely to be impacted as a result of scheduled flood prevention infrastructure</p> <p>Within area of very low risk of surface water run-off</p> <p>Source Protection Zone not relevant for housing sites</p> <p>Employment sites may lead to harm to Source Protection Zone</p>	<p>Part of site located within EA Flood Zone 2 or 3</p> <p>Within area of low to medium risk of surface water run-off</p>	<p>Majority of site or whole site located within EA Flood Zone 2 or 3</p> <p>Within area of high risk of surface water run-off</p>

SA objectives	Site criteria questions	Major positive ++	Minor positive +	Uncertain (?) or No impact (0)	Minor negative -	Major negative --
<p>13. Natural Environment, Biodiversity and Blue-Green Infrastructure To increase biodiversity levels and protect and enhance blue-green infrastructure and the natural environment.</p>	<p>Will it meet the biodiversity net gain requirements?</p> <p>Will it result in a loss of all or part of or impact on a designated site of nature conservation interest?</p> <p>Is the site adjacent to a designated site of nature conservation interest?</p> <p>Will it involve the loss of existing habitats or trees/hedgerows/woodland or loss of connectivity?</p> <p>Will the site include the provision of on-site or off-site open space?</p> <p>Will the site involve the loss of existing open space?</p> <p>Will the site improve the underused or undervalued open space?</p>		<p>Improves underused or undervalued open space</p> <p>Provide 10% open space on existing brownfield land</p>	<p>Uncertain</p> <p>or</p> <p>No impact</p> <p>It is expected that a site would create at least 10% biodiversity net gain</p>	<p>Site adjacent open space, biodiversity or designated site of nature conservation interest</p> <p>Results in the loss of hedgerows and trees</p>	<p>Results in partial or complete loss of open space, biodiversity, existing habitats, Tree Preservation Orders, woodland or designated site of nature conservation interest</p>

SA objectives	Site criteria questions	Major positive ++	Minor positive +	Uncertain (?) or No impact (0)	Minor negative -	Major negative --
14. Landscape To protect and enhance the landscape character.	Will it have an adverse impact on local landscape character? Will it conserve, enhance or restore the features and characteristics of the landscape in the present form? Will it create a new landscape character?		Would conserve, enhance or restore the features and characteristics of the landscape in the present form	Uncertain or No impact	Would not conserve, enhance or restore the features and characteristics of the landscape in the present form	Would have an adverse impact on local landscape character

SA objectives	Site criteria questions	Major positive ++	Minor positive +	Uncertain (?) or No impact (0)	Minor negative -	Major negative --
<p>15. Built and Historic Environment To protect and enhance the townscape character and enhancing the place through good design. To conserve designated and non-designated heritage assets and their setting and provide better opportunities for people to enjoy culture and heritage.</p>	<p>Will it result in development that is sympathetic to its surrounding in terms of design, layout and scale?</p> <p>Will it result in a loss of or harm the significance of designated or non-designated heritage asset(s) or its setting?</p> <p>Will it enhance or better reveal the significance of the heritage asset?</p> <p>Will it promote heritage based tourism or heritage led regeneration?</p> <p>Will it lead to the adaptive reuse of a heritage asset?</p>	<p>Site promotes major opportunity to enhance or better reveal the significance of a heritage asset including its setting</p>	<p>Would conserve, enhance or restore the features and characteristics of the townscape in the present form</p> <p>Site promotes opportunity to enhance or better reveal the significance of a heritage asset including its setting</p> <p>Provides opportunities for heritage based tourism or heritage led regeneration</p>	<p>Uncertain</p> <p>or</p> <p>No impact as no heritage assets or their setting are likely to be affected</p>	<p>Would not conserve, enhance or restore the features and characteristics of the townscape in the present form</p> <p>The setting and significance of designated heritage assets may be harmed by the site. There may be opportunities for mitigation</p> <p>The setting and significance of non-designated heritage assets may be harmed by the site</p>	<p>Would have an adverse impact on local townscape character</p> <p>The setting and significance of designated heritage assets will be harmed by the site. There are no opportunities for mitigation</p> <p>Results in the loss of opportunities for heritage based tourism or heritage led regeneration</p>

SA objectives	Site criteria questions	Major positive ++	Minor positive +	Uncertain (?) or No impact (0)	Minor negative -	Major negative --
<p>16. Natural Resources and Waste Management To prudently manage the natural resources of the area including soils, safeguarding minerals and waste.</p>	<p>Is the site on high grade agricultural land:- - Grade 1 (excellent) - Grade 2 (very good) - Grade 3a (good) - Grade 3b (moderate) - Grade 4 (poor) - Grade 5 (very poor)?</p> <p>Will it lead to a loss of best and most versatile (BMV) agricultural land (agricultural soil grades 1, 2 and 3a)?</p> <p>Will the site reduce household and commercial waste per head?</p> <p>Will it sterilise mineral reserves which can be viably extracted?</p>			<p>Uncertain or No impact as the site is not on best and most versatile land (agricultural soil grade 1, 2 or 3a) and on moderate, poor or very poor soil (agricultural soil grade 3b, 4 or 5)</p>	<p>All sites will result in increased household and commercial waste</p>	<p>Site is on best and most versatile land (agricultural soil grade 1, 2 or 3a)</p> <p>It would sterilise existing mineral resources which can be viably extracted</p>

Appendix B: Appraisal of Reasonable Alternative Sites in Broxtowe

BBC-L01 – Former Bennerley Coal Disposal Point

Factors	Details
SHLAA reference	333, 432
Size	68ha
No of dwellings/ estimated employment floorspace	Up to approximately 74,000 square metres (Owners/promoters' estimate, i.e. "up to 800,000 sqft")
Existing Use	Agriculture and former disposal point

Refer to matrix for scoring criteria

SA objectives	Site criteria questions	Score	Commentary	Mitigation
1. Housing To ensure that the housing stock meets the housing needs, including gypsies, travellers and travelling showpeople.	Is the site allocated for housing? Will it meet the housing need?	0	Site is not currently allocated or used for housing and is being considered for Strategic Distribution. Separately considered for housing (B06.2PA).	
2. Employment and Jobs To create employment opportunities.	Will the site provide jobs? Will the site provide job opportunities for unemployed people?	++	The site would provide a strategic level of jobs (500+) adjacent to a key settlement. The site is not located within a deprived area (10% worst	Require employment and skills strategy and apprenticeships for local people during construction.

SA objectives	Site criteria questions	Score	Commentary	Mitigation
	Will the site provide new job opportunities in areas of deprivation?		area), but it is adjacent to two of the 10% most deprived Lower Super Output Areas, within the adjacent Erewash Borough Council area (Cotmanhay – Hopewell Farm and Cotmanhay – Bennerley Av Nelson St).	Ensure there are active travel links from adjacent settlements to the site. Ensure development includes new employment opportunities for unemployed people.
3. Economic Structure and Innovation To provide the physical conditions for a modern economic structure including infrastructure to support the use of new technologies.	Is the site allocated for employment, retail or mixed use? Is the site allocated for specific employment uses e.g. office-based? Will the site involve the loss of employment, retail or mixed use land? Is the site for new educational buildings? Is the site allocated for mixed live-work units?	++	The site will provide a strategic level of employment land / buildings for logistics on one site adjacent to a key settlement. The development of the site would not involve the loss of employment, retail or mixed use. The site is not for new educational buildings or live-work units.	
4. Shopping Centres Increase the vitality and	Is the site allocated for town centre uses or mixed use in the shopping centre?	+	The site is not proposed for town centre uses or mixed use and does not fall within an existing shopping centre.	Ensure development enhances connectivity with existing centres. This may include links to Eastwood and Kimberley.

SA objectives	Site criteria questions	Score	Commentary	Mitigation
viability of existing shopping centres.	<p>Is the site within 400 metres of a shopping centre e.g. city centre, district centre or local centre?</p> <p>Will the site result in a loss of town centre use or mixed use in a shopping centre?</p>		<p>There is access to Kimberley town centre within 30 minutes travel time by public transport: Monday – Saturday hourly bus service to Kimberley (within 10 minutes) and Ilkeston (again within 10 minutes) from bus stops along Gin Close Way, operated by Notts and Derby Traction (route 27).</p> <p>There would be no loss of a town centre use or mixed use.</p>	
<p>5. Health and Well-Being To improve health and well-being and reduce health inequalities.</p>	<p>Is the site within 30 minutes travel time of a health facility?</p> <p>Is the site within 400 metres walking distance of a recreational area or accessible blue-green infrastructure e.g. country parks, open spaces, playing fields, allotments, watercourses?</p> <p>Will the site result in a loss of recreational area or accessible blue-green</p>	+	<p>There is access to health facilities in Eastwood and Kimberley which are within 30 minutes travel time by public transport: Monday – Saturday hourly bus service to Kimberley (within 10 minutes) and Ilkeston (again within 10 minutes) from bus stops along Gin Close Way, operated by Notts and Derby Traction (route 27). Hama Medical Centre is located in Kimberley. Medical facilities in Ilkeston include Old Station Surgery.</p>	<p>Ensure any development enhances connections into nearby recreational area or accessible blue-green infrastructure.</p> <p>Enhance links to nearby town centres where health facilities are accessible.</p>

SA objectives	Site criteria questions	Score	Commentary	Mitigation
	infrastructure e.g. country parks, open spaces, playing fields, allotments, watercourses?		<p>There are recreational spaces within close proximity to the site:</p> <p>Open Spaces: Nottingham Canal (Awsorth) 0m from site Shilo Recreation Ground 48m from site A610 Sports Ground 66m from site Smithurst Road Open Space Part 2 98m from site Meadow Road Open Space 166m from site</p> <p>A large part of the site is used for informal open space / Local Wildlife Sites which may be lost as a result of any development.</p>	
<p>6. Community Safety To improve community safety, reduce crime and the fear of crime.</p>	Will the site be designed to contribute to a safe secure built environment through designing out crime?	?	<p>Uncertain as the impact of development upon crime is dependent upon design and a series of secondary factors not related to site allocation.</p> <p>It is understood that there have been reports of anti-social behaviour at the current site.</p>	Ensure policies in the Local Plan in general promote a safe secure environment for new development.

SA objectives	Site criteria questions	Score	Commentary	Mitigation
<p>7. Social Inclusion To promote and support the development and growth of social capital and to improve social inclusion and to close the gap between the most deprived areas within the plan area.</p>	<p>Is the site within 400 metres walking distance of community facilities e.g. post office, community centres, leisure centres, libraries, schools etc.?</p> <p>Will the site result in a loss of a community facility?</p> <p>Is the site located in or adjoining a deprived area?</p>	++	<p>Development on site would not lead to the loss of a community facility.</p> <p>The site is within 30 minutes (by bus) of community facilities. Please refer to the transport objective.</p> <p>The site is not located within a deprived area (10% worst area), but it is adjacent to two of the 10% most deprived Lower Super Output Areas, within the adjacent Erewash Borough Council area (Cotmanhay – Hopewell Farm and Cotmanhay – Bennerley Av Nelson St).</p>	<p>Ensure community facilities to support the development are provided.</p> <p>Ensure there are enhanced links to adjacent areas where there are higher levels of deprivation.</p>
<p>8. Transport To make efficient use of the existing transport infrastructure, help reduce the need to travel by car, improve accessibility to jobs and services for all and to</p>	<p>Is the site accessible by public transport?</p> <p>Is the site located in or adjoining the main built up area and has direct route(s) from the site to existing businesses and shopping centres?</p>	++	<p>The site has the potential to make use of existing rail infrastructure to the west.</p> <p>The site is in close proximity to existing bus stops: Bus Stops: Gin Close Way 24m from site Gin Close Way 38m from site Barlborough Road 263m from site</p>	<p>Ensure connectivity to the site by non-car modes including connectivity to Bennerley Viaduct.</p> <p>Provide connectivity to existing rail infrastructure to reduce goods vehicle trips by road.</p>

SA objectives	Site criteria questions	Score	Commentary	Mitigation
improve travel choice and accessibility.	Is the site within 30 minutes public transport time of community facilities, schools, retail centres and employment areas?		<p>Brackenfield Drive 267m from site Amber Trading Estate 271m from site</p> <p>Monday – Saturday hourly bus service to Kimberley (within 10 minutes) and Ilkeston (again within 10 minutes) from bus stops along Gin Close Way, operated by Notts and Derby Traction (route 27). Both Ilkeston and Kimberley include a variety of community facilities including schools, shops and businesses.</p> <p>The site is located adjacent to a key settlement.</p>	
<p>9. Brownfield Land To make efficient use of previously developed land or ‘brownfield’ land and recognise biodiversity value</p>	Is the site a brownfield site?	+	Part of the site is previously developed (the former Coal Disposal Point) and is adjoining a key settlement.	Focus development on previously developed land (subject to other constraints).

SA objectives	Site criteria questions	Score	Commentary	Mitigation
where appropriate.				
<p>10. Energy and Climate Change To minimise energy usage and to develop low carbon energy resources and encourage nature-based solutions to climate change.</p>	<p>Will it improve energy efficiency of existing or historic buildings?</p> <p>Will the site include provision of renewable technology?</p> <p>Is the site for a specific renewable energy?</p> <p>Is the site for the development of community energy systems?</p> <p>Will the site ensure that buildings are able to deal with future changes in climate?</p> <p>Will the site help people adapt to climate change?</p> <p>Will the site maintain or increase the provision of ecosystem services on which local people depend, including water, food, and materials, now and under future climates?</p>	?	<p>Uncertain as the impact of development is dependent upon opportunities for either renewable energy provision or energy efficiency measures or nature-based solutions.</p> <p>However, the site has potential to utilise existing rail infrastructure to the west of the site which would reduce road based trips.</p>	<p>Ensure development provides links to multifunctional blue-green infrastructure that mitigates the effects and causes of climate change, including the provision of SuDS and priority habitats (that sequester carbon, provide shaded areas and reduce temperatures); encouraging active travel rather than private car use; utilises building design that optimises solar gain/shading and the use of renewable energy technologies.</p> <p>Ensure development utilises rail link which will reduce the need to use road for transport.</p>

SA objectives	Site criteria questions	Score	Commentary	Mitigation
<p>11. Pollution and Air Quality To manage air quality and minimise the risk posed by air, noise and other types of pollution.</p>	<p>Is site within the Nottingham Urban Area agglomeration zone?</p> <p>Will the site cause additional harm to an existing Air Quality Management Area?</p> <p>Is it likely to create a new Air Quality Management Area?</p>	?	<p>The site is not within the Nottingham Urban Area Agglomeration Zone.</p> <p>It is not within or adjacent to an existing Air Quality Management Area.</p> <p>Insufficient information is available at this stage to determine any impacts upon air quality.</p>	<p>Public transport improvements.</p> <p>Measures to reduce reliance on motor vehicles, including utilising rail connection.</p> <p>Provision of EV charging points.</p>
<p>12. Flooding and Water Quality To minimise the risk of flooding and to conserve and improve water quality.</p>	<p>Is the site within or adjacent EA Flood Zone:-</p> <ul style="list-style-type: none"> - 1 (Low Probability); - 2 (Medium Probability); - 3a (High Probability); or - 3b (The Functional Floodplain)? <p>Will it deteriorate river habitat in-stream and the riparian zone adjacent floodplain habitats?</p> <p>Will the site cause any harm to the Source Protection Zone or the water environment?</p>	-	<p>River Flooding: Approximately 29% of the site is in Flood Zone 3. Approximately 39% of the site is in Flood Zone 2.</p> <p>Surface Water Flooding: Approximately 13% of the site is at 1 in 30 year risk of surface water flooding.</p>	<p>Ensure surface water management/mitigation measures including SuDS (limiting impermeable surfaces and promoting porous surfaces, swales and attenuation ponds) to address surface water run-off are secured within the site.</p>

SA objectives	Site criteria questions	Score	Commentary	Mitigation
	Can surface water run-off be appropriately managed without increasing flood risk elsewhere?			
13. Natural Environment, Biodiversity and Blue-Green Infrastructure To increase biodiversity levels and protect and enhance blue-green infrastructure and the natural environment.	Will it meet the biodiversity net gain requirements? Will it result in a loss of all or part of or impact on a designated site of nature conservation interest? Is the site adjacent to a designated site of nature conservation interest? Will it involve the loss of existing habitats or trees/hedgerows/woodland or loss of connectivity? Will the site include the provision of on-site or off-site open space? Will the site involve the loss of existing open space?	--	It is expected that the site would meet the biodiversity net gain requirements. However, the site extends across the River Erewash Blue-Green Infrastructure network, a primary network in the Greater Nottingham BGI Strategy, where development on site would result in the loss of existing trees and hedgerows. There is some unofficial informal open space use at the site which would be lost as a result of the development of the site. Part of the site is used for informal open space / Local Wildlife Sites which may be lost as a result of any development.	Requirement for at least 10% biodiversity net gain, with on-site provision a priority. Protect and enhance green infrastructure provision. Retain where possible and enhance trees and hedgerows within the site. Ensure onsite and where possible off site open space is retained and enhanced.

SA objectives	Site criteria questions	Score	Commentary	Mitigation
	Will the site improve the underused or undervalued open space?		<p>Local Wildlife Sites (within site): 0.44% (0.31ha) of site in (5/3344 A wet grassland pasture of note by the River Erewash) 27.25% (19.19ha) of site in (5/2141 A former mine site supporting a wide range of habitats of botanical and zoological importance)</p> <p>Local Wildlife Sites (around site): (2/256 'A notable herb-rich community') within 50m of site (1/1 'Species-rich disused canal of botanical and zoological importance') within 50m of site</p> <p>Local Nature Reserves (around site): Nottingham Canal (Confirmed 1993) within 50m of site Smithurst Meadows (Confirmed 2010) within 250m of site</p>	

SA objectives	Site criteria questions	Score	Commentary	Mitigation
<p>14. Landscape To protect and enhance the landscape character.</p>	<p>Will it have an adverse impact on local landscape character?</p> <p>Will it conserve, enhance or restore the features and characteristics of the landscape in the present form?</p> <p>Will it create a new landscape character?</p>	-	<p>The 'Greater Nottingham Growth Options Study Additional Landscape Assessments' document (November 2022) includes the following comments:</p> <p>“Nottinghamshire landscape character policy zone: NC02 Babbington Rolling Farmlands (moderate condition, strong strength, conserve and enhance landscape strategy) NC01 Erewash River Corridor (moderate condition, strong strength, conserve and enhance landscape strategy)”</p> <p>“Topography and landuse: The topography is at its highest in the north of the site towards the A610, this slopes away very gently towards Awsworth. In the south of the site, the topography is very flat which contrasts to the publicly accessible Bennerley Viaduct to the west of Awsworth. The site is a mix of pastoral fields</p>	<p>Ensure development proposals are supported by appropriate landscape character assessments and design and access statements specifically address landscape impacts.</p> <p>Ensure development retains and utilises existing landscape features and incorporates blue-green infrastructure, sensitive design and layouts to reduce visual intrusion upon the landscape.</p>

SA objectives	Site criteria questions	Score	Commentary	Mitigation
			<p>(located to the north) and a brownfield site (located to the south) previously used for mining and an ironworks.”</p> <p>“Suitability for development in landscape and visual terms: This site has medium potential for strategic growth. It sits between four settlements, with potential for merging should the full site be built out. The north of the site could accommodate development (likely to be employment) linked directly to the A610. However, the south is more sensitive to development due to the presence and setting of the Grade II* listed viaduct and the high recreational value. This area would be better used for more limited development linked to the heritage, building on the existing work around the Bennerley Viaduct.”</p>	
15. Built and Historic Environment	Will it result in development that is sympathetic to its	--	Listed Buildings (around site): Bennerley Viaduct (II*) within 50m of site.	Ensure that any development is sensitive to the listed Bennerley Viaduct.

SA objectives	Site criteria questions	Score	Commentary	Mitigation
<p>To protect and enhance the townscape character and enhancing the place through good design. To conserve designated and non-designated heritage assets and their setting and provide better opportunities for people to enjoy culture and heritage.</p>	<p>surrounding in terms of design, layout and scale?</p> <p>Will it result in a loss of or harm the significance of designated or non-designated heritage asset(s) or its setting?</p> <p>Will it enhance or better reveal the significance of the heritage asset?</p> <p>Will it promote heritage based tourism or heritage led regeneration?</p> <p>Will it lead to the adaptive reuse of a heritage asset?</p>		<p>The details of any proposed development would not be known until the planning application stage. Development of the site might potentially harm the significance of the listed Bennerley Viaduct and its setting. Development at the site would be unlikely to enhance or better reveal the significance of any heritage assets. It may promote heritage based tourism and regeneration through increased usage of Bennerley Viaduct. There are no known heritage assets on the site which would be likely to be potential candidates for reuse.</p>	<p>Detailed heritage assessments could be undertaken at the planning application stage.</p>
<p>16. Natural Resources and Waste Management To prudently manage the natural resources of the area including soils,</p>	<p>Is the site on high grade agricultural land:-</p> <ul style="list-style-type: none"> - Grade 1 (excellent) - Grade 2 (very good) - Grade 3a (good) - Grade 3b (moderate) - Grade 4 (poor) - Grade 5 (very poor)? 	-	<p>Development on site would likely increase waste per head.</p> <p>Agricultural Land Classification: 100% (70.91ha) of site in GRADE 4</p>	

SA objectives	Site criteria questions	Score	Commentary	Mitigation
safeguarding minerals and waste.	<p>Will it lead to a loss of best and most versatile (BMV) agricultural land (agricultural soil grades 1, 2 and 3a)?</p> <p>Will the site reduce household and commercial waste per head?</p> <p>Will it sterilise mineral reserves which can be viably extracted?</p>		Based upon the Minerals Local Plan Policies Map, there are no known mineral reserves at the site which would be sterilised.	

BBC-L02a – Gilt Hill (smaller site)

Factors	Details
SHLAA reference	229
Size	25ha
No of dwellings/ estimated employment floorspace	Approximately 65,000 square metres
Existing Use	Agricultural

Refer to matrix for scoring criteria

SA objectives	Site criteria questions	Score	Commentary	Mitigation
1. Housing To ensure that the housing stock meets the housing needs, including gypsies, travellers and travelling showpeople.	Is the site allocated for housing? Will it meet the housing need?	0	Site is not currently allocated or used for housing and is being considered for Strategic Distribution. Separately considered for housing (B10.1PA)	
2. Employment and Jobs To create employment opportunities.	Will the site provide jobs? Will the site provide job opportunities for unemployed people?	+	The site will provide jobs (<500) adjacent to a key settlement. The site is not located within or adjoining a deprived area (10% worst area).	Ensure development includes new employment opportunities for unemployed people. Require employment and skills strategy and apprenticeships for local people during construction.

SA objectives	Site criteria questions	Score	Commentary	Mitigation
	Will the site provide new job opportunities in areas of deprivation?			
3. Economic Structure and Innovation To provide the physical conditions for a modern economic structure including infrastructure to support the use of new technologies.	Is the site allocated for employment, retail or mixed use? Is the site allocated for specific employment uses e.g. office-based? Will the site involve the loss of employment, retail or mixed use land? Is the site for new educational buildings? Is the site allocated for mixed live-work units?	++	The site will provide a strategic level of employment land / buildings for logistics on one site adjacent to a key settlement. The development of the site would not involve the loss of employment, retail or mixed use. The site is not for new educational buildings or live-work units.	
4. Shopping Centres Increase the vitality and viability of existing shopping centres.	Is the site allocated for town centre uses or mixed use in the shopping centre? Is the site within 400 metres of a shopping centre e.g. city centre, district centre or local centre?	+	The site is not proposed for town centre uses or mixed use and does not fall within an existing shopping centre. Giltbrook Retail Park 230m from site. Frequent bus services along Nottingham Road (every 10	Ensure development enhances connectivity with existing shopping centres.

SA objectives	Site criteria questions	Score	Commentary	Mitigation
	Will the site result in a loss of town centre use or mixed use in a shopping centre?		minutes) between Eastwood, Kimberley and onwards to Nottingham City Centre (within 35 minutes). Both Kimberley and Eastwood can be accessed by bus within 5-10 minutes by Trent Barton's Rainbow One route. There would be no loss of a town centre use or mixed use.	
5. Health and Well-Being To improve health and well-being and reduce health inequalities.	Is the site within 30 minutes travel time of a health facility? Is the site within 400 metres walking distance of a recreational area or accessible blue-green infrastructure e.g. country parks, open spaces, playing fields, allotments, watercourses? Will the site result in a loss of recreational area or accessible blue-green infrastructure e.g. country parks, open spaces,	++	Giltbrook Surgery 350m from site Frequent bus services along Nottingham Road (every 10 minutes) between Eastwood, Kimberley and onwards to Nottingham City Centre (within 35 minutes). Both Kimberley and Eastwood can be accessed by bus within 5-10 minutes by Trent Barton's Rainbow One route. Medical facilities in Eastwood include Eastwood Primary Care Centre and, in Kimberley, the Hama Medical Centre.	Ensure any development enhances connections into nearby recreational area or accessible blue-green infrastructure.

SA objectives	Site criteria questions	Score	Commentary	Mitigation
	playing fields, allotments, watercourses?		<p>The site is within 400m walking distance of recreational areas:</p> <p>Open Space:</p> <p>Digby Street Sports Ground 103m from site</p> <p>Millfield Road Open Space 121m from site</p> <p>Millfield Road Allotments 172m from site</p> <p>Watnall Wood 378m from site</p> <p>Holywell Primary School 492m from site</p> <p>Proposed Green Infrastructure Corridors: 229.38m of 2.3 Giltbrook bisects site</p>	
<p>6. Community Safety To improve community safety, reduce crime and the fear of crime.</p>	Will the site be designed to contribute to a safe secure built environment through designing out crime?	?	Uncertain as the impact of development upon crime is dependent upon design and a series of secondary factors not related to site allocation.	Ensure policies in the Local Plan in general promote a safe secure environment for new development.
<p>7. Social Inclusion To promote and support the development and</p>	Is the site within 400 metres walking distance of community facilities e.g. post office, community	++	The current use of the site is agricultural use so development on site would not lead to the loss of a community facility.	Ensure community facilities to support the development are provided.

SA objectives	Site criteria questions	Score	Commentary	Mitigation
<p>growth of social capital and to improve social inclusion and to close the gap between the most deprived areas within the plan area.</p>	<p>centres, leisure centres, libraries, schools etc.?</p> <p>Will the site result in a loss of a community facility?</p> <p>Is the site located in or adjoining a deprived area?</p>		<p>A number of community facilities within 400m of the site.</p> <p>The site is within 30 minutes (by bus) of community facilities. Please refer to the transport objective.</p> <p>The site is not located within or adjoining a deprived area (10% worst area).</p>	
<p>8. Transport To make efficient use of the existing transport infrastructure, help reduce the need to travel by car, improve accessibility to jobs and services for all and to improve travel choice and accessibility.</p>	<p>Is the site accessible by public transport?</p> <p>Is the site located in or adjoining the main built up area and has direct route(s) from the site to existing businesses and shopping centres?</p> <p>Is the site within 30 minutes public transport time of community facilities, schools, retail centres and employment areas?</p>	++	<p>The site is in close proximity to Bus Stops: Gilt Hill 10m from site Gilt Hill School 23m from site Gilt Hill 26m from site Gilt Hill School 34m from site Business Park 89m from site</p> <p>Frequent bus services along Nottingham Road (every 10 minutes) between Eastwood, Kimberley and onwards to Nottingham City Centre (within 35 minutes). Both Kimberley and Eastwood can be accessed by bus within 5-10 minutes by Trent Barton's</p>	<p>Ensure connectivity to the site by non-car modes.</p>

SA objectives	Site criteria questions	Score	Commentary	Mitigation
			<p>Rainbow One route. Both Eastwood and Kimberley have schools, libraries, other community facilities, shops and other businesses.</p> <p>The site is located adjacent to two key settlements.</p> <p>Public Rights of Way (within site): 420.66m of GreasleyFP36 (FP) bisects site 629.07m of GreasleyFP35 (FP) bisects site</p>	
<p>9. Brownfield Land To make efficient use of previously developed land or 'brownfield' land and recognise biodiversity value where appropriate.</p>	Is the site a brownfield site?	--	The site is greenfield land.	
<p>10. Energy and Climate Change To minimise energy usage</p>	Will it improve energy efficiency of existing or historic buildings?	?	Uncertain as the impact of development is dependent upon opportunities for either renewable energy provision or	Ensure development provides links to multifunctional blue-green infrastructure that mitigates the effects and

SA objectives	Site criteria questions	Score	Commentary	Mitigation
and to develop low carbon energy resources and encourage nature-based solutions to climate change.	<p>Will the site include provision of renewable technology?</p> <p>Is the site for a specific renewable energy?</p> <p>Is the site for the development of community energy systems?</p> <p>Will the site ensure that buildings are able to deal with future changes in climate?</p> <p>Will the site help people adapt to climate change?</p> <p>Will the site maintain or increase the provision of ecosystem services on which local people depend, including water, food, and materials, now and under future climates?</p>		energy efficiency measures or nature-based solutions.	causes of climate change, including the provision of SuDS and priority habitats (that sequester carbon, provide shaded areas and reduce temperatures); encouraging active travel rather than private car use; utilises building design that optimises solar gain/shading and the use of renewable energy technologies.
11. Pollution and Air Quality To manage air quality and	Is site within the Nottingham Urban Area agglomeration zone?	-	1.22% (0.31ha) of site in NO2 Agglomeration Zone	Major public transport improvements.

SA objectives	Site criteria questions	Score	Commentary	Mitigation
minimise the risk posed by air, noise and other types of pollution.	<p>Will the site cause additional harm to an existing Air Quality Management Area?</p> <p>Is it likely to create a new Air Quality Management Area?</p>		<p>It is not within or adjacent to an existing Air Quality Management Area.</p> <p>Insufficient information is available at this stage to determine any impacts upon air quality.</p>	Ensure development includes measures to reduce travel by car and provision for EV usage.
<p>12. Flooding and Water Quality</p> <p>To minimise the risk of flooding and to conserve and improve water quality.</p>	<p>Is the site within or adjacent EA Flood Zone:-</p> <ul style="list-style-type: none"> - 1 (Low Probability); - 2 (Medium Probability); - 3a (High Probability); or - 3b (The Functional Floodplain)? <p>Will it deteriorate river habitat in-stream and the riparian zone adjacent floodplain habitats?</p> <p>Will the site cause any harm to the Source Protection Zone or the water environment?</p> <p>Can surface water run-off be appropriately managed without increasing flood risk elsewhere?</p>	-	<p>Small parts of the site are within Flood Zones 3 and 2:</p> <ul style="list-style-type: none"> 2.7% (0.68ha) of site in Flood Zone 3 3.16% (0.79ha) of site in Flood Zone 2 <p>Small parts of the site are at risk of surface water flooding.</p> <ul style="list-style-type: none"> 1.97% (0.49ha) of site in 1 in 30 year risk of surface water flooding 5.77% (1.45ha) of site in 1 in 100 year risk of surface water flooding 5.77% (1.45ha) of site in 1 in 1,000 year risk of surface water flooding <p>Additional information is not known at this stage.</p>	Ensure surface water management/mitigation measures including SuDS (limiting impermeable surfaces and promoting porous surfaces, swales and attenuation ponds) to address surface water run-off are secured within the site.

SA objectives	Site criteria questions	Score	Commentary	Mitigation
<p>13. Natural Environment, Biodiversity and Blue-Green Infrastructure To increase biodiversity levels and protect and enhance blue-green infrastructure and the natural environment.</p>	<p>Will it meet the biodiversity net gain requirements?</p> <p>Will it result in a loss of all or part of or impact on a designated site of nature conservation interest?</p> <p>Is the site adjacent to a designated site of nature conservation interest?</p> <p>Will it involve the loss of existing habitats or trees/hedgerows/woodland or loss of connectivity?</p> <p>Will the site include the provision of on-site or off-site open space?</p> <p>Will the site involve the loss of existing open space?</p> <p>Will the site improve the underused or undervalued open space?</p>	-	<p>It is expected that the site would meet the biodiversity net gain requirements.</p> <p>Development on site would result in the loss of existing trees and hedgerows.</p> <p>No indication at this stage if offsite or onsite open space would be provided.</p> <p>The current use of the site is agricultural use so there would not be a loss of open space.</p> <p>Local Wildlife Sites (around site) (2/274 'Marshy fields with a noteworthy flora') within 50m of site (5/273 An old mine spoil tip with a noteworthy mosaic of relict meadow flora, pioneer communities and scrub) within 50m of site (1/103 'An excellent base-rich plant community') within 250m of site</p>	<p>Requirement for at least 10% biodiversity net gain, with on-site provision a priority as it is a greenfield site.</p> <p>Protect and enhance green infrastructure provision.</p> <p>Retain where possible and enhance trees and hedgerows within the site.</p> <p>Ensure onsite and where possible off site open space is retained and enhanced.</p> <p>Avoid developing areas of site covered by Local Nature Reserve, Local Geological Sites or Local Wildlife Site designations.</p>

SA objectives	Site criteria questions	Score	Commentary	Mitigation
<p>14. Landscape To protect and enhance the landscape character.</p>	<p>Will it have an adverse impact on local landscape character?</p> <p>Will it conserve, enhance or restore the features and characteristics of the landscape in the present form?</p> <p>Will it create a new landscape character?</p>	<p>--</p>	<p>Greater Nottingham Growth Options Study: Ranking:</p> <p>Amber:</p> <p>The terrain is undulating, rising to a high point north of the B600. Small to medium arable fields are enclosed by hedgerows with some woodland. The area of search is representative of the surrounding rural area. There is scenic value typical of the rural context away from roads and the urban edge of Eastwood. In these areas perceptions of tranquillity are high. A network of PROW including long distance footpaths indicate recreation value. The scheduled monument at Greasley Castle adds conservation value. In places the area of search is enclosed by topography and vegetation, although there are areas where open views are available. There is potential for coalescence with Greasley and</p>	<p>Ensure development proposals are supported by appropriate landscape character assessments and design and access statements specifically address landscape impacts.</p> <p>Ensure development retains and utilises existing landscape features and incorporates blue-green infrastructure, sensitive design and layouts to reduce visual intrusion upon the landscape.</p>

SA objectives	Site criteria questions	Score	Commentary	Mitigation
			<p>Watnall to the east and south east. Additionally, there is a risk of perceived sprawl from Greasley, Watnall and Brinsley to the north west.</p> <p>Potentially suitable for development away from steep slopes.</p> <p>The Part 2 Local Plan Landscape and Visual Analysis of Potential Development Sites Study scored Character Area LS35 - West of Kimberley / North of Gilt Hill Kimberley/ LS36 - East of Eastwood (which cover the site) as:</p> <p>Landscape Value – Amber / Red Visual Value – Amber / Amber Landscape Susceptibility – Amber / Amber Visual Susceptibility – Red / Red Landscape Sensitivity – Amber / Red Visual Sensitivity – Amber / Amber</p>	

SA objectives	Site criteria questions	Score	Commentary	Mitigation
			Any potential development on a greenfield site is likely to have an adverse impact on landscape character. It is unknown at this stage as to whether a new landscape character could be created or whether any features could be conserved, enhanced or restored.	
<p>15. Built and Historic Environment To protect and enhance the townscape character and enhancing the place through good design. To conserve designated and non-designated heritage assets and their setting and provide better opportunities for people to enjoy</p>	<p>Will it result in development that is sympathetic to its surrounding in terms of design, layout and scale?</p> <p>Will it result in a loss of or harm the significance of designated or non-designated heritage asset(s) or its setting?</p> <p>Will it enhance or better reveal the significance of the heritage asset?</p> <p>Will it promote heritage based tourism or heritage led regeneration?</p>	0	<p>There are no Listed Buildings or Conservation Areas within or close to the site.</p> <p>The details of any proposed development would not be known until the planning application stage.</p> <p>Development at the site would be unlikely to enhance or better reveal the significance of any heritage assets. It would be unlikely to promote heritage based tourism or regeneration.</p> <p>There are no known heritage assets on the site which would be likely to be potential candidates for reuse.</p>	

SA objectives	Site criteria questions	Score	Commentary	Mitigation
culture and heritage.	Will it lead to the adaptive reuse of a heritage asset?			
16. Natural Resources and Waste Management To prudently manage the natural resources of the area including soils, safeguarding minerals and waste.	Is the site on high grade agricultural land:- - Grade 1 (excellent) - Grade 2 (very good) - Grade 3a (good) - Grade 3b (moderate) - Grade 4 (poor) - Grade 5 (very poor)? Will it lead to a loss of best and most versatile (BMV) agricultural land (agricultural soil grades 1, 2 and 3a)? Will the site reduce household and commercial waste per head? Will it sterilise mineral reserves which can be viably extracted?	-	100% (25.17ha) of site in GRADE 4 Development on site would likely increase waste per head. Based upon the Minerals Local Plan Policies Map, there are no known mineral reserves at the site which would be sterilised.	

BBC-L02b – Gilt Hill (larger site)

Factors	Details
SHLAA reference	229, 271
Size	42ha (The owners/promoters' figure is 50 ha, including the smaller site BBC-L02a.)
No of dwellings/ estimated employment floorspace	Approximately 102,000 square metres, including smaller site, BBC-L02a. (Owners/promoters' estimate, i.e. "Circa 700,000 to 1,100,000 sq. ft.")
Existing Use	Agricultural

Refer to matrix for scoring criteria

SA objectives	Site criteria questions	Score	Commentary	Mitigation
1. Housing To ensure that the housing stock meets the housing needs, including gypsies, travellers and travelling showpeople.	Is the site allocated for housing? Will it meet the housing need?	0	Site is not currently allocated or used for housing and is being considered for Strategic Distribution. Separately considered for housing (B10.1PA)	
2. Employment and Jobs To create employment opportunities.	Will the site provide jobs? Will the site provide job opportunities for unemployed people?	++	The site would provide a strategic level of jobs (500+) adjacent to a key settlement. The site is not located within or adjoining a deprived area (10% worst area).	Ensure development includes new employment opportunities for unemployed people. Require employment and skills strategy and apprenticeships

SA objectives	Site criteria questions	Score	Commentary	Mitigation
	Will the site provide new job opportunities in areas of deprivation?			for local people during construction.
3. Economic Structure and Innovation To provide the physical conditions for a modern economic structure including infrastructure to support the use of new technologies.	Is the site allocated for employment, retail or mixed use? Is the site allocated for specific employment uses e.g. office-based? Will the site involve the loss of employment, retail or mixed use land? Is the site for new educational buildings? Is the site allocated for mixed live-work units?	++	The site will provide a strategic level of employment land / buildings for logistics on one site adjacent to a key settlement. The development of the site would not involve the loss of employment, retail or mixed use. The site is not for new educational buildings or live-work units.	
4. Shopping Centres Increase the vitality and viability of existing shopping centres.	Is the site allocated for town centre uses or mixed use in the shopping centre? Is the site within 400 metres of a shopping centre e.g. city centre, district centre or local centre?	+	The site is not proposed for town centre uses or mixed use and does not fall within an existing shopping centre. Giltbrook Retail Park 230m from site Frequent bus services along Nottingham Road (every 10	Ensure development enhances connectivity with existing shopping centre.

SA objectives	Site criteria questions	Score	Commentary	Mitigation
	Will the site result in a loss of town centre use or mixed use in a shopping centre?		<p>minutes) between Eastwood, Kimberley and onwards to Nottingham City Centre (within 35 minutes). Both Kimberley and Eastwood can be accessed by bus within 5-10 minutes by Trent Barton's Rainbow One route.</p> <p>There would be no loss of a town centre use or mixed use.</p>	
<p>5. Health and Well-Being To improve health and well-being and reduce health inequalities.</p>	<p>Is the site within 30 minutes travel time of a health facility?</p> <p>Is the site within 400 metres walking distance of a recreational area or accessible blue-green infrastructure e.g. country parks, open spaces, playing fields, allotments, watercourses?</p> <p>Will the site result in a loss of recreational area or accessible blue-green infrastructure e.g. country parks, open spaces,</p>	++	<p>Giltbrook Surgery 350m from site.</p> <p>Frequent bus services along Nottingham Road (every 10 minutes) between Eastwood, Kimberley and onwards to Nottingham City Centre (within 35 minutes). Both Kimberley and Eastwood can be accessed by bus within 5-10 minutes by Trent Barton's Rainbow One route. Medical facilities in Eastwood include Eastwood Primary Care Centre and, in Kimberley, the Hama Medical Centre.</p>	

SA objectives	Site criteria questions	Score	Commentary	Mitigation
	playing fields, allotments, watercourses?		<p>The site is within 400m walking distance of recreational areas.</p> <p>Open Space: Digby Street Sports Ground 100m from site Millfield Road Open Space 120m from site Millfield Road Allotments 170m from site Watnall Wood 380m from site Holywell Primary School 490m from site</p> <p>Proposed Green Infrastructure Corridors: 229.38m of 2.3 Giltbrook bisects site</p>	
6. Community Safety To improve community safety, reduce crime and the fear of crime.	Will the site be designed to contribute to a safe secure built environment through designing out crime?	?	Uncertain as the impact of development upon crime is dependent upon design and a series of secondary factors not related to site allocation.	Ensure policies in the Local Plan in general promote a safe secure environment for new development.
7. Social Inclusion To promote and support the development and	Is the site within 400 metres walking distance of community facilities e.g. post office, community	++	The current use of the site is agricultural use so development on site would not lead to the loss of a community facility.	Ensure community facilities to support the development are provided.

SA objectives	Site criteria questions	Score	Commentary	Mitigation
<p>growth of social capital and to improve social inclusion and to close the gap between the most deprived areas within the plan area.</p>	<p>centres, leisure centres, libraries, schools etc.?</p> <p>Will the site result in a loss of a community facility?</p> <p>Is the site located in or adjoining a deprived area?</p>		<p>A number of community facilities are within 400m of the site including: Digby Street Sports Ground 100m from site Millfield Road Open Space 120m from site Millfield Road Allotments 170m from site Watnall Wood 380m from site</p> <p>The site is within 30 minutes (by bus) of community facilities. Please refer to the transport objective.</p> <p>The site is not located within or adjoining a deprived area (10% worst area).</p>	
<p>8. Transport To make efficient use of the existing transport infrastructure, help reduce the need to travel by car, improve accessibility to jobs and services</p>	<p>Is the site accessible by public transport?</p> <p>Is the site located in or adjoining the main built up area and has direct route(s) from the site to existing businesses and shopping centres?</p>	++	<p>Bus Stops: Gilt Hill 10m from site Gilthill School 23m from site Gilt Hill 26m from site Gilthill School 34m from site Business Park 89m from site</p> <p>Frequent bus services along Nottingham Road (every 10 minutes) between Eastwood,</p>	<p>Ensure connectivity to the site by non-car modes.</p>

SA objectives	Site criteria questions	Score	Commentary	Mitigation
for all and to improve travel choice and accessibility.	Is the site within 30 minutes public transport time of community facilities, schools, retail centres and employment areas?		<p>Kimberley and onwards to Nottingham City Centre (within 35 minutes). Both Kimberley and Eastwood can be accessed by bus within 5-10 minutes by Trent Barton's Rainbow One route. Both Eastwood and Kimberley have schools, libraries, other community facilities, shops and other businesses.</p> <p>The site is located adjacent to two key settlements.</p> <p>Public Rights of Way (within site): 0.23m of GreasleyFP33 (FP) bisects site 385.48m of GreasleyFP28 (FP) bisects site 420.66m of GreasleyFP36 (FP) bisects site 912.52m of GreasleyFP35 (FP) bisects site</p>	
9. Brownfield Land To make efficient use of previously	Is the site a brownfield site?	--	The site is greenfield land.	

SA objectives	Site criteria questions	Score	Commentary	Mitigation
developed land or 'brownfield' land and recognise biodiversity value where appropriate.				
10. Energy and Climate Change To minimise energy usage and to develop low carbon energy resources and encourage nature-based solutions to climate change.	Will it improve energy efficiency of existing or historic buildings? Will the site include provision of renewable technology? Is the site for a specific renewable energy? Is the site for the development of community energy systems? Will the site ensure that buildings are able to deal with future changes in climate? Will the site help people adapt to climate change? Will the site maintain or increase the provision of	?	Uncertain as the impact of development is dependent upon opportunities for either renewable energy provision or energy efficiency measures or nature-based solutions.	Ensure development provides links to multifunctional blue-green infrastructure that mitigates the effects and causes of climate change, including the provision of SuDS and priority habitats (that sequester carbon, provide shaded areas and reduce temperatures); encouraging active travel rather than private car use; utilises building design that optimises solar gain/shading and the use of renewable energy technologies.

SA objectives	Site criteria questions	Score	Commentary	Mitigation
	ecosystem services on which local people depend, including water, food, and materials, now and under future climates?			
11. Pollution and Air Quality To manage air quality and minimise the risk posed by air, noise and other types of pollution.	Is site within the Nottingham Urban Area agglomeration zone? Will the site cause additional harm to an existing Air Quality Management Area? Is it likely to create a new Air Quality Management Area?	-	0.73% (0.31ha) of site in NO2 Agglomeration Zone It is not within or adjacent to an existing Air Quality Management Area. Insufficient information is available at this stage to determine any impacts upon air quality.	Major public transport improvements. Ensure development includes measures to reduce travel by car and provision for EV usage.
12. Flooding and Water Quality To minimise the risk of flooding and to conserve and improve water quality.	Is the site within or adjacent EA Flood Zone:- - 1 (Low Probability); - 2 (Medium Probability); - 3a (High Probability); or - 3b (The Functional Floodplain)? Will it deteriorate river habitat in-stream and the riparian zone adjacent floodplain habitats?	-	Small parts of the site are within Flood Zones 3 and 2. 2.58% (1.08ha) of site in Flood Zone 3 2.94% (1.23ha) of site in Flood Zone 2 Small parts of the site are at risk of surface water flooding: 2.11% (0.89ha) of site in 1 in 30 year risk of surface water flooding	Ensure surface water management/mitigation measures including SuDS (limiting impermeable surfaces and promoting porous surfaces, swales and attenuation ponds) to address surface water run-off are secured within the site.

SA objectives	Site criteria questions	Score	Commentary	Mitigation
	<p>Will the site cause any harm to the Source Protection Zone or the water environment?</p> <p>Can surface water run-off be appropriately managed without increasing flood risk elsewhere?</p>		<p>5.06% (2.13ha) of site in 1 in 100 year risk of surface water flooding</p> <p>5.06% (2.13ha) of site in 1 in 1,000 year risk of surface water flooding</p> <p>Additional information is not known at this stage.</p>	
<p>13. Natural Environment, Biodiversity and Blue-Green Infrastructure</p> <p>To increase biodiversity levels and protect and enhance blue-green infrastructure and the natural environment.</p>	<p>Will it meet the biodiversity net gain requirements?</p> <p>Will it result in a loss of all or part of or impact on a designated site of nature conservation interest?</p> <p>Is the site adjacent to a designated site of nature conservation interest?</p> <p>Will it involve the loss of existing habitats or trees/hedgerows/woodland or loss of connectivity?</p> <p>Will the site include the provision of on-site or off-site open space?</p>	--	<p>It is expected that the site would meet the biodiversity net gain requirements.</p> <p>Development on site would result in the loss of existing trees and hedgerows.</p> <p>No indication at this stage if offsite or onsite open space would be provided.</p> <p>The current use of the site is agricultural use so there would not be a loss of open space.</p> <p>Part of a Local Wildlife Site is within the site. There is a Local Geological Site and five Local Wildlife Sites close to the site.</p>	<p>Requirement for at least 10% biodiversity net gain, with on-site provision a priority as it is a greenfield site.</p> <p>Protect and enhance green infrastructure provision.</p> <p>Retain where possible and enhance trees and hedgerows within the site.</p> <p>Ensure onsite and where possible off site open space is retained and enhanced.</p> <p>Avoid developing areas of site covered by Local Nature Reserve, Local Geological</p>

SA objectives	Site criteria questions	Score	Commentary	Mitigation
	<p>Will the site involve the loss of existing open space?</p> <p>Will the site improve the underused or undervalued open space?</p>		<p>Local Wildlife Sites (within site) 1.05% (0.44ha) of site in (2/253 'A clean, wooded stream with its associated species-rich marshy areas and dry banks')</p> <p>Local Wildlife Sites (around site) (5/273 An old mine spoil tip with a noteworthy mosaic of relict meadow flora, pioneer communities and scrub) within 50m of site (2/274 'Marshy fields with a noteworthy flora') within 50m of site (1/103 'An excellent base-rich plant community') within 100m of site (2/297 'A pasture with a good range of characteristic species') within 250m of site (2/2 'Deciduous woodland with a notable ground flora') within 250m of site</p> <p>Local Geological Sites (around site):</p>	<p>Sites or Local Wildlife Site designations.</p>

SA objectives	Site criteria questions	Score	Commentary	Mitigation
			<p>Watnall Wood (An old quarry remnant in the S part of Watnall wood. The face is WNW facing, is well weathered and shows cross bedding features and vertical jointing, some of which are cave like. Secondary calcite deposits line the walls of cavities NoLGS22</p>	
<p>14. Landscape To protect and enhance the landscape character.</p>	<p>Will it have an adverse impact on local landscape character?</p> <p>Will it conserve, enhance or restore the features and characteristics of the landscape in the present form?</p> <p>Will it create a new landscape character?</p>	<p>--</p>	<p>Greater Nottingham Growth Options Study: Ranking:</p> <p>Amber: The terrain is undulating, rising to a high point north of the B600. Small to medium arable fields are enclosed by hedgerows with some woodland. The area of search is representative of the surrounding rural area. There is scenic value typical of the rural context away from roads and the urban edge of Eastwood. In these areas perceptions of tranquillity are high. A network of PROW</p>	<p>Ensure development proposals are supported by appropriate landscape character assessments and design and access statements specifically address landscape impacts.</p> <p>Ensure development retains and utilises existing landscape features and incorporates blue-green infrastructure, sensitive design and layouts to reduce visual intrusion upon the landscape.</p>

SA objectives	Site criteria questions	Score	Commentary	Mitigation
			<p>including long distance footpaths indicate recreation value. The scheduled monument at Greasley Castle adds conservation value. In places the area of search is enclosed by topography and vegetation, although there are areas where open views are available. There is potential for coalescence with Greasley and Watnall to the east and south east. Additionally, there is a risk of perceived sprawl from Greasley, Watnall and Brinsley to the north west. Potentially suitable for development away from steep slopes.</p> <p>The Part 2 Local Plan Landscape and Visual Analysis of Potential Development Sites Study scored Character Area LS35 - West of Kimberley / North of Gilt Hill Kimberley/ LS36 - East of Eastwood (which cover the site) as:</p>	

SA objectives	Site criteria questions	Score	Commentary	Mitigation
			<p>Landscape Value – Amber / Red Visual Value – Amber / Amber Landscape Susceptibility – Amber / Amber Visual Susceptibility – Red / Red Landscape Sensitivity – Amber / Red Visual Sensitivity – Amber / Amber</p> <p>Any potential development on a greenfield site is likely to have an adverse impact on landscape character. It is unknown at this stage as to whether a new landscape character could be created or whether any features could be conserved, enhanced or restored.</p>	
<p>15. Built and Historic Environment To protect and enhance the townscape character and enhancing the</p>	<p>Will it result in development that is sympathetic to its surrounding in terms of design, layout and scale? Will it result in a loss of or harm the significance of</p>	0	<p>There are no Listed Buildings or Conservation Areas within or close to the site.</p> <p>The details of any proposed development would not be known until the planning application stage.</p>	

SA objectives	Site criteria questions	Score	Commentary	Mitigation
place through good design. To conserve designated and non-designated heritage assets and their setting and provide better opportunities for people to enjoy culture and heritage.	<p>designated or non-designated heritage asset(s) or its setting?</p> <p>Will it enhance or better reveal the significance of the heritage asset?</p> <p>Will it promote heritage based tourism or heritage led regeneration?</p> <p>Will it lead to the adaptive reuse of a heritage asset?</p>		<p>Development at the site would be unlikely to enhance or better reveal the significance of any heritage assets. It would be unlikely to promote heritage based tourism or regeneration.</p> <p>There are no known heritage assets on the site which would be likely to be potential candidates for reuse.</p>	
<p>16. Natural Resources and Waste Management To prudently manage the natural resources of the area including soils, safeguarding minerals and waste.</p>	<p>Is the site on high grade agricultural land:-</p> <ul style="list-style-type: none"> - Grade 1 (excellent) - Grade 2 (very good) - Grade 3a (good) - Grade 3b (moderate) - Grade 4 (poor) - Grade 5 (very poor)? <p>Will it lead to a loss of best and most versatile (BMV) agricultural land (agricultural soil grades 1, 2 and 3a)?</p>	-	<p>100% (42.02ha) of site in GRADE 4</p> <p>Development on site would likely increase waste per head.</p> <p>Based upon the Minerals Local Plan Policies Map, there are no known mineral reserves at the site which would be sterilised.</p>	

SA objectives	Site criteria questions	Score	Commentary	Mitigation
	<p>Will the site reduce household and commercial waste per head?</p> <p>Will it sterilise mineral reserves which can be viably extracted?</p>			

BBC-L04 – Land at Kimberley Eastwood Bye Pass

Factors	Details
SHLAA reference	N/A
Size	22ha
No of dwellings/ estimated employment floorspace	77,000 square metres. (Based on an assumption of 3,500 square metres per hectare.)
Existing Use	Agricultural

Refer to matrix for scoring criteria

SA objectives	Site criteria questions	Score	Commentary	Mitigation
1. Housing To ensure that the housing stock meets the housing needs, including gypsies, travellers and travelling showpeople.	Is the site allocated for housing? Will it meet the housing need?	0	Site is not currently allocated or used for housing and is being considered for Strategic Distribution.	
2. Employment and Jobs To create employment opportunities.	Will the site provide jobs? Will the site provide job opportunities for unemployed people?	+	The site would provide a strategic level of jobs (500+) but is not adjacent to the main built up area or a key settlement.	Require employment and skills strategy and apprenticeships for local people during construction. Needs to be improved access to the site from existing settlements.

SA objectives	Site criteria questions	Score	Commentary	Mitigation
	Will the site provide new job opportunities in areas of deprivation?		The site is not located within a deprived area (10% worst area),	Ensure development includes new employment opportunities for unemployed people.
3. Economic Structure and Innovation To provide the physical conditions for a modern economic structure including infrastructure to support the use of new technologies.	Is the site allocated for employment, retail or mixed use? Is the site allocated for specific employment uses e.g. office-based? Will the site involve the loss of employment, retail or mixed use land? Is the site for new educational buildings? Is the site allocated for mixed live-work units?	+	The site will provide a strategic level of employment land / buildings for logistics but is not adjacent to the main built up area or a key settlement. The development of the site would not involve the loss of employment, retail or mixed use. The site is not for new educational buildings or live-work units.	Needs to be improved access to the site from existing settlements.
4. Shopping Centres Increase the vitality and viability of existing shopping centres.	Is the site allocated for town centre uses or mixed use in the shopping centre? Is the site within 400 metres of a shopping centre e.g. city centre,	0	The site is not proposed for town centre uses or mixed use and does not fall within an existing shopping centre. Closest bus stop approximately 400m from the site but no existing access	Provide pedestrian access routes to bus stops and enhance links to Kimberley Town Centre. Ensure development enhances connectivity with existing shopping centre.

SA objectives	Site criteria questions	Score	Commentary	Mitigation
	<p>district centre or local centre?</p> <p>Will the site result in a loss of town centre use or mixed use in a shopping centre?</p>		<p>from the site. Frequent bus services along Nottingham Road, Nuthall (every 10 minutes) between Kimberley, Nuthall and onwards to Nottingham City Centre – Victoria Bus Station – adjacent to the Victoria Centre (within 30 minutes). Kimberley can be accessed by bus within 5 minutes by Trent Barton’s Rainbow One route.</p> <p>There would be no loss of a town centre use or mixed use.</p>	
<p>5. Health and Well-Being To improve health and well-being and reduce health inequalities.</p>	<p>Is the site within 30 minutes travel time of a health facility?</p> <p>Is the site within 400 metres walking distance of a recreational area or accessible blue-green infrastructure e.g. country parks, open spaces, playing fields, allotments, watercourses?</p>	<p>0</p>	<p>The site is not currently accessible by public transport. Frequent bus services along Nottingham Road (every 10 minutes) between Kimberley, Nuthall and onwards to Nottingham City Centre (within 30 minutes). Kimberley can be accessed by bus by Trent Barton’s Rainbow One route. Medical facilities in Kimberley include the Hama Medical Centre.</p>	<p>Provide pedestrian access routes to bus stops and enhance links to Nuthall and Kimberley Town Centre.</p>

SA objectives	Site criteria questions	Score	Commentary	Mitigation
	Will the site result in a loss of recreational area or accessible blue-green infrastructure e.g. country parks, open spaces, playing fields, allotments, watercourses?		Assarts Farm Medical Centre 564m from site (Elements of the 'Secondary Strategic Network', as defined in the 'Greater Nottingham Blue and Green Infrastructure Strategy January 2022', adjoin the site, as does a 'Secondary Green Infrastructure Corridor', as defined in the adopted Broxtowe Part 2 Local Plan.): Proposed Green Infrastructure Corridors (a: within site) 195.01m of 2.6 A610 Swingate bisects site	
6. Community Safety To improve community safety, reduce crime and the fear of crime.	Will the site be designed to contribute to a safe secure built environment through designing out crime?	?	Uncertain as the impact of development upon crime is dependent upon design and a series of secondary factors not related to site allocation.	Ensure policies in the Local Plan in general promote a safe secure environment for new development.
7. Social Inclusion To promote and support the development and growth of social	Is the site within 400 metres walking distance of community facilities e.g. post office, community centres, leisure centres, libraries, schools etc.?	0	Community Facilities: Nuthall Methodist Church 611m from site Kimberley Leisure Centre 1034m from site	Provide pedestrian access routes to bus stops and enhance links to Nuthall and Kimberley Town Centre.

SA objectives	Site criteria questions	Score	Commentary	Mitigation
<p>capital and to improve social inclusion and to close the gap between the most deprived areas within the plan area.</p>	<p>Will the site result in a loss of a community facility?</p> <p>Is the site located in or adjoining a deprived area?</p>		<p>Kimberley Library 1083m from site Small part of Verge Wood within site Assarts Farm Open Space 490m from site Public Houses: Old Moor Lodge 525m from site</p> <p>The site is not located in or adjoining a deprived area. In the wider area, Nottingham and Eastwood have areas of deprivation.</p>	
<p>8. Transport To make efficient use of the existing transport infrastructure, help reduce the need to travel by car, improve accessibility to jobs and services for all and to improve travel choice and accessibility.</p>	<p>Is the site accessible by public transport?</p> <p>Is the site located in or adjoining the main built up area and has direct route(s) from the site to existing businesses and shopping centres?</p> <p>Is the site within 30 minutes public transport time of community facilities, schools, retail</p>	--	<p>The site is not currently accessible by public transport.</p> <p>Frequent bus services along Nottingham Road (every 10 minutes) between Kimberley, Nuthall and onwards to Nottingham City Centre (within 30 minutes). Kimberley can be accessed by bus by Trent Barton's Rainbow One route.</p> <p>There is not direct access to existing businesses and shopping centres.</p>	<p>Provision of bus stops or access to bus stops within the vicinity of the site (i.e. A610).</p>

SA objectives	Site criteria questions	Score	Commentary	Mitigation
	centres and employment areas?			
9. Brownfield Land To make efficient use of previously developed land or 'brownfield' land and recognise biodiversity value where appropriate.	Is the site a brownfield site?	- -	The site is greenfield land.	
10. Energy and Climate Change To minimise energy usage and to develop low carbon energy resources and encourage nature-based solutions to climate change.	Will it improve energy efficiency of existing or historic buildings? Will the site include provision of renewable technology? Is the site for a specific renewable energy? Is the site for the development of community energy systems? Will the site ensure that buildings are able to deal	?	Uncertain as the impact of development is dependent upon opportunities for either renewable energy provision or energy efficiency measures or nature-based solutions.	Ensure development provides links to multifunctional blue-green infrastructure that mitigates the effects and causes of climate change, including the provision of SuDS and priority habitats (that sequester carbon, provide shaded areas and reduce temperatures); encouraging active travel rather than private car use; utilises building design that optimises solar gain/shading and the use of renewable energy technologies.

SA objectives	Site criteria questions	Score	Commentary	Mitigation
	<p>with future changes in climate?</p> <p>Will the site help people adapt to climate change?</p> <p>Will the site maintain or increase the provision of ecosystem services on which local people depend, including water, food, and materials, now and under future climates?</p>			
<p>11. Pollution and Air Quality To manage air quality and minimise the risk posed by air, noise and other types of pollution.</p>	<p>Is site within the Nottingham Urban Area agglomeration zone?</p> <p>Will the site cause additional harm to an existing Air Quality Management Area?</p> <p>Is it likely to create a new Air Quality Management Area?</p>	?	<p>The site is not part of an Air Quality Management Area.</p> <p>Insufficient information is available at this stage to determine any impacts upon air quality.</p>	
<p>12. Flooding and Water Quality To minimise the risk of flooding and to conserve</p>	<p>Is the site within or adjacent EA Flood Zone:-</p> <ul style="list-style-type: none"> - 1 (Low Probability); - 2 (Medium Probability); - 3a (High Probability); or 	++	<p>The site is in Environment Agency Flood Zone 1. Less than 1% of site at risk of surface water flooding.</p>	<p>Ensure surface water management/mitigation measures including SuDS (limiting impermeable surfaces and promoting porous surfaces, swales and attenuation ponds)</p>

SA objectives	Site criteria questions	Score	Commentary	Mitigation
and improve water quality.	<p>- 3b (The Functional Floodplain)?</p> <p>Will it deteriorate river habitat in-stream and the riparian zone adjacent floodplain habitats?</p> <p>Will the site cause any harm to the Source Protection Zone or the water environment?</p> <p>Can surface water run-off be appropriately managed without increasing flood risk elsewhere?</p>			to address surface water run-off are secured within the site.
<p>13. Natural Environment, Biodiversity and Blue-Green Infrastructure</p> <p>To increase biodiversity levels and protect and enhance blue-green infrastructure and the natural environment.</p>	<p>Will it meet the biodiversity net gain requirements?</p> <p>Will it result in a loss of all or part of or impact on a designated site of nature conservation interest?</p> <p>Is the site adjacent to a designated site of nature conservation interest?</p>	-	<p>It is expected that the site would meet the biodiversity net gain requirements.</p> <p>Development on site would result in the loss of existing trees and hedgerows.</p> <p>The current use of the site is agricultural use so there would not be a loss of open space.</p>	

SA objectives	Site criteria questions	Score	Commentary	Mitigation
	<p>Will it involve the loss of existing habitats or trees/hedgerows/woodland or loss of connectivity?</p> <p>Will the site include the provision of on-site or off-site open space?</p> <p>Will the site involve the loss of existing open space?</p> <p>Will the site improve the underused or undervalued open space?</p>		<p>A small part of a Local Wildlife Site is within the site and three Local Wildlife Sites are within 250m of the site.</p> <p>Local Wildlife Sites (within site):</p> <p>0.87% (0.19ha) of site in (2/317 'Deciduous woodland with a characteristic and notable ground flora')</p> <p>Local Wildlife Sites (around site)</p> <p>(2/306 'An area of mature woodland with a valuable ground flora') within 50m of site</p> <p>(1/31 'A valuable water body with an excellent flora and fauna') within 100m of site</p> <p>(5/755 A notable coal-measures woodland) within 250m of site</p>	
<p>14. Landscape To protect and enhance the landscape character.</p>	<p>Will it have an adverse impact on local landscape character?</p>	-	<p>The site forms part of the 'Nuthall Lowland, Wooded Farmland' local landscape character area (moderate</p>	<p>Ensure development proposals are supported by appropriate landscape character assessments and design and</p>

SA objectives	Site criteria questions	Score	Commentary	Mitigation
	<p>Will it conserve, enhance or restore the features and characteristics of the landscape in the present form?</p> <p>Will it create a new landscape character?</p>		<p>condition, moderate strength, 'enhance' landscape strategy).</p> <p>Any potential development on a greenfield site is likely to have an adverse impact on landscape character. It is unknown at this stage as to whether a new landscape character could be created or whether any features could be conserved, enhanced or restored. Further assessment work would be required.</p>	<p>access statements specifically address landscape impacts.</p> <p>Ensure development retains and utilises existing landscape features and incorporates blue-green infrastructure, sensitive design and layouts to reduce visual intrusion upon the landscape.</p>
<p>15. Built and Historic Environment To protect and enhance the townscape character and enhancing the place through good design. To conserve designated and non-designated heritage assets and their setting and provide</p>	<p>Will it result in development that is sympathetic to its surrounding in terms of design, layout and scale?</p> <p>Will it result in a loss of or harm the significance of designated or non-designated heritage asset(s) or its setting?</p> <p>Will it enhance or better reveal the significance of the heritage asset?</p>	?	<p>Listed Buildings (around site): The Lake Bridge (II) within 250m of site</p> <p>Conservation Areas (around site): Nuthall within 50m of site</p> <p>The details of any proposed development would not be known until the planning application stage.</p> <p>Development at the site would be unlikely to enhance or better reveal the significance of</p>	

SA objectives	Site criteria questions	Score	Commentary	Mitigation
better opportunities for people to enjoy culture and heritage.	<p>Will it promote heritage based tourism or heritage led regeneration?</p> <p>Will it lead to the adaptive reuse of a heritage asset?</p>		<p>any heritage assets. It would be unlikely to promote heritage based tourism or regeneration.</p> <p>There are no known heritage assets on the site which would be likely to be potential candidates for reuse.</p>	
<p>16. Natural Resources and Waste Management</p> <p>To prudently manage the natural resources of the area including soils, safeguarding minerals and waste.</p>	<p>Is the site on high grade agricultural land:-</p> <ul style="list-style-type: none"> - Grade 1 (excellent) - Grade 2 (very good) - Grade 3a (good) - Grade 3b (moderate) - Grade 4 (poor) - Grade 5 (very poor)? <p>Will it lead to a loss of best and most versatile (BMV) agricultural land (agricultural soil grades 1, 2 and 3a)?</p> <p>Will the site reduce household and commercial waste per head?</p>	--	<p>Development on site would likely increase waste per head.</p> <p>Includes Grade 2 agricultural land.</p> <p>Agricultural Land Classification: 48% of site in GRADE 4 52% of site in GRADE 2</p> <p>Based upon the Minerals Local Plan Policies Map, there are no known mineral reserves at the site which would be sterilised.</p>	Ensure development avoids areas that are classified as good agricultural land.

SA objectives	Site criteria questions	Score	Commentary	Mitigation
	Will it sterilise mineral reserves which can be viably extracted?			

BBC-L05 – Land at Low Wood Road, Nuthall

Factors	Details
SHLAA reference	SHLAA/00109/AVA
Size	57 ha
No of dwellings/ estimated employment floorspace	Approximately 154,000 square metres. (Owners/promoters estimate, i.e. “1,655,000 sqf”.)
Existing Use	Agricultural

Refer to matrix for scoring criteria

SA objectives	Site criteria questions	Score	Commentary	Mitigation
1. Housing To ensure that the housing stock meets the housing needs, including gypsies, travellers and travelling showpeople.	Is the site allocated for housing? Will it meet the housing need?	0	Site is not currently allocated or used for housing and is being considered for Strategic Distribution. Separately considered for housing (B05.1PA)	
2. Employment and Jobs To create employment opportunities.	Will the site provide jobs? Will the site provide job opportunities for unemployed people?	++	The site would provide a strategic level of jobs (1000+) adjacent to the main built up area. The site is not located within a deprived area (10% worst area), but it is adjacent to one	Ensure development includes new employment opportunities for unemployed people. Require employment and skills strategy and apprenticeships for local people during construction.

SA objectives	Site criteria questions	Score	Commentary	Mitigation
	Will the site provide new job opportunities in areas of deprivation?		of the 10% most deprived Lower Super Output Areas, within the adjacent Nottingham City Council area.	
3. Economic Structure and Innovation To provide the physical conditions for a modern economic structure including infrastructure to support the use of new technologies.	Is the site allocated for employment, retail or mixed use? Is the site allocated for specific employment uses e.g. office-based? Will the site involve the loss of employment, retail or mixed use land? Is the site for new educational buildings? Is the site allocated for mixed live-work units?	++	The site will provide a strategic level of employment land / buildings for logistics on one site adjacent to the main built up area. The development of the site would not involve the loss of employment, retail or mixed use. The site is not for new educational buildings or live-work units.	
4. Shopping Centres Increase the vitality and viability of existing shopping centres.	Is the site allocated for town centre uses or mixed use in the shopping centre? Is the site within 400 metres of a shopping centre e.g. city centre,	+	The site is not proposed for town centre uses or mixed use and does not fall within an existing shopping centre. Frequent bus services along Nottingham Road (every 10 minutes) between Kimberley,	Ensure development enhances connectivity with existing shopping centres.

SA objectives	Site criteria questions	Score	Commentary	Mitigation
	<p>district centre or local centre?</p> <p>Will the site result in a loss of town centre use or mixed use in a shopping centre?</p>		<p>Nuthall and onwards to Nottingham City Centre – Victoria Bus Station – adjacent to the Victoria Centre (within 30 minutes). Kimberley can be accessed by bus within 5 minutes by Trent Barton’s Rainbow One route.</p> <p>There would be no loss of a town centre use or mixed use.</p>	
<p>5. Health and Well-Being To improve health and well-being and reduce health inequalities.</p>	<p>Is the site within 30 minutes travel time of a health facility?</p> <p>Is the site within 400 metres walking distance of a recreational area or accessible blue-green infrastructure e.g. country parks, open spaces, playing fields, allotments, watercourses?</p> <p>Will the site result in a loss of recreational area or accessible blue-green infrastructure e.g. country parks, open spaces,</p>	+	<p>Frequent bus services along Nottingham Road (every 10 minutes) between Kimberley, Nuthall and onwards to Nottingham City Centre (within 30 minutes). Kimberley can be accessed by bus within 5 minutes by Trent Barton’s Rainbow One route. Medical facilities in Kimberley include the Hama Medical Centre.</p> <p>Assarts Farm Medical Centre 650m from site (within 30 minute travel time)</p> <p>Open Spaces</p>	<p>Ensure any development enhances connections into nearby recreational area or accessible blue-green infrastructure</p> <p>Avoid developing areas covered by SSSI or Local Wildlife Site designations.</p>

SA objectives	Site criteria questions	Score	Commentary	Mitigation
	playing fields, allotments, watercourses?		<p>2.12% (1.21ha) of site in Low Wood (Restricted Access: Natural and Semi-Natural Green Space)</p> <p>Proposed Green Infrastructure Corridors (a: within site) 125.45m of 2.15 Sellers Wood and New Farm Wood bisects site</p> <p>261.06m of 2.7 Nuthall Cutting and Kimberley Railway bisects site</p>	
6. Community Safety To improve community safety, reduce crime and the fear of crime.	Will the site be designed to contribute to a safe secure built environment through designing out crime?	?	Uncertain as the impact of development upon crime is dependent upon design and a series of secondary factors not related to site allocation.	Ensure policies in the Local Plan in general promote a safe secure environment for new development.
7. Social Inclusion To promote and support the development and growth of social capital and to improve social	Is the site within 400 metres walking distance of community facilities e.g. post office, community centres, leisure centres, libraries, schools etc.?	++	<p>The current use of the site is agricultural use so development on site would not lead to the loss of a community facility.</p> <p>Community facilities within 400m of the site:</p>	

SA objectives	Site criteria questions	Score	Commentary	Mitigation
inclusion and to close the gap between the most deprived areas within the plan area.	<p>Will the site result in a loss of a community facility?</p> <p>Is the site located in or adjoining a deprived area?</p>		<p>Hempshill Hall Primary School 220m from site</p> <p>Halls and Community Centres: Temple Centre 114m from site</p> <p>The site is within 30 minutes (by bus) of community facilities. Please refer to the transport objective.</p> <p>The site is not located within a deprived area (10% worst area), but it is adjacent to one of the 10% most deprived Lower Super Output Areas, within the adjacent Nottingham City Council area.</p>	
<p>8. Transport</p> <p>To make efficient use of the existing transport infrastructure, help reduce the need to travel by car, improve accessibility to jobs and services for all and to improve travel</p>	<p>Is the site accessible by public transport?</p> <p>Is the site located in or adjoining the main built up area and has direct route(s) from the site to existing businesses and shopping centres?</p> <p>Is the site within 30 minutes public transport</p>	++	<p>Bus Stops in close proximity of the site:</p> <p>Nottingham Road 62m from site</p> <p>Nottingham Road 79m from site</p> <p>Spring Terrace 84m from site</p> <p>Spring Terrace 120m from site</p> <p>Armstrong Road 152m from site</p>	Provide enhanced public transport links, potentially through tram extension.

SA objectives	Site criteria questions	Score	Commentary	Mitigation
choice and accessibility.	time of community facilities, schools, retail centres and employment areas?		<p>Frequent bus services along Nottingham Road (every 10 minutes) between Kimberley, Nuthall and onwards to Nottingham City Centre (within 30 minutes). Kimberley can be accessed by bus within 5 minutes by Trent Barton's Rainbow One route. Kimberley has schools, a library, other community facilities, shops and other businesses.</p> <p>Close proximity to NET Park & Ride (Phoenix Park)</p> <p>The site is located adjacent to the main built up area.</p> <p>Public Rights of Way (a: within site) 523.72m of NuthallFP3 (FP) bisects site 596.51m of NuthallFP2 (FP) bisects site</p> <p>Public Rights of Way (b: around site) (3)</p>	

SA objectives	Site criteria questions	Score	Commentary	Mitigation
			NuthallFP4 (FP) within 100m of site NuthallFP9 (FP) within 100m of site NuthallFP5 (FP) within 250m of site	
9. Brownfield Land To make efficient use of previously developed land or 'brownfield' land and recognise biodiversity value where appropriate.	Is the site a brownfield site?	--	The site is greenfield land.	
10. Energy and Climate Change To minimise energy usage and to develop low carbon energy resources and encourage nature-based solutions to climate change.	Will it improve energy efficiency of existing or historic buildings? Will the site include provision of renewable technology? Is the site for a specific renewable energy?	?	Uncertain as the impact of development is dependent upon opportunities for either renewable energy provision or energy efficiency measures or nature-based solutions.	Ensure development provides links to multifunctional blue-green infrastructure that mitigates the effects and causes of climate change, including the provision of SuDS and priority habitats (that sequester carbon, provide shaded areas and reduce temperatures); encouraging active travel rather than private car use; utilises building design

SA objectives	Site criteria questions	Score	Commentary	Mitigation
	<p>Is the site for the development of community energy systems?</p> <p>Will the site ensure that buildings are able to deal with future changes in climate?</p> <p>Will the site help people adapt to climate change?</p> <p>Will the site maintain or increase the provision of ecosystem services on which local people depend, including water, food, and materials, now and under future climates?</p>			<p>that optimises solar gain/shading and the use of renewable energy technologies.</p> <p>Potential to off-set carbon through utilising alternative, non-road transport measures, including potential to provide enhanced public transport links through tram extension.</p>
<p>11. Pollution and Air Quality To manage air quality and minimise the risk posed by air, noise and other types of pollution.</p>	<p>Is site within the Nottingham Urban Area agglomeration zone?</p> <p>Will the site cause additional harm to an existing Air Quality Management Area?</p> <p>Is it likely to create a new Air Quality Management Area?</p>	-	<p>0.64% (0.37ha) of site in NO2 Agglomeration Zone</p> <p>It is not within or adjacent to an existing Air Quality Management Area.</p> <p>Insufficient information is available at this stage to determine any impacts upon air quality.</p>	

SA objectives	Site criteria questions	Score	Commentary	Mitigation
<p>12. Flooding and Water Quality To minimise the risk of flooding and to conserve and improve water quality.</p>	<p>Is the site within or adjacent EA Flood Zone:- - 1 (Low Probability); - 2 (Medium Probability); - 3a (High Probability); or - 3b (The Functional Floodplain)?</p> <p>Will it deteriorate river habitat in-stream and the riparian zone adjacent floodplain habitats?</p> <p>Will the site cause any harm to the Source Protection Zone or the water environment?</p> <p>Can surface water run-off be appropriately managed without increasing flood risk elsewhere?</p>	0	<p>Approximately 12% of the site is at risk of surface water flooding and less than 1% is at risk of either river or ground water flooding.</p> <p>Detailed River Network Surface Watercourse (Secondary River) bisects site for 112.05m</p> <p>Surface Watercourse (Tertiary River) bisects site for 527.06m</p>	<p>Ensure surface water management/mitigation measures including SuDS (limiting impermeable surfaces and promoting porous surfaces, swales and attenuation ponds) to address surface water run-off are secured within the site.</p>
<p>13. Natural Environment, Biodiversity and Blue-Green Infrastructure To increase biodiversity levels and protect and</p>	<p>Will it meet the biodiversity net gain requirements?</p> <p>Will it result in a loss of all or part of or impact on a designated site of nature conservation interest?</p>	--	<p>It is expected that the site would meet the biodiversity net gain requirements.</p> <p>Development on site would result in the loss of existing trees and hedgerows.</p>	<p>Requirement for at least 10% biodiversity net gain, with on-site provision a priority as it is a greenfield site.</p> <p>Protect and enhance green infrastructure provision.</p>

SA objectives	Site criteria questions	Score	Commentary	Mitigation
enhance blue-green infrastructure and the natural environment.	<p>Is the site adjacent to a designated site of nature conservation interest?</p> <p>Will it involve the loss of existing habitats or trees/hedgerows/woodland or loss of connectivity?</p> <p>Will the site include the provision of on-site or off-site open space?</p> <p>Will the site involve the loss of existing open space?</p> <p>Will the site improve the underused or undervalued open space?</p>		<p>The current use of the site is agricultural use so there would not be a loss of open space.</p> <p>Two Local Wildlife Sites (LWSs) and a small area of ancient woodland are within the site. A Site of Special Scientific Interest is within 50m of the site and six LWSs are within 250m it.</p> <p>Local Wildlife Sites (a: within site):</p> <p>2.12% (1.21ha) of site in (5/2118 A coal-measures type woodland with a characteristic flora)</p> <p>2.88% (1.65ha) of site in (2/70 A disused railway with valuable wood and grassland communities)</p> <p>Local Wildlife Sites (b: around site)</p> <p>(1/32 'A fine example of broad-leaved semi-natural woodland, with ponds, grassland and considerable</p>	<p>Retain where possible and enhance trees and hedgerows within the site.</p> <p>Ensure onsite and where possible off site open space is retained and enhanced.</p> <p>Avoid developing areas of site covered by SSSI or Local Wildlife Site designations.</p>

SA objectives	Site criteria questions	Score	Commentary	Mitigation
			<p>zoological interest') within 50m of site (2/323 'An interesting deciduous woodland with a notable flora reflecting the varied underlying geology') within 50m of site (5/2119 A characteristic coal measures type woodland) within 100m of site (5/753 Notable calcareous grasslands) within 100m of site (2/316 'An interesting grassland with several notable species') within 100m of site (5/27 Woodland supporting a noteworthy ground flora) within 250m of site</p> <p>SSSI (b: around site) Seller's Wood within 50m of site Seller's Wood within 100m of site</p>	
<p>14. Landscape To protect and enhance the landscape character.</p>	<p>Will it have an adverse impact on local landscape character?</p>	-	<p>Greater Nottingham Growth Options Study: Ranking: Green: This is a relatively flat area of search, largely contained to the west by the</p>	<p>Ensure development proposals are supported by appropriate landscape character assessments and design and</p>

SA objectives	Site criteria questions	Score	Commentary	Mitigation
	<p>Will it conserve, enhance or restore the features and characteristics of the landscape in the present form?</p> <p>Will it create a new landscape character?</p>		<p>M1 motorway and to the east by Bulwell. The area of search is largely composed of medium to large arable fields, with a ribbon of housing in the south along the B600. A limited network of PRoW provides recreational value. The landscape is typically rural, but with the urban fringe of Bulwell and Nuthall as well as the M1 which detracts from perceptions of tranquillity. Views are limited to field extents by hedgerows. Existing field boundaries form defensible boundaries to development. There is however potential for the coalescence of Nuthall and Bulwell if all of the area of search is developed which should be avoided.</p> <p>The Part 2 Local Plan Landscape and Visual Analysis of Potential Development Sites Study scored Character Area LS29 Land North of Nottingham Road Nuthall /</p>	<p>access statements specifically address landscape impacts.</p> <p>Ensure development retains and utilises existing landscape features and incorporates blue-green infrastructure, sensitive design and layouts to reduce visual intrusion upon the landscape.</p>

SA objectives	Site criteria questions	Score	Commentary	Mitigation
			<p>South of the Dismantled Railway Nuthall/ LS30 – Land North of the Dismantled Railway / South of New Farm Lane (which covers the site) as:</p> <p>Landscape Value – Green / Amber Visual Value – Green / Amber Landscape Susceptibility – Amber / Amber Visual Susceptibility – Amber / Amber Landscape Sensitivity – Amber / Amber Visual Sensitivity – Green / Amber</p> <p>Any potential development on a greenfield site is likely to have an adverse impact on landscape character. It is unknown at this stage as to whether a new landscape character could be created or whether any features could be conserved, enhanced or restored.</p>	

SA objectives	Site criteria questions	Score	Commentary	Mitigation
<p>15. Built and Historic Environment To protect and enhance the townscape character and enhancing the place through good design. To conserve designated and non-designated heritage assets and their setting and provide better opportunities for people to enjoy culture and heritage.</p>	<p>Will it result in development that is sympathetic to its surrounding in terms of design, layout and scale?</p> <p>Will it result in a loss of or harm the significance of designated or non-designated heritage asset(s) or its setting?</p> <p>Will it enhance or better reveal the significance of the heritage asset?</p> <p>Will it promote heritage based tourism or heritage led regeneration?</p> <p>Will it lead to the adaptive reuse of a heritage asset?</p>	<p>?</p>	<p>Conservation Areas (around site): Nuthall within 100m of site.</p> <p>Listed Buildings (b: around site) (7) Hempshill Hall Farmhouse (II) within 250m of site Hempshill Hall (II) within 250m of site Gatepier From Former Nuthall Temple (II) within 250m of site Barn And Stable Range To North Of Hempshill Hall Farmhouse (II) within 250m of site 7, Nottingham Road (II) within 250m of site 3, Nottingham Road (II) within 250m of site 1, Nottingham Road (II) within 250m of site</p> <p>The details of any proposed development would not be known until the planning application stage.</p>	<p>Detailed heritage assessments could be undertaken at the planning application stage.</p>

SA objectives	Site criteria questions	Score	Commentary	Mitigation
			Development at the site would be unlikely to enhance or better reveal the significance of any heritage assets. It would be unlikely to promote heritage based tourism or regeneration. There are no known heritage assets on the site which would be likely to be potential candidates for reuse.	
<p>16. Natural Resources and Waste Management To prudently manage the natural resources of the area including soils, safeguarding minerals and waste.</p>	<p>Is the site on high grade agricultural land:- - Grade 1 (excellent) - Grade 2 (very good) - Grade 3a (good) - Grade 3b (moderate) - Grade 4 (poor) - Grade 5 (very poor)?</p> <p>Will it lead to a loss of best and most versatile (BMV) agricultural land (agricultural soil grades 1, 2 and 3a)?</p> <p>Will the site reduce household and commercial waste per head?</p>	--	<p>Development on site would likely increase waste per head.</p> <p>Agricultural Land Classification: 72% of site in GRADE 3 26% of site in GRADE 2</p> <p>Based upon the Minerals Local Plan Policies Map, there are no known mineral reserves at the site which would be sterilised.</p>	Ensure development avoids areas that are classified as good agricultural land.

SA objectives	Site criteria questions	Score	Commentary	Mitigation
	Will it sterilise mineral reserves which can be viably extracted?			

BBC-L06 – Land at New Farm, Nuthall

Factors	Details
SHLAA reference	N/A
Size	41haha (The owners/promoters' figure is 25 ha.)
No of dwellings/ estimated employment floorspace	Up to approximately 88,000 square metres. (Owners/promoters' estimate, i.e. "up to 950,000 sqft".)
Existing Use	Agricultural

Refer to matrix for scoring criteria

SA objectives	Site criteria questions	Score	Commentary	Mitigation
1. Housing To ensure that the housing stock meets the housing needs, including gypsies, travellers and travelling showpeople.	Is the site allocated for housing? Will it meet the housing need?	0	Site is not currently allocated or used for housing and is being considered for Strategic Distribution. Separately considered for housing (B03.2PA)	
2. Employment and Jobs To create employment opportunities.	Will the site provide jobs? Will the site provide job opportunities for unemployed people?	++	The site would provide a strategic level of jobs (500+) adjacent to the main built up area. The site is not located within a deprived area (10% worst	Ensure development includes new employment opportunities for unemployed people. Require employment and skills strategy and apprenticeships

SA objectives	Site criteria questions	Score	Commentary	Mitigation
	Will the site provide new job opportunities in areas of deprivation?		area), but it is adjacent to one of the 10% most deprived Lower Super Output Areas, within the adjacent Nottingham City Council area.	for local people during construction.
3. Economic Structure and Innovation To provide the physical conditions for a modern economic structure including infrastructure to support the use of new technologies.	Is the site allocated for employment, retail or mixed use? Is the site allocated for specific employment uses e.g. office-based? Will the site involve the loss of employment, retail or mixed use land? Is the site for new educational buildings? Is the site allocated for mixed live-work units?	++	The site will provide a strategic level of employment land / buildings for logistics on one site adjacent to the main built up area. The development of the site would not involve the loss of employment, retail or mixed use. The site is not for new educational buildings or live-work units.	
4. Shopping Centres Increase the vitality and viability of existing shopping centres.	Is the site allocated for town centre uses or mixed use in the shopping centre? Is the site within 400 metres of a shopping	+	The site is not proposed for town centre uses or mixed use and does not fall within an existing shopping centre. The site is within 13-15 minutes of Bulwell Bus Station	Ensure development enhances connectivity with existing shopping centre.

SA objectives	Site criteria questions	Score	Commentary	Mitigation
	<p>centre e.g. city centre, district centre or local centre?</p> <p>Will the site result in a loss of town centre use or mixed use in a shopping centre?</p>		<p>/ Bulwell town centre including Bulwell Market by bus – NCT routes 68 and 69 from bus stops on Snape Wood Road. There are additional infrequent afternoon services from Dabell Avenue via route 68a.</p> <p>There would be no loss of a town centre use or mixed use.</p>	
<p>5. Health and Well-Being To improve health and well-being and reduce health inequalities.</p>	<p>Is the site within 30 minutes travel time of a health facility?</p> <p>Is the site within 400 metres walking distance of a recreational area or accessible blue-green infrastructure e.g. country parks, open spaces, playing fields, allotments, watercourses?</p> <p>Will the site result in a loss of recreational area or accessible blue-green infrastructure e.g. country parks, open spaces, playing fields, allotments, watercourses?</p>	+	<p>The site is within 13-15 minutes of Bulwell Riverside (Leen Valley Surgery and Parkside Medical Practice) in Bulwell by bus – NCT routes 68 and 69 from bus stops on Snape Wood Road. There are additional infrequent afternoon services from Dabell Avenue via route 68a.</p> <p>Open Space: Sellers Wood New Farm Wood Nuthall Cemetery 294m from site</p>	<p>Ensure any development enhances connections into nearby recreational area or accessible blue-green infrastructure.</p>

SA objectives	Site criteria questions	Score	Commentary	Mitigation
6. Community Safety To improve community safety, reduce crime and the fear of crime.	Will the site be designed to contribute to a safe secure built environment through designing out crime?	?	Uncertain as the impact of development upon crime is dependent upon design and a series of secondary factors not related to site allocation.	Ensure policies in the Local Plan in general promote a safe secure environment for new development.
7. Social Inclusion To promote and support the development and growth of social capital and to improve social inclusion and to close the gap between the most deprived areas within the plan area.	Is the site within 400 metres walking distance of community facilities e.g. post office, community centres, leisure centres, libraries, schools etc.? Will the site result in a loss of a community facility? Is the site located in or adjoining a deprived area?	++	The current use of the site is agricultural use so development on site would not lead to the loss of a community facility. St. John's Family Centre 300m from site The site is within 30 minutes (by bus) of community facilities. Please refer to the transport objective. The site is not located within a deprived area (10% worst area), but it is adjacent to one of the 10% most deprived Lower Super Output Areas, within the adjacent Nottingham City Council area.	Ensure community facilities to support the development are provided.
8. Transport	Is the site accessible by public transport?	++	The site is within 13-15 minutes of a variety of services	Ensure connectivity to the site by non-car modes.

SA objectives	Site criteria questions	Score	Commentary	Mitigation
<p>To make efficient use of the existing transport infrastructure, help reduce the need to travel by car, improve accessibility to jobs and services for all and to improve travel choice and accessibility.</p>	<p>Is the site located in or adjoining the main built up area and has direct route(s) from the site to existing businesses and shopping centres?</p> <p>Is the site within 30 minutes public transport time of community facilities, schools, retail centres and employment areas?</p>		<p>and businesses in Bulwell Town Centre by bus – NCT routes 68 and 69 from bus stops on Snape Wood Road. There are additional infrequent afternoon services from Dabell Avenue via route 68a. Some of the services continue to Nottingham City Centre in about 45 minutes. Bus stops within 400m of the site.</p> <p>The site is located adjacent to the main built up area.</p> <p>Bus Stops: Caterpillar 100m from site Centurion Business Centre 120m from site Centurion Business Park 125m from site Centurion Business Centre 130m from site Sellers Wood Drive West H&R 150m from site</p> <p>Public Rights of Way: 1.35m of GreasleyFP18 (FP) crosses site</p>	

SA objectives	Site criteria questions	Score	Commentary	Mitigation
			243.26m of NuthallFP11 (FP) crosses site Public Rights of Way (around site): HucknallFP20 (FP) within 50m of site GreasleyFP91 (FP) within 50m of site NuthallFP1 (FP) within 100m of site	
9. Brownfield Land To make efficient use of previously developed land or 'brownfield' land and recognise biodiversity value where appropriate.	Is the site a brownfield site?	--	The site is greenfield land.	
10. Energy and Climate Change To minimise energy usage and to develop low carbon energy resources and encourage nature-based	Will it improve energy efficiency of existing or historic buildings? Will the site include provision of renewable technology? Is the site for a specific renewable energy?	?	Uncertain as the impact of development is dependent upon opportunities for either renewable energy provision or energy efficiency measures or nature-based solutions.	Ensure development provides links to multifunctional blue-green infrastructure that mitigates the effects and causes of climate change, including the provision of SuDS and priority habitats (that sequester carbon, provide shaded areas and reduce

SA objectives	Site criteria questions	Score	Commentary	Mitigation
solutions to climate change.	<p>Is the site for the development of community energy systems?</p> <p>Will the site ensure that buildings are able to deal with future changes in climate?</p> <p>Will the site help people adapt to climate change?</p> <p>Will the site maintain or increase the provision of ecosystem services on which local people depend, including water, food, and materials, now and under future climates?</p>			temperatures); encouraging active travel rather than private car use; utilises building design that optimises solar gain/shading and the use of renewable energy technologies.
<p>11. Pollution and Air Quality To manage air quality and minimise the risk posed by air, noise and other types of pollution.</p>	<p>Is site within the Nottingham Urban Area agglomeration zone?</p> <p>Will the site cause additional harm to an existing Air Quality Management Area?</p> <p>Is it likely to create a new Air Quality Management Area?</p>	-	<p>0.34% (0.14ha) of site in NO2 Agglomeration Zone.</p> <p>It is not within or adjacent to an existing Air Quality Management Area.</p> <p>Insufficient information is available at this stage to determine any impacts upon air quality.</p>	<p>Major public transport improvements.</p> <p>Ensure development includes measures to reduce travel by car and provision for EV usage.</p>

SA objectives	Site criteria questions	Score	Commentary	Mitigation
<p>12. Flooding and Water Quality To minimise the risk of flooding and to conserve and improve water quality.</p>	<p>Is the site within or adjacent EA Flood Zone:- - 1 (Low Probability); - 2 (Medium Probability); - 3a (High Probability); or - 3b (The Functional Floodplain)?</p> <p>Will it deteriorate river habitat in-stream and the riparian zone adjacent floodplain habitats?</p> <p>Will the site cause any harm to the Source Protection Zone or the water environment?</p> <p>Can surface water run-off be appropriately managed without increasing flood risk elsewhere?</p>	++	<p>The site is in Environment Agency Flood Zone 1 and is at low risk of surface water flooding.</p>	<p>Ensure surface water management/mitigation measures including SuDS (limiting impermeable surfaces and promoting porous surfaces, swales and attenuation ponds) to address surface water run-off are secured within the site.</p>
<p>13. Natural Environment, Biodiversity and Blue-Green Infrastructure To increase biodiversity levels and protect and</p>	<p>Will it meet the biodiversity net gain requirements?</p> <p>Will it result in a loss of all or part of or impact on a designated site of nature conservation interest?</p>	--	<p>It is expected that the site would meet the biodiversity net gain requirements.</p> <p>Development on site would result in the loss of existing trees and hedgerows.</p>	<p>Requirement for at least 10% biodiversity net gain, with on-site provision a priority as it is a greenfield site.</p> <p>Protect and enhance green infrastructure provision.</p>

SA objectives	Site criteria questions	Score	Commentary	Mitigation
enhance blue-green infrastructure and the natural environment.	<p>Is the site adjacent to a designated site of nature conservation interest?</p> <p>Will it involve the loss of existing habitats or trees/hedgerows/woodland or loss of connectivity?</p> <p>Will the site include the provision of on-site or off-site open space?</p> <p>Will the site involve the loss of existing open space?</p> <p>Will the site improve the underused or undervalued open space?</p>		<p>The current use of the site is agricultural use so there would not be a loss of open space.</p> <p>There are two Sites of Special Scientific Interest (Seller's Wood and Bulwell Wood) adjacent to the site.</p> <p>There is one Local Wildlife Site within the site and four within 250m of the site.</p> <p>Local Wildlife Sites (within site): 0.88% (0.36ha) of site in - 2/324 'An interesting wooded disused railway supporting a valuable and rather calcareous ground flora')</p> <p>Local Wildlife Sites (around site): -2/323 'An interesting deciduous woodland with a notable flora reflecting the varied underlying geology') within 50m of site</p>	<p>Retain where possible and enhance trees and hedgerows within the site.</p> <p>Ensure onsite and where possible off site open space is retained and enhanced.</p> <p>Avoid developing areas of site covered by Local Wildlife Site designations.</p>

SA objectives	Site criteria questions	Score	Commentary	Mitigation
			<p>-1/30 'An ancient deciduous woodland with a characteristic ground flora) within 50m of site</p> <p>-1/32 'A fine example of broad-leaved semi-natural woodland, with ponds, grassland and considerable zoological interest') within 50m of site</p> <p>SSSI (around site): Bulwell Wood within 50m of site Seller's Wood within 50m of site</p>	
<p>14. Landscape To protect and enhance the landscape character.</p>	<p>Will it have an adverse impact on local landscape character?</p> <p>Will it conserve, enhance or restore the features and characteristics of the landscape in the present form?</p> <p>Will it create a new landscape character?</p>	-	<p>Greater Nottingham Growth Options Study: Ranking: Green: This is a relatively flat area of search, largely contained to the west by the M1 motorway and to the east by Bulwell. The area of search is largely composed of medium to large arable fields. A limited network of PRow provides recreational value. The landscape is typically rural, but with the urban fringe of Bulwell and Nuthall as well as the M1 which detracts from perceptions of tranquillity.</p>	<p>Ensure development proposals are supported by appropriate landscape character assessments and design and access statements specifically address landscape impacts.</p> <p>Ensure development retains and utilises existing landscape features and incorporates blue-green infrastructure, sensitive design and layouts to reduce visual intrusion upon the landscape.</p>

SA objectives	Site criteria questions	Score	Commentary	Mitigation
			<p>Ancient woodland on the edges of the site and vegetation associated with the dismantled railway are indicative of conservation value. Views are limited to field extents by hedgerows. Woodland within the area of search along the route of a dismantled railway has potential to be tied into development. Existing field boundaries form defensible boundaries to development. There is however potential for the coalescence of Nuthall and Bulwell if all of the area of search is developed which should be avoided.</p> <p>The Part 2 Local Plan Landscape and Visual Analysis of Potential Development Sites Study scored Character Area LS30 – Land North of the Dismantled Railway / South of New Farm Lane (which covers the site) as:</p>	

SA objectives	Site criteria questions	Score	Commentary	Mitigation
			<p>Landscape value – Amber Visual Value – Amber Landscape Susceptibility – Amber Visual Susceptibility – Amber Landscape Sensitivity – Amber Visual Sensitivity – Amber</p> <p>Any potential development on a greenfield site is likely to have an adverse impact on landscape character. It is unknown at this stage as to whether a new landscape character could be created or whether any features could be conserved, enhanced or restored.</p>	
<p>15. Built and Historic Environment To protect and enhance the townscape character and enhancing the place through good design. To conserve</p>	<p>Will it result in development that is sympathetic to its surrounding in terms of design, layout and scale?</p> <p>Will it result in a loss of or harm the significance of designated or non-designated heritage asset(s) or its setting?</p>	?	<p>Local Interest Buildings (within site): Small part of New Farm.</p> <p>The details of any proposed development would not be known until the planning application stage.</p> <p>Development at the site would be unlikely to enhance or better reveal the significance of</p>	<p>Detailed heritage assessments could be undertaken at the planning application stage.</p>

SA objectives	Site criteria questions	Score	Commentary	Mitigation
designated and non-designated heritage assets and their setting and provide better opportunities for people to enjoy culture and heritage.	<p>Will it enhance or better reveal the significance of the heritage asset?</p> <p>Will it promote heritage based tourism or heritage led regeneration?</p> <p>Will it lead to the adaptive reuse of a heritage asset?</p>		<p>any heritage assets. It would be unlikely to promote heritage based tourism or regeneration.</p> <p>There are no known heritage assets on the site which would be likely to be potential candidates for reuse.</p>	
<p>16. Natural Resources and Waste Management To prudently manage the natural resources of the area including soils, safeguarding minerals and waste.</p>	<p>Is the site on high grade agricultural land:-</p> <ul style="list-style-type: none"> - Grade 1 (excellent) - Grade 2 (very good) - Grade 3a (good) - Grade 3b (moderate) - Grade 4 (poor) - Grade 5 (very poor)? <p>Will it lead to a loss of best and most versatile (BMV) agricultural land (agricultural soil grades 1, 2 and 3a)?</p> <p>Will the site reduce household and commercial waste per head?</p>	- -	<p>Development on site would likely increase waste per head.</p> <p>Agricultural Land Classification: 45% of site in GRADE 3 55% of site in GRADE 2</p> <p>Based upon the Minerals Local Plan Policies Map, there are no known mineral reserves at the site which would be sterilised.</p>	Ensure development avoids areas that are classified as good agricultural land.

SA objectives	Site criteria questions	Score	Commentary	Mitigation
	Will it sterilise mineral reserves which can be viably extracted?			

BBC-L08 – Land to the south-east of M1 Junction 26, Nuthall

Factors	Details
SHLAA reference	SHLAA/00107/AVA
Size	25ha
No of dwellings/ estimated employment floorspace	Approximately 83,000 square metres. (Owners/promoters' estimate, i.e. "895,000 square feet".) (Owners/promoters describe this as being for "industrial / logistics".)
Existing Use	Agricultural

Refer to matrix for scoring criteria

SA objectives	Site criteria questions	Score	Commentary	Mitigation
1. Housing To ensure that the housing stock meets the housing needs, including gypsies, travellers and travelling showpeople.	Is the site allocated for housing? Will it meet the housing need?	0	Site is not currently allocated or used for housing. Separately considered for housing (B08.3PA).	
2. Employment and Jobs To create employment opportunities.	Will the site provide jobs? Will the site provide job opportunities for unemployed people?	++	The site would provide a strategic level of jobs (500+) adjacent to the main built up area. The site is not located within a deprived area (10% worst	Ensure development includes new employment opportunities for unemployed people. Require employment and skills strategy and apprenticeships

SA objectives	Site criteria questions	Score	Commentary	Mitigation
	Will the site provide new job opportunities in areas of deprivation?		area), but it is adjacent to one of the 10% most deprived Lower Super Output Areas, within the adjacent Nottingham City Council area.	for local people during construction.
3. Economic Structure and Innovation To provide the physical conditions for a modern economic structure including infrastructure to support the use of new technologies.	Is the site allocated for employment, retail or mixed use? Is the site allocated for specific employment uses e.g. office-based? Will the site involve the loss of employment, retail or mixed use land? Is the site for new educational buildings? Is the site allocated for mixed live-work units?	++	The site will provide a strategic level of employment land / buildings for logistics on one site adjacent to the main built up area. The development of the site would not involve the loss of employment, retail or mixed use. The site is not for new educational buildings or live-work units.	
4. Shopping Centres Increase the vitality and viability of existing shopping centres.	Is the site allocated for town centre uses or mixed use in the shopping centre? Is the site within 400 metres of a shopping centre e.g. city centre,	+	The site is not proposed for town centre uses or mixed use and does not fall within an existing shopping centre. Mornington Crescent Local Centre 100m from site	Ensure development enhances connectivity with existing shopping centres.

SA objectives	Site criteria questions	Score	Commentary	Mitigation
	<p>district centre or local centre?</p> <p>Will the site result in a loss of town centre use or mixed use in a shopping centre?</p>		<p>Frequent bus services along Nottingham Road (B600) (every 10 minutes) between Kimberley, Nuthall and onwards to Nottingham City Centre – Victoria Bus Station – adjacent to the Victoria Centre (within 30 minutes). Kimberley can be accessed by bus within 10 minutes by Trent Barton’s Rainbow One route.</p> <p>There would be no loss of a town centre use or mixed use.</p>	
<p>5. Health and Well-Being To improve health and well-being and reduce health inequalities.</p>	<p>Is the site within 30 minutes travel time of a health facility?</p> <p>Is the site within 400 metres walking distance of a recreational area or accessible blue-green infrastructure e.g. country parks, open spaces, playing fields, allotments, watercourses?</p> <p>Will the site result in a loss of recreational area or accessible blue-green</p>	++	<p>Frequent bus services along Nottingham Road (B600) (every 10 minutes) between Kimberley, Nuthall and onwards to Nottingham City Centre (within 30 minutes). Kimberley can be accessed by bus within 10 minutes by Trent Barton’s Rainbow One route. Medical facilities in Kimberley include the Hama Medical Centre.</p> <p>Assarts Farm Medical Centre 100m from site</p>	<p>Ensure any development enhances connections into nearby recreational area or accessible blue-green infrastructure.</p>

SA objectives	Site criteria questions	Score	Commentary	Mitigation
	infrastructure e.g. country parks, open spaces, playing fields, allotments, watercourses?		<p>A number of facilities within 400m of the site:</p> <p>Open Space: Assarts Farm Open Space 30m from site Redbridge Drive Play Area 150m from site Verge Wood 300m from site Broadoak Plantation 400m from site Nuthall Temple Centre 400m from site</p>	
6. Community Safety To improve community safety, reduce crime and the fear of crime.	Will the site be designed to contribute to a safe secure built environment through designing out crime?	?	Uncertain as the impact of development upon crime is dependent upon design and a series of secondary factors not related to site allocation.	Ensure policies in the Local Plan in general promote a safe secure environment for new development.
7. Social Inclusion To promote and support the development and growth of social capital and to improve social inclusion and to	<p>Is the site within 400 metres walking distance of community facilities e.g. post office, community centres, leisure centres, libraries, schools etc.?</p> <p>Will the site result in a loss of a community facility?</p>	++	<p>The current use of the site is agricultural use so development on site would not lead to the loss of a community facility.</p> <p>Nuthall Methodist Church 500m from site</p>	Ensure community facilities to support the development are provided.

SA objectives	Site criteria questions	Score	Commentary	Mitigation
close the gap between the most deprived areas within the plan area.	Is the site located in or adjoining a deprived area?		<p>Mornington Primary School 200m from site Mornington Crescent Local Centre 100m from site</p> <p>The site is within 30 minutes (by bus) of community facilities. Please refer to the transport objective.</p> <p>The site is not located within a deprived area (10% worst area), but it is adjacent to one of the 10% most deprived Lower Super Output Areas, within the adjacent Nottingham City Council area.</p>	
<p>8. Transport To make efficient use of the existing transport infrastructure, help reduce the need to travel by car, improve accessibility to jobs and services for all and to improve travel</p>	<p>Is the site accessible by public transport?</p> <p>Is the site located in or adjoining the main built up area and has direct route(s) from the site to existing businesses and shopping centres?</p> <p>Is the site within 30 minutes public transport time of community</p>	++	<p>Bus Stops: Willesden Green 170m from site Canterbury Close 179m from site Willesden Green 182m from site Canterbury Close 191m from site Wimbledon Drive 287m from site</p>	Ensure connectivity to the site by non-car modes.

SA objectives	Site criteria questions	Score	Commentary	Mitigation
choice and accessibility.	facilities, schools, retail centres and employment areas?		<p>Frequent bus services along Nottingham Road (B600) (every 10 minutes) between Kimberley, Nuthall and onwards to Nottingham City Centre (within 30 minutes). Kimberley can be accessed by bus within 10 minutes by Trent Barton's Rainbow One route. Kimberley has schools, a library, other community facilities, shops and other businesses.</p> <p>The site is located adjacent to the main built up area.</p>	
9. Brownfield Land To make efficient use of previously developed land or 'brownfield' land and recognise biodiversity value where appropriate.	Is the site a brownfield site?	--	The site is greenfield land.	
10. Energy and Climate Change	Will it improve energy efficiency of existing or historic buildings?	?	Uncertain as the impact of development is dependent upon opportunities for either	Ensure development provides links to multifunctional blue-green infrastructure that

SA objectives	Site criteria questions	Score	Commentary	Mitigation
To minimise energy usage and to develop low carbon energy resources and encourage nature-based solutions to climate change.	<p>Will the site include provision of renewable technology?</p> <p>Is the site for a specific renewable energy?</p> <p>Is the site for the development of community energy systems?</p> <p>Will the site ensure that buildings are able to deal with future changes in climate?</p> <p>Will the site help people adapt to climate change?</p> <p>Will the site maintain or increase the provision of ecosystem services on which local people depend, including water, food, and materials, now and under future climates?</p>		renewable energy provision or energy efficiency measures or nature-based solutions.	mitigates the effects and causes of climate change, including the provision of SuDS and priority habitats (that sequester carbon, provide shaded areas and reduce temperatures); encouraging active travel rather than private car use; utilises building design that optimises solar gain/shading and the use of renewable energy technologies.
11. Pollution and Air Quality To manage air quality and minimise the risk	Is site within the Nottingham Urban Area agglomeration zone?	?	The site is not within the Nottingham Urban Area Agglomeration Zone.	Major public transport improvements.

SA objectives	Site criteria questions	Score	Commentary	Mitigation
posed by air, noise and other types of pollution.	<p>Will the site cause additional harm to an existing Air Quality Management Area?</p> <p>Is it likely to create a new Air Quality Management Area?</p>		<p>It is not within or adjacent to an existing Air Quality Management Area.</p> <p>Insufficient information is available at this stage to determine any impacts upon air quality.</p>	Ensure development includes measures to reduce travel by car and provision for EV usage.
<p>12. Flooding and Water Quality</p> <p>To minimise the risk of flooding and to conserve and improve water quality.</p>	<p>Is the site within or adjacent EA Flood Zone:-</p> <ul style="list-style-type: none"> - 1 (Low Probability); - 2 (Medium Probability); - 3a (High Probability); or - 3b (The Functional Floodplain)? <p>Will it deteriorate river habitat in-stream and the riparian zone adjacent floodplain habitats?</p> <p>Will the site cause any harm to the Source Protection Zone or the water environment?</p> <p>Can surface water run-off be appropriately managed without increasing flood risk elsewhere?</p>	++	The site is in Environment Agency Flood Zone 1 and is at low risk of surface water flooding.	Ensure surface water management/mitigation measures including SuDS (limiting impermeable surfaces and promoting porous surfaces, swales and attenuation ponds) to address surface water run-off are secured within the site.

SA objectives	Site criteria questions	Score	Commentary	Mitigation
13. Natural Environment, Biodiversity and Blue-Green Infrastructure To increase biodiversity levels and protect and enhance blue-green infrastructure and the natural environment.	Will it meet the biodiversity net gain requirements?	--	It is expected that the site would meet the biodiversity net gain requirements.	Requirement for at least 10% biodiversity net gain, with on-site provision a priority as it is a greenfield site.
	Will it result in a loss of all or part of or impact on a designated site of nature conservation interest?		Development on site would result in the loss of existing trees and hedgerows.	Protect and enhance green infrastructure provision.
	Is the site adjacent to a designated site of nature conservation interest?		The current use of the site is agricultural use so there would not be a loss of open space.	Retain where possible and enhance trees and hedgerows within the site.
	Will it involve the loss of existing habitats or trees/hedgerows/woodland or loss of connectivity?		There is a Local Wildlife Site within the site and two within 250m of it.	Ensure onsite and where possible off site open space is retained and enhanced.
	Will the site include the provision of on-site or off-site open space?		Local Wildlife Sites (within site): 4.27% (1.39ha) of site in M1 Woodland (5/755 A notable coal-measures woodland)	Avoid developing areas of site covered by the Local Wildlife Site designation.
	Will the site involve the loss of existing open space?		Proposed Green Infrastructure Corridors (within site): 460.13m of 2.6 A610 Swingate crosses site	
	Will the site improve the underused or undervalued open space?			

SA objectives	Site criteria questions	Score	Commentary	Mitigation
<p>14. Landscape To protect and enhance the landscape character.</p>	<p>Will it have an adverse impact on local landscape character?</p> <p>Will it conserve, enhance or restore the features and characteristics of the landscape in the present form?</p> <p>Will it create a new landscape character?</p>	-	<p>Greater Nottingham Growth Options Study: Ranking: Amber: Undulating terrain constrained by the A6002 and M1 motorway. Land is composed of medium to large size arable fields, edge of town industrial units. Away from the A6002 and M1 this area is typical of the rural setting and perceptions of tranquillity are high. There are however detractors including the highways network and industrial urban fringe development. Topography and vegetation provides some enclosure. Development may adversely affect views. Defensive boundaries are generally limited to the highway network and existing field boundaries. Topography means that development would be best placed in the south-east and east of the broad area of search, with commercial development potentially suitable in the far north.</p>	<p>Ensure development proposals are supported by appropriate landscape character assessments and design and access statements specifically address landscape impacts.</p> <p>Ensure development retains and utilises existing landscape features and incorporates blue-green infrastructure, sensitive design and layouts to reduce visual intrusion upon the landscape.</p>

SA objectives	Site criteria questions	Score	Commentary	Mitigation
			<p>The Part 2 Local Plan Landscape and Visual Analysis of Potential Development Sites Study scored Character Area LS25 - Land between Nottingham Business Park and the A610 Nuthall (which covers the site) as:</p> <p>Landscape Value – Green Visual Value – Green Landscape Susceptibility – Green Visual Susceptibility – Green Landscape Sensitivity – Green Visual Sensitivity – Green</p> <p>Any potential development on a greenfield site is likely to have an adverse impact on landscape character. It is unknown at this stage as to whether a new landscape character could be created or whether any features could be conserved, enhanced or restored.</p>	

SA objectives	Site criteria questions	Score	Commentary	Mitigation
15. Built and Historic Environment To protect and enhance the townscape character and enhancing the place through good design. To conserve designated and non-designated heritage assets and their setting and provide better opportunities for people to enjoy culture and heritage.	Will it result in development that is sympathetic to its surrounding in terms of design, layout and scale? Will it result in a loss of or harm the significance of designated or non-designated heritage asset(s) or its setting? Will it enhance or better reveal the significance of the heritage asset? Will it promote heritage based tourism or heritage led regeneration? Will it lead to the adaptive reuse of a heritage asset?	?	No designated or non-designated heritage assets on the site. Nuthall Conservation Area is within 250m of the site. The details of any proposed development would not be known until the planning application stage. Development at the site would be unlikely to enhance or better reveal the significance of any heritage assets. It would be unlikely to promote heritage based tourism or regeneration. There are no known heritage assets on the site which would be likely to be potential candidates for reuse.	Detailed heritage assessments could be undertaken at the planning application stage.
16. Natural Resources and Waste Management	Is the site on high grade agricultural land:- - Grade 1 (excellent) - Grade 2 (very good) - Grade 3a (good)	- -	Development on site would likely increase waste per head.	Ensure development avoids areas that are classified as good agricultural land.

SA objectives	Site criteria questions	Score	Commentary	Mitigation
<p>To prudently manage the natural resources of the area including soils, safeguarding minerals and waste.</p>	<ul style="list-style-type: none"> - Grade 3b (moderate) - Grade 4 (poor) - Grade 5 (very poor)? <p>Will it lead to a loss of best and most versatile (BMV) agricultural land (agricultural soil grades 1, 2 and 3a)?</p> <p>Will the site reduce household and commercial waste per head?</p> <p>Will it sterilise mineral reserves which can be viably extracted?</p>		<p>Agricultural Land Classification: 71% Grade 2, 29% Grade 4.</p> <p>Based upon the Minerals Local Plan Policies Map, there are no known mineral reserves at the site which would be sterilised.</p>	

Appendix C: Appraisal of Reasonable Alternative Sites in Rushcliffe

RBC-L01 – Ratcliffe on Soar Power Station

Factors	Details
Size	265 (gross)
Estimated employment floorspace	810,000m ² based on draft LDO for the site
Existing Use	Coal Fired Power Station and Agriculture

Refer to matrix for scoring criteria

SA objectives	Site criteria questions	Score	Commentary	Mitigation
1. Housing To ensure that the housing stock meets the housing needs, including gypsies, travellers and travelling showpeople.	Is the site allocated for housing? Will it meet the housing need?	0	No impact as the site is not currently allocated or used for housing and is proposed solely for employment or mixed-use development.	
2. Employment and Jobs To create employment opportunities.	Will the site provide jobs? Will the site provide job opportunities for unemployed people? Will the site provide new job opportunities in areas of deprivation?	++	The site is not in or adjoining a built-up area. Some existing jobs on the power station will be lost following its decommissioning but the redevelopment of the site has the potential to provide a significant level of jobs (approximately 3,500-4,000	Ensure development includes new employment opportunities for unemployed people. Require employment and skills strategy and apprenticeships for local people during construction.

SA objectives	Site criteria questions	Score	Commentary	Mitigation
			<p>assuming 50% reduction due to displacement and leakage), that could include opportunities for unemployed people.</p> <p>The site is not within an area of deprivation.</p>	
<p>3. Economic Structure and Innovation To provide the physical conditions for a modern economic structure including infrastructure to support the use</p>	<p>Is the site allocated for employment, retail or mixed use?</p> <p>Is the site allocated for specific employment uses e.g. office-based?</p> <p>Will the site involve the loss of employment, retail or mixed use land?</p>	++	<p>The site is not allocated and does not adjoin the built-up area or key settlement.</p> <p>The site is an existing single employment site that is greater than 5ha and could provide a strategic level of employment along with the potential to provide opportunities for training and high knowledge sectors. The draft LDO focusses on renewable energy</p>	<p>The size of this site and locations offers opportunities to include educational facilities (if required) and/or employment space for high knowledge sector.</p>

SA objectives	Site criteria questions	Score	Commentary	Mitigation
of new technologies.	Is the site for new educational buildings? Is the site allocated for mixed live-work units?		and low carbon technologies and includes training facilities.	
4. Shopping Centres Increase the vitality and viability of existing shopping centres.	Is the site allocated for town centre uses or mixed use in the shopping centre? Is the site within 400 metres of a shopping centre e.g. city centre, district centre or local centre? Will the site result in a loss of town centre use or mixed use in a shopping centre?	+	No impact on the vitality and viability of the existing centre. The site is however within a 30-minute travel time by public transport, walking and cycling of Kegworth, which is in the neighbouring local authority area of North West Leicestershire.	Consider limiting the number and type of town centre uses within the site, with retail floorspace limited to no more than 280 sqm (net) per unit.
5. Health and Well-Being To improve health and well-being and reduce health inequalities.	Is the site within 30 minutes travel time of a health facility? Is the site within 400 metres walking distance of a recreational area or accessible blue-green infrastructure e.g. country parks, open spaces,	+	The centre of the site is within 30 minutes travel time by bus, car and bicycle from the health facilities in Gotham and Kegworth. The site is not within 400 metres walking distance a recreation area or accessible BGI (excluding footpaths).	Ensure existing public footpaths on the south side of the A453 are appropriately diverted and enhanced. Ensure new/improved pedestrian and cycleway links are provided to West Bridgford, Clifton and Barton in Fabis.

SA objectives	Site criteria questions	Score	Commentary	Mitigation
	<p>playing fields, allotments, watercourses?</p> <p>Will the site result in a loss of recreational area or accessible blue-green infrastructure e.g. country parks, open spaces, playing fields, allotments, watercourses?</p>		<p>The site would not result in the loss of a recreation area or accessible BGI, although public footpaths on the area to the south of the A453 would require diversion.</p> <p>The allocation/ development of the site could potentially provide opportunities for new/improved pedestrian and cycling links to be created along the green corridor infrastructure no.3 identified in Table D1 of Appendix D of the Rushcliffe Local Plan Part 2.</p>	
<p>6. Community Safety To improve community safety, reduce crime and the fear of crime.</p>	<p>Will the site be designed to contribute to a safe secure built environment through designing out crime?</p>	?	<p>Uncertain as the impact of development upon crime is dependent upon design and a series of secondary factors not related to site allocation.</p>	<p>Ensure policies in the Local Plan in general promote a safe secure environment for new development</p>
<p>7. Social Inclusion To promote and support the development and growth of social capital and to improve social</p>	<p>Is the site within 400 metres walking distance of community facilities e.g. post office, community centres, leisure centres, libraries, schools etc.?</p>	0	<p>The site is not within 400 metres of community facilities but would not result in the loss of such facilities.</p> <p>The site is not in or adjoining an area of deprivation.</p>	<p>Ensure community facilities to support the development are provided.</p>

SA objectives	Site criteria questions	Score	Commentary	Mitigation
inclusion and to close the gap between the most deprived areas within the plan area.	<p>Will the site result in a loss of a community facility?</p> <p>Is the site located in or adjoining a deprived area?</p>			
<p>8. Transport To make efficient use of the existing transport infrastructure, help reduce the need to travel by car, improve accessibility to jobs and services for all and to improve travel choice and accessibility.</p>	<p>Is the site accessible by public transport?</p> <p>Is the site located in or adjoining the main built up area and has direct route(s) from the site to existing businesses and shopping centres?</p> <p>Is the site within 30 minutes public transport time of community facilities, schools, retail centres and employment areas?</p>	++	<p>The site has the potential to make use of existing rail infrastructure that serves the existing power station. This comprises a spur line of the neighbouring mainline railway.</p> <p>The site is not located in or adjoining the main built up area but the northern part of the site is adjacent (within 400 metres walking distance) of East Midlands Parkway Railway Station which provides direct rail services to Nottingham, London via Leicester and Sheffield via Derby and Chesterfield. This station will comprise the terminus for HS2 trains, which will continue at slower speeds to Nottingham, Chesterfield and Sheffield. The station also</p>	<p>Ensure development increases connectivity to the site by non-car modes of travel and improves networks for active travel by bicycle.</p>

SA objectives	Site criteria questions	Score	Commentary	Mitigation
			<p>has a bus/coach stop with national and local services.</p> <p>The site is within 30 minutes travel time via train to Derby and within 30 minutes travel time to Nottingham by bus both cities offer a range of community facilities, schools, retail centres and employment areas.</p>	
<p>9. Brownfield Land To make efficient use of previously developed land or 'brownfield' land and recognise biodiversity value where appropriate.</p>	Is the site a brownfield site?	+	The northern area is predominantly brownfield land. The southern area is predominantly greenfield.	
<p>10. Energy and Climate Change To minimise energy usage and to develop low carbon energy resources and encourage</p>	<p>Will it improve energy efficiency of existing or historic buildings?</p> <p>Will the site include provision of renewable technology?</p>	++	As a former power station, the existing electricity infrastructure on the site offers significant potential for the provision of renewable energy generation that connects directly to the National Grid.	Ensure development provides onsite multifunctional BGI that mitigates the effects and causes of climate change, including the provision of SuDS and priority habitats (that help to sequester carbon, provide shaded areas and reduce temperatures);

SA objectives	Site criteria questions	Score	Commentary	Mitigation
nature-based solutions to climate change.	<p>Is the site for a specific renewable energy?</p> <p>Is the site for the development of community energy systems?</p> <p>Will the site ensure that buildings are able to deal with future changes in climate?</p> <p>Will the site help people adapt to climate change?</p> <p>Will the site maintain or increase the provision of ecosystem services on which local people depend, including water, food, and materials, now and under future climates?</p>		<p>The draft LDO focusses on the renewable energy and low carbon technology research and manufacturing industries.</p> <p>The site is not allocated for a specific renewable energy or community energy systems, but its proximity to East Midlands Airport, may limit the use/number of some renewables on the site. Solar panels have been proposed within the north of the site however.</p> <p>Whilst it is unknown if the allocation / redevelopment of the site would help people adapt to climate change, the development of renewable technologies will assist the reduction in climate change emissions.</p>	encourages active travel rather than private car use; utilises building design that optimizes solar gain/shading and the uses renewable energy technologies (subject to the safe operation of East Midlands Airport being safeguarded)
<p>11. Pollution and Air Quality To manage air quality and minimise the risk posed by air,</p>	<p>Is site within the Nottingham Urban Area agglomeration zone?</p> <p>Will the site cause additional harm to an</p>	?	<p>The site is not within the Nottingham Urban Area agglomeration zone.</p> <p>The site is not within or in proximity to an Air Quality Management Area.</p>	Ensure development includes measures to reduce travel by car, by providing safe and secure active travel opportunities, access to public transport and provision of EV

SA objectives	Site criteria questions	Score	Commentary	Mitigation
noise and other types of pollution.	existing Air Quality Management Area? Is it likely to create a new Air Quality Management Area?		It is unknown at this stage whether the allocation / development of the site would create a new Air Quality Management Area.	infrastructure (including private and public car changing points).
12. Flooding and Water Quality To minimise the risk of flooding and to conserve and improve water quality.	Is the site within or adjacent EA Flood Zone:- - 1 (Low Probability); - 2 (Medium Probability); - 3a (High Probability); or - 3b (The Functional Floodplain)? Will it deteriorate river habitat in-stream and the riparian zone adjacent floodplain habitats? Will the site cause any harm to the Source Protection Zone or the water environment? Can surface water run-off be appropriately managed without increasing flood risk elsewhere?	-	The site is at very low risk of flooding (less than 0.1% each year) from rivers but has some extensive areas, primarily on the south of the A453 that are at low, medium and high risk of surface water flooding. The area north of the A453 also has areas at low, medium and high risk of surface water flooding. The site is approximately 6km from edge of the Zone III - Total Catchment SPZ in Beeston. Unknown at this stage if surface water run-off could be appropriately managed without increasing flood risk elsewhere.	Avoid where possible areas of surface water flood risk. Ensure surface water management/ mitigation measures including SuDS (limiting impermeable surfaces and promoting porous surfaces, swales and attenuation ponds) to address surface water run-off are secured within the site.
13. Natural Environment, Biodiversity and	Will it meet the biodiversity net gain requirements?	-	Unknown at this stage if development of the site would meet net gain requirements.	Ensure new development provides new multifunctional BGI within the site and

SA objectives	Site criteria questions	Score	Commentary	Mitigation
<p>Blue-Green Infrastructure To increase biodiversity levels and protect and enhance blue-green infrastructure and the natural environment.</p>	<p>Will it result in a loss of all or part of or impact on a designated site of nature conservation interest?</p> <p>Is the site adjacent to a designated site of nature conservation interest?</p> <p>Will it involve the loss of existing habitats or trees/hedgerows/woodland or loss of connectivity?</p> <p>Will the site include the provision of on-site or off-site open space?</p> <p>Will the site involve the loss of existing open space?</p> <p>Will the site improve the underused or undervalued open space?</p>		<p>Northern part of the site is adjacent to Thrumpton Park LWS and part of the southern part of the site adjoins the Kingston on Soar Copse LWS.</p> <p>The allocation / development of the site would result in the complete loss of existing habitats, primarily on the southern part of the site.</p> <p>The site is of sufficient size that there are potential opportunities to provide new areas of open space and BGI within the site and enhance existing woodland and grassland habitats within the Gotham Hills, West Leake & Bunny Ridge Line Biodiversity Opportunity Area (see appendix D of the Local Plan Part 2).</p>	<p>enhances existing woodland and grassland habitats in line with the objectives for the Gotham Hills, West Leake & Bunny Ridge Line Biodiversity Opportunity Area.</p>
<p>14. Landscape To protect and enhance the landscape character.</p>	<p>Will it have an adverse impact on local landscape character?</p> <p>Will it conserve, enhance or restore the features and</p>	?	<p>The site lies within the East Leake Rolling Farmland (DPZ NW02). The overall landscape strategy of the DPZ is to 'conserve and enhance'. The landscape condition of the</p>	<p>Ensure development proposals are supported by appropriate landscape character assessments and design and access statements specifically address landscape impacts.</p>

SA objectives	Site criteria questions	Score	Commentary	Mitigation
	<p>characteristics of the landscape in the present form?</p> <p>Will it create a new landscape character?</p>		<p>DPZ is moderate and the landscape strength is strong.</p> <p>The existing power station on the northern part of the site has a significant impact on the local landscape and this could be enhanced by its removal, albeit new employment development would likely have its own landscape impact. By contrast the southern part of the site is largely open and development on this part of the site is unlikely to conserve or enhance the landscape in its present form.</p>	<p>Ensure development retains and utilises existing landscape features and incorporates BGI, sensitive design and layouts to reduce visual intrusion upon the landscape.</p>
<p>15. Built and Historic Environment To protect and enhance the townscape character and enhancing the place through good design. To conserve designated and non-designated heritage assets</p>	<p>Will it result in development that is sympathetic to its surrounding in terms of design, layout and scale?</p> <p>Will it result in a loss of or harm the significance of designated or non-designated heritage asset(s) or its setting?</p>	-	<p>A part of the Roman site scheduled monument at Redhill lies within the northern part of the site, with the rest of the scheduled monument adjoining the part of the western boundary of the northern area of the site.</p> <p>Archaeological remains of an Iron Age Settlement at Redhill may extend into the northern part of the site in the northwest corner, albeit such remains are</p>	<p>Ensure further archaeological investigation is carried out across the site prior to development.</p> <p>Ensure the setting of the listed railway tunnels and Thrumpton Conservation Area is preserved.</p>

SA objectives	Site criteria questions	Score	Commentary	Mitigation
<p>and their setting and provide better opportunities for people to enjoy culture and heritage.</p>	<p>Will it enhance or better reveal the significance of the heritage asset?</p> <p>Will it promote heritage based tourism or heritage led regeneration?</p> <p>Will it lead to the adaptive reuse of a heritage asset?</p>		<p>likely to have been heavily disturbed by previous development at / operation of the power station.</p> <p>The Grade II Redhill Railway Tunnel Portals (north and south) are also adjacent to the western boundary of the northern part of site.</p> <p>Records indicate the possibility of a moated manor house within the northeast corner of the northern part of the site.</p> <p>Assessment of A453 widening indicated possible Bronze Age, Medieval, Roman, and Iron Age archaeological remains in the vicinity of this corridor.</p>	
<p>16. Natural Resources and Waste Management To prudently manage the natural resources of the area including soils, safeguarding</p>	<p>Is the site on high grade agricultural land:-</p> <ul style="list-style-type: none"> - Grade 1 (excellent) - Grade 2 (very good) - Grade 3a (good) - Grade 3b (moderate) - Grade 4 (poor) - Grade 5 (very poor)? 	--	<p>The majority of the site is classified as non-agricultural land, with four parcels of land (two on the northern and two on the southern) being sub-grade 3b and one small parcel on the southern side being sub-grade 3a.</p>	

SA objectives	Site criteria questions	Score	Commentary	Mitigation
minerals and waste.	<p>Will it lead to a loss of best and most versatile (BMV) agricultural land (agricultural soil grades 1, 2 and 3a)?</p> <p>Will the site reduce household and commercial waste per head?</p> <p>Will it sterilise mineral reserves which can be viably extracted?</p>		<p>Allocation / development of the site is likely to increase commercial waste per head.</p> <p>The southern part of the site lies within an area safeguarded for Gypsum.</p>	

RBC-L02 – Nottingham ‘Gateway’

Factors	Details
Size	168 ha.
Estimated employment floorspace	TBC
Existing Use	Agriculture

Refer to matrix for scoring criteria.

SA objectives	Site criteria questions	Score	Commentary	Mitigation
1. Housing To ensure that the housing stock meets the housing needs, including gypsies, travellers and travelling showpeople.	Is the site allocated for housing? Will it meet the housing need?	0	No impact as the site is not currently allocated or used for housing and is proposed solely for employment or mixed-use development.	
2. Employment and Jobs To create employment opportunities.	Will the site provide jobs? Will the site provide job opportunities for unemployed people? Will the site provide new job opportunities in areas of deprivation?	++	The site adjoins the strategic housing allocation south of Clifton (Policy 24 of Rushcliffe Core Strategy) and has the potential to provide a strategic level of jobs (approximately 8,340 assuming 50% reduction due to displacement and leakage), that could include opportunities for unemployed people.	Ensure development includes new employment opportunities for unemployed people. Require employment and skills strategy and apprenticeships for local people during construction.

SA objectives	Site criteria questions	Score	Commentary	Mitigation
			The site is not within an area of deprivation.	
3. Economic Structure and Innovation To provide the physical conditions for a modern economic structure including infrastructure to support the use of new technologies.	Is the site allocated for employment, retail or mixed use? Is the site allocated for specific employment uses e.g. office-based? Will the site involve the loss of employment, retail or mixed use land? Is the site for new educational buildings? Is the site allocated for mixed live-work units?	++	The site is not allocated for employment (etc) uses but is a single site greater than 5ha that adjoins the built-up area of Clifton and has the potential to provide a strategic level of employment. The development of the site would not result in the loss of employment (etc.) land.	The size of this site offers opportunities to include educational facilities and/or employment space for high knowledge sector.
4. Shopping Centres Increase the vitality and viability of existing shopping centres.	Is the site allocated for town centre uses or mixed use in the shopping centre? Is the site within 400 metres of a shopping centre e.g. city centre, district centre or local centre?	+	The site is not allocated for town centre use or mixed use in a shopping centre. Whilst the site is not within 400 metres of a shopping centre, it would be within a 30 minute travel time by public transport, walking and cycling of Clifton's shopping centre.	Consider limiting the number and type of town centre uses within the site, with retail floorspace limited to no more than 280 sqm (net) per unit.

SA objectives	Site criteria questions	Score	Commentary	Mitigation
	Will the site result in a loss of town centre use or mixed use in a shopping centre?		The site would not result in a loss of town centre use or mixed use in a shopping centre.	
5. Health and Well-Being To improve health and well-being and reduce health inequalities.	Is the site within 30 minutes travel time of a health facility? Is the site within 400 metres walking distance of a recreational area or accessible blue-green infrastructure e.g. country parks, open spaces, playing fields, allotments, watercourses? Will the site result in a loss of recreational area or accessible blue-green infrastructure e.g. country parks, open spaces, playing fields, allotments, watercourses?	+	The site is within 30 minutes travel time by bus, car and bicycle of the health facilities in Clifton. The site is not within 400 metres walking distance of a recreational area or accessible BGI. The site would not result in the loss of existing recreational open space or accessible BGI but there could be opportunities for new and enhanced BGI to be created that links with the Fairham Pastures development.	Ensure that development creates new multifunctional BGI networks that link to the Fairham Pastures development.
6. Community Safety To improve community safety, reduce	Will the site be designed to contribute to a safe secure built environment through designing out crime?	?	Uncertain as the impact of development upon crime is dependent upon design and a series of secondary factors not related to site allocation	Ensure policies in the Local Plan in general promote a safe secure environment for new development

SA objectives	Site criteria questions	Score	Commentary	Mitigation
crime and the fear of crime.				
7. Social Inclusion To promote and support the development and growth of social capital and to improve social inclusion and to close the gap between the most deprived areas within the plan area.	Is the site within 400 metres walking distance of community facilities e.g. post office, community centres, leisure centres, libraries, schools etc.? Will the site result in a loss of a community facility? Is the site located in or adjoining a deprived area?	0	The site is not within 400 metres of community facilities but would not result in the loss of such facilities. The site is not in or adjoining an area of deprivation.	Ensure community facilities to support the development are provided.
8. Transport To make efficient use of the existing transport infrastructure, help reduce the need to travel by car, improve accessibility to jobs and services for all and to improve travel choice and accessibility.	Is the site accessible by public transport? Is the site located in or adjoining the main built up area and has direct route(s) from the site to existing businesses and shopping centres? Is the site within 30 minutes public transport time of community facilities, schools, retail	+	The site is between 400 and 800 metres walking distance from the existing bus stop at the junction of Nottingham Road/Barton Lane that provides a regular service (2-3 times per hour) to Nottingham/Loughborough. The site does not presently adjoin the main built-up area of Clifton.	Ensure development increases connectivity to the site by non-car modes of travel and improves networks for active travel by bicycle.

SA objectives	Site criteria questions	Score	Commentary	Mitigation
	centres and employment areas?		The site is approximately 45 minutes travel time from Nottingham by bus.	
9. Brownfield Land To make efficient use of previously developed land or 'brownfield' land and recognise biodiversity value where appropriate.	Is the site a brownfield site?	--	Site is on greenfield land.	
10. Energy and Climate Change To minimise energy usage and to develop low carbon energy resources and encourage nature-based solutions to climate change.	Will it improve energy efficiency of existing or historic buildings? Will the site include provision of renewable technology? Is the site for a specific renewable energy? Is the site for the development of community energy systems? Will the site ensure that buildings are able to deal with future changes in climate?	?	Uncertain as the impact of development is dependent upon opportunities for either renewable energy provision or energy efficiency measures or nature-based solutions	Ensure development provides onsite multifunctional BGI that mitigates the effects and causes of climate change, including the provision of SuDS and priority habitats (that help to sequester carbon, provide shaded areas and reduce temperatures); encourages active travel rather than private car use; utilises building design that optimizes solar gain/shading and the uses renewable energy technologies.

SA objectives	Site criteria questions	Score	Commentary	Mitigation
	<p>Will the site help people adapt to climate change?</p> <p>Will the site maintain or increase the provision of ecosystem services on which local people depend, including water, food, and materials, now and under future climates?</p>			
<p>11. Pollution and Air Quality To manage air quality and minimise the risk posed by air, noise and other types of pollution.</p>	<p>Is site within the Nottingham Urban Area agglomeration zone?</p> <p>Will the site cause additional harm to an existing Air Quality Management Area?</p> <p>Is it likely to create a new Air Quality Management Area?</p>	?	<p>The site is not within the Nottingham Urban Area agglomeration zone.</p> <p>The site is not within or in proximity to an Air Quality Management Area.</p> <p>It is unknown at this stage whether the allocation / development of the site would create a new Air Quality Management Area.</p>	<p>Ensure development includes measures to reduce travel by car, by providing safe and secure active travel opportunities, access to public transport and provision of EV infrastructure (including private and public car changing points).</p>
<p>12. Flooding and Water Quality To minimise the risk of flooding and to conserve and improve water quality.</p>	<p>Is the site within or adjacent EA Flood Zone:-</p> <ul style="list-style-type: none"> - 1 (Low Probability); - 2 (Medium Probability); - 3a (High Probability); or - 3b (The Functional Floodplain)? 	-	<p>The site is at very low risk of flooding (less than 0.1% each year) from rivers but parts of the northern, eastern and western edges of the site that are at low, medium and high risk of surface water flooding.</p>	<p>Avoid where possible areas of surface water flood risk.</p> <p>Ensure surface water management/ mitigation measures including SuDS (limiting impermeable surfaces and promoting porous surfaces,</p>

SA objectives	Site criteria questions	Score	Commentary	Mitigation
	<p>Will it deteriorate river habitat in-stream and the riparian zone adjacent floodplain habitats?</p> <p>Will the site cause any harm to the Source Protection Zone or the water environment?</p> <p>Can surface water run-off be appropriately managed without increasing flood risk elsewhere?</p>		<p>The site is approximately 4km from edge of the Zone III - Total Catchment SPZ in Beeston.</p> <p>Unknown at this stage if surface water run-off could be appropriately managed without increasing flood risk elsewhere.</p>	<p>swales and attenuation ponds) to address surface water run-off are secured within the site.</p>
<p>13. Natural Environment, Biodiversity and Blue-Green Infrastructure To increase biodiversity levels and protect and enhance blue-green infrastructure and the natural environment.</p>	<p>Will it meet the biodiversity net gain requirements?</p> <p>Will it result in a loss of all or part of or impact on a designated site of nature conservation interest?</p> <p>Is the site adjacent to a designated site of nature conservation interest?</p> <p>Will it involve the loss of existing habitats or trees/hedgerows/woodland or loss of connectivity?</p>	-	<p>Unknown at this stage if development of the site would meet net gain requirements.</p> <p>The Long Spinney LWS adjoins the southern boundary of the site.</p> <p>The allocation / development of the site would result in the loss of existing habitats, hedgerows and trees within the site.</p> <p>The site is of sufficient size that there are potential opportunities to provide new</p>	<p>Ensure new development provides new multifunctional BGI within the site and enhances existing woodland and grassland habitats in line with the objectives for the Gotham Hills, West Leake & Bunny Ridge Line Biodiversity Opportunity Area.</p>

SA objectives	Site criteria questions	Score	Commentary	Mitigation
	<p>Will the site include the provision of on-site or off-site open space?</p> <p>Will the site involve the loss of existing open space?</p> <p>Will the site improve the underused or undervalued open space?</p>		<p>areas of open space and BGI within the site and enhance existing woodland and grassland habitats within the Gotham Hills, West Leake & Bunny Ridge Line Biodiversity Opportunity Area (see appendix D of the Local Plan Part 2).</p>	
<p>14. Landscape To protect and enhance the landscape character.</p>	<p>Will it have an adverse impact on local landscape character?</p> <p>Will it conserve, enhance or restore the features and characteristics of the landscape in the present form?</p> <p>Will it create a new landscape character?</p>	-	<p>The site lies within the Clifton Slopes DPZ (SN01). The overall landscape strategy for the DPZ is to 'enhance'. The landscape condition and strength of the DPZ are both moderate.</p> <p>As with any development on a greenfield site, there is the potential for it to have some impact on local landscape character that is unlikely to conserve it in its present form, however, at this stage the severity of any impact cannot be determined.</p>	<p>Ensure development proposals are supported by appropriate landscape character assessments and design and access statements specifically address landscape impacts.</p> <p>Ensure development retains and utilises existing landscape features and incorporates BGI, sensitive design and layouts to reduce visual intrusion upon the landscape.</p>
<p>15. Built and Historic Environment</p>	<p>Will it result in development that is sympathetic to its</p>	-	<p>The Scheduled Monument at Glebe Farm is located a short distance to the southwest of</p>	<p>Ensure further archaeological investigation is carried out</p>

SA objectives	Site criteria questions	Score	Commentary	Mitigation
<p>To protect and enhance the townscape character and enhancing the place through good design. To conserve designated and non-designated heritage assets and their setting and provide better opportunities for people to enjoy culture and heritage.</p>	<p>surrounding in terms of design, layout and scale?</p> <p>Will it result in a loss of or harm the significance of designated or non-designated heritage asset(s) or its setting?</p> <p>Will it enhance or better reveal the significance of the heritage asset?</p> <p>Will it promote heritage based tourism or heritage led regeneration?</p> <p>Will it lead to the adaptive reuse of a heritage asset?</p>		<p>the site and is of National importance. The extent of archaeological remains associated to the site could potentially extend into the site. Thrumpton Conservation Area and various listed buildings within that village are located just over 1 km to the west of the site.</p> <p>Allocation/development of the site could potentially harm the setting and significance of designated heritage assets (in particular unrecorded archaeological features associated to the nearby Scheduled Monument) however there are potential opportunities for such harms to be mitigated.</p>	<p>across the site prior to development.</p> <p>Ensure the setting of Thrumpton Conservation Area and its listed buildings are preserved.</p>
<p>16. Natural Resources and Waste Management To prudently manage the natural resources of the area including soils,</p>	<p>Is the site on high grade agricultural land:-</p> <ul style="list-style-type: none"> - Grade 1 (excellent) - Grade 2 (very good) - Grade 3a (good) - Grade 3b (moderate) - Grade 4 (poor) - Grade 5 (very poor)? 	--	<p>The majority of the site is on very good agricultural land (Grade 2) and the allocation / development on the site would result in the loss of BMV.</p> <p>Allocation / development of the site is also likely to increase commercial waste per head.</p>	

SA objectives	Site criteria questions	Score	Commentary	Mitigation
safeguarding minerals and waste.	<p>Will it lead to a loss of best and most versatile (BMV) agricultural land (agricultural soil grades 1, 2 and 3a)?</p> <p>Will the site reduce household and commercial waste per head?</p> <p>Will it sterilise mineral reserves which can be viably extracted?</p>		The site is not within an area safeguarded for minerals.	

Appendix 4: Rushcliffe Borough Council: Equalities Impact Assessment for Strategic Distribution and Logistics Preferred Approach



Greater Nottingham Strategic Plan: Strategic Distribution and Logistics Preferred Approach Consultation

Equalities Impact Assessment

September 2023

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1. Introduction

- 1.1 This Equality Impact Assessment (EqIA) assesses the impact of the proposals and sites within the Greater Nottingham Strategic Plan – Strategic Distribution and Logistics Preferred Approach, as they relate to Rushcliffe Borough, with the aim of removing or minimising disadvantages, meeting the needs of people with protected characteristics and encouraging people with protected characteristics to participate in public life.
- 1.2 The Strategic Distribution and Logistics Preferred Approach is the latest stage in preparing the Greater Nottingham Strategic Plan. The Strategic Plan will replace, for Rushcliffe Borough, the current Rushcliffe Local Plan: Part 1 (Core Strategy). It follows the earlier Preferred Approach consultation published in January 2023 which focussed on housing and employment provision.
- 1.3 Consultation on the Strategic Distribution and Logistics Preferred Approach is expected to begin in late September 2023.

Background to the Equality Impact Assessment

- 1.4 Legislation relating to equality and diversity has been in existence for many years. Recently much of the existing equality legislation was brought together and strengthened under the Equality Act 2010. This places a number of responsibilities and requirements on Rushcliffe Borough Council.
- 1.5 The Council has a General Equality Duty to:
 - Eliminate unlawful discrimination, harassment and victimisation.
 - Advance equality of opportunity and to foster good relations between people who have protected characteristics (as defined by the Equalities Act 2010) and those who do not.
- 1.6 The purpose of the General Equality Duty is to integrate consideration of equality and good relations into the Council's day-to-day business. It entails giving appropriate weight and priority to the need to:
 - Remove or minimise disadvantages;
 - Take steps to meet the needs of people with protected characteristics; and;
 - Encourage people with protected characteristics to participate in public life.
- 1.7 In order to have due regard to the aims of the General Equality Duty when setting policies, an Equality Impact Assessment (EqIA) of the Preferred Approach consultation document has been undertaken.

- 1.8 The purpose of the EqIA is to highlight the likely impact of the strategy and policies on the target groups and give due consideration to taking action to improve the policies where this is appropriate and achievable.
- 1.9 For the purpose of this assessment, the following equality groups have been considered:
- **Race** - refers to a person's race, colour, nationality and ethnic or national origin.
 - **Gender & Gender Reassignment** – refers to a man or women or a person in the process of transition from one gender to another.
 - **Disability** – refers to a physical or mental impairment which has a substantial and long-term adverse effect on the ability to carry out normal day-to-day activities.
 - **Age** – refers to a person belonging to a particular age or range of ages.
 - **Sexual Orientation** – refers to a person's sexual attraction towards their own sex, the opposite sex or both sexes.
 - **Religion or Belief** - religion is the belief in and worship of a god or gods, or a set of beliefs concerning the origin and purpose of the universe. Belief includes religious and other philosophical beliefs which affect life choices, or the way people live.
 - **Pregnancy & Maternity** – Pregnancy is the condition of being pregnant or expecting a baby. Maternity refers to the period after the birth, and is linked to maternity leave in the employment context
- 1.10 The Council's Equality Objectives highlight the importance of equality and sets out how the Council will meet its general and specific duties, how it will assess compliance with the general and specific Duties under the Equality Act, and how it will assess the impact of policies on the promotion of Race Equality.
- 1.11 An Equality Impact Assessment is defined by the Equality & Human Rights Commission as "...a tool that helps public authorities make sure their policies, and the ways they carry out their functions, do what they are intended to do for everybody".
- 1.12 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.
- 1.13 The Strategic Distribution and Logistics Preferred Approach includes one proposed allocation for strategic distribution and logistics, which is the Ratcliffe on Soar Power Station site. To make sure that the selection of this site meets

the needs of all members of the community it is important to use the Equality Impact Assessment to identify potential discrimination and opportunities to promote equality.

- 1.14 There is a requirement to understand the impacts new plans can have on equalities. The public sector equality duty, which came into place in 2011, requires public bodies to have due regard to the need to eliminate discrimination, advance equality opportunity, and foster good relations in the course of developing policies and delivering services.

What is an Equality Impact Assessment?

- 1.15 The Equality Act came into force in April 2011. This replaces the three previous separate public sector duties relating to Equalities with a single duty covering all protected strands. This general duty will require that public bodies have due regard to the need to:

- Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it;
- ‘Due regard’ means that a public body must give weight to the duties outlined above in proportion to its relevance when discharging their functions. As shown in recent case law this must be done in a conscious way with focus on the specific requirements of the legislation. Therefore, this Equality Impact Assessment and the changes that result from it will be an important part of the decision to move forward with the preferred approach as part of the development of the Greater Nottingham Strategic Plan.

What is the Greater Nottingham Strategic Plan – Strategic Distribution and Logistics Preferred Approach?

- 1.16 The Strategic Plan covers Greater Nottingham (Broxtowe Borough, Gedling Borough, Nottingham City and Rushcliffe Borough) and is being jointly produced by Broxtowe Borough, Gedling Borough, Nottingham City and Rushcliffe Borough Council.
- 1.17 The Strategic Distribution and Logistics Preferred Approach is a consultation on the preferred approach for addressing the needs for strategic distribution and logistics development across the Greater Nottingham Strategic Plan area.

Methodology

1.18 The Equality Act (October 2010) identifies equality in terms of people's "protected characteristics". Equality is now looked at in terms of certain headings and the impacts of the Strategic sites selected in the Preferred Approach are assessed against these.

2. The Approach to the Equality Impact Assessment

2.1 The following stages have or will be undertaken, based on the guidance produced by the Equality & Human Rights Commission:

1. **Evidence Gathering** – this stage pulls together the headline statistics relevant to each of the protected characteristics identified. See Section 2 of this document.
2. **Screening the Allocations & Planning Policies** – this stage examines each of the allocations in the preferred approach and screens out those that are not considered to be relevant to the protected characteristics. It grades allocations against each group in terms of positive, neutral, negative or not applicable. Planning policies will also be graded against each group.
3. **Assessment of the Allocations & Planning Policies** – This stage examines in detail those allocations and planning policies deemed to be relevant to the protected characteristics and consider the likely impact of each. See section 4 of this document.
4. **Considerations of Alternatives and Mitigation** – this stage will follow on from the full Impact Assessment and identify what needs to happen to those Local Plan policies and allocations being considered in the light of the impacts identified.
5. **Continuous Monitoring** – this stage comprises two elements. The first being the identification of monitoring indicators, which will be incorporated into the Local Plan’s Annual Monitoring Report. The second stage will be monitoring and reporting on the effect of the Local Plan and planning decisions to inform future plans.

3. Evidence Gathering

3.1 The following sources of information have been used and are referred to where appropriate:

- Census data;
- National and Local Statistics;
- Indices of Multiple Deprivation 2010;
- National Survey of Sexual Attitudes and Lifestyle (NSSAL) 2012

3.2 Using the information gathered from the sources listed above, the following gives a profile of what is known about each of the equality categories in the Borough.

Population, Age and Gender Profile

3.3 According to the 2021 Census, the population of Rushcliffe is 119,077 people. This is roughly one third of the population of the neighbouring City of Nottingham. Whilst the largest proportion of the population lives within West Bridgford (within the Main Urban Area of Nottingham), overall, 58% of the population live within the rural area of Rushcliffe beyond West Bridgford.

Table 1: Age groups within Rushcliffe

Age	Rushcliffe Total		England and Wales
	Number	%	%
Age 0 to 4	6,392	4.9	5.4
Age 5 to 9	3,790	5.8	5.9
Age 10 to 15	6,621	7.3	7.2
Age 16 to 19	2,716	4.3	4.6
Age 20 to 29	6,174	10.4	12.6
Age 30 to 39	22,178	11.9	13.6
Age 40 to 49	23,767	13.2	12.7
Age 50 to 59	7,411	14.5	13.7
Age 60 to 69	10,627	11.5	10.7
Age 70 to 79	6,966	10.1	8.6
Age 80 to 89	1,931	4.9	4.1
Age 90 and over	899	1.2	0.9

Source: Census 2021

- 3.4 The age profile of Rushcliffe indicates that the Borough has a larger proportion of residents who are over 60 years of age (27.7%) than the national average (24.3%). There are also a marginally larger proportion of residents between the ages of 40 and 59 within Rushcliffe (27.7%) than nationally (26.4%). Conversely there are fewer younger adults (22.3% for ages 20 to 39) than nationally (26.2%).
- 3.5 In May 2020 the Office for National Statistics released 2018-based population projections to 2043. The projections take into account births, deaths, and migration, but are based on past trends. As such, they do not take into account the capacity of the Borough to accommodate an increase in population or policy decisions by the authority that influence population numbers, so should be used as indicative rather than as a *prediction* of the future population.
- 3.6 The population of Rushcliffe is projected to increase from 117,600 in 2018 to 141,900 in 2043, an increase of 24,300 (21%). The increase projected for England is 10% to 2043.
- 3.7 The over 65 population in Rushcliffe, as a proportion of the total population, is projected to increase significantly, from 21% in 2018 to 25% in 2038.
- 3.8 The 2011 census indicated that of the 119,077 residents within Rushcliffe, 58,348 (49.0%) were male and 60,729 (51.0%) were female. This reflects the national averages.

Table 2: Average pay in Rushcliffe compared to Nottinghamshire, East Midlands, and England (2022)

Area	Male employees (Weekly Wage) (£)	Female employees (Weekly Wage) (£)	All employees (Weekly Wage) (£)
Rushcliffe	719.4	605.0	659.3
Nottinghamshire	673.0	471.4	570.7
East Midlands	681.1	464.6	573.7
England	738.2	517.1	629.9

Source: ONS

- 3.9 Whilst on average workers in Rushcliffe earn more than the average female worker in Nottinghamshire, the East Midlands and England and Wales, they still earn significantly less than males within the Borough (- £114 per week). Female workers earn more than the average male worker within the East Midlands however (+ £31 per week).

Race and Equality

Table 3: Ethnicity of Rushcliffe population

Ethnic Group	Rushcliffe	%
Total: All usual residents	119,077	
Asian, Asian British or Asian Welsh: Bangladeshi	129	0.11
Asian, Asian British or Asian Welsh: Chinese	900	0.76
Asian, Asian British or Asian Welsh: Indian	3,471	2.91
Asian, Asian British or Asian Welsh: Pakistani	1,498	1.26
Asian, Asian British or Asian Welsh: Other Asian	777	0.65
Black, Black British, Black Welsh, Caribbean or African: African	574	0.48
Black, Black British, Black Welsh, Caribbean or African: Caribbean	398	0.33
Black, Black British, Black Welsh, Caribbean or African: Other Black	123	0.10
Mixed or Multiple ethnic groups: White and Asian	1,226	1.03
Mixed or Multiple ethnic groups: White and Black African	291	0.24
Mixed or Multiple ethnic groups: White and Black Caribbean	1,075	0.90
Mixed or Multiple ethnic groups: Other Mixed or Multiple ethnic groups	711	0.60
White: English, Welsh, Scottish, Northern Irish or British	102,479	86.06
White: Irish	893	0.75
White: Gypsy or Irish Traveller	45	0.04
White: Roma	43	0.04
White: Other White	3,367	2.83
Other ethnic group: Arab	369	0.31
Other ethnic group: Any other ethnic group	708	0.59

Source: Census 2021

- 3.10 A significant majority of residents within Rushcliffe identify themselves as white English, Welsh, Scottish, Northern Irish or British (86.1%). This is noticeably higher than the neighbouring City of Nottingham (57.3%) and England and Wales (74.4%), but lower than the response across Nottinghamshire as a whole (90%).
- 3.11 The second largest ethnic group are those with an Asian ethnicity. However, this group only totalled 5.1% of Rushcliffe's population. White other (which is likely to include residents from the EU) comprises 2.8% of the population.

- 3.12 Black residents and those from the gypsy or traveller community make up a very small percentage of the population (0.9 and 0.08 respectively).
- 3.13 Given the significant proportion of residents with white British ethnicity and the limited number of those from minority groups, Rushcliffe is not particularly diverse. Especially when compared to the neighbouring City of Nottingham.

Disabled People

- 3.14 Data from the 2021 Census shows that 7,540 people (6.0% of the population) in Rushcliffe are disabled under the Equality Act with their day-to-day activities limited a lot, which is lower than the percentage for England and Wales (7.4%). A further 11,929 (10.0%) are disabled under the Equality Act with their day-to-day activities limited a little, which is the same percentage as for England and Wales.
- 3.15 Whilst the proportion of people with long term health problems increases with age (and Rushcliffe has a greater proportion of elderly residents), the reduced number of those with long term health problems or disability is a likely reflection of the Borough's greater wealth and the benefits this has for public health directly (through access to healthcare) and indirectly (through improved diet and leisure activities).

Sexual Orientation

Sexual orientation	Rushcliffe	Nottinghamshire	England and Wales
Straight or Heterosexual	91.2	90.9	89.4
Gay or Lesbian	1.3	1.3	1.5
Bisexual	1.1	1.1	1.3
All other sexual orientations	0.3	0.2	0.3
Not answered	6.1	6.4	7.5

Source: Census 2021 (datasets - all usual residents aged 16 years and over)

- 3.16 The 2021 Census asked all residents aged 16 and express their sexual orientation. In Rushcliffe, the large majority (91.2%) of residents identified as straight or heterosexual, 1.3% as gay or lesbian, 1.1% as bisexual and 0.3% as having another sexual orientation. These results are broadly comparable with those for Nottinghamshire as a whole and for England and Wales.

Religion

- 3.17 The 2021 Census showed that the dominant religion in Rushcliffe is Christian, with low proportions of people with a Hindu faith, Muslim faith and Sikh faith.

The percentage of residents of other faiths is however lower than across the county and England.

3.18 While religion is often linked to ethnic background, it is important to note that this is not automatically true. However, the religious make-up of the population does appear to follow a similar pattern to the ethnic background within Rushcliffe.

Table 5: Religious beliefs within Rushcliffe, Nottinghamshire and England

Religion	Rushcliffe	Nottinghamshire	England and Wales
Christian	44.1%	46.3%	46.2%
Buddhist	0.3%	0.3%	0.5%
Hindu	1.6%	0.6%	1.7%
Jewish	0.2%	0.1%	0.5%
Muslim	2.2%	1.4%	6.5%
Sikh	1.0%	0.5%	0.8%
Other religion	0.5%	0.3%	0.9%
No religion	44.4%	44.8%	37.2%
Religion not stated	5.6%	5.6%	6.0%

Source: Census 2021

4. Screening the Allocations and Planning Policies

4.1 The screening exercise examined the proposed allocation and policy's likely effects on the groups identified within the assessment (see Appendix A and Appendix B).

4.2 These effects were rated accordingly:

Symbol	Likely impact
+	Positive
0	Neutral
-	Negative
N/A	Not applicable

4.3 The screening of proposed allocations and policies (the planning strategy) within the Preferred Approach did not identify any outcomes which would significantly affect or discriminate against the groups that have protected characteristics in this assessment.

4.4 Whilst some sites could disadvantage both younger and older residents, disabled people, pregnant women or on maternity who may not have access to a car or no longer able to drive. This potential negative was offset, in the case of housing sites, by the delivery of affordable housing units which would most likely benefit these groups.

4.5 The screening of detailed planning policies in the Strategic Plan will be completed in the same principle as the sites, assessing each against any positive or negative likely impacts they will have on groups with protected characteristics.

5. Assessment of the Allocations and Planning Policies

- 5.1 No further assessment of the proposed allocation is required. However should comments on the Strategic Distribution and Logistics Preferred Approach indicate that individual groups may be affected by the proposed allocation, the assessment of the site will be reviewed and if necessary mitigation measures required within the Greater Nottingham Strategic Plan publication draft.
- 5.2 Assessment of planning policies will, where considered necessary, be included within the EqlA that will accompany the Greater Nottingham Strategic Plan publication draft.

Consideration of Alternatives

- 5.3 Following the detailed assessment, if adverse effects are identified, the consideration of alternatives will be examined within the EqlA that accompanies the Greater Nottingham publication draft

Mitigation

- 5.4 If, having re-assessed an allocation or identified a policy that would adversely affect a group – and alternative solutions, that avoid adverse effects, cannot be achieved – mitigation measures will be set out within the EqlA to accompany the Greater Nottingham Strategic Plan publication draft.

6. Conclusions

- 6.1 Subject to representations made on this EqIA, it is concluded that the allocation proposed within the Strategic Distribution and Logistics Preferred Approach would overall have a neutral or positive impact on groups that have protected characteristics.

Appendix A: Full Assessment of Site Allocation

Note: age groups comprise young people including students (Y) or older people (O).

Proposed Allocation	Equalities Group							Commentary
	Age	Gender	Race	Disabled People	Sexual Orientation	Religion	Pregnancy/ Maternity	
RBC-L01 Ratcliffe on Soar Power Station	0	0	0	+	0	0	0	<p>The site as a proposed employment centre is some distance from population centres. It is currently not directly served by public transport services, though it is within a corridor (A453) where services already operate and should be able to be diverted to serve the site. The is adjacent to a mainline railway station and with scope for direct access to the station to be realised.</p> <p>The development will be subject to accessibility standards, therefore contributing toward a positive impact on access to employment for the disabled people equalities group.</p>

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Cabinet

Tuesday, 12 September 2023

Update on Car Parking in Bingham

Report of the Director – Development and Economic Growth

Cabinet Portfolio Holder for Environment and Safety, Councillor R Inglis

1. Purpose of report

- 1.1. Bingham Town Council's (BTC) Parking Strategy 2015 identified a need for additional long stay car parking. This was supported by the Bingham Community Led Plan 2016, with 91% of respondents supporting a long-stay chargeable car park. This was further supported by the 2018 Bingham Masterplan which proposed a new long stay car park.
- 1.2. There is a long-held ambition and perceived need for additional car parking in Bingham. BTC has identified a potential site for a long-stay car park which is within their ownership. BTC is leading this project.
- 1.3. In summer 2022, BTC approached the Borough Council with a request for support for the car park project. The Borough Council agreed to provide project support and identified £25k funding (originally Strategic Growth Board (SGB) and now allocated from UKSPF) to progress the project, in addition to £50,000 which BTC has allocated from their own reserves.
- 1.4. This report sets out:
 - The current position regarding car parking provision in Bingham
 - Work completed to date to progress the long-stay car park project
 - Potential next steps with a view to:
 - Better understanding the parking situation in Bingham, and
 - Improving town centre parking (if demonstrated) by developing a Bingham car parking strategy supported by Bingham Town Council, Rushcliffe Borough Council and Nottinghamshire County Council (NCC) in their role as Highway Authority, with responsibility for transport and highway strategy, including on street car parking.

2. Recommendation

It is RECOMMENDED that Cabinet:

- a) recognises work completed to date to support Bingham Town Council's ambition for a new long-stay car park for the town;

- b) recognises the challenges presented by Network Rail's current lack of support for the scheme and the delay this presents to delivering a long-stay car park at the preferred site;
- c) supports the next steps as outlined in the report as a short-term solution to improve town centre parking, which could become a long-term solution if successful (paragraph 4.32);
- d) concurrently to c), asks the Director Growth and Economic Development to work with Bingham Town Council to progress an outline business case for a long-stay car park at the Butt Field site, subject to the caveats set out in 4.36 of this report, the outcome to be brought back to Cabinet; and
- e) sets up a Bingham Car Park Strategy Group to comprise membership from Rushcliffe Borough Council, Bingham Town Council and Nottinghamshire County Council as set out in the Terms of Reference in paragraph 4.40.

3. Reasons for Recommendation

- 3.1. There is not an easy solution to the provision of long-stay car parking in Bingham. Parking is not a borough council statutory responsibility and rests with Nottinghamshire County Council. Bingham Town Council has identified a site for a long-stay car park which is within their ownership. The site identified has significant challenges and an outline business case is required before it can be assessed for suitability.
- 3.2. The Borough Council proposes working in partnership with the Town Council and County Council to prepare a parking strategy for Bingham, including short term alternatives to the new long stay car park.

4. Supporting Information

Car parking in Bingham

- 4.1. The Borough Council currently owns and operates three public town centre car parks in Bingham, with combined spaces of 165, with additional spaces available at the Market Place operated by Nottinghamshire County Council (NCC):

Newgate Street:

- Free long stay (max 12 hours)
- 106 spaces
- 7 blue badge spaces

Needham Street:

- Free up to 2 hours
- Long stay £20 (up to 12 hours)

- 39 spaces
- 4 blue badge spaces

Market Place:

- Free short stay (max 2 hours, no return within 3 hours)
- Permit holders only on market day
- 20 spaces

- 4.2. As Newgate Street and Market Place are free car parks and no ticket is required to be purchased, data is not available regarding their usage and so it is not possible to determine whether or how often they reach capacity.
- 4.3. While Needham Street is free for up to 2 hours, users are required to claim a voucher from the ticket machine which provides usage data. The data collected provides information about the number of car parking users on an annual and monthly basis. The turnover per space per day at Needham Street is on average 11.3, which means that each parking space is occupied by 11 different vehicles each day. This is a higher turnover rate than other town centre car parks in the Borough, however without more granular parking data, it is not possible to determine whether or how often this car park is at capacity.
- 4.4. By way of comparison, the Borough Council currently owns and operates car parks in other town and village centres across the Borough:

Area	Parking Spaces	Population	Ratio of parking spaces: residents
West Bridgford	276	36,487	1:132
Cotgrave	112	8206	1:73
Radcliffe on Trent	69	7204	1:104
Keyworth	89	6821	1:76
Bingham	165	10,108	1:61

- 4.5. Free short-stay parking is also available at Bingham Arena on Chapel Lane, where there are 208 spaces. Whilst intended for visitors to the leisure centre and not the town centre, currently this car park is free for 3 hours, with a flat rate of £25 over 3 hours (free all day for permit holders working at the Enterprise Centre).
- 4.6. This comparison would suggest that Bingham has sufficient parking provision relative to its population size compared to parking across the borough, including factoring in the anticipated housing growth. This data indicates Bingham already enjoys more parking per population than across all other village and town centres and twice that of West Bridgford, which is also a destination town attracting visitors from a wider area. There may be other factors which impact on car parking in the town and further review and data is required.
- 4.7. Free parking is also possible on many residential streets within and in the near vicinity of the town centre, which visitors make use of in addition to the RBC owned car parks. The Borough Council does not hold any data about on-street parking as it is the responsibility of Nottinghamshire County Council.

Bingham Town Council-owned land north of train station

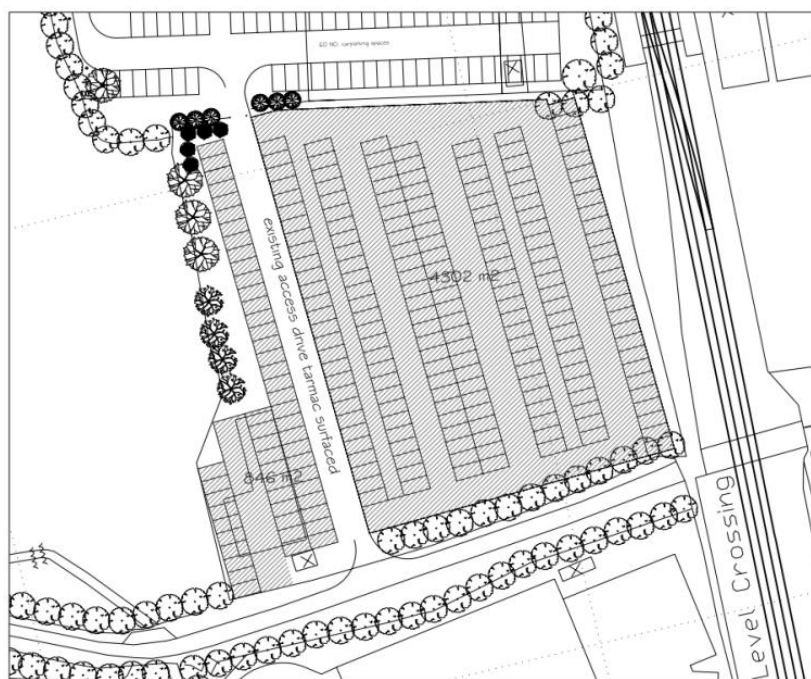
- 4.8. As stated above, there is a long-held ambition and perceived need for additional car parking in Bingham. BTC consider that the most appropriate solution is for a new long stay car park, which, it is hoped, would free up capacity in the centre for short-stay visitors.
- 4.9. A BTC owned piece of land (edged red within Figure 1) located north of Bingham train station, close to the new Bingham Arena leisure centre and Butt Field, has been identified by BTC as potentially being suitable for accommodating a surface level long-stay car park.

Figure 1: Site Location



- 4.10. The site was originally developed as Bingham Town Gas Works in 1854. The area of the gas works was converted to allotments in the late 1980's, but these were closed in 2007 and the area was determined as 'contaminated land' under Part IIA of the 1990 Environmental Protection Act by Rushcliffe Borough Council in February 2008 due to elevated concentrations of heavy metals and other pollutants.
- 4.11. A potential site layout was prepared in 2013 by HSSP Architects (see figure 2) which suggested that the site could accommodate 233 vehicles. However, subsequent assessments have suggested this could be as low as 170 spaces.

Figure 2: Potential car park layout



Site investigations

4.12. In August 2021 BTC commissioned the following reports, which were produced by Waterman Group:

- **Preliminary Ecological Appraisal** – survey did not record any protected species on site or barriers to development, however further ecological assessments required, and works would be required to be carried out within specific months. There is also a requirement for 10% Biodiversity Net Gain.
- **Geo-environmental Assessment** – survey identified some site constraints, such as made ground, a well (which would need to be located, filled and capped), buried concrete from former structures, contaminated soil. Further surveys/investigations required.
- **Utility Assessment** – various utility services are located in the tarmac access road that bisects the site. This may have implications when constructing the car park and the utility providers will have specific requirements to be met.
- **Preliminary Environmental risk assessment** – desktop investigations highlight ground contamination with presence of heavy metals, hydrocarbons, asbestos and other pollutants. Recommends further investigation including soil sampling, shallow pits, geotechnical analysis. If materials to be taken off-site, there is specific process to follow.

4.13. Whilst the preliminary investigations did not identify material obstacles to developing the land for car parking, the findings will impact on the cost of development to appropriately and responsibly deal with the site abnormal conditions set out above. Further investigations may reveal unknown challenges.

Rushcliffe Borough Council support

- 4.14. In July 2022 BTC approached the Borough Council with a request for support to progress the car park project. The Borough Council offered officer support to ease capacity issues, in addition to £25,000 of funding from the Strategic Growth Board. This was subsequently reallocated from the UK Shared Prosperity Fund (UKSPF). It was agreed that the UKSPF would be used in the first instance, with BTC's £50k budget allocation being drawn upon once the £25k of UKSPF had been spent.
- 4.15. Working with the Clerk at BTC, the Borough Council commissioned Integrated Transport Planning Ltd (ITP) to prepare an access feasibility study for a car park at the identified site. This was completed and presented to the BTC Car Park Committee in January 2023. The study identified that access would be possible via Parsons Hill Court (see figure 3).

Figure 3: Potential vehicular access route via Parsons Hill Court



- 4.16. The adoption of the new road at Parsons Hill Court is due to take place once the road is completed, which will be in around 12 months' time. This will ensure that access will be possible should the project progress.
- 4.17. The Borough Council requested pre-application planning advice for the site on behalf of BTC, which was received in February. While the use of this land as a public car park was considered acceptable in principle from a planning point of view, a number of matters were raised by external consultees which will require very careful consideration. The most significant of these is the opposition of Network Rail (NR), to the development of the car park. Until this matter can be

resolved, it is unlikely that a favourable recommendation to support the granting of planning permission would be forthcoming.

- 4.18. As a result of this pre-application advice, the Borough Council approached Network Rail and began discussions with a number of different teams within Network Rail and also East Midlands Rail. The Borough Council has since facilitated a number of meetings and discussions with Network Rail, BTC and NCC in an attempt to work with Network Rail to remove barriers to enable their support of the development. Further details about Network Rail's current position are set out below.
- 4.19. In March 2023 the Borough Council commissioned ITP to carry out further works including:
- Scoping – engaging with Nottinghamshire County Council to discuss the requirements of a Transport Statement or Transport Assessment to support the planning application.
 - Parking accumulation – reviewing any existing parking data held and determining additional studies required.
 - Preparation of an introductory transport statement for the site (if required by NCC).
- 4.20. ITP have met with NCC and been provided with data from a parking survey conducted by NCC in 2014. As this was carried out almost 10 years ago and several things have changed in the town in this time, a new parking survey is required. This survey is expected to take place in September/October 2023. This survey will provide data on the existing level of demand for parking in the town, identifying whether there is a need for an additional car park and if so, of what size and type (e.g long/short-stay parking).

Parking Strategy

- 4.21. It is important to note that any changes to parking provision would need to be considered in the context of the wider parking strategy for the Town, working closely with Bingham Town Council and Nottinghamshire County Council. This would take into account the impact on the two existing car parks. In order to attract users to a long-stay car park in this location, the two existing car parks would likely need to become exclusively short-stay, which is a change that would need to be considered as part of Rushcliffe's Off-street Car Parking Strategy.
- 4.22. The impact on on-street parking would also need to be considered and discussed with NCC, who are responsible for this, as there is a clear risk of pushing long-stay visitors onto residential streets.

Moor Lane pedestrian level crossing

- 4.23. Network Rail were consulted as part of the recent pre-application planning process and expressed concerns about the increased foot traffic over the pedestrian level crossing which could be expected with the development of a

new car park at the site proposed. Pedestrian level crossing is shown in blue below in figure 4.

Figure 4: Moor Lane pedestrian level crossing and vehicular level crossing



- 4.24. Network Rail are also concerned about the increase in foot traffic that has already occurred following the development of the Bingham Arena. It is important to note here that Network Rail were consulted as a statutory consultee when plans for Bingham Arena were submitted. At this time, Network Rail expressed concern about the impact on the pedestrian level crossing and requested alterations to the deck to improve safety. These works were agreed with NR and completed by the Borough Council ahead of the opening of Bingham Arena.
- 4.25. Network Rail have expressed an aspiration to close the pedestrian level crossing due to the user numbers triggering a higher risk assessment score, however RBC, BTC and NCC are all concerned that this would push an increased number of pedestrians to use the Chapel Lane level crossing (shown with a yellow arrow on the above in figure 4). This route receives a heavy flow of traffic with narrow footpaths for pedestrians and therefore presents a risk if it became the only pedestrian crossing point in this area. This cannot be supported without an updated risk assessment taking place. Closing the crossing would remove direct pedestrian access to developments north of the train station, including the proposed car park and businesses located on the Moorbridge Industrial Estate. The alternative route is across the bridge at the station (shown with a green arrow on the above in figure 4) which only has stepped access and therefore is not an accessible route for all.
- 4.26. The reliance on the Moor Lane level crossing for local residents and businesses is a key consideration when reviewing the feasibility of developing a long-stay car park in this location. Closure of this crossing is likely to have a significant impact on local residents and businesses in their daily activities and is also likely to impact on trade in the town centre.

- 4.27. A number of work streams are currently underway with a view to resolving the situation relating to the pedestrian level crossing and allowing the car park project to progress. These include:
- Network Rail to revisit all possible technological solutions to improve safety at the pedestrian level crossing and report back to RBC and BTC. Network Rail to provide an explanation where solutions are considered and deemed inappropriate. Network Rail's initial review has determined that there are no technological solutions available to lower the risk assessment of this crossing.
 - Local engagement event led by Network Rail, to promote safer use of the pedestrian level crossing.
 - Network Rail to review risk assessment for Chapel Lane level crossing.
 - Network Rail to refresh plans for an accessible bridge at the train station, which would provide an accessible route from north to south. Applications for funding by East Midlands Rail have been unsuccessful. If plans are updated, new funding sources can be applied for, which the Borough Council has committed to support where practicable
- 4.28. As is reflected in the pre-application planning advice received, until this matter can be resolved it is unlikely that a favourable recommendation to support the grant of planning permission could be forthcoming. In other words, it is likely there will be a binary choice: a new long stay car park in this location will lead to the closure of the Moor Lane level crossing, thereby undermining pedestrian and cycle routes between locations north and south of the railway.

Site constraints/considerations

- 4.29. As outlined, there are a number of challenges associated with the identified site. In many cases site constraints can be overcome but dealing with them will bring additional cost and this will impact on the viability of the project. This includes:
- contamination of the land due to its former use (as explained in 4.12) – there could be considerable cost associated with remediation if the site cannot be capped, or if any material is required to be removed from site. This is still an unknown.
 - Access through the industrial estate could be challenging due to the number of cars that park on the roads in this area. An option to alleviate this could be a one-way system, however this would mean adopting an additional access point.
 - Network Rail's concerns as outlined in the above paragraphs.
 - Environmental considerations – retention of mature trees and hedgerows.
- 4.30. Whilst the site does have constraints as identified there are benefits to this site and the opportunity it presents to be a long-stay car park for Bingham:
- The site is in the ownership of BTC so there would be no additional land purchase costs for them to develop the car park
 - In the event that the identified issues from Network Rail's perspective can be resolved, the site has good access to the town centre as well as the train

station and could provide additional parking capacity for the town centre and accessible parking at the train station, which currently has extremely limited provision and nothing for the northern platform.

- 4.31. All of these factors will be areas of consideration which will be explored in more detail in the outline business case.

Short-term Solutions

- 4.32. In the context of the challenges bringing forward the car park, including the potential closure of the Moor Lane pedestrian crossing, the need for an outline business case and the complications/added costs of the contaminated land, the timescale for delivering a long-stay car park in this location could be some years off. It is imperative therefore to pursue some short-term options that could provide parking relief in the town centre within the next 12 months.

- a) RBC Officers to explore opportunities to utilise any surplus parking in the town. In the first instance this might be at Bingham Arena where there are 208 spaces. Use of the car park will be included in the car parking survey being carried out in September to understand surplus capacity that could be used for long-stay parking.
- b) Opportunities like this to be explored with other local businesses who may also have surplus parking spaces that can be re-utilised
- c) Solutions to be explored which utilise only the current parking capacity, but in new ways. Once the results of the new parking survey are obtained, it may be possible to identify opportunities to improve parking availability in Bingham by making changes to the existing provision (in terms of charging and length of stay in the current car parks). The Borough Council will work with NCC to identify possible changes to current provision and will develop plans for a pilot scheme to be trialled in spring 2024.
- d) Explore the promotion of other means of accessing Bingham Town Centre, eg public transport, considering the environmental impacts of car journeys
- e) The Borough Council will liaise with Nottinghamshire County Council and Bingham Town Council to prepare a parking strategy for Bingham. This will be informed by the parking survey expected to be carried out in September.

Next steps

- 4.33. As stated above, RBC officers are supporting the Town Council by working with ITP to commission an updated parking survey and to facilitate discussions with Network Rail, and the County Council.
- 4.34. It is proposed that the Borough Council continues to provide officer support to progress this work, attending the Town Council's car parking committee at agreed intervals.
- 4.35. Concurrently with the above, to procure an outline business case for a car park at the identified site. This would enable a decision to be taken by the Town Council about whether delivery of a new car park at this location is something they wish to progress and if so, to consider routes to funding.

4.36. It is proposed that the preparation of an outline business case be funded from the remainder of the UKSPF allocation, with the balance coming from the Bingham Town Council's allocated £50k budget. This proposal is subject to a number of caveats:

- The completion of the parking survey. If the survey does not suggest that a new car park is required to meet the parking demands in the town centre, then this proposal will need to be re-considered.
- BTC's support for the proposal, which will need to be formally confirmed.
- The receipt of satisfactory quotes for the preparation of the outline business case.

4.37. Subject to Cabinet approval, it is suggested that authority to approve the procurement of a consultant to prepare an outline business case, subject to the factors above, be delegated to the Director Development and Economic Growth where Borough Council budget is to be used.

4.38. In addition to the next steps outlined here, it is proposed that the Borough Council pursues the workstreams as outlined above in 4.32.

4.39. It is proposed that a report is brought to Cabinet in spring 2024 to provide an update on progress made against the above proposals and the outline business case.

4.40. In order to inform Cabinet and due to the importance of reviewing parking in Bingham holistically, with Bingham Town Council and Nottinghamshire County Council due to their respective roles and duties, it is proposed to set up a new Bingham Car Park Strategy Group with the following proposed Terms of Reference and Membership:

4.40.1. Terms of Reference:

- The purpose of the Group is to oversee and review the workstreams set out above.
- To liaise with Network Rail and East Midlands Rail in relation to clarifying their positions regarding the proposal for a long-stay car park on BTC owned land, as per figure 1.
- To initially meet on a monthly basis and aim to report back to Cabinet in spring 2024.

4.40.2. Membership:

- Chair: Portfolio Holder for Environment and Safety - RBC
- Ward Member for Bingham - RBC
- Bingham Town Council Lead councillor
- Notts County Council Cabinet Member for Transport and Environment
- Officer support to be provided by RBC, and Bingham Town Council and NCC if possible

5. Alternative options considered and reasons for rejection

- 5.1. The Borough Council could take the decision to withdraw support, with BTC progressing the project independently. However, based on current information, the concerns of BTC and Bingham residents relating to parking in the town are sufficient to warrant support from the Borough Council in the form of officer support and funding as outlined above. Operational and financial viability will be key considerations and will have to be proven prior to the Council looking to develop a site and acquiring it from Bingham Town Council. The alternative is that Bingham Town Council would have to take the project forward in which case the challenge would be to have a joined-up car parking strategy between the Borough, Town and County Councils. If it is not viable for the Borough Council, it is unlikely to be viable for the Town Council.
- 5.2. An alternative site could be considered. However, as far as both the Borough Council and Town Council are aware there are no other appropriate sites in or near the near vicinity of the town centre. If such a site became available, it would be considered.
- 5.3. The potential of changing the existing car parking mix at the existing Borough Council car parks will be considered (eg capacity for long-stay at the existing short-stay car parks) along with any other locations near the Town. Again, such options will be subject to operational and financial viability.

6. Risks and Uncertainties

- 6.1. There is a risk that work will begin on producing an outline business case, subject to the caveats detailed above, and it becomes apparent that the project is not viable. The risk here is that funding invested to get to that point could be considered wasted. However, the production of an outline business case is the only route to ultimately deciding whether a car park at the identified location is financially viable and need is demonstrated. To limit potentially abortive costs, the outline business case may make assumptions and use high level costs. If a viable business case is demonstrated at this stage, further investment can be made to evidence the assumptions made.
- 6.2. Network Rail's opposition to development at this location remains a significant risk. Without support from Network Rail, it is highly unlikely that planning permission would be obtained. RBC are facilitating conversations with Network Rail and all key local stakeholders including the local MP to try to find a resolution to allow the project to progress at this site, subject to a viable business case and demonstration of need.

7. Implications

7.1. Financial Implications

It is proposed to invest in the development of an outline business case which is anticipated would cost in the region of £20,000. As outlined at paragraph 4.14, this could be funded from the remainder of the £25k allocated from UKSPF and the £50,000 allocated by Bingham Town Council.

Any future reports will need to cost out the delivery of a car park should the identified site be considered the preferred option, and this will need to include a mechanism for funding that cost.

Part of the business case and Bingham parking strategy will be to review car parking charges in Bingham, and this has to be considered in the context of both the Council's wider Off Street Car Parking Strategy and the Council's Medium Term Financial Strategy. Any such scheme will need to be affordable, sustainable and prudent. Existing Bingham car parks are estimated to cost the Council around £20k per annum currently, without allowing for further capital expenditure (i.e resurfacing of the car parks in the future).

7.2. Legal Implications

There are no legal implications associated with this report.

7.3. Equalities Implications

Any new car park development or changes to existing car parking arrangements in Bingham would be subject to an equality impact assessment and would be required to comply with relevant equalities legislation.

7.4. Section 17 of the Crime and Disorder Act 1998 Implications

There are no crime and disorder implications of this report.

8. Link to Corporate Priorities

Quality of Life	Supporting BTC to address parking challenges will ensure that residents of Bingham and the surrounding areas can access support and facilities in the town as well as utilising and supporting local businesses.
Efficient Services	There are no links to this priority in this report.
Sustainable Growth	Supporting BTC to address parking challenges is intended to ensure that Bingham has the necessary infrastructure to continue to have a thriving and vibrant town centre, as the area continues to grow over the coming years.
The Environment	Any outline business case will be required to demonstrate significant consideration has been given to the environmental impacts of any proposed development. In addition to the development of an outline business case, officers will be working to promote active travel into the town centre where this is possible.

9. Recommendation

It is RECOMMENDED that Cabinet:

- a) recognises work completed to date to support Bingham Town Council's ambition for a new long-stay car park for the town;
- b) recognises the challenges presented by Network Rail's current lack of support for the scheme and the delay this presents to delivering a long-stay car park at the preferred site;
- c) supports the next steps as outlined in the report as a short-term solution to improve town centre parking which could become a long-term solution if successful (paragraph 4.32);
- d) concurrently to c), asks the Director Growth and Economic Development to work with Bingham Town Council to progress an outline business case for a long-stay car park at the Butt Field site, subject to the caveats set out in 4.36 of this report, the outcome to be brought back to Cabinet; and
- e) sets up a Bingham Car Park Strategy Group to comprise membership from Rushcliffe Borough Council, Bingham Town Council and Nottinghamshire County Council as set out in the Terms of Reference in paragraph 4.40.

For more information contact:	Leanne Ashmore Director Growth and Economic Development 0115 914 8578 lashmore@rushcliffe.gov.uk
Background papers available for Inspection:	
List of appendices:	

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