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Direct dial 0115 914 8511
Email democraticservices@rushcliffe.gov.uk

Our reference:
Your reference:
Date: Wednesday, 18 September 2024

To all Members of the Council

Dear Councillor

A Meeting of the Council will be held on Thursday, 26 September 2024 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



Sara Pregon
Monitoring Officer

AGENDA

Moment of Reflection

1. Apologies for absence
2. Declarations of Interest

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

3. Minutes of the Meeting held on 18 July 2024 (Pages 1 - 16)

To receive as a correct record the minutes of the Meeting of the Council held on Thursday, 18 July 2024.

4. Mayor's Announcements
5. Leader's Announcements
6. Chief Executive's Announcements
7. Citizens' Questions

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Rushcliffe Arena
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West Bridgford
Nottingham
NG2 7YG

[To answer questions submitted by Citizens on the Council or its services.](#)

8. Petitions
9. Greater Nottingham Strategic Plan (Pages 17 - 624)

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

10. Notices of Motion

[To receive Notices of Motion](#)

a) Councillor Birch

The current SEND (Special Educational Needs and Disabilities) provision by Nottinghamshire County Council is totally inadequate, with long wait times for assessment and insufficient access to services. Consequently, many families in Rushcliffe face significant hardship.

All children, regardless of their educational needs and disabilities, should receive the highest quality education and support.

This Council calls on Nottinghamshire County Council to take immediate action to improve SEND provision across the county, and urges central government to increase SEND funding.

Council resolves to:

- Write to Nottinghamshire County Council to express our dissatisfaction with the current quality of SEND provision.
- Write to Nottinghamshire County Council to demand that they meet their legal obligations with regards to completing EHCPs (Education, Health and Care Plans) within the statutory 20 week timeframe.
- Write to Nottinghamshire County Council to request that they measure the qualitative, as well as quantitative, aspects of their SEND provision.
- Write to both the Secretary of State for Education, Bridget Phillipson MP, and the Minister of State for Education, Kelly Tolhurst MP, to request more funding is allocated to SEND education.
- Request that Nottinghamshire County Council gather and properly consider a wider range of views from parent carers and SEND children than just those from the commissioned Nottinghamshire Parent Carer Forum.

- Request that Nottinghamshire County Council implements a customer service desk to give parents of SEND children a central point of contact.
- Request that Nottinghamshire County Council implements a Service Level Agreement between themselves and SEND parents, which guarantees that phone messages and emails will be responded to within two working days.
- Request that Nottinghamshire County Council provides the Oliver McGowan Learning Disability and Autism Training to all teaching staff at schools across the county, as is currently mandated by the NHS.
- Provide the Oliver McGowan Learning Disability and Autism Training to all Rushcliffe Borough Council staff and Councillors.

Rushcliffe Borough Council stands firmly in support of all children with SEND and their families. By adopting this motion, we call on Nottinghamshire County Council, and central government, to recognize the urgency of the situation and to take decisive action to enhance the quality and effectiveness of SEND provision.

b) Councillor Clarke

This Council is extremely disappointed that the Government has voted to restrict vital Winter Fuel Payments to only pensioners in receipt of means-tested benefits such as Pension Credit.

Age UK estimates that this will mean 2 million pensioners nationwide who depend on this fund to stay warm this coming winter will not receive it.

There are nearly 30,000 pensioners in Rushcliffe. While some pensioners currently in receipt of the Winter Fuel Payment may not require it, many across Rushcliffe will sit just above the cut-off for Pension Credit. These vulnerable residents will be impacted by this sudden, and deeply unfair, change in policy during the coldest months of the year. This will place additional strain on those that need it most and many will face the cruel dilemma of whether to “eat or heat”.

This Council resolves to:

- Urge the Chancellor of the Exchequer to review the decision to means-test the Winter Fuel Payment and to ensure that compensatory payments are included in the October Budget to ensure that vulnerable pensioners, particularly those who do not claim Pension Credit, are protected from fuel poverty this winter.
- Also urge our local Rushcliffe MPs to lobby the Chancellor to introduce measures to help those pensioners in Rushcliffe in

need of additional support this winter, especially those that fall just outside the pension credit threshold.

- Continue the existing successful Council-led local awareness campaign, and work with local partners and charities, to alert those pensioners in Rushcliffe potentially eligible for Pension Credit but who currently do not access it, to apply for their entitlement.
- Work with Nottinghamshire County Council to utilise the Household Support Fund to provide some financial relief to the Borough's most vulnerable pensioners

c) Councillor Upton

This Council is disappointed with the Government's decision to increase Rushcliffe's housing targets. We have given permission for a significant number of homes to be built since our Local Plan was adopted in 2014 and we have led the way on housebuilding in Nottinghamshire.

We have built our fair share of houses and any increase in our housing target is unacceptable due to the extra pressure on our countryside and greenbelt land, and our distinctive rural and semi-rural settlements.

This Council resolves to write to the Secretary of State for Housing, Communities and Local Government to request:

1. That the housing target for Rushcliffe is not increased in recognition of the number of houses we have already built and already plan to build, and,
2. That under the Duty to Co-operate, Nottingham City Council is urged to allocate our increase in housing numbers, as we did for them in 2014.

11. Questions from Councillors

[To answer questions submitted by Councillors](#)

Membership

Chair: Councillor A Brown

Vice-Chair: Councillor J Cottee

Councillors: M Barney, J Billin, T Birch, R Bird, A Brennan, R Butler, S Calvert, J Chaplain, K Chewings, N Clarke, T Combellack, S Dellar, A Edyvean, S Ellis, G Fletcher, M Gaunt, E Georgiou, P Gowland, C Grocock, R Inglis, R Mallender, S Mallender, D Mason, P Matthews, H Om, H Parekh, A Phillips, L Plant, D Polenta, N Regan, D Simms, D Soloman, C Thomas, R Upton, D Viridi, J Walker, R Walker, L Way, T Wells, G Wheeler, J Wheeler and G Williams

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.

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 COUNCIL

THURSDAY, 18 JULY 2024

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

PRESENT:

Councillors A Brown (Chair), J Cottee (Vice-Chair), M Barney, J Billin, T Birch, R Bird, A Brennan, R Butler, J Chaplain, K Chewings, N Clarke, T Combellack, A Edyvean, S Ellis, G Fletcher, M Gaunt, E Georgiou, P Gowland, C Grocock, R Mallender, S Mallender, D Mason, P Matthews, H Om, H Parekh, A Phillips, L Plant, N Regan, D Simms, D Soloman, C Thomas, R Upton, D Viridi, J Walker, R Walker, T Wells, G Wheeler, J Wheeler and G Williams

OFFICERS IN ATTENDANCE:

L Ashmore	Director of Development and Economic Growth
D Banks	Director of Neighbourhoods
P Linfield	Director of Finance and Corporate Services
K Marriott	Chief Executive
S Pregon	Monitoring Officer
E Richardson	Democratic Services Officer
H Tambini	Democratic Services Manager

APOLOGIES:

Councillors S Calvert, S Dellar, R Inglis, D Polenta and L Way

13 Declarations of Interest

There were no declarations of interest made.

14 Minutes of the Meeting held on 23 May 2024

The minutes of the meeting held on Thursday, 23 May 2024 were approved as a true record and signed by the Mayor.

15 Mayor's Announcements

The Mayor welcomed Sara Pregon, the Borough's future Monitoring Officer and thanked her for stepping in this evening and went on to inform Council about some of the events he had attended since becoming Mayor. Highlights included lunch at the Bishop's Palace in Southwell, afternoon tea with residents of Westdale Care Home, the open gardens event in Lady Bay, the Radcliffe on Trent Carnival, and finally the view from the stage at the recent Proms in the Park event, with residents from across the Borough enjoying the Motown music.

16 **Leader's Announcements**

The Leader also welcomed Sara Pregon and went on to inform Council about the Touch Rugby World Cup that was underway, with over 40 nations taking part, and having attended the amazing opening ceremony, he encouraged all Councillors to attend if they could. The event was organised by the Chief Executive of Nottingham Rugby, which had its base within the Borough and the event had also highlighted to the Leader that Nottingham Touch Rugby ran out of the Borough's Gresham sports facility and he went onto praise the school choir from the Millside Spencer Academy, in East Leake, which had taken part in the opening ceremony.

The Leader went on to inform Council that Chris Boardman, Olympic Gold medallist, cycled through the Borough this week as part of his Pedals to Paris Challenge, which was raising awareness of green issues and he outlined a number of commitments residents were being asked to sign up to in the form of a Green Pledge.

The Leader informed Council that the authority had recently been shortlisted for two awards in planning but had not won. Both categories were recognising the innovative work that the Council had done on the Local Development Order for the Ratcliffe on Soar Power Station.

Finally, the Leader confirmed that he had written to the Borough's new MP following the recent General Election inviting him to visit in the hope of establishing a good working relationship for the benefit of the Borough and obtaining an additional conduit into central government.

17 **Chief Executive's Announcements**

There were no Chief Executive's Announcements.

18 **Citizens' Questions**

No citizens' questions were received for this meeting.

19 **Petitions**

No petitions were presented at this meeting.

20 **Approval of the Scrutiny Annual Reports 2023/24**

The Leader and Cabinet Portfolio Holder for Strategic and Borough-wide Leadership, Councillor Clarke presented the report of the Director – Finance and Corporate Services providing a review of the work undertaken by the Council's four Scrutiny Groups during 2023/24.

The Leader informed Council that he had great pleasure in presenting the annual scrutiny reports for approval and referred to the importance of scrutiny in helping to develop policy, address the concerns of residents, and provide the appropriate checks and balances. After Councillor Brennan had been given the

opportunity to second the report, he asked that each of the scrutiny chairs be invited to deliver a brief summary of the year.

Councillor Brennan seconded the recommendation and reserved the right to speak.

Councillor Combellack, Chair of the Corporate Overview Group for 2023/24, reported on a very productive year in which improvements had been made to the scrutiny process, including a simplified scrutiny request form and the opportunity to present those requests to the Corporate Overview Group in person. Councillor Combellack was keen to point out that not all requests to scrutiny were forwarded to a scrutiny group for discussion, some were addressed directly by officers, by other Council groups, or referred to Cabinet. Councillor Combellack urged Councillors to continue highlighting topics for potential scrutiny and asked them to engage with officers in the first instance to ensure requests coming forward were well formulated, within the Council's remit and represented good value for money.

Councillor Edyvean, Chair of the Governance Scrutiny Group, thanked members of the group for their attendance and respectful debate, and his Vice-chair for her support during the year. Councillor Edyvean explained that the Governance Scrutiny Group differed from the other scrutiny groups as it was primarily backward looking, focusing on financial performance and assurance. The Group had also looked at the Constitution, and given the number and complexity of changes, especially in relation to planning matters, a Member Working Group had been established to consider them. Councillor Edyvean stated that Rushcliffe was very lucky to have such skilled officers and encouraged all Councillors to attend the annual Treasury Management Training.

Councillor Williams, Chair of the Communities Scrutiny Group, referred to the wide range and interesting subjects the Group had considered, including Social Housing Models, Smoke Control Areas, Streetwise, East Midlands Airport, and the Council's Carbon Management Plan. Councillor Williams thanked the members of his Group, those that had substituted when needed, and his Vice-chair.

Councillors Matthews, Chair of the Growth and Development Scrutiny Group, had noted the willingness and productiveness of Councillors and officers to work together to scrutinise a range of topics, when he had taken over the position of Chair part-way through the year. He thanked all participants for their enthusiasm and contributions to the meetings and also his Vice-chair and his predecessor Councillor R Walker.

Councillor Gowland, the Vice-chair of Governance Scrutiny Group, informed Council that despite the complex reports being considered by the Group, the presentations and explanations by both officers and external speakers had been excellent.

Councillor Plant, Vice-chair of Communities Scrutiny Group, reflected on the importance of ensuring that appropriate external speakers and officers attended meetings and that all Group members had a clear understanding of

what scrutiny was expected to achieve. She raised concerns that the decisions made by the Group did not appear to impact upon policy or improve the quality of life for residents and suggested that six years after it was introduced, it could be time to review the Council's scrutiny processes.

Councillor Thomas spoke on behalf of Councillor Way, Vice-chair of Growth and Development Scrutiny Group, and expressed concerns regarding the content of the annual report and that some of the issues raised by the Group in relation to the management of open spaces on new housing estates had been ignored. She felt that scrutiny in general had improved and evolved but there was still work to be done. The LGA Peer Challenge earlier this year had suggested a scrutiny review and a scrutiny request had been submitted by Councillor Way to achieve this, but it had been resisted and alternatives such as a workshop and training proposed instead. Councillor Thomas suggested that any training should be provided externally, with both officers and Councillors attending to look at change and to encourage more collaborative ways of working.

Councillor R Mallender supported the views of Councillor Thomas and suggested that it was time to review scrutiny to ensure improvements continued to be made, and that it would be good practice to look at what others were doing and incorporate best practice to continue to improve.

The Leader thanked the scrutiny chairs for their comments and responded briefly to the comments made by Councillor Thomas. He reported that there had been external training for scrutiny members in the past and that this was on the programme again, with a continual cycle of development and improvement within scrutiny led by Councillor Combellack. The Leader stated that he was sure that Councillor Combellack remained open to any suggestions regarding the future of scrutiny but highlighted that those needed to deliver positive change within the resources available to the Council. With regard to the management of open spaces, the Leader reassured Councillor Thomas that this remained a live topic and that, as well as working on a number of different areas locally, he was also lobbying Central Government to improve the situation nationally.

It was **RESOLVED** that the work undertaken by the four Scrutiny Groups during 2023/24 be endorsed.

21 **Productivity Plan**

The Cabinet Portfolio Holder for Finance, Transformation and Governance, Councillor Viridi presented the report of the Director – Finance and Corporate Services detailing the Council's Productivity Plan.

In moving the recommendation, Councillor Viridi stated that this Productivity Plan was based on the Council's Transformation and Efficiency Plan, which had been agreed at Full Council in March 2024, and if endorsed this evening would be submitted to Government on 19 July 2024. The Plan focused on four key themes, as detailed in the table at paragraph 3.2 in Appendix A to the report. Councillor Viridi also highlighted two additional areas, one of which was the Council's response to the fourth key theme regarding barriers, as detailed

in Section 4 of Appendix A, with the second contextualising the environment that the Council had been working in, including a decrease in its core spending power, as detailed in paragraph 1.4 of Appendix A. Councillor Virdi concluded by advising that despite the challenges being faced, the Council continued to deliver excellent, high quality services to local residents, whilst delivering further efficiencies, as required by this Productivity Plan.

Councillor J Wheeler seconded the recommendation and reserved the right to speak.

Councillor J Walker thanked officers but advised that the Labour Group could not support the document as it 'baked in' the cuts that the Group had opposed in March. She felt that the barriers referred to in the report were important to highlight, as they showed the need for greater devolution, together with the challenges being faced. Councillor Walker stated that devolution would improve local democracy, allow more collaborative working to increase spending power and improve services. She felt that the inclusion of a multi-year settlement and the lack of clarity regarding the New Homes Bonus should have been included, as they were key factors why this and other councils struggled during very turbulent times. Councillor Walker hoped for positive change going forward and for an attitude of recovery rather than retribution.

Councillor Thomas stated that it was a good report but referred to paragraph 4.2 and to the change in terminology to use the term 'reducing discretionary expenditure' rather than 'reducing wasteful spend' and advised that those two things were completely different. She hoped going forward that if the new Government had different requirements, some of the barriers highlighted could be removed.

Councillor Chewings thanked officers but advised that he and Councillor Birch would not be supporting the report for the same reasons as aired at the Council meeting in March. He felt that efficiencies were cuts, the significant increase in parking revenue was effecting both residents and businesses, and the reductions in funding to public conveniences could not be supported. Whilst acknowledging that there was uncertainty and long standing issues regarding funding, he hoped that with the new Government in place things would change for the better.

Councillor J Wheeler thanked officers and stated that the Council had to go forward with the Plan as proposed and savings were being put forward to ensure that the Council effectively managed its finances. Public conveniences were still effectively being delivered by parish councils, and car parking charges had been increased rather than increasing Council Tax to ensure that people using the facilities were paying for them. Councillor Wheeler confirmed that the Council continued to invest in car parking infrastructure, together with other quality services around the Borough, whilst reviewing services to ensure that they were cost effective.

Councillor Virdi confirmed that efficiencies were 'baked into' the budget, given the very challenging situation being faced, with several councils issuing Section 114 notices, it was important that this Council produced a balanced budget, which had been agreed at Full Council. He advised that this Plan would ensure

collaborative working continued and agreed that there should be visibility around one year funding settlements. Councillor Viridi picked up on the points made around discretionary spending, and advised that it was not just that element, as the Transformation and Efficiency Programme was based on a three-fold approach, and since its inception, £7m of savings had been delivered. Councillor Viridi welcomed the positive engagement with members through the budgetary process and stated that he would be happy to go through some of the points and ideas raised tonight. He concluded by thanking the Director – Finance and Corporate Services and his team and referred to the additional £138k funding received as part of this process.

It was **RESOLVED** that the Productivity Plan be adopted and its submission to Government be supported.

22 Notices of Motion

- a) The following notice of motion was proposed by Councillor Birch and seconded by Councillor Chewings.

“The current first-past-the-post electoral system is unfair and undemocratic. It often results in a discrepancy between the percentage of votes received by parties and the number of seats they hold. This often leads to the underrepresentation of minority parties and the overrepresentation of majority parties, which distorts the democratic will of the electorate.

Proportional representation offers a fairer alternative by ensuring that seats are allocated in proportion to the votes received, thus more accurately reflecting the will of the electorate. Proportional representation is a fairer and more democratic electoral system.

Council resolves to:

1. Formally declare that it supports the principle of proportional representation in UK general elections.
2. Formally declare that it supports the principle of proportional representation in UK local elections.
3. Write to HM Government to request a change in our voting system from first past the post to proportional representation.”

Councillor Birch requested a recorded vote and referred to the importance of this issue, given that the recent General Election had been the most unrepresentative since 1928, with 58% of the votes cast being totally unrepresented, which was unacceptable. Councillor Birch stated that this could not be called a true democracy when the voting results did not reflect the will of the electorate, and the current First Past the Post (FPTP) system should be replaced by Proportional Representation (PR).

Councillor Birch reiterated that results in the recent General Election had been greatly distorted, with the largest party having its votes exaggerated, with smaller parties marginalised. He also shared details

of the 2015 General Election results in Belfast South, when the winning party had only received 25% of the vote, which he considered an affront to democratic principles and confirmed that the current voting system was not fit for purpose. Councillor Birch also referred to the results in the 2019 Rushcliffe Borough Council Election and how unfair they had been, with that reflected across the country. He questioned why the current system was defended and whilst acknowledging that there were some reasonable defences of it, he considered that the disadvantages far outweighed any benefits.

Councillor Birch stated that there was considerable misinformation surrounding PR and advised that there was evidence to show that it had worked very well in many countries throughout western Europe since World War II. It usually produced strong, stable, coalition governments, which on average lasted longer than majority governments formed under FPTP. Councillor Birch stated that citizens in those countries also reported greater satisfaction with their political system, with voter turnout measurably higher. Reference was made to ongoing political instability in Italy, and Councillor Birch stated that this was not due to its use of PR, but rather to the very well-known regional, cultural and political differences experienced there, and he felt that Italy should therefore not be used as an example.

Councillor Birch referred to concerns that PR would lead to a break down in the link between constituents and their elected representatives and agreed that it was desirable to have that link and confirmed that he supported a mixed voting system, which would combine the best elements of the two systems. In conclusion, Councillor Birch stated that adopting PR would not just result in more accurate and fair elections, it would be a commitment to a more vibrant and inclusive democracy, moving away from the limitations of the current system to ensure that minority parties received their fair share of representation.

Councillor Chewings seconded the motion and reserved the right to speak.

The Leader, Councillor Clarke stated that no system was perfect and this proposal was not the answer and referred to Italy, which was a prime example of where PR did not work. The Leader stated that he was against this proposal because of the decision making process, as when a coalition was formed it did not necessarily mean that good decisions were made. The Leader also reminded Council that it was up to the Government to decide if the voting system should be reviewed.

Councillor R Walker agreed that the current system failed to reflect the votes cast compared to the proportion of seats held, although it was not always at the expense of minor parties. There were hundreds of systems, none of which were perfect, and it was important not to assume that proportionality was the only measure of how fair and democratic a system was. Councillor Walker agreed that strong, stable governments were good for democracy, whereas coalition governments were weaker and more unstable. A direct connection between the

representative and constituents was good for democracy, and that should be contrasted to many PR systems, which had multiple representatives for a single area. Councillor Walker stated that it was good to use a straightforward system such as FPTP, which had produced results over the years that had reflected the national mood at that time. He felt that PR party lists with preferred candidates could be manipulated, and that many PR systems had built in barriers for smaller parties. Councillor Walker concluded by stating that post-election coalitions were disastrous for democracy, with agreements often made behind closed doors and policies put in place that no one had voted for.

Councillor Parekh stated that the current system had worked well for many years throughout the world and she could not support the motion. The PR system often resulted in a high number of parties gaining seats, which could lead to fragmented, unstable governments, with coalitions having to be formed. Such instability often led to frequent elections being held, which had happened for many years in Italy. Coalition governments often resulted in policy compromises, which served no one and to the empowerment of extremist parties. Councillor Parekh also referred to the complexity of PR systems, which could lead to voter confusion and disengagement.

Councillor Gaunt advised that whilst the Labour Group would be supporting the motion, it did have concerns over the timing and some of its content and reminded Council that the Labour Party had already committed to adopting PR at its conference in 2023. He agreed that the current system needed to be replaced, as it had not been fair for over 100 years, with parties now working out how to skilfully win majorities within the current framework. Councillor Gaunt felt that the motion was over simplified, with more work required to look at specifics and he called for Constitutional reforms and that the motion should demand that the Labour Government went ahead with its various manifesto pledges. Councillor Gaunt concluded by stating that the Council should also be looking at local elections in Rushcliffe, to ensure that they reflected the views of residents.

Councillor Billin stated that he would be supporting the motion, as it went to the core of everything that he had campaigned for over many years, and the motion was asking for the principle to be supported rather than referring to specifics.

Councillor R Mallender stated that this was an issue that many people were interested in, as the current system failed to accurately represent the number of votes each party received, and he agreed that a change to some form of PR system was required. The current system gave an artificially large majority to one party, which resulted in other groups being denied proper representation, which could lead to unrest. Councillor Mallender advised that the current system had worked many years ago, when there were only two parties; however, that had changed as those numbers had increased, with the system producing an inherently unstable representation, and it was now time to look at the principle of having a fairer, more democratic electoral system.

Councillor Grocock stated that he was in favour of an electoral system using PR, as the current system often significantly distorted the preferences of the majority of voters. He felt that the PR system often led to more marginalised parties moderating their views, and it could promote compromise and collaboration, through effective coalition governments. Councillor Grocock reminded Council that a majority of western countries successfully used some form of PR in their elections, included three nations in the UK. Whilst agreeing with the ideals of the motion, Councillor Grocock was concerned that if passed, it would have no influence at a national level, and he failed to see how it would directly serve local residents.

Councillor Simms stated that he was frustrated with the current, outdated electoral system, with smaller parties marginalised; however, he felt after the recent election, it was too early to support this motion.

Councillor Chewings referred to the 2022 survey conducted by the Electoral Reform Society, with 51% in favour of electoral reform. Reference was made to the possible cynicism over the timing of this motion; however, Councillor Chewings advised that he had emailed all candidates before the election regarding this issue. He quoted from a speech by Keir Starmer in 2020, supporting electoral reform and he felt that this was the time to seek change and apply pressure, even at Borough Council level. Councillor Chewings stated that the motion was not asking anyone to choose a specific type of PR, it was asking for the principle to be supported.

Councillor Birch advised that he had been campaigning on this issue for over 20 years and questioned again the fairness of the recent election. He went onto reiterate that coalition governments lasted longer, producing better policies than majority governments, and it was a positive that many parties could win seats using PR. Reference had also been made to the complexities of PR, but Councillor Birch reminded Council that this system was widely used very successfully and he reiterated his previous comments regarding Italy. The motion had been brought to advocate for residents and Councillor Birch felt that it was important to discuss this issue.

In accordance with the Local Authorities (Standing Orders) (England) (Amendment) Regulations 2014, a recorded vote was taken for this item as follows:

FOR: Councillors J Billin, T Birch, J Chaplain, K Chewings, G Fletcher, M Gaunt, P Gowland, C Grocock, R Mallender, S Mallender, L Plant and J Walker

AGAINST: Councillors M Barney, R Bird, A Brennan, A Brown, R Butler, N Clarke, T Combella, J Cottee, A Edyvean, S Ellis, E Georgiou, D Mason, P Matthews, H Om, H Parekh, A Phillips, N Regan, D Simms, D Soloman, R Upton, D Viridi, R Walker, T Wells, G Wheeler, J Wheeler, and G Williams

ABSTENTION: Councillor C Thomas

The motion was lost.

- b) The following notice of motion was proposed by Councillor Thomas and seconded by Councillor S Mallender.

“This Council believes that car park solar canopies could have considerable potential to contribute to solar energy generation in Rushcliffe in an environmentally friendly way. The Council will encourage this by:

1. Including suitable text in relevant policies, strategies, and guidance notes.
2. Undertaking a feasibility study into installation of canopies on its own car parks, with a view to bringing forward a capital project or projects by way of an exemplar.”

Councillor Thomas referred to the pressing need to increase green energy generation in the UK, and whilst solar power was not the most efficient form, it had a part to play. She referred to a briefing note that Councillors had recently received, the “Solar Farm Landscape Sensitivity and Capacity Study”, which provided guidance on where Rushcliffe’s countryside solar farm developments could be sited. Councillor Thomas felt that where possible, most Councillors would prefer to see solar panels on rooftops, brown field land and carparks, of which Rushcliffe had many, with the Council itself owning much that could be turned to solar generation without any detriment impact. Council was reminded that this motion just looked at car parks, to break consideration down into more manageable chunks.

Council was advised that in January 2023, the French Parliament had approved legislation requiring all new and existing car parks with more than 80 spaces to have at least 50% coverage with solar panels, which could generate as much electricity as ten nuclear power plants and she highlighted some of the companies and councils all over the UK that were introducing car park solar canopy schemes.

Councillor Thomas referred to the first part of her motion, which would encourage other organisations to have solar panels on their existing and new car parks through the inclusion of suitable wording in planning policies and conditions and providing guidance. The second part looked at what Rushcliffe could do directly with its own car parks, and it was hoped that a Feasibility Study would identify a suitable site or sites for future projects.

Councillor Thomas stated that the financial viability of any project would need to be checked, although she advised that this should not be evaluated just as a revenue generating opportunity, as carbon savings and other environmental benefits should be factored in. The possibility of the Council using any generated electricity to reduce its energy bills

should also be considered, together with exporting any surplus energy and battery storage. There would be many factors to consider when looking at individual sites, but if other organisations and councils were looking at this, then Rushcliffe should do the same

Councillor S Mallender seconded the motion and reserved the right to speak.

Councillor Upton proposed an amendment to the motion as follows:

“This Council believes that car park solar canopies could have considerable potential to contribute to solar energy generation in Rushcliffe in an environmentally friendly way. The Council will encourage this by:

1. Including suitable text in relevant policies, strategies, and guidance notes.
2. Undertaking a feasibility study into installation of canopies on its own car parks.”

Councillor Upton confirmed that the Conservative Group supported the spirit of the motion, with solar energy generation already a key part of the Carbon Management Action Plan, and a reference could be made in the Council’s emerging Design Guide, and any other appropriate documents. There was already a small-scale solar canopy installation at Gamston Community Hall car park, linked to EV charging ports; however, it was noted that such installations could be costly, and small wind turbines might be more financially viable. It would be appropriate to do a Feasibility Study; however, until it was completed it would be inappropriate to commit to a capital project.

Councillor Om seconded the amendment to the motion and reserved the right to speak.

Councillor Thomas confirmed that she would accept the amendment.

Councillor Gowland confirmed that the Labour Group supported the motion, although she expressed sadness about the amendment, and stated that if it was cost effective to have solar farms then surely brownfield sites and car parks would be just as good. Although she was not entirely against solar farms, Councillor Gowland felt that it was much better to use brownfield sites, and whilst there were issues with linking to the grid, it was appropriate to undertake a Feasibility Study, which she hoped would led to investment in the Borough.

Councillor Gaunt was also disappointed that the amendment had been agreed as he was hoping that Ruddington could have a car park with solar panels. Council was reminded that in 2006, the Labour Government had put in place a law that required any new housing from 2016 to be net zero but this had been removed in 2011 by the Coalition Government, and if that law had stayed in place, the country would be in a much better position. Councillor Gaunt referred to a sustainable city of

100,000 people in Abu Dhabi, which was sustainable mainly due to its solar panels on roofs of buildings and car parks.

In supporting the amended motion, Councillor R Mallender advised that in the last year, nearly 39% of power in the UK had been produced by renewables, and the use of solar panels in car parks and large buildings should be encouraged, with housing developers required to put them on all new houses. He stated that this was very important and should have been done years ago.

The Leader reiterated support for the principle of the motion and advised that the amendment had been put forward to make it clear that a Feasibility Study was required before any commitment to take action could be made, and as part of the study potential projects could be looked at. Council was reminded that British weather was very different to countries with sunnier climates, which could use solar panels a lot. The Leader stated that reference could also be made to having solar panels on all new industrial and commercial buildings, but he did not want to add this and detract from the spirit of this motion.

Councillor Parekh supported the amended motion and referred to various worldwide case studies, which outlined the wide ranging benefits of using solar panels in car parks.

Councillor Birch stated that in supporting the motion and understanding the reasons for the amendment, he would far prefer to see solar panels in urban environments than on viable farmland. He advised that it was surprising how inefficient solar panels were but this motion was important as it would set a good example to other councils.

Councillor Regan supported this excellent motion and advised that a Feasibility Study had been undertaken on Council owned commercial properties in Bingham, with a payback of between four and five years. To overcome efficiency issues Councillor Regan advised that it was better to have an on-site power bank and he was confident that the Feasibility Study would result in solar panel use being supported.

In seconding the motion, Councillor S Mallender advised that she would have preferred to keep the original motion, although it was better that everyone worked together, as had happened previously. From personal experience Councillor Mallender found solar panels worked very effectively and reminded Council that it was light and not heat that was important. She referred to a report on solar energy by the Campaign for the Protection of Rural England (CPRE), which highlighted that 97% of its members wanted a standard requirement for all new buildings and car parks to have solar panels. Solar car parks produced electricity in areas that were often close to facilities that used lots of energy, which was ideal, rather than more rural solar farms, which required more infrastructure to take power to the grid. The CPRE and UCL's Energy Institute report advised that the potential in the built environment was about 117gigawatts, with 11gigawatts of that from car parks, which equated to sixty million solar panels, powering twelve million homes, and

Councillor Mallender felt that this motion would be a good start and example to developers. She concluded by hoping that the Government would bring in planning legislation to have solar panels on new buildings and even encourage retrospective installation.

Councillor Thomas thanked everyone for their support and stated that in accepting the amendment she still wanted projects to come forward but it was a question of working together to reach a compromise and this motion was a starting point.

On being put to the vote the motion was carried.

23 Questions from Councillors

- a) Question from Councillor J Walker to Councillor Upton.

“Having visited some Metropolitan Housing in my ward this week I have witnessed first-hand how poor attempts at repair from our housing partners have led to leaks and drafts resulting in a young family living in damp and mouldy conditions.

Is it proper that Rushcliffe Borough Council continues to sit on money intended to go to Registered Housing Providers when families are having to spend time chasing up Registered Housing Providers just to get poor workmanship put right whilst living in poor housing conditions?”

Councillor Upton responded that this Council did not sit on any money that could be used to benefit residents’ lives and the Council approved the budget each March, a process which all Councillors were involved in. He went on to assume that Councillor Walker was referring to surplus s106 money and highlighted that this was not the Council’s money, the Council collected it and acted as banker until such a time that the money could be spent on predetermined, large scale infrastructure projects.

The Mayor asked if Councillor Walker had a supplementary question.

Councillor J Walker clarified that her question was not about the s106 money but the carry forward that should be going to the Registered Housing Providers.

Councillor Upton referenced previous confidential conversations that had outlined the housing projects that the carry forwards referred to. The budget was fully committed, and the Council therefore carried that forward over the end of an accounting year to ensure those important projects remained funded. It was not the Council’s responsibility to put capital funding into repairing properties owned by Registered Housing Providers. Councillor Upton informed Council that last week the Cabinet had adopted a new Housing Enforcement Policy in line with the 2023 Social Housing Regulation Act, which gave residents in social housing greater powers to get problems with their homes addressed.

b) Question from Councillor Mason to the Leader, Councillor Clarke

“Could the Leader inform this Council of any discussions he has had with our new MP and the Government, regarding the proposed changes to house building targets and planning laws?”

The Leader referred back to his announcements earlier in the evening and informed Council that he had written to Rushcliffe’s new MP, James Naish, and invited him to a meeting at the Council. The Leader had highlighted the pressing issue of Rushcliffe’s Local Plan renewal and the local passion for protecting the greenbelt, and he was hopeful that meeting would take place soon and that it would be the start of a productive working relationship. The Leader also mentioned that he was working with the LGA to better understand how the new Government intends to move planning issues forward.

The Mayor asked if Councillor Mason had a supplementary question.

Councillor Mason asked if the Leader agreed that, together with the number of local homes proposed in the Local Plan, Rushcliffe had more than met its fair share of new homes and that any further requirements should go to councils that had not been as responsive.

The Leader agreed and reflected that although the Labour manifesto had suggested a return of housing targets across the country he was hopeful that Rushcliffe’s past performance and new Local Plan would protect the Borough from excessive levels of future development. He cited the 9,100 homes the Council had accepted under the Duty to Cooperate from the City Council, and the 500,000 new homes across the country that already had planning permission but building work had not yet started, as examples of why he was hoping for a more appropriate level of demand in the Borough.

c) Question from Councillor Plant to Councillor Upton

“Due to spending pressures on the mandatory Disabled Facilities Grants, Cabinet on 12 July 2022, approved the amendment of the policy to temporarily suspend the use of the discretionary Disabled Facilities Grant allocation until the review of the national formula allocation is undertaken. That decision was taken two years ago so can the Cabinet member inform me if the discretionary Disabled Facilities Grants allocation is likely to be reinstated anytime soon?”

Councillor Upton responded that the Council simply did not have the funds at this time for the discretionary elements of the Disabled Facilities Grant.

The Mayor asked if Councillor Plant had a supplementary question.

Councillor Plant asked if Councillor Upton thought it right or appropriate that a temporary decision that affected the quality of life of the Borough’s residents taken by Cabinet two years ago was not minuted if it was to

become a permanent decision.

Councillor Upton sympathised with the point Councillor Plant was drawing attention to and reminded Council that the mandatory elements of this grant were under extreme pressure, with demand rising year on year. That element of the grant was administered by the Country Council and authorities across Nottinghamshire were participating in discussions to develop a more equitable formula for allocation. Councillor Upton informed Council that it had provided half a million of its own money in the form of a discretionary grant to help meet demand but that this level of investment was not sustainable longer term.

d) Question from Councillor Gaunt to the Leader, Councillor Clarke

“How are the Council and officers preparing for the transition to a new Labour government and what levels of strategic planning have taken place for any changes in direction that may need to be brought about?”

The Leader felt that the question was perhaps a little premature given that the new Government had been in place for less than two weeks. However, he recognised that the Labour manifesto had suggested a probable direction of travel and that the King’s Speech at the State opening of Parliament this week had set out over 35 new bills. He reported that officers had been closely monitoring the situation and would continue to do so to ensure that the impact of new legislation on the Borough could be assessed as soon as it became clearer.

The Mayor asked if Councillor Gaunt had a supplementary question.

Councillor Gaunt referenced the recent peer review, which had suggested that the Council should be doing more to prepare for future changes and he asked if the Leader was prepared to be more proactive about that.

The Leader informed Council that given the recent nature of the election and the change of Government he felt that the Council was being proactive and open to change but that it was not yet clear what that might be. He cited a letter he had received two days ago from the office of the Deputy Prime Minister which recognised that local councils were under considerable financial strain following years of under investment and urging councils to willingly embrace devolution. Councillor Clarke shared his belief that this was a generic letter sent to all councils because Rushcliffe was not in a dire financial situation and had already embraced devolution in the form of the newly elected Mayor of the East Midlands Combined County Authority. He said that the new Government needed more time to work out what it was asking of councils before officers or Councillors could prepare for any changes that might be coming forward. He concluded by stating that he was hoping to engage with the Borough’s new Member of Parliament and remained open to potential developments in the future.

The meeting closed at 9.24 am.

CHAIR



Council

Thursday, 26 September 2024

Greater Nottingham Strategic Plan

Report of the Director – Development and Economic Growth

Cabinet Portfolio Holder for Planning and Housing, Councillor R Upton

1. Purpose of report

- 1.1. Rushcliffe Borough Council, in partnership with Broxtowe Borough, Gedling Borough and Nottingham City Councils have prepared the draft Greater Nottingham Strategic Plan (Publication Draft), which covers the plan period up to 2041, and sets out policies and proposals to secure sustainable growth across the plan area. The Strategic Plan has been prepared following earlier rounds of public consultation on potential options for these policies and proposals and, following this, the Councils' preferred approach in respect of housing and employment land provision.
- 1.2. If approved by Council, and there is equivalent approval by Broxtowe Borough, Gedling Borough and Nottingham City Councils, the draft Strategic Plan will be published for a six-week public representation period. The responses received, along with the draft Strategic Plan and all supporting documents, will then be submitted for public examination by a government appointed planning inspector or inspectors.
- 1.3. Once adopted, the Strategic Plan will, for Rushcliffe Borough, replace the Rushcliffe Local Plan Part 1: Core Strategy that was adopted in 2014.

2. Recommendation

It is RECOMMENDED that Council:

- a) approves the Publication Draft Greater Nottingham Strategic Plan and Policies Map Changes document, in so far as they relate to Rushcliffe Borough, and agrees to their publication for a six-week public representation period;
- b) agrees that, following the representation period, the Publication Draft Greater Nottingham Strategic Plan, the Policies Map Changes document, all supporting documents and all representations received be submitted for public examination; and
- c) delegates authority to the Director for Development and Economic Growth in consultation with the Cabinet Portfolio Holder for Planning and Housing to make any minor editing changes to the Publication Draft Greater

Nottingham Strategic Plan and the Policies Map Changes document prior to their publication.

3. Reasons for Recommendation

- 3.1. To enable preparation of the Greater Nottingham Strategic Plan (Appendix 1) to progress further and for it to be submitted for examination in public. The Strategic Plan is required to be examined by a Planning Inspector (or Inspectors) appointed by the Secretary of State for Housing, Communities and Local Government before it can be adopted as part of the statutory development plan.
- 3.2. Failure to review and replace the 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.
- 3.3. The recent consultation on revisions to the NPPF has identified a transitional period for local plans to proceed without fully reflecting the proposed changes to the NPPF – in particular, a requirement for Rushcliffe's housing target to be increased further. If the Strategic Plan is delayed, the transitional period 'window' would be lost and the Strategic Plan will not be able to proceed in its current form, preparation of a new plan would have to commence and the Council would be without an up to date plan.
- 3.4. The Strategic Plan preparation process has, across a number of meetings, involved consideration by the Council's cross-party Local Development Framework Group (LDF) of the draft policies and proposals for inclusion in the Strategic Plan. The LDF most recently considered the draft Strategic Plan document at a meeting on 5 September 2024, at which it was unanimously resolved: 'that the LDF Group accepts the draft document discussed at the meeting, and it be submitted to Full Council for approval'.

4. Supporting Information

Background

- 4.1. The Local Plan is central to the planning system with a legal requirement that planning decisions must be taken in line with the development plan unless material considerations indicate otherwise. The Planning and Compulsory Purchase Act 2004 requires each local planning authority to identify their strategic priorities for development and use of land and have policies to address these in their local plans.
- 4.2. The Rushcliffe Local Plan Part 1: Core Strategy was adopted in December 2014. The Core Strategies of the other Greater Nottingham local planning authorities (Broxtowe, Erewash, Gedling and Nottingham City) were similarly adopted in 2014. Together, they provide a consistent and coherent strategic spatial planning framework for the Greater Nottingham area. It is necessary for all the authorities to review their Core Strategies to ensure an up to date

strategic planning framework for Greater Nottingham remains in place and the scale and distribution of future development is appropriately managed.

- 4.3. The decision was taken previously for Broxtowe Borough, Gedling Borough, Nottingham City and Rushcliffe Borough Councils (the 'Councils') to review their respective Core Strategies together on an aligned basis. While the Greater Nottingham Strategic Plan (GNSP) is being prepared jointly in partnership, each Council will still have to individually agree and adopt the Strategic Plan as part of its own development plan. Once adopted, the Strategic Plan will replace the Rushcliffe Core Strategy, as well as the Core Strategies of the three other Councils. The 2019 Rushcliffe Local Plan Part 2 (Land and Planning Policies) would still remain part of the development plan, even once the Strategic Plan is adopted, until such time as its policies are reviewed and superseded by a subsequent local plan document.
- 4.4. The Rushcliffe Core Strategy and the other Councils' Core Strategies cover a plan period which ends in 2028. It is proposed that the Strategic Plan will extend the plan period by 13 years and cover the period to 2041.

Previous preparation stages

- 4.5. In July 2020 and February 2021, the Councils consulted on Growth Options for the Strategic Plan. This was a Regulation 18 consultation, which required the notification of various bodies and stakeholders that the Councils were preparing the Strategic Plan and invited them to comment about what it ought to contain. A summary report of those responses received in response to the Growth Options consultation was published in February 2022.
- 4.6. The Strategic Plan's Preferred Approach was published for consultation in January 2023 and focussed on a proposed strategy and vision, an approach to housing and employment land provision and proposed a number of strategic allocations. At the time of that consultation, the Councils published the Preferred Approach: Response to the Growth Options Consultation document (December 2022) that set out the Councils' response to consultation comments received in respect of certain matters covered by the earlier Growth Options consultation.
- 4.7. A further Preferred Approach consultation was undertaken in September 2023 that focussed on strategic distribution and logistics development, including the proposal for such uses to be allowed on part of the Ratcliffe on Soar Power Station site.
- 4.8. The Greater Nottingham Strategic Plan Publication Draft (Regulation 19) Statement of Consultation (Appendix 2) provides a comprehensive summary of the consultation undertaken during the preparation of the Strategic Plan, including summaries of comments made by consultees at the two Preferred Approach consultation stages, together with a response by the Councils.

Greater Nottingham Strategic Plan: Publication Draft

- 4.9. The next preparatory stage is the publication of the final draft GNSP (Publication Draft), as required by Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012. The draft Strategic Plan is at Appendix 1.
- 4.10. It will, subject to approval by all four Councils, aim to be published in late October 2024 for a six-week public representation period. The draft Strategic Plan, all representations received and the Plan's supporting evidence will then be submitted for public examination by a Planning Inspector (or Inspectors). It is the role of the Inspector(s) to determine whether the Strategic Plan is sound (including compliance with national policy) and legally compliant. Subject to the Inspector(s) concluding that these two tests are satisfied, the Councils would then be able to adopt the Strategic Plan as part of their respective statutory development plans.
- 4.11. The drafting of the Strategic Plan to its present stage has been fully informed by Sustainability Appraisal outcomes, other supporting evidence and the consultation feedback received by the Councils during the various stages of community engagement undertaken. These factors have been balanced in preparing the Plan's proposed policies and proposals. Each of the policies is accompanied by justification text to help explain and justify the approach taken, and various background papers have been prepared to provide further explanation and justification (see the 'Background papers available for inspection' further below).
- 4.12. The Sustainability Appraisal is a legal requirement of plan preparation, and a Sustainability Appraisal Report for the Strategic Plan has been prepared to fulfil this requirement. The Sustainability Appraisal has assessed the environmental, economic and social impacts of the various policies and proposals included in the draft Strategic Plan and the alternatives considered. The Sustainability Appraisal Report Non-Technical Summary is at Appendix 3 to this report and the other documents which make up the Sustainability Appraisal are available as background papers.
- 4.13. The Sustainability Appraisal provides information on the relative sustainability of the alternatives considered and helped to identify the most sustainable options. All reasonable alternatives, the strategic policies and strategic site allocations have been sustainability appraised and key findings of the appraisal are set out within the Sustainability Appraisal Report. However, the Sustainability Appraisal outcomes are not the only influence in selecting and rejecting alternative options. The Strategic Plan must conform to national planning policy, take into account comments from public consultations and include site allocations that are available and deliverable.
- 4.14. The other supporting evidence prepared for the Strategic Plan is extensive and covers a range of matters, including carbon reduction, housing needs, employment land requirements, Green Belt review, heritage impacts, flood risk, transport assessment, heritage impacts, retail centres review, water capacity, flood risk, Blue and Green Infrastructure, biodiversity and infrastructure

capacity. The Strategic Plan's preparation has also been informed by a Habitat Regulation Assessment, an Equality Impact Assessment and a Health Impact Assessment. The evidence base for the Strategic Plan is available to view at the Greater Nottingham Planning Partnership website:

www.gnplan.org.uk/evidence-base.

Vision, Objectives and Strategy

- 4.15. The draft Strategic Plan is in three main parts: section 1 introduces the Strategic Plan; section 2 looks at the character of the plan area, now and in the future, setting out a 'spatial vision' of what the area will look like in 2041 if the Strategic Plan's strategy is implemented, together with spatial objectives that set out the key principles by which this vision will be achieved; and section 3 is the delivery strategy, including a set of policies and proposals which together form a strategic and consistent policy approach for delivering the vision. The vision includes key strategic issues such as climate change, enhancing Blue and Green Infrastructure, improving access to homes and jobs and the distribution of development.
- 4.16. Draft Policy 2 (Spatial Strategy) follows on from the vision and objectives and places a focus on urban living through prioritising sites within the main built-up area of Nottingham, and to a lesser extent adjoining it, seeking to achieve sustainable growth by making the most of existing infrastructure and reducing the need to travel. This approach aims to utilise the range of facilities and services which are provided within the city and town centres and provide opportunities to redevelop brownfield sites and regenerate parts of the urban area. The strategy aims to facilitate the economic development potential of key sites including Ratcliffe on Soar Power Station (within Rushcliffe), Toton (within Broxtowe) and the wider Broad Marsh area (within Nottingham City).
- 4.17. Policy 2 also establishes a settlement hierarchy for shaping and directing growth. It reflects the role and size of urban areas and sets the preferred sequence for focussing growth across the plan area, which is:
 - a) in the main built-up area of Nottingham;
 - b) adjoining the main built-up area of Nottingham;
 - c) adjoining to the Sub Regional Centre of Hucknall; and
 - d) in or adjoining Key Settlements.
- 4.18. Nottingham and its built-up area (including West Bridgford) is of national and regional importance in terms of its size and economy. The Sub Regional centre of Hucknall (in Ashfield District) is relatively large and has its own distinct identity and economic role. The Key Settlements have been locally defined, based on their role, function and planning policy considerations. In Rushcliffe, the Key Settlements continue to be identified as Bingham, Cotgrave, East Leake, Keyworth, Radcliffe on Trent and Ruddington. Outside of the Key Settlements, any new development at other settlements will be of a smaller scale, which will be defined in subsequent Local Plans.

Housing provision

- 4.19. All aspects of the Strategic Plan, including policies for housing provision, are required to be consistent with national policy. This is principally policy included in the National Planning Policy Framework (NPPF) published in December 2023. In July 2024, the new Government published proposed reforms to the NPPF which are relevant to the preparation of the draft Strategic Plan, albeit that its proposed changes are yet to be confirmed.
- 4.20. The current NPPF confirms that the Government's standard method for assessing local housing need should be the starting point for determining the Strategic Plan's housing targets, unless exceptional circumstances justify an alternative approach. The July 2024 draft NPPF further emphasises the importance of the standard method, and includes transitional arrangements for plans at an advanced stage of preparation. Under these transitional arrangements, the Strategic Plan is only able to be completed and adopted if each Council's annualised housing target is no more than 200 dwellings below its new standard method annual housing need figure.
- 4.21. For Nottingham City, the draft standard method housing need is 26,118 homes over the Strategic Plan period (2023 to 2041). However, Nottingham City has an identified housing land supply of 26,690, and it is proposed that this higher figure is adopted as the City's housing target, given the imperative to provide new homes within the City which supports the strategy of promoting urban living, and to fit with the City Council's growth ambitions.
- 4.22. In order to comply with the NPPF transitional arrangements, it is proposed that the Borough Councils increase their housing targets over the level set by the current 2023 standard method to fall within the 200 dwelling annual threshold of the transitional arrangements. This approach enables the Strategic Plan to be completed and adopted under the transitional arrangements and thereby support the early delivery of substantial housing growth.
- 4.23. The draft Strategic Plan's proposed housing targets are included within Policy 3 and are as set out below in Table 1.

Table 1: Proposed Housing Targets 2023 to 2041

Authority	Housing Target
Broxtowe	8,250
Gedling	8,370
Nottingham City	26,690
Rushcliffe	11,360
Greater Nottingham	54,670

- 4.24. In the case of Rushcliffe, there is more than sufficient existing housing supply, as identified in the 2023 Rushcliffe Strategic Housing Land Availability Assessment, to meet the Borough's proposed housing targets.

- 4.25. The approach and justification behind the Strategic Plan's housing targets is set out in detail in the Greater Nottingham Housing Background Paper (2024).
- 4.26. In order to meet these housing targets, a number of proposed strategic sites and locations where growth will take place are identified in the draft Strategic Plan. It is important to note that most proposed housing is already identified or provided for in current Local Plans, although an extension to an existing strategic development site is proposed in Gedling, and the Broad Marsh area in Nottingham City is identified as suitable for significant residential development.
- 4.27. In Rushcliffe, in accordance with the Strategic Plan's spatial strategy, it is proposed that development would be concentrated within the main built-up area of Nottingham (West Bridgford) where opportunities exist. However, West Bridgford has relatively limited capacity to accommodate development over the plan period and, therefore, it is proposed that the majority of 'main urban area' development in Rushcliffe will be delivered on three Sustainable Urban Extensions (SUE) at Melton Road, Edwalton, South of Clifton (also known as Fairham) and East of Gamston/North of Tollerton.
- 4.28. Approximately 8,810 new homes would be provided on these three SUEs, of which approximately 1,270 new homes had been built by March 2023. All three locations were allocated in 2014 by the Rushcliffe Core Strategy and are on land that was removed from the Green Belt at that time to accommodate development. It is not proposed that any further land adjacent to the main urban area (within Rushcliffe) is allocated for housing development by the Strategic Plan, as further land is not required to meet the new Rushcliffe housing target.
- 4.29. The Melton Road, Edwalton strategic allocation will provide around 1,800 homes when completed, with 1,270 of these having been built by March 2023. The development of the South of Clifton (Fairham) strategic allocation has recently commenced and will deliver around 3,000 new homes in total. The strategic allocation to the East of Gamston/North of Tollerton is still to secure planning permission, although has two live planning applications. It would deliver around 4,000 new homes in total but with expected delivery of around 2,700 new homes by 2041 and the rest beyond the plan period.
- 4.30. Beyond the main built-up area of Nottingham, there are three other strategic allocations within Rushcliffe: North of Bingham (around 1,050 homes); the Former RAF Newton (528 homes); and the Former Cotgrave Colliery (463 homes). All three locations were allocated as strategic sites in 2014 by the Rushcliffe Core Strategy. The delivery of the North of Bingham and Former RAF Newton sites are both well underway. All new homes on the Former Cotgrave Colliery site have already been built. It is, however, proposed to remain as a strategic allocation as the site includes approximately two hectares of employment land which is still to be delivered.
- 4.31. It is proposed that development elsewhere in Rushcliffe will be concentrated at the Key Settlements of Bingham, Cotgrave, East Leake, Keyworth, Radcliffe on Trent and Ruddington, again to assist in meeting sustainability objectives. The delivery of new homes at these Key Settlements over the plan period would be

achieved through a combination of sites which have already been allocated by the Rushcliffe Local Plan Part 2 (adopted 2019) and sites within the settlements which already have planning permission or come forward as infill/windfall sites. It is not proposed that any further land adjacent to any of the Key Settlements is allocated for housing development as part of the Strategic Plan.

- 4.32. In other settlements, development will be smaller scale. It is expected that the delivery of new homes at these other settlements over the plan period would be achieved through a combination of sites which have already been allocated by the 2019 Rushcliffe Local Plan Part 2, sites within settlements that already have planning permission or come forward as infill/windfall development, conversion or change of use of buildings and/or on 'exception' sites for 100% affordable housing. It is not proposed that any further land adjacent to any other settlements is allocated for housing development through the Strategic Plan.
- 4.33. In total, the anticipated housing supply within Rushcliffe from 2023 to the end of the plan period in 2041 is 14,144 homes, which includes delivery from the strategic allocations referred to above. This would significantly exceed the proposed housing target (11,360 homes) and would provide sufficient protection against any potential future housing undersupply should the delivery of one or more of the larger strategic allocations either stall or if the rate of housing delivery on site falls significantly below expected levels. In the event that delivery on any of the sites does stall or slow, there would be no requirement for these homes to be provided for elsewhere.
- 4.34. The proposed approach to housing provision, distribution and site selection within Rushcliffe is outlined and justified further in the supporting text to draft Policy 3, the Housing Background Paper and the Site Selection Report. While a number of other potential site options have been put forward by developers, landowners and others, there is no requirement for the allocation of any new or expanded strategic sites for housing within Rushcliffe as part of the Strategic Plan.

East of Gamston/north of Tollerton

- 4.35. The East of Gamston/North of Tollerton strategic allocation includes Tollerton Airfield. The NPPF sets out that planning policies should recognise the importance of maintaining a national network of general aviation airfields, taking into account their economic value in serving business, leisure, training and emergency service needs. The inclusion of this provision within the NPPF post-dates the site's allocation in 2014 and therefore needs to be considered in carrying the allocation over into the Strategic Plan.
- 4.36. The site owner has confirmed that it will not be retaining the site as an airfield. Even if its retention were possible, the importance that the NPPF attaches to general aviation airfields is one of a number of competing factors that need to be balanced when aiming to satisfy housing and other development needs and delivering sustainable development. While the current airfield contributes in terms of economic value in serving business, leisure, training and emergency service needs, this needs to be balanced against the likely much more significant local economic and social benefits that would result from the delivery

of around 4,000 homes on the wider allocation (with 30% proposed as affordable housing) and around 15 hectares of new employment development.

- 4.37. The retention of an operational airfield in this location would undermine the ability to deliver a major sustainable urban extension in what is one of the most sustainable locations within Rushcliffe, adjacent to the Nottingham urban area and in relatively close proximity to Nottingham city centre. This site is due to provide for a particularly substantial proportion of Rushcliffe's housing need over the plan period, and especially so later in the plan period.
- 4.38. Airfield related businesses and operations, including those adjacent to the site will presumably close in their current form once the airfield closes. While this is not ideal, the pending loss of the airfield was established when the site was originally allocated in 2014, and it would be presumed that any business investment or operation decisions in the intervening period will have been taken in this context.

Economic development and employment land

- 4.39. The Nottingham Core and Outer Housing Market Areas Employment Land Study, 2021 (ELS) provides evidence on the quantity of employment land to be planned for over the period from 2018 to 2038. This study considers office jobs and industrial and warehousing jobs separately. The ELS has also assessed the quality of key employment sites in the study area, finding the majority to be of average or good quality. The Employment Background Paper 2024 has been prepared and shows how the findings of the study have been taken into account.
- 4.40. The ELS sets out several scenarios for modelling future employment change for the period 2018 to 2038. For the reasons set out in the Employment Background Paper, it is proposed to select the regeneration scenario which takes account of the interventions set out in the Derby Derbyshire Nottingham Nottinghamshire (D2N2) Local Economic Partnership Strategic Economic Plan. The forecasts have taken into account employment development delivery between 2018 and 2023 and extrapolated estimates of employment space needs to 2041 so they are consistent with the plan period for housing provision.
- 4.41. In order to meet this growth scenario, the following requirements for employment space are proposed for the plan area (as part of draft Policy 5: Employment Provision and Economic Development):
 - 291,000 square metres of office space, including 68,000 square metres in Rushcliffe; and
 - 173.5 hectares of industrial and warehousing land, including 128 hectares in Rushcliffe.
- 4.42. As part of meeting this scenario within Rushcliffe, employment land provision continues to be a requirement within the following strategic sites allocated by the 2014 Rushcliffe Core Strategy: Melton Road, Edwalton; North of Bingham; Former RAF Newton; Former Cotgrave Colliery; South of Clifton (Fairham); and East of Gamston /North of Tollerton.

- 4.43. In addition, major new employment growth is proposed at the Ratcliffe on Soar Power Station site. As referred to above, the Strategic Plan's proposed Spatial Strategy recognises the economic development potential of the Power Station site, which is due to close at the end of September 2024. It is proposed that the site is allocated for strategic scale employment related development and removed from the Green Belt (see draft Policies 4, 5 and 32).
- 4.44. The Ratcliffe on Soar Power Station site is the subject of a Local Development Order (LDO), which was adopted in July 2023 and gives planning consent for employment and energy generation related uses on site. The site's allocation for uses that align with those already permitted by the LDO, and its removal from the Green Belt, is therefore justified. The site's allocation would further support the long-term re-use of the site for major economic development. The allocation is also supported by the conclusions of the Employment Land Study. The extent of the proposed allocation and the corresponding land to be removed from the Green Belt (see Appendix 4) closely follow the boundary line of the LDO.
- 4.45. In addition to providing for new office space and general industrial and warehousing land requirements, the Nottinghamshire Core and Outer Housing Market Area Logistics Study (July 2022) was prepared to quantify the scale of strategic distribution and logistics need across the study area. The Councils undertook a "call" for strategic distribution sites and the Councils' proposed approach to large scale distribution sites was set out in the Preferred Approach: Strategic Distribution and Logistics document, which was consulted on in September 2023. The draft Strategic Plan provides for new strategic distribution and logistics provision through the proposed allocation of the former Bennerley Coal Disposal Point on 52 hectares of land (within Broxtowe Borough) and through provision on up to around 36 hectares of land as part of the proposed Ratcliffe on Soar Power Station strategic allocation. The sites would lead to a significant uplift in terms of the plan area's contribution to meeting regional needs for this specialist distribution and logistics sector.
- 4.46. The proposed approach to employment provision, distribution and site selection is outlined and justified further in the justification text to Policy 5 (Appendix 1), the Employment Background Paper, Strategic Distribution and Logistics Background Paper and Site Selection Report. A number of other potential employment site options have been put forward by developers, landowners, and others, particularly for Rushcliffe in the A453 and A46 corridors, but there is not the justification to identify additional new strategic employment sites.

Climate Change, Sustainable Design, Construction, Energy and Managing Flood Risk

- 4.47. Draft Policy 1 includes new requirements and standards for energy efficiency and sustainable construction to support the delivery of carbon neutral development and mitigate against and adapt to climate change. The policy also includes strategic requirements for renewable energy developments and relating to flood risk and sustainable drainage. The policy's requirements have been informed by supporting studies which have explored carbon reduction

policy options and assessed the financial viability of the Plan's policies and proposals.

Green Belt

- 4.48. Draft Policy 4 proposes the retention of the Nottingham Derby Green Belt (that falls within the plan area), as set out on the Plan's Key Diagram and each of the Councils' Policies Maps. The policy identifies proposed changes to the Green Belt, including inseting the site of the Ratcliffe on Soar Power Station strategic allocation. The Green Belt Background Paper outlines the work undertaken by the Councils to conduct a strategic Green Belt review as part of preparing the Strategic Plan.

Nottingham City, town and other centres

- 4.49. Draft Policy 6 aims to ensure development contributes to the strengthening and enhancement of the role of Nottingham as a principal shopping, leisure, office and cultural destination. Draft Policy 7 defines a hierarchy for town, district and local centres and establishes which centres are within each tier. This hierarchy is carried forward from the 2014 Core Strategies, but with the proposal that West Bridgford centre moves from being classified as a district centre to a town centre within the Strategic Plan. This would result in a minor amendment to the Policies Map to reflect this change – see Appendix 4. In addition, draft Policy 7 includes provisions to ensure development proposals consolidate and strengthen the network and hierarchy of centres and do not harm their viability and vitality.

Housing mix and gypsy and traveller accommodation

- 4.50. The NPPF requires that the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies. This includes those groups who require affordable housing, older people, students, people with disabilities and gypsy and travellers. Accordingly, the draft Strategic Plan includes Policy 8 (Housing Size, Mix and Choice) and Policy 9 (Gypsies, Travellers and Travelling Showpeople) to provide for relevant identified needs. The requirements of both policies have been informed by studies undertaken to assess housing (including affordable housing) and gypsy and traveller needs locally and also to assess the financial viability of the Plan's policies and proposals.

Design and Local Identity

- 4.51. The NPPF emphasises the importance of good design. It states that strategic policies should set out an overall strategy for the pattern, scale and design quality of places. In this context, draft Policy 10 requires all developments to aspire to the highest standards of design, and materials, and these issues should be integrated into the development process at an early stage, along with the consideration of community safety, residential amenity and sustainable access. Draft Policy 10 part 2 sets out a number of proposed key principles for achieving a consistent approach to high quality design across the plan area.

Historic Environment

- 4.52. The NPPF requires local plans to set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. Draft Policy 11 is included in the Strategic Plan to respond to this requirement. The policy identifies elements of the historic environment that are of particular importance in contributing to the identity of the plan area and which should, wherever possible, be conserved or enhanced.

Local Services and Healthy Lifestyles

- 4.53. The aim of draft Policy 12 is to facilitate the provision of new, extended or improved community facilities, including where required to support major residential development. The policy also provides protection for existing facilities from redevelopment or alternative uses, where retention is supported by evidence of need.

Culture, Tourism and Sport

- 4.54. The aim of draft Policy 13 is to support the provision of culture, tourism and sporting facilities, and to ensure their development is in the most appropriate locations, dependent on the scale of the facility. The policy also provides protection for existing facilities from new development or alternative uses, unless the benefits of the new use outweigh the facility's retention.

Travel and Transport

- 4.55. Draft Policy 14 (Managing Travel Demand) and draft Policy 15 (Transport Infrastructure Priorities) together aim to reduce the need to travel, especially by private car, by seeking to secure new developments of appropriate scale in the most accessible locations following the Spatial Strategy in draft Policy 2, in combination with the delivery of sustainable transport networks to serve these developments. Draft Policy 15 (Transport Priorities) includes a list of existing planned transport schemes which are essential for the delivery of the Strategic Plan and which have committed funding. The policy also lists schemes that do not currently have committed funding, but whose delivery would support planned growth.

Blue and Green Infrastructure and Biodiversity

- 4.56. The NPPF requires local plans to include strategic policies that conserve and enhance natural environments and landscapes and that take a strategic approach to maintaining and enhancing networks of habitats, green infrastructure and recreational open spaces. Draft Policy 16 (Blue and Green Infrastructure, Parks and Open Space) and draft Policy 17 (Biodiversity) are included in the draft Strategic Plan to respond to these requirements. Specific to Rushcliffe, draft Policy 17 proposes to increase the requirement for biodiversity net gain to a minimum of 20%, from 10%. This approach is supported by evidence set out in the Biodiversity Net Gain Background Paper.

Infrastructure

- 4.57. Draft Policy 18 (Developer Contributions for Infrastructure) sets out strategic requirements to ensure development is supported by appropriate new or improved infrastructure where required and that its delivery is developer funded. Additionally, as referred to above, draft Policy 15 identifies transport infrastructure schemes which are required to support plan delivery. Elsewhere, the draft site-specific policies (policies 19 to 32) identify various infrastructure requirements for each of the individual strategic allocations. To support delivery of the Strategic Plan, the Councils have also prepared an Infrastructure Delivery Plan to help ensure that the right infrastructure and services are in place to allow development to come forward as planned.

Site specific policies

- 4.58. The draft Strategic Plan includes site-specific policies for each of the Plan's strategic allocations (policies 19 to 32), setting out broad development requirements in respect of, for example, housing mix, employment, transportation and infrastructure provision. Also provided alongside each policy is an illustrative plan for the indicative location of proposed uses on site.

Changes to the Local Plan Policies Map

- 4.59. The policies and proposals within the draft Strategic Plan give rise to a small number of changes to each Council's Policies Map. The Policies Maps show geographically the application of local plan policies and designations. Those changes resulting from the Strategic Plan are illustrated on the Policies Map Changes document (Appendix 4). For Rushcliffe specifically, the changes include the addition of the boundary for the Ratcliffe on Soar Power Station allocation, the related amendment to inset the Power Station site from the Green Belt and redesignation of West Bridgford centre from a District Centre to a Town Centre.

5. Alternative options considered and reasons for rejection

- 5.1 The production of a local plan is a statutory duty. It would be possible for the Borough Council to prepare a local plan without the involvement of the partner councils, but this has been rejected because significant cost savings are achieved in preparing a joint document covering more strategic matters. It will also ensure a consistent and coherent planning policy approach across the wider area.
- 5.2 In preparing the Strategic Plan all reasonable alternatives have been assessed through the sustainability appraisal and site selection work.

6. Risks and Uncertainties

- 6.1. Failure to review and replace the 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.

- 6.2. The Levelling-up and Regeneration Act (2023) allows the Government to set deadlines for submitting development plans under the current system. Any delay to the Greater Nottingham Strategic Plan timetable would risk the plan missing set deadlines and not being able to progress as it is.
- 6.3. The recent consultation on revisions to the NPPF identifies that any proposed changes brought through an updated NPPF would need to be reflected within local plans. A transitional period has been identified in the draft NPPF that states that updates to the NPPF do not need to be completely reflected in local plans if they reach a certain stage. With the current timescales it appears that the Strategic Plan would be included within this transitional period. If the Strategic Plan is delayed further, the transitional period 'window' would be lost and the Strategic Plan will not be able to proceed in its current form, preparation of a new plan would have to commence and the Council would be without an up to date plan. It is important that the Strategic Plan keeps to schedule to minimise this risk.

7. Implications

7.1. Financial Implications

At present, the workload required in undertaking preparation of 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 (as amended, including by the Levelling-up and Regeneration Act 2023), 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. Further information on new regulations relating to the local plan preparation process are expected during 2025.

7.3. Equalities Implications

An Equalities Impact Assessment has been prepared (available as a background document) for the Greater Nottingham Strategic Plan and its outcomes have been used to inform the Plan's policies and proposals.

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

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

7.5. Biodiversity Net Gain Implications

Local plans can introduce a requirement for greater than 10% Biodiversity Net Gain on an area-wide basis or for specific allocations for development if justified. Planning practice guidance sets out that justification would need to be based on evidence including as to local need for a higher percentage, local opportunities for a higher percentage and any impacts on viability for development. The draft Greater Nottingham Strategic Plan includes the proposal to increase the requirement for biodiversity net gain to a minimum of 20% within Rushcliffe Borough. Consideration will need to be given to how the policy will be implemented.

8. Link to Corporate Priorities

The Environment	The Strategic Plan establishes a strategic framework for ensuring that new development respects and, where possible, enhances Rushcliffe's environment.
Quality of Life	The Strategic Plan is 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.
Sustainable Growth	The Government views the primary purpose of the planning system as contributing to the achievement of development, including the provision of new homes, new commercial development, and supporting infrastructure in a sustainable manner. The Strategic Plan will play a vital role in achieving sustainable growth locally.

9. Recommendation

It is RECOMMENDED that Council:

- a) approves the Publication Draft Greater Nottingham Strategic Plan and Policies Map Changes document, in so far as they relate to Rushcliffe Borough, and agrees to their publication for a six-week public representation period;
- b) agrees that, following the representation period, the Publication Draft Greater Nottingham Strategic Plan, the Policies Map Changes document, all supporting documents and all representations received be submitted for public examination; and
- c) delegates authority to the Director for Development and Economic Growth in consultation with the Cabinet Portfolio Holder for Planning and Housing to make any minor editing changes to the Publication Draft Greater

Nottingham Strategic Plan and the Policies Map Changes document prior to their publication.

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<p>Background papers available for Inspection:</p>	<p>The following documents, plus all other evidence and supporting documents prepared for the Greater Nottingham Strategic Plan, are available to view at: www.gnplan.org.uk/evidence-base</p> <ol style="list-style-type: none"> 1. Sustainability Appraisal Report (including Appendices A to H), September 2024 2. Housing Background Paper, September 2024 3. Site Selection Report (including Appendices A to D), September 2024 4. Employment Background Paper, September 2024 5. Nottingham Core HMA and Nottingham Outer HMA Employment Land Needs Study, May 2021 6. Nottinghamshire Core & Outer Housing Market Area Logistics Study, August 2022 7. Greater Nottingham and Ashfield Housing Needs Update, March 2024 8. Greater Nottingham and Ashfield District Council Gypsy and Traveller Accommodation Assessment, March 2021 9. Green Belt Background Paper, September 2024 10. Infrastructure Delivery Plan, September 2024 11. Transport Modelling Background Paper, September 2024 12. Heritage Assets Assessment, September 2024 13. Habitats Regulations Assessment, July 2024 14. Biodiversity Net Gain Background Paper, September 2024 15. Health Impact Assessment, September 2024 16. Equality Impact Assessment, September 2024 <p>Previous consultation documents</p> <ul style="list-style-type: none"> • Greater Nottingham Strategic Plan – Growth Options consultation, July 2020: www.gnplan.org.uk/media/2asfxrdu/greater-nottingham-strategic-plan-growth-options-web-version.pdf • Greater Nottingham Strategic Plan Preferred Approach Consultation, January 2023: www.gnplan.org.uk/media/o2knkbif/preferred-approach-document.pdf • Greater Nottingham Strategic Plan Strategic Distribution and Logistics: Preferred Approach Consultation, September 2023: www.gnplan.org.uk/media/ujfvlvnl/indesign-preferred-approach-logistics-consultation-approved-v2.pdf

	<p>Previous consultation summaries and response documents</p> <ul style="list-style-type: none"> • Report of Consultation Responses: Growth Options, February 2022 www.gnplan.org.uk/media/mnco0kmt/report-of-consultation-responses-growth-options.pdf • Preferred Approach: Response to the Growth Options Consultation, December 2022: www.gnplan.org.uk/media/w25l02xx/preferred-approach-response-to-the-growth-options-consultation.pdf <p>Strategic Housing Land Availability Assessment</p> <ul style="list-style-type: none"> • Rushcliffe Borough Council Strategic Housing Land Availability Assessment Report 2023, December 2023: www.rushcliffe.gov.uk/media/absjy2uf/shlaa-2023-final-report.pdf
<p>List of appendices:</p>	<p>Appendix 1: Publication Draft Greater Nottingham Strategic Plan</p> <p>Appendix 2: Greater Nottingham Strategic Plan Publication Draft (Regulation 19) Statement of Consultations</p> <p>Appendix 3: Sustainability Appraisal Report for the Greater Nottingham Strategic Plan, Non-Technical Summary</p> <p>Appendix 4: Draft Greater Nottingham Strategic Plan Policies Map Changes</p>

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Appendix 1: Publication Draft Greater Nottingham Strategic Plan

Greater Nottingham Strategic Plan Publication Draft 2024



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Alternative Formats

All documentation can be made available in a machine-readable format on request.

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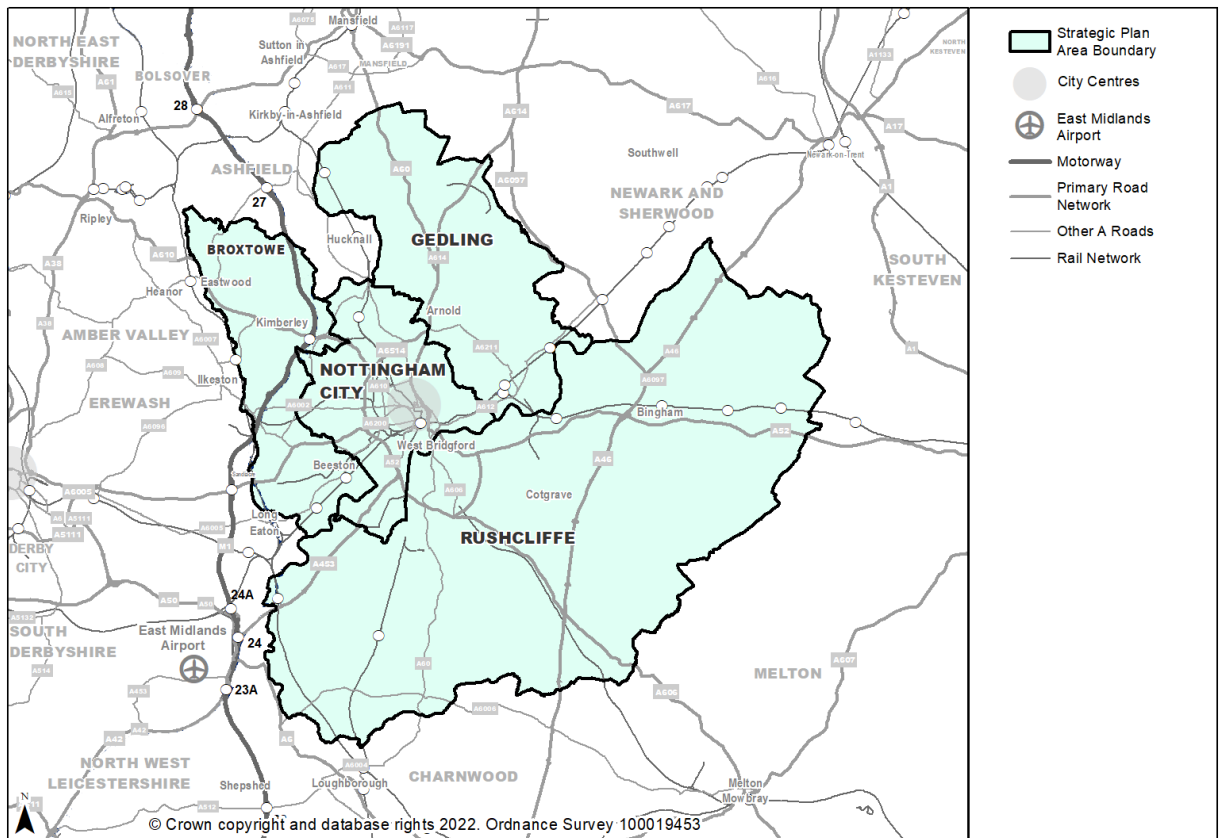
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Working in Partnership to Plan for Greater Nottingham

1.1 Working in Partnership to Plan for Greater Nottingham

- 1.1.1** Greater Nottingham is made up of the administrative areas of Broxtowe, Erewash, Gedling, Nottingham City and Rushcliffe Councils, and the Hucknall part of Ashfield Council. These authorities, with the support of Derbyshire and Nottinghamshire County Councils, are known as the Greater Nottingham Planning Partnership, which was established in 2008. The Partnership has evolved from a long history of joint working on planning matters in Greater Nottingham. The Partnership's aim is to prepare statutory strategic development plans which are consistent and provide a coherent policy framework across the area.
- 1.1.2** Strategic policies for the Greater Nottingham area are currently set out in the adopted Core Strategies for the Greater Nottingham authorities; these comprise: The Aligned Core Strategies 2014 (Broxtowe Borough, Gedling Borough and Nottingham City Councils, the Core Strategy for Erewash Borough Council 2014 and the Core Strategy for Rushcliffe Borough Council 2014), Collectively, these are referred to as the 'Aligned Core Strategies', as the policy framework within them is consistent, they are based on a common evidence base, collectively they meet the full objectively-assessed need for housing and other development, and they cover the same Plan period. Together, they provide a consistent and coherent strategic planning framework for the Nottingham Core Housing Market Area (HMA) which comprises Nottingham City and the adjacent local authority boroughs of Broxtowe, Gedling, Rushcliffe and Erewash; the Hucknall part of Ashfield District is also functionally part of the housing market area.
- 1.1.3** The original Core Strategies are now however in need of updating and so the Nottingham Core HMA authorities are continuing their commitment to work in partnership and have prepared this document (which builds on previous consultation drafts). On adoption, the Greater Nottingham Strategic Plan, will supersede the previous Aligned Core Strategies (for Broxtowe Borough Council, Gedling Borough Council, Rushcliffe Borough Council and Nottingham City Council) and will set out policies and principles on how the area can develop between 2023 and 2041.
- 1.1.4** It should be noted, given the development pressures that Erewash Borough Council faces, and the need to progress swiftly with plan making, that Erewash Borough Council has prepared a separate Core Strategy Review which is currently at Examination. Nevertheless, some elements of the evidence base have included Erewash Borough and where necessary to give a Greater Nottingham-wide perspective, reference to Erewash Borough is made within this document.
- 1.1.5** The 'Hucknall' part of Ashfield District Council is also part of Greater Nottingham but most of the district lies outside of Greater Nottingham. The district as a whole is part of the Nottingham Outer HMA and the future strategic policies for Ashfield are set out in the Ashfield Local Plan (2023-2040) Regulation 19 Pre-Submission Draft.
- 1.1.6** For clarity, Figure 1.1 sets out the Plan area that this document covers.

FIGURE 1.1: Greater Nottingham Strategic Plan Area



1.1.7 As well as issues of strategic importance covering the whole Plan area, the four Council areas making up the Plan area each has its own local issues and priorities. The policies of the Greater Nottingham Strategic Plan have therefore been written in such a way as to address the strategic common issues, and provide a sufficiently flexible framework for part 2 Local Plans, in which Broxtowe Borough, Gedling Borough, Rushcliffe Borough and Nottingham City Councils will outline their locally distinct approaches to the more detailed delivery of the Strategic Plan.

1.1.8 The first public stage in preparing this document was the Growth Options Consultation between July 2020 and February 2021. This was followed by the Preferred Approach Consultation between 4 January 2023 until 14 February 2023 and a Strategic Distribution and Logistics Preferred Approach Consultation between 26 September and 7 November 2023. Responses to these earlier consultations have helped to shape the current version of the Strategic Plan

1.1.9 This document consists of three main parts, Section 1 introduces the concept of Strategic Plan, Section 2 looks at the character of the Plan area, now and in the future, setting out a ‘vision’ of what the area will look like in 2041 if the strategy in the Strategic Plan is implemented, together with Spatial Objectives that set out the key principles by which this vision will be achieved. Section 3 is the Delivery Strategy, including a set of policies and proposals, which together form a strategic and consistent policy approach to delivering the vision. The policies are grouped together in the following sections:

- Sustainable Growth
- Places for People
- Our Environment
- Making it Happen

1.1.10 The main proposals of the Strategic Plan are illustrated on the Key Diagram, which can be found at the end of the document.

1.1.11 The strategy is not a formal Joint Plan, so decisions relating to it have been made separately by each Council. The Councils are advised by the Greater Nottingham Joint Planning Advisory Board, which is made up of the lead planning and transport councillors from each of the Councils. The Joint Board meets regularly and has overseen the co-ordination of all of the strategic planning documents over the past decade within Greater Nottingham including those for Erewash.

1.1.12 It should be noted that work on the Strategic Plan commenced prior to the Levelling Up and Regeneration Act 2023 and so, provided the Plan is submitted to government for Examination by 30 June 2025, it will be examined under current regulations. Notwithstanding this, the Plan has been prepared in line with the up-to-date National Planning Policy Framework and National Planning Practice Guidance (NPPG).

1.1.13 The Strategic Plan includes policies and guidance on how the anticipated level of development can occur in a sustainable way, with all the infrastructure, parks and open space, community facilities and so forth that people need in their daily lives. The Plan also describes in broad terms where the new homes, jobs and infrastructure will go; how development will be made to be as sustainable as possible; how the growth will benefit our existing communities whilst recognising what is special about the area. This includes the historic environment, the culture and heritage, the local distinctiveness between the City Centre, the inner and outer suburbs, the town centres, and the more rural settlements and villages, together with the countryside that surrounds them. Where relevant it also makes reference to the Sub Regional Centres of Hucknall (in Ashfield District) and Ilkeston (in Erewash Borough).

1.1.14 In producing the Plan, the Greater Nottingham Councils have used an extensive evidence base. In many cases this has involved working closely with other stakeholders including infrastructure providers to produce the various documents: The main documents forming the evidence base are set out below:

Background Papers

Document Title	Author	Publication Date
Employment Background Paper	Greater Nottingham Authorities	September 2024
Gedling Borough Council Housing Background Paper	Gedling Borough Council	September 2024
Green Belt Background	Greater Nottingham Authorities	September 2024

Document Title	Author	Publication Date
Paper		
Housing Background Paper	Greater Nottingham Authorities	September 2024
Transport Modelling Background Paper	Greater Nottingham Authorities	September 2024
Biodiversity Net Gain Background Paper	Greater Nottingham Authorities	September 2024
Strategic Distribution and Logistics Background Paper	Greater Nottingham Authorities	September 2023

Evidence Documents

Document Title	Author	Publication Date
Carbon Policy Support: Evidence Base	Bioregional	April 2024
Carbon Policy Support: Offsetting	Bioregional	April 2024
Equality Impact Assessment	Greater Nottingham Authorities	September 2024
Greater Nottingham & Ashfield: First Homes Update	Iceni Projects	August 2022
Greater Nottingham & Ashfield: Gypsy and Traveller Accommodation Assessment	RRR Consultancy Ltd	March 2021
Greater Nottingham & Ashfield: Housing Needs Assessment	Iceni Projects	October 2020
Greater Nottingham and Ashfield: Housing Needs Update	Iceni Projects	March 2024
Greater Nottingham Blue and Green Infrastructure Strategy	Greater Nottingham Authorities	January 2022
Greater Nottingham Centres Study	Nexus Planning	June 2024
Greater Nottingham Growth Options Study	AECOM	July 2020
Greater Nottingham Growth Options Study: Additional Landscape Assessments	Brindle & Green	November 2022
Green Belt Review and Methodology	Greater Nottingham Authorities	September 2024
Habitats Regulations Assessment	Lepus Consulting	July 2024
Health Impact Assessment	Greater Nottingham Authorities	September 2024
Heritage Assets Assessment	Greater Nottingham Authorities	July 2024
Infrastructure Delivery Plan	Greater Nottingham Authorities	September 2024
Joint Methodology Report for Strategic Housing Land Availability Assessments	Greater Nottingham Authorities	November 2023
Key Settlements Review	Greater Nottingham Authorities	September 2024
Nottingham Core HMA and Nottingham Outer HMA	Lichfields	May 2021

Document Title	Author	Publication Date
Employment Land Needs Study		
Nottingham Core Housing Market Area Boundary Study	Opinion Research Services	August 2018
Nottinghamshire Core & Outer HMA Logistics Study	Iceni Projects	August 2022
Policies Map Amendments Document	Greater Nottingham Authorities	September 2024
Review of the Councils' Strategic Housing Land Availability Assessments (SHLAAs)	ARUP	July 2019
Site Selection Report and Appendices	Greater Nottingham Authorities	September 2024
Statement of Consultations	Greater Nottingham Authorities	September 2024
Strategic Flood Risk Assessment Review	Greater Nottingham Authorities	April 2024
Strategic Transport Modelling	Systra / Arup	Commenced, final report anticipated early 2025
Sustainability Appraisal Non-Technical Summary	Greater Nottingham Authorities	September 2024
Sustainability Appraisal and Appendices	Greater Nottingham Authorities	September 2024
Viability Study (Plan-wide)	Porter PE	September 2024
Water Cycle Study	Greater Nottingham Authorities	April 2024

1.2 Why the Councils are Working Together

- 1.2.1** The Councils believe that by working together, planning for the future of the area will be more consistent, and the administrative boundaries of the local authorities will not get in the way of good planning and service delivery.
- 1.2.2** The Councils have produced an Infrastructure Delivery Plan to ensure that there is adequate infrastructure to support the proposals of the Strategic Plan. Working together to prepare aligned policies should lead to better and more joined up planning outcomes, whilst making best use of resources, by sharing staff and expertise, having a linked and more efficient examination of the Strategic Plan and being able to access more funding. This approach should also increase certainty for developers as consistent planning policy will apply across the Plan area.
- 1.2.3** These advantages are recognised in the National Planning Policy Framework which states:

“Effective and on-going joint working between strategic policy-making authorities and relevant bodies is integral to the production of a positively prepared and justified strategy. In particular, joint working should help to determine where additional infrastructure is necessary, and whether development needs that cannot be met wholly within a particular Plan area could be met elsewhere.”

1.3 The Local Plan

1.3.1 The Strategic Plan (previously known as the Core Strategies) is a key strategic planning document. It performs the following functions:

- defines a spatial vision for the four Councils within Greater Nottingham to 2041;
- sets out a number of spatial objectives to achieve the vision;
- sets out a spatial development strategy to meet these objectives;
- sets out strategic policies to guide and control the overall scale, type and location of new development (including identifying any particularly large or important sites, known as 'strategic sites') and associated infrastructure investment; and
- indicates the numbers of new homes to be built over the Plan period.

1.3.2 A number of terms and abbreviations are associated with the planning system and a glossary is included at the end of this document to provide clarification.

1.3.3 The Development Plan for each authority may contain several Development Plan Documents (often known as Local Plans) and several Neighbourhood Development Plans (often known simply as Neighbourhood Plans). Development Plan Documents may include:

- Part 1 Local Plans (sometimes known as Core Strategies): these set out the overarching spatial vision for development within each authority, provide the strategic planning context for other documents and include strategic policies for the management of development.
- Part 2 Local Plans (sometimes known as Local Planning Documents or Land and Planning Policies Documents): these set out more detailed policies for the management of development, against which planning applications will be considered.

1.3.4 Each Council has produced its own Part 2 Local Plan as follows:

- Broxtowe Borough Council Part 2 Local Plan, October 2019
- Gedling Borough Council Part 2 Local Plan, July 2018
- Nottingham City Part 2 Local Plan, January 2020
- Rushcliffe Borough Council Part 2 Local Plan, October 2019

1.3.5 Now that the Levelling Up and Regeneration Act is in place, in the future, each local planning authority must prepare one single Local Plan. This document will ultimately replace this Strategic Plan and the existing Part 2 Local Plans, unless the Greater Nottingham authorities chose to prepare a Joint Spatial Development Strategy, which will permit them also to prepare a Part 2 Local Plan for their individual areas. For the time being, however, the Strategic Plan does not replace existing Part 2 Local Plans in their entirety. However, some specific policies may be superseded by policies within the Strategic Plan. A full list of policies which have been saved and superseded are contained within Appendix D.

1.3.6 Documents that support the Development Plan include:

- Supplementary Planning Documents (SPDs): these provide further guidance in relation to planning policies. A full list of SPDs which are being carried forward are contained within Appendix E.
- Local Development Scheme (LDS): this sets out the programme for the preparation of the Development Plan Documents and may also include information on other documents.
- Statement of Community Involvement (SCI): this sets out the measures that each Council intends to implement in order to involve the community in the planning system, including the preparation and review of Development Plan Documents.
- Authority Monitoring Report (AMR): this sets out progress in producing Development Plan Documents and other documents, and progress in implementing policies.

1.3.7 Neighbourhood Plans can be produced by Parish and Town Councils, or by designated Neighbourhood Forums in areas without Parish or Town Councils. They must take account of national planning policy and must be in general conformity with the strategic policies of the Development Plan, including all policies in the Strategic Plan and other strategic policies set out in Part 2 Local Plans. Neighbourhood Plans are subject to independent examination, although via a different process from Local Plans, and they are put to a local referendum which is decided by a majority vote. They have the same status as Local Plans in providing the basis for making decisions on planning applications.

1.3.8 A new joint Waste Local Plan is being prepared by Nottingham City Council and Nottinghamshire County Council, with adoption currently anticipated in March 2025. The County Council adopted a new Minerals Local Plan in 2021, which covers its geographical area, including Broxtowe, Gedling and Rushcliffe. The City Council deals with minerals matters for its area in its Part 2 Local Plan, including policies regarding minerals safeguarding, restoration, after-use, after-care and hydrocarbons.

1.3.9 Due to the built up nature of Nottingham City, it is not proposed to make any provision for aggregates extraction across the Plan period. Should proposals emerge, individual applications will be considered on their merits.

1.4 Sustainability Appraisal

1.4.1 Sustainability Appraisals of the Greater Nottingham Strategic Plan has been undertaken as the plan has been developed. The appraisal is a statutory requirement and an integral part of the plan making process. It tested and has improved the sustainability of the Strategic Plan.

1.4.2 The first stage was the Sustainability Appraisal Scoping Report which accompanied the Growth Options consultation. This contained the sustainability objectives that have been used to appraise the Strategic Plan as it has developed. Comments were received on the Scoping Report, and where appropriate they have been incorporated into the Sustainability Appraisal process.

1.4.3 The second stage of the Sustainability Appraisal was an informal consultation with key stakeholders on the reasonable policy options (split according to topic areas) and their appraisal against the sustainability objectives. The appraisals and comments received have informed the Sustainability Appraisal of the Publication Draft Strategy and the

policies within it.

1.4.4 The third stage of the Sustainability Appraisal accompanied the consultations on the Greater Nottingham Preferred Approach and subsequent Greater Nottingham Strategic Logistics and Distribution Preferred Approach. The first appraisal examined the overall strategy and reasonable alternatives (including development requirements and its spatial distribution) and the preferred sites and their alternatives. The second appraisal of the logistics preferred approach focused on preferred strategic sites and their alternatives.

1.4.5 Informed by these previous appraisals, the Sustainability Appraisal of this Publication Draft Strategic Plan comprises a complete assessment of the policies and strategic sites within the plan and their reasonable alternatives.

1.5 Habitats Regulations Assessment

1.5.1 The Publication Draft Strategic Plan is required to be subject to a Habitats Regulations Assessment (HRA), including Appropriate Assessment (AA - see Glossary) if necessary. A screening of the Draft Strategic Plan was completed in March 2024. The screening process followed a precautionary approach, as advised by Natural England, and assumed the possible potential Special Protection Area (ppSPA) will be progressed through the normal classification process, via potential Special Protection Area and classified Special Protection Area status, but a decision whether it is to be shortlisted for further consideration as a Special Protection Area is not yet known.

1.5.2 The screening concluded that there is a number of likely significant effects associated with the GNSP. Taking no account of mitigation measures the GNSP has the potential to affect the following European sites:

- Humber Estuary SAC – water quality
- Humber Estuary Ramsar – water quality
- Humber Estuary SPA – water quality

1.5.3 In addition, to ensure a ‘risk-based’ approach was adopted, consideration has also been given to the following ppSPA:

- Sherwood Forest ppSPA - air pollution, recreation pressure and urbanisation effects

1.5.4 The HRA therefore progressed to an AA (Greater Nottingham Strategic Plan Habitats Regulations Assessment July 2024 Lepus Consulting) which looked at the impacts of a change in air quality, water quality, recreational pressure and urbanisation effects upon the qualifying features and conservation objectives of each European site and the Sherwood Forest ppSPA. The AA has drawn on the Precautionary Principle to identify a number of potential threats and pressures that might be exacerbated by the GNSP.

1.5.5 Throughout the HRA a series of recommendations were made during the plan making process aimed at strengthening the plan’s wording to ensure adequate policy protection is provided to prevent any significant effects on protected sites. These recommendations have been incorporated into the Plan. The AA has taken into consideration the protective nature of these policies. It has also looked at the hierarchical nature of plan making i.e. the requirement for HRA at lower tiered stages of the plan making process and project application stage. A number of existing

protection measures are set out in high level strategic policy and existing planning policy and environmental frameworks that serve to protect European sites. The HRA concludes that the GNSP will have no adverse impact on site integrity at any European site, or upon the ppSPA, either alone or in-combination.

1.6 Equality Impact Assessment

- 1.6.1** The Greater Nottingham Planning Partnership must pay due regard to its equality obligations under the Equality Act 2010 and the Public Sector Equality Duty which came into force in 2011. An Equality Impact Assessment (EqIA) is one way for a public authority to demonstrate compliance with the Public Sector Equality Duty. An EqIA is an analysis of a proposed policy which assesses whether the policy has a disparate impact on persons with protected characteristics. There are nine protected characteristics identified within the Equality Act. However, in line with many Councils around the Country, Broxtowe Borough, Nottingham City and Rushcliffe Borough Councils have determined that Care Experience (i.e. children in care, or those that have left care) should be treated as a protected characteristic. Gedling will also be considering a similar motion in due course. Therefore, the EqIA includes care experience as a protected characteristic to be considered when assessing the policies of the Strategic Plan.
- 1.6.2** The Greater Nottingham Strategic Plan has been subjected to an EqIA to ensure that it meets the needs of all members of the community. Undertaking EqIAs 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. EqIAs also allow for the identification of opportunities to promote equality.
- 1.6.3** The EqIA has assessed each policy within the Greater Nottingham Strategic Plan to understand whether it would have a positive, neutral or negative effect on each protected characteristic. An explanation and evidence are then provided for each policy which recommends changes to remove a negative impact (however, there were no negative effects identified) or increase the positive impact. Overall, a number of recommendations were made regarding the relevant policies and these have been considered alongside a number of other issues.

The Future of Broxtowe, Gedling, Nottingham City and Rushcliffe in the Context of Greater Nottingham

2.1 Key Influences on the Future of the Plan Area

2.1.1 This section includes a description of the Plan area set within the wider context of Greater Nottingham. The Strategic Plan has taken into account relevant existing guidance, policies and strategies, including the National Planning Policy Framework and Planning Practice Guidance, and aim to help to deliver the aims and objectives of these policies and strategies.

2.2 The Character of the Plan Area

2.2.1 The following section is a description of the character of the Plan area, what the area looks like now, together with the key opportunities and constraints identified so far.

2.2.2 The four local authorities of Broxtowe, Gedling, Rushcliffe and Nottingham making up the Plan area have a population of 670,900¹ (Greater Nottingham including the Hucknall part of Ashfield and Erewash has a population of 820,200). The Plan area includes the City Centre, the built-up parts of the four authorities and their surrounding rural areas.

2.2.3 The Plan area is centrally located within England and lies close to Derby and Leicester with important and complementary economic linkages between the cities. Part of this relationship has been strengthened by the creation of the Derby Derbyshire Nottingham Nottinghamshire (D2N2) Local Enterprise Partnership.

2.2.4 The area is influenced to the south by the town of Loughborough, to the east by Newark, to the west by Derby and to the north by Mansfield and Sutton in Ashfield.

2.2.5 The main built-up area of Nottingham (including Long Eaton in Erewash and West Bridgford in Rushcliffe) has a population of about 591,800². There are two Sub Regional Centres within Greater Nottingham, Hucknall and Ilkeston, both important towns with their own identity and economic roles. Hucknall, with a population of 36,500, is in Ashfield District, but will extend into Gedling Borough once the proposed Sustainable Urban Extensions are implemented. Ilkeston is wholly within Erewash Borough and has a population of 38,800. The suburban centres of Arnold, Beeston, Bulwell and Clifton all have an important role as more local centres providing a range of services. The conurbation is surrounded by designated Green Belt, which is drawn very tightly to the urban area, offering limited opportunities for development unless its boundaries are reviewed. Settlements within the Green Belt such as Calverton and Kimberley are similarly constrained.

¹ Office for National Statistics 2021 Census, Crown Copyright.

² Office for National Statistics 2021 Census, Crown Copyright.

Economy and Employment

- 2.2.6** Nottingham is a designated Core City (see Glossary), recognised as a city of national importance, and an important driver of the wider economy. The city's vibrant business environment supports thriving start-ups and sustainable businesses over time. The City accommodates a number of major companies, notably Boots, E.ON, Experian, Capital One and Pendragon. This strong business environment helps bolster the local economy, supporting regional economic growth and employment opportunities. Nottingham has developed emerging specialisms in Creative and Digital Industries as well as Life Sciences. Within the Creative and Digital industries there are emerging specialisms in E-Sports, while Bio-City Nottingham exemplifies the successful development of a high-value, knowledge-intensive cluster, serving as the UK's largest bioscience innovation and incubation centre. To sustain this growth, further leverage in sector specialisms in Life Sciences, Digital, and Creative Industries, is needed in order to encouraging high-value innovation-driven growth. Supporting start-ups through university incubator models presents an opportunity to attract Venture Capital investment, promote collaboration between entrepreneurs, academics, and industries while fostering a culture of innovation that fuels sustainable growth. In addition, there is a strong service sector presence in Nottingham including education, health, public administration and business services, however, manufacturing industry remains a significant part of the economy.
- 2.2.7** According to the Annual Population Survey (from the Office for National Statistics), January-December 2023, economic activity and employment rates in the Plan area are relatively low – 76.1% of people of working-age are economically active and 72.9% in employment (76.0% and 72.9% respectively for Greater Nottingham), compared with 79% and 76% nationally³. This is partly due to the large number of students, but there are also challenges in terms of skills and qualifications, which need to be addressed if the economy is to become more service based and knowledge orientated.

Culture

- 2.2.8** The area has an excellent and improving cultural offer, with nationally recognised facilities, such as the world class sporting venues, a range of theatres, Capital FM Motorpoint Arena, the Nottingham Contemporary and New Art Exchange galleries, a network of public libraries, and the Broadway independent cinema and film centre. Tourism, focussed around Robin Hood, Byron and DH Lawrence, is also a central element of the cultural offer, which has an important role for towns such as Eastwood. There are a range of heritage assets which reflect the history of the Plan area from the medieval period through to the industrialisation of the Victorian era. These have created an historic environment which has helped shape the area and contributed to the quality of life, local distinctiveness and sense of place. These assets include a wealth of Listed Buildings, Conservation Areas, Scheduled Monuments, Registered Parks and Gardens along with other assets including those yet to be identified. Work is needed to protect, preserve and enhance them especially those which are deemed to be 'at risk'. The area is also the home of several nationally important sports facilities, including the National Ice Centre and Notts County Football Ground, and with Trent Bridge Cricket Ground, the Nottingham Forest Football Ground, and the National Watersports Centre in Rushcliffe being readily accessible.

³ Employment in local authorities, England and Wales, Office for National Statistics 2021 Census, Crown Copyright. Released: 13 March 2023. The employment rate is the proportion of people aged from 16 to 64 years who are in paid work. Hucknall is excluded. The national figures are for England (May - July 2023).

Population Trends

- 2.2.9** The population of the area rose by 31,100 (4.9%)⁴ between 2011 and 2021 (36,200 or 4.6% within Greater Nottingham) due to natural growth in the population, people living longer, international migration, and the growth in student numbers. The population of Nottingham City is projected to rise to 343,800 in 2041 (an increase of 20,200 – 6.2% from 2021, compared to an increase of 7.7% nationally over the same time period⁵). Using the 2018 based population projections from the 2021 Census, if the proposed housing figures are delivered, it is estimated that the Plan area will have a population of 730,400 in 2041, (891,700 for Greater Nottingham), an increase of around 9%. According to the 2022 Mid-Year Estimates, the Plan area has a high proportion of its population (23.5%) aged 18 to 29, due to the presence of two universities, compared with England as a whole (30.5%), and lower proportions in other age-groups. About 1 in 7 of the population in Nottingham City is comprised of full-time university students. People aged 45 to 69 (28%) are particularly ‘under-represented’ (31% for England). *Overall, an ageing population is projected, but not to the same extent as nationally. The number of children (under 15's) is projected to decrease, while the 15-19 age group is projected to see a large increase to 2043. Mid age groups are estimated to stay relatively static, while the percentage of the population who are aged 65 and over is projected to account for 75% of the total numerical increase from 2021 to 2041.*
- 2.2.10** The 2022 Mid-Year Population Estimates detailed that Nottingham’s net loss of people due to internal migration (2,888) is higher than the recent average (1,509)⁶. In terms of migration to and from other parts of the UK, Greater Nottingham experiences net out-migration of all age groups except those aged 16 to 24⁷; it loses all other age-groups. The in-migration of 16- to 24-year-olds is largely due to students attending the two Universities. In the short to medium term, patterns of migration to and from other parts of the UK are expected to remain relatively similar. Much out-migration is short distance, leading to in-commuting from neighbouring areas. In particular, significant parts of Amber Valley and Newark & Sherwood are in the Nottingham Travel-to-Work Area (TTWA). At the same time, the western part of Erewash is in the Derby TTWA and Ravenshead and Newstead are in the Mansfield TTWA. However, Nottingham Council’s policy to encourage families to stay in the City by providing more family housing and improving schools could have the effect of reducing migration to the surrounding districts⁸.

Connections

- 2.2.11** Being centrally located within the UK, the area has good connectivity to most of the country. There are direct rail connections from Nottingham to London, Manchester, Birmingham, Sheffield, Leeds and Liverpool but currently no direct rail services to the south-west, north-east or Scotland. Compared to some other routes, however, journey times are uncompetitive and there is a lack of capacity on some services. More local services include the Robin Hood Line which extends from Nottingham north through Bulwell, and Hucknall, connecting the area to Mansfield and Worksop.
- 2.2.12** The International Rail Terminal at St Pancras allows connections to mainland Europe

⁴ Office for National Statistics 2021 Census, Crown Copyright.

⁵ Nottingham City Joint Strategic Needs Assessment Supplementary Statement, Demography and Social & Environmental Context, 2023

⁶ Office for National Statistics Population Estimates Components of Change. Recent average is previous 10 years.

⁷ ONS Internal Migration Estimates, mid-2020. These data are only available at District level, but the situation is unlikely to be affected by the exclusion of Hucknall.

⁸ Nottingham City Joint Strategic Needs Assessment Supplementary Statement, Demography and Social & Environmental Context, 2023

via High Speed One and the Channel Tunnel. Additionally, an increasing number of international destinations are available by air from East Midlands Airport which can be accessed by the railway station of East Midlands Parkway located close to the M1.

- 2.2.13** The area is connected to the M1 and the national motorway network via the A453 to junction 24, the A52 to junction 25 and the A610 to junction 26. The A52 provides a trunk road connection to the east including to the A46 which itself connects from the M1 north of Leicester to the A1 at Newark. Orbital movements are less well accommodated, there being only a partial Ring Road (A52 and A6514).
- 2.2.14** The area now benefits from a high quality local public transport system. Nottingham has the second highest number of passenger journeys (117.6) on local bus services by local authority per head of population (2022/23) for all English unitary authorities⁹. Railway station usage grew considerably from 2011 to 2020 which then suddenly decreased following the Government's announcement of measures to limit the impact and transmission of the coronavirus pandemic in March 2020. However, passenger numbers have now started to recover. A growing network of Link Bus services provides services for people living more than 400m away from a commercial bus service or tram stop resulting in Nottingham having amongst the highest levels of public transport accessibility in the country. A new pedestrian and cycle bridge across the River Trent is expected to be completed by late 2025. The new Waterside Bridge will enhance connections between communities, green spaces and riverside paths by creating links between the expanding Waterside regeneration area, Colwick Park, and the Lady Bay and West Bridgford. Europe's first Workplace Parking Levy started operating in Nottingham City in April 2012. It provides a fund to further improve non-car modes of travel and encourage behavioural change which has helped to improve the City's transport network.
- 2.2.15** Walking and cycling are important modes for short journeys. Programmes of primary pedestrian route improvements and upgrading of the local cycle network have been prioritised and are being implemented through the respective Nottingham and Nottinghamshire Local Transport Plans.
- 2.2.16** There is significant congestion during peak hours of demand, on main radial and orbital routes across the area. This creates instability in the highway network's operation and unreliable and extended journey times for all users including buses, private cars and freight which is damaging to both the economy and environment.

Housing Mix

- 2.2.17** Although the housing mix across the Plan area as a whole broadly reflects the national picture, with 60.7% of properties being owner-occupied (owns outright or with a mortgage or loan) in 2021 and 5% with 7 or more rooms¹⁰, there are areas where the market is dominated by a limited choice of house type, size and tenure. In particular, Nottingham City has a large proportion of smaller homes (37% having 3 rooms or fewer compared with 30% for the Plan area as a whole), and more social rented accommodation (25% compared to 17% for the Plan area as a whole). House price to income ratios are lower for the northwest of Greater Nottingham, but high for the south eastern part, giving rise to affordability problems¹¹.

⁹ Local Government Association, LG Inform local area benchmarking tool 2022-23

¹⁰ 2021 Census. The comparable figures for England were 61.3% and 6%. Rooms includes spaces that can only be used for storage but excludes bathrooms, toilets, halls or landings, kitchens, conservatories or utility rooms.

¹¹ 2021 Census

2.2.18 Those areas which are dominated by a single type of house type, size or tenure would benefit from a rebalancing of their housing mix. Examples of such areas include neighbourhoods dominated by student housing, such as Lenton and some of the former council owned outer estates which have a restricted range of house types and sizes, such as Clifton.

2.2.19 The housing stock rose by about 19,922¹² (7.4%) in the Plan area (22,321 or 7.04% within Greater Nottingham) between 2011 and 2021. In contrast to the national trend for smaller households, the comparison between the number of bedrooms in England in 2011 and 2021 suggests a tendency towards building larger houses. While the number of houses with one or two bedspaces remained relatively similar, the number of three-bedroom properties decreased by 1.2%. There was a 2.4% increase in the number of houses with four or more bedrooms in Greater Nottingham¹³.

Social Need

2.2.20 There are significant contrasts within the Plan area, with the wealth of the City Centre, and some suburbs set alongside areas of significant deprivation. It includes some areas of the highest multiple deprivation in the region, including parts of the inner city and outer estates. 57 of the 398 lower-layer super output areas (LSOAs) in the area were in the 10% most deprived nationally in the 2019 Index of Multiple Deprivation¹⁴, all of them in Nottingham City (except one in Gedling). Other LSOAs in the worst 20% nationally are located in Nottingham City, Eastwood, Chilwell, Netherfield and Colwick. Social need also exists in more rural areas, but tends to be in smaller pockets that are not fully reflected in statistics, and this is often exacerbated by poor access to services, including public transport.

Health

2.2.21 A similar geographical pattern is reflected in the health of the population, most graphically illustrated through average life expectancy. Broxtowe (80.1M/82.6F), Rushcliffe (81.8M/84.9F) and Gedling (80.1M/83.1F) have life expectancy above the national average (except Broxtowe female life expectancy)¹⁵. However, there are parts of the plan area, particularly Nottingham City (76.6M/81.0F) where there are significant gaps in life expectancy between the most and least deprived communities, ranging in some cases up to ten years. Deprivation also means that, on average, life expectancy in Nottingham is two to three years less than in England (79.3M/83.1F). The causes of that lower life expectancy are due in the main to a higher than average prevalence of three diseases; cancer (15.8), COVID-19 (20.9) and circulatory diseases (28.7)¹⁶. Lifestyle risk factors contribute to all of these including smoking, low levels of exercise, obesity, high alcohol consumption and poor mental wellbeing.

Green Infrastructure, Open Space and Landscape

2.2.22 Although it contains no nationally designated landscapes, the area's countryside and open spaces are an important part of its local distinctiveness. Evidence shows that

¹² Council housing monitoring data. Includes purpose built purpose-built student dwellings, in line with CLG definitions.

¹³ ONS 2011 and 2021 Census, Crown Copyright. Hucknall is excluded.

¹⁴ ONS English Indices of Deprivation 2019 (IoD2019). Lower-layer super output areas (LSOAs) are areas with similar populations devised for comparisons across the country. On average, they have a size of about 1,500 residents or 650 households.

¹⁵ Office for National Statistics, National life tables - life expectancy in the UK: 2018 to 2020

¹⁶ Nottingham City: Life Expectancy and Healthy Life Expectancy (2022)

investment in Green Infrastructure would have wide public benefits.

- 2.2.23** All of the four local authorities have produced or are working towards Open Space strategies, which highlight the qualitative and quantitative issues faced by different parts of the area.
- 2.2.24** There are a significant number of Sites of Special Scientific Interest, and other locally important sites, such as Local Wildlife Sites, and Local Nature Reserves, together with a number of strategically important green corridors, such as those along rivers and canals. An area to the north of the Plan area has been identified as having the characteristics of a Special Protection Area (see Glossary) for woodlark and nightjar. This area is under consideration for formal inclusion in the designation process.
- 2.2.25** The area has a wide range of habitats, ranging from river washlands to mixed woodland. A Local Biodiversity Action Plan covers the whole of the Plan area, and identifies those plants and animals of conservation concern, and lists priority habitats for protection and restoration. It also contains action plans for key species, such as water voles and bats, and for key habitats, such as lowland wet grassland.

Climate Change and Flooding

- 2.2.26** The Aligned Core Strategies have an important role to play in addressing climate change and its effects. Climate change is now widely recognised as the most significant issue for spatial planning, cutting across all land use sectors and affecting the area's environment, economy, and quality of life. There is a particular issue with flood risk in the area, especially along the Trent Valley which passes through the heart of the built-up area, but also related to other watercourses, such as the River Leen. Flooding from other sources including pluvial, groundwater, minewater and drainage infrastructure is a particular issue in parts of the Plan area.

2.3 Spatial Vision

- 2.3.1** The spatial vision is what the Plan area could look like if the aspirations of the Greater Nottingham Strategic Plan are met.
- 2.3.2** By 2041 Greater Nottingham will play a leading role in the sustainable development in the region, and be an integrated, connected and fully functioning City region. The area will make the most of its economic, cultural, historic and natural assets and be at the forefront of tackling and adapting to the impacts and challenges of climate change. The area's carbon footprint will be minimised, the unique abundant natural resources will be capitalised on, and Blue and Green infrastructure, landscapes, heritage and biodiversity will be protected, enhanced and increased. New connections between areas of Blue and Green infrastructure will be created, to increase access and connectivity, link habitats and benefit species movement. Recognising the climate emergency, the councils will seek to be carbon neutral before the Government's target of 2050.
- 2.3.3** The Strategic Plan will secure a more sustainable, prosperous, safe, healthy and vibrant Greater Nottingham. People from all sections of society will be provided with better access to homes, jobs, services and nature and open space, to support improved health and wellbeing outcomes. A minimum of 52,600 new homes will be delivered, incorporating different types of homes for different life stages. Sustainable distribution of development will be achieved by seeking sites firstly within the main built-up-area of Nottingham and to a lesser extent adjoining it, resulting in an improved

quality of life and making the best use of existing infrastructure. As a result, urban living will be a popular choice, whilst new development elsewhere will be focused adjoining the built-up area of Hucknall and at Key Settlements. It will be implemented in a sustainable manner through developments that are compact, including a mix of uses, and connected by sustainable modes of transport.

2.3.4 Economic growth focussed on sectors with high growth prospects will address the threats to the economy, leading to the creation of significant numbers of new jobs, and ensuring economic resilience. The economic growth potential of the decommissioned Ratcliffe on Soar Power Station will be maximised, whilst Toton in Broxtowe will also be a focus for economic development and housing growth, supported by a new transport hub. Innovation will continue to be encouraged by capitalising on links with the Universities to drive economic growth, reskilling people for new economic opportunities, and nurturing new business start-ups. The area will be the pre-eminent sporting centre in the region with a broad range of cultural, tourist and sports facilities which will drive increasing visitor numbers.

2.3.5 The City Centre will see significant diversification and change, with a wide range of new uses, including leisure, learning, employment and housing. The innovative redevelopment of the Broad Marsh area will reshape it into a new sustainable, vibrant and mixed use community, complementing and connecting with the redevelopment of the southside and eastside of the City Centre, and making the most of the excellent transport links. The town, district and local centres across Greater Nottingham will remain vibrant and viable by providing a range of retail, leisure and community facilities.

2.3.6 The area's unique built and natural environment will be enhanced through sensitive and well-designed places, neighbourhoods and developments which will be strongly connected with timely infrastructure. Environmental net gains will be delivered alongside developments and through connecting existing and newly created habitats.

2.4 Spatial Objectives

2.4.1 The Greater Nottingham Strategic Plan's spatial objectives seek to deliver this vision and are also consistent and complementary with the plan making authorities' social, economic and environment strategies, national policies and strategies, particularly those on sustainable communities.

- 1) **Environmentally responsible development addressing climate change:** to reduce the causes of climate change and to minimise its impacts, by locating development where it can be accessed by sustainable transport; requiring environmentally sensitive design and construction; reducing the risk of flooding; conserving and improving water quality; contributing to carbon neutrality; and addressing air, noise and other types of pollution.
- 2) **High quality new housing:** to manage an increase in the supply of housing and ensure the targets of the Plan are met and delivered in sustainable locations that maximise brownfield opportunities, deliver regeneration aims, and create and support mixed and balanced communities. In doing so, there will be a rebalancing of the housing mix to maximise choice and support people into home ownership, providing affordable, family, and self and custom build housing, and housing opportunities for older people, people with disabilities and Gypsies and Travellers.

- 3) **Economic prosperity for all:** to ensure economic growth is equitable and includes the knowledge-based economy. The City Centre will be enhanced by providing for new office, commercial, residential and leisure uses. In addition, opportunities will be maximised at the Boots Campus, Beeston Business Park, Nottingham Science Park, Bennerley Logistics Site and the Development Corporation sites at Ratcliffe on Soar Power Station and Toton together with other employment sites. Create the conditions for all people to participate in the economy, by providing local employment opportunities, encouraging rural enterprise, improving access to training opportunities, and supporting educational developments, including the expansion of the Universities and other higher education establishments. Where appropriate further development of tourism facilities will be supported.
- 4) **Flourishing and vibrant centres:** to create the conditions for the protection and enhancement of a balanced hierarchy and network of City, town and other centres. Responding to the changes in retail and leisure industries, including the growth of internet shopping by increasing leisure, residential, tourism, cultural and local services at a scale appropriate to the centre's position in the hierarchy in addition to accessibility improvements, environmental improvements, and town centre regeneration measures.
- 5) **Regeneration:** to maximise brownfield regeneration opportunities, to encourage the recycling of derelict land and ensure that regeneration supports and enhances opportunities for local communities and residents, leading to all neighbourhoods being neighbourhoods of choice, where people want to live.
- 6) **Protecting and enhancing the area's individual and historic character and local distinctiveness:** to achieve sustainable well-designed development by promoting high quality locally distinct buildings and places that respect local character. To preserve and enhance the distinctive natural and built heritage, by protecting and enhancing the historic environment, including nationally recognised heritage assets, and by valuing the countryside for its productive qualities and ensuring its landscape character is maintained and enhanced.
- 7) **Achieving well-designed places in Greater Nottingham:** to create a strong sense of place with its own identity. Protecting and enhancing townscape and landscape character by responding to and reinforcing locally distinctive patterns of development and design. Ensure places are sustainable, functional, inclusive and are easy to get to, to navigate around and well-integrated with the existing community. Engage with the community, using appropriate planning tools such as design codes.
- 8) **Strong, safe, healthy and cohesive communities:** to plan positively for the provision and use of shared spaces and to design out crime, promote social interaction and create the conditions for communities to become strong, safe, healthy and cohesive. To address environmental factors underpinning health and wellbeing and promote social interaction and inclusivity by design. Work with healthcare partners to deliver new and improved health and social care facilities. Integrating health and service provision, and improving access to cultural, sport and leisure and lifelong learning activities.
- 9) **Opportunities for all:** to give all children and young people the best possible start in life by providing the highest quality educational, community, cultural, leisure and sport facilities, for instance through improving existing or providing new schools, further education establishments and Universities. Meet the needs of older and

disabled people, especially through providing appropriate housing and employment opportunities and prevent the unnecessary loss of valued services and facilities.

- 10) **Promoting sustainable transport systems and reducing the need to travel:** to ensure access to jobs, leisure and services are improved in a sustainable and equitable way, addressing air and noise pollution, reducing the need to travel by private car, by encouraging convenient and reliable transport systems, particularly those focused on walking, cycling and public transport, by maximising opportunities for mixed use development. To support growth by expanded use of transport data systems aimed at reducing congestion and encouraging the electrification of vehicles and improving air quality.
- 11) **Protecting and improving natural assets:** to improve and provide new Blue and Green Infrastructure, including open spaces, by enhancing and developing the network of multi-functional green spaces for the benefit of people and wildlife. To improve their connectivity, accessibility and environmental quality, increasing ecosystem services, biodiversity and contributions to the Nature Recovery Network. Protecting and enhancing nature conservation sites and priority habitats, and their connectivity within the ecological network.
- 12) **Timely and viable infrastructure:** to make the best use of existing infrastructure and provide new and improved infrastructure which supports sustainable housing and economic growth. This will be achieved through ongoing engagement with infrastructure providers. A possible new station at Toton will become a part of a key transport interchange and focus for related growth. The expansion of the tram network will be explored, including potential new routes. Opportunities provided by existing transport infrastructure will be maximised and additional strategic transport improvements including capacity improvements to strategic highway junctions will be completed.

2.5 Links to Other Strategies

- 2.5.1 The Greater Nottingham Strategic Plan has also taken into account the strategic plans of various service providers within or affecting the Plan area, and where relevant these have been incorporated into the Infrastructure Delivery Plan. These include the Nottingham Local Transport Plan, Nottinghamshire Local Transport Plan, Nottinghamshire and Nottingham Waste Core Strategy, Nottinghamshire Minerals Plan, D2N2 Growth and Recovery Strategy, and the Corporate Strategies for Nottingham City, Broxtowe, Gedling and Rushcliffe.

2.6 Broxtowe Spatial Portrait / Local Distinctiveness

Spatial Issues

- 2.6.1 Broxtowe has a population of 110,900 (2021 Census) and covers an area of some 31 square miles. It is characterised by a more urban south with the separate settlements of Attenborough, Chilwell, Beeston, Bramcote, Stapleford, Toton and part of Trowell together comprising over 60% of the Borough's population and forming part of the western side of the built up area of Greater Nottingham.
- 2.6.2 The north is more rural with the largest settlements at Eastwood and Kimberley. All of the rural parts of the Borough are within the defined Nottingham Derby Green Belt, which comprises 61.3% of the total Borough area.

- 2.6.3** The Borough has excellent access to the motorway network and good access to East Midlands Airport, together with excellent rail connections at Beeston and Attenborough stations and the close by stations of Nottingham and East Midlands Parkway. The M1 bisects the Borough, with junction 26 within the Borough at Nuthall, while junction 25 is just outside the Borough with links to this and the City Centre via the A52.
- 2.6.4** The Nottingham Express Transit tram route which serves many of the most densely populated areas in the south of the Borough and includes a park and ride site near the A52 at Toton. This supplements the regular and extensive bus services connecting the settlements in the south of the Borough with Nottingham City Centre and there is also a high frequency bus service from Nottingham through Beeston to Derby. Transport links, including public transport, connecting the north with the south of the Borough are less extensive.
- 2.6.5** Key physical features of the Borough are the Rivers Trent and Erewash, which form its southern and western boundaries respectively. The River Trent in particular forms a significant barrier to transport connections to the south, although the river itself is navigable and connected to Nottingham via the Beeston Canal.

Built and Natural Environment Issues

- 2.6.6** At Attenborough alongside the River Trent, former wet gravel workings now provide an extensive nature reserve, which is also a Site of Special Scientific Interest (SSSI). There are also extensive areas of open space at Bramcote Park in Broxtowe, and the University of Nottingham campus and Wollaton Park, both within the City of Nottingham but within walking distance of many of the most populated areas in the south of the Borough. Access to formal open space is more limited in the north of the Borough, although there are important areas for recreation in the central parts of the Borough around the former Nottingham Canal at Cossall, Strelley, at Colliers Wood, Moorgreen reservoir and extensive countryside to the north. The re-opening of Bennerley Viaduct, a Grade II* listed structure, provides a valuable recreational link between Awworth and Cotmanhay.
- 2.6.7** Historically and culturally, there are strong links to the world-famous writer DH Lawrence with a museum in Eastwood (his birthplace) with much of his writing influenced by the coal mining heritage and landscape in the north of the Borough which he referred to as 'the country of my heart'. The majority of Broxtowe is within the former Nottinghamshire coalfield, which influences the setting for a number of mature landscape areas concentrated in the central and northern parts of the Borough and with easy access to the Derbyshire countryside and the Erewash valley.
- 2.6.8** In the Borough there are 156 Listed Buildings (5 Grade I, 11 Grade II* and 140 Grade II), 6 Scheduled Monuments and 16 Conservation Areas. However, some of these heritage assets are at risk, with three Listed Buildings, one Scheduled Monument and three Conservation Areas included on the national Heritage at Risk Register.
- 2.6.9** The Borough has a very extensive supply of Natural Green Spaces, including some 15 Local Nature Reserves, including Bramcote Hills Park Woodlands and Stapleford Hills Woodland, towards the south of the Borough, and Brinsley Headstocks and Colliers Wood at Moorgreen, to the north. There are also seven Nature Reserves managed by Nottinghamshire Wildlife Trust, including Kimberley Meadow and Kimberley Cutting to the north of the Borough and the extensive Attenborough Nature Reserve to the south. Sites of Special Scientific Interest (SSSIs) within the Borough include Attenborough Gravel Pits, Kimberley Railway Cutting, Bulwell Wood, Robinetts, Sledder Wood

Meadows, and Sellers Wood. There are over 140 Local Wildlife Sites, which have been identified and selected for their local nature conservation value. The most significant areas for wildlife within the Borough are the Erewash and Trent Valleys. These provide valuable habitat opportunities for wetland bird species, water voles, otters and crayfish. The River Erewash feeds into Attenborough Nature Reserve, which is rich in wetland bird species.

Economic Issues

- 2.6.10** Beeston is the main town centre in the Borough and is a major location for new investment and employment opportunities. The Beeston Square redevelopment includes a cinema and restaurants and is located next to the transport interchange. Other town centres at Eastwood, Kimberley and Stapleford are smaller in scale but still perform an important role in underpinning the local economy.
- 2.6.11** Boots remains a major employer and Beeston Business Park provides a wide choice of employment buildings with advantage of excellent rail links being close to the train station.
- 2.6.12** Broxtowe is a relatively affluent Borough being ranked 220 out of 317 English local authorities in the 2019 Index of Multiple Deprivation (with 1 being the most deprived). Unemployment in the Borough was 3.6% in 2021. However, rates vary significantly between wards with pockets of unemployment concentrated in more deprived areas, in particular the three wards of Eastwood South, Chilwell West and Stapleford North which also have higher proportions of unskilled workers. These wards are located in close proximity to strategic allocations at Toton and Bennerley. The significant economic development planned in these locations are therefore well placed geographically to assist in addressing unemployment in these wards. In education, skills and training two Local Super Output Areas (LSOAs) in the same ward (Eastwood South) rank in the top 10% most deprived nationally. There is therefore a need to focus resources on providing opportunities to develop further training to enable residents to access skilled employment, particularly given manufacturing decline in these areas.

Social / Community Issues

- 2.6.13** There is a strong history of manufacturing, pharmaceutical and communications businesses in the Borough. Whilst the continuing decline of manufacturing has led to a need to re-skill the workforce, established businesses such as Boots puts the Borough in a strong position to attract new inward investment.
- 2.6.14** Average median property prices in Broxtowe at £235,000 (March 2023) are lower than the national average. However, this masks significant variation across the Borough with average prices in the south being higher than the north and easy access to the city from areas in the south impacting strongly on house prices and rents. Housing affordability is a significant issue in the Borough with a significant need for affordable housing identified in the 2023 Housing Needs Assessment.
- 2.6.15** The strong influence of the University of Nottingham is attracting a student population to Beeston. These are key drivers attracting significant student population to the Borough, in particular high proportions of international students, as both the University of Nottingham and the Further Education College in Beeston have strong links with China and South East Asia.

2.7 Gedling Spatial Portrait / Local Distinctiveness

Spatial Issues

- 2.7.1** Gedling Borough is a mix of urban and rural with 79.2% of 117,300 residents living in the suburbs of Arnold and Carlton. The remaining residents live in a number of villages including Burton Joyce, Calverton and Ravenshead. Despite limited links to the strategic road network there are a number of major transport routes that run through the Borough such as the A60 to Mansfield, the A612 towards Southwell and the A614 which is the main northern route from Nottingham towards the A1. The Nottingham-Lincoln rail line also runs through the Borough stopping at Carlton and Burton Joyce. Routes into and out of Nottingham are well served while links between the different settlements and around the conurbation are poorer. Some of the rural settlements are relatively isolated and suffer from poor transport links.
- 2.7.2** In terms of geography the River Trent influences the southern parts of the Borough through flooding and also forms the boundary between Gedling and Rushcliffe. The landscape around the urban area is characterised by a number of ridgelines which help define the edge of Greater Nottingham.

Built and Natural Environment Issues

- 2.7.3** Gedling Borough has a diverse range of natural habitats, which includes a number of valuable sites for nature conservation and biodiversity. There is one Site of Special Scientific Interest (SSSI) which is located near Linby as well as five Local Nature Reserves, seventy-eight Local Wildlife Sites and has several areas of fine landscape. In addition, some areas of woodland to the north and west of the Borough have been identified as a possible potential Special Protection Area (SPA). A decision on the extent of any potential SPA is not known.
- 2.7.4** A number of areas in Gedling Borough have a strong sense of heritage especially in the rural areas where six of the villages have Conservation Areas. Newstead Abbey Park, once home to Lord Byron, includes a number of heritage assets such as the Grade I Listed Abbey and Boundary Wall and is a major feature in the north of the Borough. There are 195 Listed Buildings in the Borough (6 Grade I, 15 Grade II* and 174 Grade II), 9 Scheduled Monuments and 4 Registered Parks and Gardens. However, some of these heritage assets are at risk, with 4 Listed Buildings (including Newstead Abbey) and 1 Scheduled Monument included on the national Heritage at Risk Register.
- 2.7.5** Gedling Village, Calverton, Bestwood Village and Newstead Village are areas of the Borough that retain the legacy of their coalmining past. The regeneration of these areas is ongoing and remains a priority for the Borough.

Economic Issues

- 2.7.6** As a regional economic hub, Nottingham City is the main work destination for the majority with only 14.2% of Gedling residents having to travel more than 10km to the workplace. While Gedling Borough (31.9%) is below the national average (33.9%) for the percentage of working age residents who are qualified to Level 4 qualifications or above, the main areas of occupation are in management (13%), professional (29%) and associate professional & technical occupations (10%) and Administrative and secretarial occupations (11%). Employment within Gedling Borough tends to be towards the lower skilled end of the market (no qualification or Levels 1 to 3

qualifications - 59.4% for Gedling / 58% nationally) and the Borough is popular with smaller, more locally focussed business due to lower costs.

2.7.7 Allocations for new employment land which have yet to be taken up have been made at Gedling Colliery / Chase Farm and also at Top Wighay Farm which offers good access to the M1. Other key areas for employment include Colwick Industrial Estate in the south of the Borough along the A612.

2.7.8 There are a number of town, district and local centres around the Borough which offer good locations for retail and other services and businesses. Arnold town centre is the largest town centre in the Borough, ranked the highest centre in the hierarchy, and is the most important centre in the north-eastern part of the conurbation and is the focus for new investment in retail and other facilities.

Social / Community Issues

2.7.9 While the Borough is relatively wealthy there are a number of pockets of deprivation, notably Netherfield and Colwick, Killisick and Newstead Village. In terms of the housing stock there are areas which require some renewal and areas, especially in the rural part of the Borough, where affordability is a major issue. There are also a higher proportion of detached properties in the Borough than the national average.

2.7.10 Reflecting national trends, the population of the Borough is ageing, and this is especially clear in a number of villages including Ravenshead. Between the last two censuses, the average (median) age of Gedling increased by two years, from 42 to 44 years of age. The number of people aged 65 to 74 years rose by around 2,400 (an increase of 21.7%), while the number of residents between 35 and 49 years fell by around 2,500 (10.1% decrease). Netherfield and Colwick are popular with young families perhaps reflecting the cheaper, smaller houses in this area. The ethnic minority population has increased from 9.7% in 2011 to 14.4% in 2021.

2.8 Nottingham City Spatial Portrait / Local Distinctiveness

Spatial Issues

- 2.8.1** Nottingham City is one of the eight Core Cities in England. According to 2022 Mid-Year Estimates by ONS, the City comprises a very compact and high-density urban area, with a population of 328,500 and an area of only 7,461 hectares. Mainly due to its tight boundary, Nottingham has developed at a higher density than many other towns and Cities, and has developed very strong links and relationships with numerous surrounding settlements and rural areas. Nottingham serves as a strategic centre, attracting people from a wide catchment well beyond its administrative area to access a variety of economic, transport, cultural, and health services and facilities. Many of the suburbs which form part of the built-up area are located in the surrounding districts and boroughs.
- 2.8.2** Nottingham is a leading City in the East Midlands, with its shopping facilities ranked as amongst the best in England, and it has a vibrant and growing leisure and cultural life. However, the City also has some of the worst areas of deprivation and under achievement in the country. There are pockets of deprivation which tend to be focused in the inner City and outer estates.
- 2.8.3** The City is characterised by its urban core, including its attractive and successful City Centre which provides a wide range of retail, cultural and employment opportunities, as well as residential development. This is surrounded by a mixture of residential areas and suburbs, including some historic and attractive areas such as The Park and Wollaton, as well as a number of large post-war estates originally built as council homes, including the Meadows, and Clifton.
- 2.8.4** Nottingham enjoys excellent access to the rail network with a main line station close to the City Centre which provides direct and frequent services to London, as well as connectivity to other key centres including Birmingham, Derby, Leeds, Leicester and Manchester, and local rail services. Strategic road connectivity is also good, with access to junctions 24 – 26 of the M1, as well as the A52, A46, and A1.
- 2.8.5** Within Nottingham itself there are excellent bus networks, as well as the Nottingham Express Transit (NET) tram. Public transport patronage within the City is very high compared to many English Cities, with 71 million passenger journeys by bus or tram in 2023/24. The City has won recognition for its successful management of travel demand, and for reversing national trends by increasing public transport use even during periods of strong economic growth.

Built and Natural Environment Issues

- 2.8.6** The Nottingham City Council Housing Information System shows that the net dwelling increase achieved between April 2011 and March 2023 was 14,354 (i.e. an average of 1,196 per annum). Between 2011 and 2023, 92.3% of dwellings were built on previously developed land.
- 2.8.7** Nottingham has a large number of Listed Buildings (9 Grade I, 31 Grade II*, and over 700 Grade II), and 31 Conservation Areas. There are 8 Local Nature Reserves (LNR) totalling 140.1ha, 64 Local Wildlife Sites and 3 Sites of Special Scientific Interest in the City. There is a large variety of open spaces, and in 2011 there were 15 Green Flag awarded sites across the City. There are extensive areas of open space at the University of Nottingham campus and Wollaton Park, both within the City. Some open

spaces are under-used or of lesser quality, often found within the large estates.

- 2.8.8** The River Trent, Nottingham Beeston Canal, River Leen and Fairham Brook are key elements of the Open Space Network, but the network overall is largely fragmented by development.
- 2.8.9** Historically and culturally there are strong links to Boots, Raleigh bicycles, Paul Smith and the legend of Robin Hood.

Economic Issues

- 2.8.10** The City performs a strategic function in economic terms, serving a labour market which extends far beyond its boundaries. More than 61% of all jobs in Greater Nottingham are within the Nottingham City boundary¹⁷. GVA (Gross Value Added) per head of population in the City is the fourth highest of 8 Core Cities and higher than the average for England¹⁸. However, the tight boundaries referred to above do mean that much of the value added to the local economy is generated by commuters who live outside the City itself. Therefore, despite its strategic role, and a strong performance in attracting job growth, the City ranks 11th most deprived out of the 317 districts in England, and 29.2% of the population of the City live in the 10% most disadvantaged Super Output Areas (SOAs) in the country¹⁹, compared with 0.3% for the rest of Greater Nottingham. However, Nottingham's position in the Indices of Deprivation has improved since 2015, suggesting past regional and ongoing local efforts to address structural and embedded economic challenges are having some impact.
- 2.8.11** Unemployment in the City was 13,310 (5.8%) in March 2024, a rate which had peaked in 2021 but has steadily declined since. This compares poorly with 2.9% for the rest of the Plan area (Broxtowe & Gedling)²⁰. Between January 2023 and December 2023 only 66% of 16-64-year-old people living in the City were in employment. This figure is affected by the number of students, but, even allowing for this, it is low compared to 79.4% for the rest of the Plan area. Addressing employment and skills issues remains a priority, particularly in better equipping the population in the more deprived areas of the City to benefit from the growth and opportunities. Established international businesses such as Experian, Capital One, and sectoral clusters such as BioCity ensure a competitive and strong position in attracting new inward investment.
- 2.8.12** Nottingham is the largest retail centre in the region. As such it is a major location for new investment and current ambitions are focussed around securing the redevelopment of the former Broadmarsh Shopping Centre. This will further strengthen the City Centre's retail and economic role and will represent significant additional inward investment to the City.
- 2.8.13** In addition to the City Centre, the Queens Medical Centre, City Hospital, the universities, Lenton Lane, Blenheim Industrial Estate, and NG2 business park to the west are major employment locations.

Social / Community Issues

- 2.8.14** There is a strong history of manufacturing, textiles and pharmaceuticals in the City, and with the decline in many traditional sectors, there is an ongoing priority to re-skill

¹⁷ Business Register and Employment Survey 2009, Office for National Statistics.

¹⁸ GVA estimates for 2021, Office for National Statistics and Business Register and Employment Survey 2023, Office for National Statistics.

¹⁹ 2019 Indices of Deprivation, Ministry of Housing, Communities and Local Government.

²⁰ Office for National Statistics Claimant Counts April 2024. page 64

and up-skill large sections of the local labour market to continue to address the stubborn pockets of deprivation. The supply of employment land and premises includes a large proportion of low-quality space, as well as former industrial sites which offer potential for mixed-use regeneration and development. In addition, there remains significant demand for new, high quality family housing in the City to reduce the trend of young people and families moving out of the City. The 2021 Census showed a low proportion of family homes within the City with only 7.4% of dwellings having 6 or more rooms in the City compared with 14.9% nationally. There is also a low proportion of owner-occupied housing (45.1%) compared with the rest of Greater Nottingham (73.6%).

- 2.8.15** The 2021 Census highlights that the City has a culturally and ethnically diverse population, with 43% of the population coming from Black and Minority ethnic groups (i.e. all ethnic groups except White British), this compares to 15% for the rest of Greater Nottingham. The strong influence of the University of Nottingham and Nottingham Trent University has attracted a significant student population, including a large proportion of international students and post-graduates.

2.9 Rushcliffe Spatial Portrait / Local Distinctiveness

Spatial Issues

- 2.9.1** Rushcliffe's main centre of population is West Bridgford, a large suburb of Greater Nottingham where around 41,000 of the Borough's 119,000 population live. The remainder of the Borough is largely rural, with the population divided between the six larger settlements (Bingham, Radcliffe on Trent, Cotgrave, Keyworth, Ruddington and East Leake, which range in population from around 7,000 to around 10,000 people) and the smaller rural villages. A large part of the Borough (approximately 40%) falls within the defined Nottingham-Derby Green Belt that encircles Greater Nottingham.
- 2.9.2** West Bridgford acts as a key service centre for a number of the surrounding smaller settlements, and contains the Borough's largest retail centre that is relatively well performing. Outside of West Bridgford, the six towns and larger villages provide a range of facilities and services. Several of the medium sized villages such as East Bridgford, Gotham, Tollerton, Aslockton, Sutton Bonington and Cropwell Bishop have some local facilities to serve their population.

Population Trends

- 2.9.3** The population of Rushcliffe increased by 7.1% between 2011 and 2021. This has not occurred evenly across the Borough, and while some settlements have seen increases in population, others have seen stagnation or declines.
- 2.9.4** The main differences between the Rushcliffe age profile and the profile nationally is that there are proportionally fewer people in early adulthood living within the Borough, but more in every age category from 40 years onwards. The number of people of pensionable age is also increasing at a faster rate than the national trend and there are certain settlements that have very high concentrations of people of pensionable age.

Connections

- 2.9.5** In terms of the highways network, a number of important trunk roads pass through the Borough. The A46 links Rushcliffe to Newark to the north and Leicester to the south,

the A52 links to Grantham to the east and the A453 is a major route linking Nottingham and Rushcliffe to East Midlands Airport and the M1. There are capacity issues with the A52, with junction improvements being undertaken by National Highways to reduce congestion and provide capacity. Work on the final junctions at Nottingham Knight and Wheatcroft will start in 2024.

- 2.9.6** The NET tram extension to Clifton passes through the Borough at Wilford and Compton Acres, with the aim of improving accessibility to the City Centre. The rural parts of the Borough suffer more acutely from accessibility issues due to poorer transport links in these more isolated areas.

Built and Natural Environment Issues

- 2.9.7** Rushcliffe's landscape is largely rural and generally comprises rolling lowland farmland. Variation in character is provided through the higher land of the Nottinghamshire Wolds, the edges of the Vale of Belvoir and parts of the Trent Valley. Rushcliffe has a rich heritage with 31 Conservation Areas, 4 Registered Parks and Gardens, 27 Scheduled Ancient Monuments, over 680 Listed Buildings and Structures and numerous other non-designated assets including those listed on the Nottinghamshire Historic Environment Record. Some of these listed structures are, however, at "risk". English Heritage's national Heritage at Risk Register listed, at February 2024, five listed buildings and two scheduled monuments within Rushcliffe. In relation to the natural environment, the Borough has, at February 2024, 8 Sites of Special Scientific Interest, 222 Local Wildlife Sites, 8 Local Nature Reserves and 3 Country Parks.

Economic Issues

- 2.9.8** Rushcliffe is the most affluent local authority area in the county, with full time workers earning 20% more than the regional average. It ranks 314 out of 317 local authorities on a national deprivation scale (Index of Multiple Deprivation), with 1 being most deprived (as at 2019). However, there are pockets of relative deprivation, for example in Cotgrave, Keyworth and Bingham.
- 2.9.9** Rushcliffe acts, to an extent, as a residential area serving the Greater Nottingham employment area, with a lot more workers in the Borough than there are jobs. A certain level of imbalance is not surprising given the proximity of West Bridgford to Nottingham City, where around a third of Rushcliffe's residents work. In terms of employment within the Borough, there is a strong dominance towards three sectors: Wholesale and Retail Trade; Repair of Motor Vehicles and Motorcycles; Education; and Human Health and Social Work Activities (Nomis, 2022). Established employers include the British Geological Survey and British Gypsum.

Housing mix and social need

- 2.9.10** The predominant tenure in Rushcliffe is owner-occupation. Nearly 75% of households own their own homes, either outright or with a mortgage. This is significantly above the national average for owner occupation of 61%.
- 2.9.11** Property prices are relatively high, with an average house price of £333,551 compared with the Nottinghamshire average of £228,609 (Land Registry, November 2023). Housing affordability is a significant issue within the Borough, with average house prices over eight times average incomes. The problem of affordability can be particularly significant in the rural parts of the Borough where house prices tend to be

higher. Poor access to essential services in rural areas can lead to significant deprivation, with people without access to a car especially vulnerable.

Culture and sport

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

The Delivery Strategy

Section A: Sustainable Growth

- 3.1.1.** This section sets out policies which are aimed at ensuring growth is delivered as sustainably as possible. There is policy aimed at minimising Greater Nottingham's climate changing emissions (in combination with other policies) and reducing its impact, so the area can play its part addressing this national and international priority. This policy also includes a proposed approach to flooding, as climate change may lead to an increased likelihood of flooding from the Trent and its tributaries and other sources.
- 3.1.2.** The other policies set out where new growth should be directed, including the amount and distribution of development across Greater Nottingham and the identification of the strategic sites that are critical to achieving the plan's housing.
- 3.1.3.** Planning for continued changes in the future economy is as important as planning for new housing growth, and the two need to be considered together, therefore policies identify the location of strategic employment and mixed use (housing and employment) sites. The principle of the Green Belt and its protection is important in shaping the future growth of Greater Nottingham and guidance is given on its future review in the Plan area.
- 3.1.4.** Our city, town and local centres have experienced significant changes, as retail has shifted online, and the increased home working reduced demand for office spaces. In response to these changes, this plan includes policies that ensure these centres remain sustainable, vibrant and attractive hubs for the residents that they serve and to visitors.
- 3.1.5.** The policies for a sustainable growth are:
1. Climate Change
 2. The Spatial Strategy
 3. Housing Provision
 4. The Green Belt
 5. Employment Provision and Economic Development
 6. Nottingham City Centre
 7. Role of Town and Local Centres

Policy 1: Climate Change, Sustainable Design, Construction, Energy and Managing Flood Risk

- 1. Proposals for carbon neutral development are strongly supported. All development proposals will be expected to mitigate against and adapt to climate change, to comply with the national target to bring greenhouse gas emissions to net zero by 2050 and contribute to the Councils' carbon neutral targets on reducing carbon emissions and energy use.**

Sustainable Construction and Design

- 2. New buildings are expected to achieve net zero regulated operational emissions, evidenced through an energy statement submitted with the planning application, unless it can be demonstrated that compliance is unviable or unfeasible:**
 - a) All new residential development (Use Classes C3 and C4, except householder development) and purpose-built student accommodation should demonstrate a minimum 63% improvement on Part L 2021 Building Regulations Target Emissions Rate (or equivalent reduction on future Building Regulations) through energy efficiency measures (including heat pumps).**
 - b) All major (1,000 square metres or more) new non-residential development, hotels (Use Class C1) and residential institutions (Use Class C2) should demonstrate the following percentage improvement on Part L 2021 Building Regulations Target Emissions Rate (or equivalent reduction on future Building Regulations) through any on-site measures:**
 - i. Offices, greater than 25%**
 - ii. Schools, greater than 35%**
 - iii. Industrial buildings, greater than 45%**
 - iv. Other non-residential buildings, hotels and residential institutions, greater than 35%;**
- 3. For all development covered by part 2 of the Policy above:**
 - a) The use of fossil fuels and connection to the gas grid is strongly discouraged and will require robust justification;**
 - b) Provision of on-site annual renewable energy generation capacity is required to at least equal the predicted annual total regulated energy use, to achieve net zero regulated emissions once measures required by part 1.2 of the Policy have been implemented;**
 - c) Where on-site net zero regulated operational emissions are not possible, it should be demonstrated that the amount of on-site renewable energy generation equates to more than 113 kWh/m² building footprint / year. In the case of a multi-building development, any shortfall should be made up across the development where possible. Large scale development (50 dwellings or 5,000 square metres or more) should demonstrate that opportunities for on-site renewable energy infrastructure have been explored and implemented where feasible;**
 - d) Only in exceptional circumstances and as a last resort where it is**

demonstrably unfeasible to achieve an on-site net zero regulated energy balance, any shortfall is to be offset via a S106 contribution, reflecting the cost of solar PV delivered off-site, at a cost of £1.69/kWh in 2024, revised annually.

- 4. Development proposals for existing buildings which result in considerable improvements to their energy efficiency, carbon emissions and / or general suitability, condition and longevity will be supported, with significant weight attributed to those benefits. In addition, the development of existing buildings should:
 - a) demonstrate a consideration of sustainable construction and design;**
 - b) consider alternatives to conventional fossil fuel boilers. This should be explored through a Low / Zero Carbon assessment of low carbon energy supply options within the submitted application documents;**
 - c) sensitively retrofit energy efficiency measures and use appropriate micro renewables in historic buildings, including listed buildings, locally listed buildings and buildings within conservation areas, having regard to the special characteristics of the heritage assets to ensure they are conserved in a manner appropriate for their significance.****

- 5. Sustainable design should be incorporated in development including the following (where appropriate):
 - a) the efficient use of mineral resources, waste minimisation through the incorporation of a proportion of recycled and / or secondary aggregates and reusing material from excavation;**
 - b) the use of landform, layout, building orientation, height, massing, siting, design, materials and landscaping to reduce energy consumption;**
 - c) water efficiency that meets the highest national standard (currently 110 litres per person per day); and**
 - d) measures that enable sustainable lifestyles for the occupants of the buildings such as promoting active travel through design and layout to ensure accessibility to everyday services and facilities on foot, by bicycle or public transport.****

- 6. When meeting these requirements, the energy and waste hierarchies should be followed except where it can be demonstrated that greater sustainability can be achieved by utilising measures further down the hierarchy. Implementing the energy hierarchy within the design of new buildings means prioritising fabric first, passive design and landscaping measures to minimise energy demand for heating, lighting and cooling.**

Climate Change Adaptation

- 7. The building form and its construction should allow for adaptation to future changes in climate through where it is located, how it is laid out, sited and designed to withstand the long and short term impacts of climate change, particularly the effect of rising temperatures, sustained periods of high**

temperatures and periods of intense rain and storms. Its construction should allow for and not prevent further reduction in the building's carbon footprint.

8. Development should be designed so as to integrate with existing Blue and Green infrastructure networks on site and where appropriate integrate with or contribute to offsite green infrastructure networks to address climate change including mitigation against flooding, carbon reduction, improving air quality whilst enhancing recreational opportunities, encouraging active travel and biodiversity.
9. The extension of existing or development of new decentralised renewable and low-carbon energy schemes appropriate for the Plan area will be promoted and encouraged, including wind, solar photovoltaics, biomass power generation, combined heat and power, and micro generation systems. In line with the energy hierarchy, adjacent new developments will be expected to utilise such energy wherever it is feasible and viable to do so. Solar photovoltaic schemes should avoid the best and most versatile agricultural land.

Flood Risk and Sustainable Drainage

10. Development will be supported that:
 - a) adopts the precautionary principle, with areas at a low flood risk being the priority;
 - b) individually or cumulatively does not increase the risk of flooding elsewhere; and
 - c) reduces flood risk.
11. Where no reasonable site within Flood Zone 1 is available, allocations identified through future plan preparation within Flood Zone 2 and Flood Zone 3 will be considered on a sequential basis.
12. When applying the Exception Test, the following factors will be taken into account when considering if development has wider sustainability benefits to the community that outweigh flood risk:
 - a) there are exceptional and sustainable circumstances for locating the development within such areas, including the necessary re-use of brownfield sites; and
 - b) the risk can be satisfactorily mitigated by engineering and design measures.
13. All new development must incorporate measures to reduce surface water runoff whilst managing surface water drainage in a sustainable manner, and Sustainable Drainage Systems should be incorporated into all new development wherever feasible. In relation to heritage assets consideration should be given to potential impacts of Sustainable Drainage Systems on the significance of the heritage asset including its setting which should be preserved and enhanced.

Justification

3.2.1. There is a large body of research about the effects and impacts of climate change at the national and international level most notably the work of the Intergovernmental Panel on Climate Change (IPCC). The Plan area, along with much of the rest of the country, experienced hot summers and drought in 2018 and 2022 and the area has experienced severe flooding events most notably in 2002, 2007, 2019, 2021 and 2022 which have caused significant disruption. Data on the effects of climate change at a local level are available from the “climatejust” mapping tool²¹. This data indicates that the Plan area has significant areas with a relatively high vulnerability to the effects of heat and flooding, and significant areas defined as being in fuel poverty. These areas often correlate with deprived areas as defined in the Government’s Index of Multiple Deprivation (IMD).

3.2.2. The Climate Change Act commits the UK government by law to reduce greenhouse gas emissions by at least 100% of 1990 levels (net zero) by 2050. An announcement on 4th December 2020 stated that the Government’s target was to achieve a reduction of 68% in greenhouse gas emissions from the 1990 baseline by 2030. The Government’s Carbon Budget Order June 2021, which came into force on 23rd June 2021, sets out the carbon budget for limiting the volume of greenhouse gases emitted over a 5-year period from 2033 to 2037 (years inclusive) to achieve a 78% reduction. Councils have agreed their own carbon neutral targets as follows:

	Date	Statement	In-house carbon neutral target	Area-wide carbon neutral target
Broxtowe	17/07/19	Emergency declared	2027	To be determined
Gedling	20/01/19	Emergency declared	2030	2030
Nottingham City	21/01/19	Commitment made	2028	2028
Rushcliffe	07/03/19	Emergency declared	2030 ²²	No target

3.2.3. Land use planning has a key role in meeting these national and local targets exercised through planning controls over new developments and conversions and changes of use requiring planning permission. Policy 1 includes measures to mitigate the impact of climate change, for adaptation to meet the challenges of climate change and to build resilience to cope with the impacts of climate change. Mitigation means to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions. Adaptations are adjustments to natural or human systems in response to actual or expected climatic factors or their effects, including from changes in rainfall and rising temperatures. Whilst adaptation and resilience are interrelated resilience normally means the ability to recover from hazardous events, trends, or disturbances related to climate change. Policy 1 is structured around the need for sustainable construction and design, mitigation, adaptation and resilience albeit some of the policy measures set out in Policy 1 embody more than one element. In relation to flood risk, Policy 1 Part 10 adopts the precautionary approach towards flood risk by directing development away from areas of highest risk but allows for exceptions to be applied in

²¹ "Climate change, justice and vulnerability", Joseph Rowntree Foundation Report, York <https://www.jrf.org.uk/climate-change-justice-and-vulnerability>

²² To be considered

order to support regeneration provided the development is considered safe over its lifetime.

National Legislation, NPPF and NPPG

- 3.2.4.** Section 19 of the Planning and Compulsory Purchase Act 2004 requires LPAs to include Local Plan policies, which are designed to secure the development and the use of land, that contribute to the mitigation of, and adaptation to, climate change.
- 3.2.5.** The Planning and Energy Act 2008 allows local planning authorities (LPAs) to set energy efficiency standards in their development plans that exceed the energy efficiency standards set out in the Building Regulations. Such policies must not be inconsistent with relevant national policies for England. A Written Ministerial Statement dated 13 December 2023 confirms that acceptable planning policies that go beyond Building Regulations should be justified to ensure development remains viable, so the policy will not impact on housing supply, and any additional requirement is expressed as a percentage uplift on the dwelling's Target Emissions Rate.
- 3.2.6.** The Government has announced that by 2025, the Future Homes Standard will require homes to be zero-carbon ready as part of Building Regulations. This effectively means all new homes will be highly energy efficient and without fossil fuel heating systems. It extends to the provision of adequate ventilation through changes to Part F, to align with the more airtight construction encouraged by Part L of the Building Regulations. At the same time, an interim uplift in Part L standards came into force on 15th June 2022 requiring houses to be future-proofed and move the industry towards the Future Homes Standards.
- 3.2.7.** The NPPF 2023 (paragraph 158) sets out national requirements for planning and climate change. LPAs are required to adopt proactive strategies to adapt to and mitigate against the impacts of climate change in line with objectives and provisions of the Climate Change Act (2008). Paragraph 159 states that planning should avoid increased vulnerability to the range of impacts arising from climate change and where development cannot be avoided in areas which are more vulnerable to manage the risk. Planning policies should also seek to reduce greenhouse gas emissions through the location, siting and design of development.
- 3.2.8.** Government Planning Practice Guidance²³ advises how suitable mitigation and adaptation measures can be implemented in the planning process in order to address the impacts of climate change. This focuses on win-win solutions, for example:
- by maximising summer cooling through natural ventilation in buildings and avoiding excessive solar gain in summer;
 - through district heating networks that include tri-generation (combined cooling, heat and power); or
 - through the provision of multi-functional green infrastructure, which can reduce urban heat islands, manage flooding and help species adapt to climate change – as well as contributing to a pleasant environment which encourages people to walk and cycle.

Sustainable Construction

- 3.2.9.** Locally, the Councils commissioned BioRegional to prepare an evidence base to

²³ <https://www.gov.uk/guidance/climate-change>

support reducing carbon in new developments. Their report, Greater Nottingham Strategic Plan: Carbon Policy Support (A2iii: Evidence Base), 13 May 2024, was prepared in light of the Ministerial Statement on 'Planning – Local Energy Efficiency Standards Update' of 13 December 2024, and recommends an approach to achieve net zero regulated operational carbon development in terms of a percentage reduction in a buildings target emissions rate. Operational means carbon emitted during the use of the building, whilst regulated means the share of operational emissions that are regulated by Building Regulations, such as heating, cooling, hot water and fixed lighting. Policy 1 part 2 sets out an approach to 'net zero carbon' development, covering operational and regulated emissions.

3.2.10. All relevant planning applications should provide an energy statement which demonstrates how the proposal meets the policy requirements in accordance with the energy hierarchy:

Stage 1: Energy Efficiency (Policy 1 part 2(a) and 1.2(b))

Stage 2: Zero and Low Carbon Energy Sources and Technologies (Policy 1 part 3(a), (b) and (c))

Stage 3: Offsetting (Policy 1 part 3(d))

3.2.11. For outline applications, the degree of detail provided in the outline energy strategy will be less than for full and reserved matters applications. Compliance with the policy will be conditioned at outline stage and must be confirmed in detailed reserved matters. It is also recognised that this means the outline energy calculations may be largely based on assumptions. The aim should be to demonstrate that options have been identified by which the development could comply with the policy targets, taking into account the broad mix of anticipated floorspace, typologies and site conditions. Statements made about estimated carbon and energy performance based on a high degree of assumptions at outline stage should be reassessed at reserved matters stage, albeit the reserved matters may diverge in how the required compliant performance will be achieved.

3.2.12. The policy approach is consistent with the Future Homes Standard (FHS) and Future Building Standard (FBS), and also aligns with the 13th December 2023 Written Ministerial Statement setting out that acceptable planning policies that go beyond Building Regulations should have a well-reasoned and robustly costed rationale that ensures:

- That development remains viable, and the impact on housing supply and affordability is considered in accordance with the National Planning Policy Framework.
- The additional requirement is expressed as a percentage uplift of a dwelling's Target Emissions Rate (TER) calculated using a specified version of the Standard Assessment Procedure (SAP).

Stage 1: Energy Efficiency (Policy 1 part 2 (a) and 1.2 (b))

3.2.13. For residential development of one or more dwellings (including purpose-built student accommodation), the policy seeks a 63% reduction compared to a baseline of Part L of the Building Regulations 2021. This is equivalent to the 75% carbon reduction anticipated to be achieved by the Future Homes Standard (FHS) (2021 specification) against Part L 2013. FHS is expected to become the new national minimum

requirement from 2025. Including this in policy ensures the standards are met should the introduction of FHS be delayed or its requirements weakened. Passivhaus certification is also acceptable, as Passivhaus certified homes represent a significant improvement in energy performance beyond FHS.

3.2.14. The FHS has improvements to thermal insulation and resistance of floors, roofs, walls, doors and glazing above a Part L 2021 'notional dwelling', and also includes a heat pump as the primary heat source rather than a gas boiler. Where the indicative FHS specification cannot be met, for example if it is unfeasible or unviable to match the FHS specification for certain building elements, this can be compensated for by making improvements to other elements to achieve the required Dwelling Emission Rate.

3.2.15. For non-residential development of more than 1,000 square metres, the policy seeks a greater than 25% to 45% reduction (dependent on development type) compared to a baseline of Part L of the Building Regulations 2021. Passivhaus certification is also acceptable.

3.2.16. Energy demand can be minimised through:

- building orientation and solar gain (avoiding overheating);
- the building form avoiding extensive, complicated building shapes to reduce external surface area;
- improving the building fabric through better insulated walls, windows, floors and roofs, improving airtightness and avoiding thermal bridges;
- using types and sources of energy that minimise losses in the generation and distribution process, and / or which use waste heat; and
- making use of efficient services and appliances.

3.2.17. For the purposes of this policy, heat pumps are to be calculated as an energy efficiency measure, rather than a renewable energy measure.

3.2.18. Where full compliance is not feasible or viable, proposals should demonstrate through the energy statement that carbon reductions to the greatest extent feasible through energy efficiency measures have been considered and incorporated.

3.2.19. Energy statements should also lay out the U-values and airtightness of the proposed building in comparison to the notional values in the FHS or Future Building Standard (FBS) (indicative specification, or final, as available at the time of application).

Stage 2: Zero and Low Carbon Energy Sources and Technologies (Policy 1 part 3(a), (b) and (c))

3.2.20. Development should demonstrate through the energy statement that additional renewable, zero and low carbon energy technologies have been provided on site to achieve the required carbon reductions and achieve on-site net zero regulated operational carbon. (NB this can include off-site existing or planned zero, low carbon or renewable energy generation or heat network provision which has capacity to serve the development and where there is a direct off-grid connection to the development.)

3.2.21. Measures can include any measure that is low carbon in comparison to the Building Regulations baseline for that type of energy use, such as: solar, hydro or wind energy; direct electric heating (only recommended alongside an additional renewable energy source such as solar panels); heat networks (including waste heat), biomass or biogas (if sustainably managed and / or is a waste product that would otherwise create CO²

in its decay or disposal); energy storage (electric and heat). Where it is not feasible or desirable to include measures on each building in a multi-building development, site-wide measures should be incorporated, such as car park canopies.

- 3.2.22.** As a minimum, it should be demonstrated that on-site renewable energy generation equates to more than 113kWh/m² building footprint / year, which is considered to be achievable within the Plan area with 70% roof coverage of solar PV. It is recognised that achieving on-site net zero energy balance is more challenging for medium and high-rise buildings due to less relative roofspace for solar PV compared to the number of units in the building. Policy 1.3(d) allows for exceptions for such buildings, but the 113kWh/m² building footprint / year measure is still important to ensure these buildings maximise PV generation on the limited roofspace available.
- 3.2.23.** Where full compliance is not feasible or viable, proposals must demonstrate through the energy statement: that additional renewable, zero and low carbon energy technologies have been provided to the greatest extent feasible and viable; and that the development incorporates 'zero carbon ready' (as opposed to immediately providing 'low / zero carbon') technologies.
- 3.2.24.** Meeting the TERs in the policy should make the use of fossil fuels for powering buildings much less necessary, and for compatibility with national and local carbon budgets, development should avoid the use of fossil fuels for the operation of the building, so connection to the gas grid is not permitted without robust justification.

Stage 3: Offsetting (Policy 1 part 3(d))

- 3.2.25.** BioRegional also prepared a document to support the approach to offsetting, the Greater Nottingham Strategic Plan: Carbon Policy Support (A3 Offsetting) 3 April 2024. Where developments cannot achieve net zero regulated operational emissions, they will be required to offset any residual regulated carbon emissions, through offsetting the shortfall in on-site renewable energy needed to achieve an on-site net zero energy balance (the difference between predicted annual energy use and predicted renewable energy generation). Offsetting will only be acceptable where carbon reduction measures in stages 1 and 2 have been maximised, as demonstrated and justified through the energy statement.
- 3.2.26.** The aim of offsetting is to enable development to have net zero regulated emissions where feasibility factors, such as insufficient roof space or excessive shading, prevent on-site solutions, or where the heritage impact cannot be made acceptable. It allows a development to be policy-compliant where all on-site measures have been explored.
- 3.2.27.** The developer will be expected to make up the shortfall by contributing to the Council's offsetting fund, based on the cost of providing off-site solar PV, at £1.69/kWh in 2024, revised annually, as reported in the "Solar Photovoltaic (PV) Cost Data" published by the Department of Energy Security and Net Zero (<https://www.gov.uk/government/statistics/solar-pv-cost-data>). The detailed methodology is set out in the BioRegional Carbon Policy Support (A3 Offsetting) report. The money collected will be ringfenced to support the delivery of alternative solar PV provision (or equivalent energy generation / efficiency measures), for instance by supplementing grant funded projects to install renewable energy on existing buildings.
- 3.2.28.** Offsetting funds should be paid on or prior to commencement of works on site for a full planning application or reserved matters scheme. The reason for payment into the offset fund on or prior to commencement of works is so that delivery of the offset

projects can be on a timescale not too dissimilar from the timescale for completion and occupation of the development. The aim is to enable, wherever possible, the offsetting project to be producing renewable energy no later than the development's occupants begin to place their demands on the grid.

Sustainable Construction – further guidance

- 3.2.29.** There is often a large difference between how buildings are supposed to perform, and how they actually do. An assured performance method is therefore recommended to ensure the building is constructed as intended and as modelled at the design stage. This helps mitigate any performance gap between designed and as-built performance.
- 3.2.30.** Assured performance methods are processes to follow throughout design, construction, commissioning and building handover that reduce the energy performance gap (the gap between predicted energy use and actual energy use). This not only helps keep the building's actual carbon emissions to a minimum, but they also help to ensure occupant satisfaction. Suitable methods include BSRIA (Building Services Research and Information Association) Soft Landings, NEF/GHA (National Energy Foundation / Good Homes Alliance) Assured Performance Process, and Passivhaus certification. Other processes may be available or become available during the course of the Plan.
- 3.2.31.** Increasing energy efficiency through fabric measures can increase the risk of buildings overheating, particularly as hotter weather is predicted due to climate change. It is important to ensure that dwelling designs are carefully balanced so as to avoid the need for active cooling as far as possible, by ensuring that the building is not subject to excessive heat gains (for example, designs should carefully optimise the amount of solar heat gain from sunlight entering via glazing, so that the optimal winter gains are achieved to reduce heating demand while avoiding excessive gains in summer). Where it is unavoidable to use some active cooling, it is recommended to provide this with heat recovery for hot water uses, and to provide any active cooling through a reversible heat pump system as the home is likely to need a heat pump anyway, to meet the overarching carbon reduction required by this policy.
- 3.2.32.** Part O of the Building Regulations addresses overheating risk in development. In order to demonstrate compliance, Chartered Institution of Building Service Engineers overheating assessments are recommended for both residential and non-residential development. (The simplified method on offer for Part O of Building Regulations should be avoided as it is inaccurate, and it can be hard to demonstrate compliance).
- 3.2.33.** Policy 1 part 5(a) requires development to be efficient in the use of mineral resources, use of recycling materials and to minimise waste. Embodied carbon forms a significant part of total carbon emissions for built development. Embodied carbon equates to the emissions associated with materials, construction processes, maintenance / refurbishment during their lifetime and the eventual end of life of a development. Embodied carbon is usually reported as kilogrammes of carbon per metre square of gross internal area.
- 3.2.34.** New major development is encouraged to give consideration as to how the embodied carbon of the proposed materials to be used in the development have been considered and reduced where possible, including with regard to the type, life cycle and source of materials to be used. A limit of 550 kgCO₂e/m² GIA is feasible for all building types using typical materials to comply with Part L 2021 (i.e. current industry standard), so is a useful benchmark.

3.2.35. Embodied carbon can be minimised where the following principles are followed:

- Reusing and retrofitting existing built structures
- Utilising repurposed or recycled materials
- Choosing low-carbon materials (e.g. timber, lime mortar / render or low-carbon production materials)
- Fabric first approach to holistically reduce embodied and operational carbon
- Low-carbon operational water use
- Design for future deconstruction and reuse
- Design an efficient building shape and form
- Incorporate carbon sequestering materials
- Design for durability and flexibility
- Address embodied and operational carbon reductions together
- Determine expected building lifespan
- Source materials locally
- Minimise waste
- Efficient and lightweight construction
- Follow circular economy principles

3.2.36. Some materials have high embodied carbon and should be replaced with lower impact alternatives where possible or used as sparingly as possible via efficient design. High embodied carbon materials include:

- Concrete and cement
- Steel
- Other metals (e.g. aluminium, zinc and copper)
- Plastic and glass
- Materials that require long distance transportation between source and site, especially by road.

Existing Buildings (Policy 1 part 4)

3.2.37. There is a significant opportunity to reduce carbon emissions by retrofitting the existing building stock, and significant weight will be given to proposals that deliver energy and carbon savings in existing buildings. In addition, reusing existing buildings recognises the value of embodied carbon already present. Applications for the development of existing buildings should demonstrate that sustainable construction and design has been considered within the proposal, and that alternatives to fossil fuel boilers have been considered where heating systems are being upgraded or replaced. Low carbon energy supply options should also be assessed.

3.2.38. Applicants are encouraged to demonstrate how sustainable design, material choices and construction methods have reduced carbon emissions through construction and operation.

3.2.39. Some measures may require careful consideration when applied to historic buildings (designated and non-designated heritage assets, including locally listed buildings) and buildings in a Conservation Area. Sensitive retrofitting of energy efficiency measures and the appropriate use of micro renewables will be encouraged, provided the special characteristics of the heritage assets are conserved in a manner appropriate for their significance. Further guidance “Retrofit and Energy Efficiency in Historic Buildings” is available from the Historic England web site.

Sustainable Design (Policy 1 part 5)

- 3.2.40.** Policy 1 part 5(a) seeks to minimise the use of resources during the construction phase of development, through encouraging the use of secondary or recycled materials, minimising waste produced during development, and reusing material on site whenever possible.
- 3.2.41.** Policy 1 part 5(b) sets out key design principles to maximise the resilience and adaptation of development including landform, layout, building orientation, massing, siting, design, building form, materials and landscaping (see glossary for main definitions) and in summary involve consideration of the following:
- The layout of the site and orientation of buildings and whether this has taken account of solar gain and other environmental factors to reduce the need for mechanical heating and artificial lighting in the development;
 - Will the landform, layout and design minimise the negative effects of wind including wind turbulence and funnelling?
 - The massing, scale and height of buildings should not overshadow adjacent buildings or prevent sufficient natural light;
 - The use of materials that provide insulation to keep properties warm in winter without excessive over heating in summer;
 - The building form, size and compactness;
 - Design and integration of landscaping should provide shade for buildings and streets, act as a wind break from prevailing cold winds and improve air quality;
 - Good connectivity within the development and to the wider community to maximise routes that reduce car travel;
 - Design and integration of open spaces and green networks; street trees and green roofs / walls to promote urban cooling, access to nature and healthy places; and
 - Reduction of flood risk through the use of sustainable drainage systems (SuDS) and how these can enhance water quality, amenity and biodiversity.
- 3.2.42.** For proposals affecting heritage assets and their setting there may be occasions when mitigation and adaptation measures are inappropriate in the context of the historic environment and the need to protect their significance including their setting should be given considerable weight in the planning balance. See Policy 11 for further guidance.
- 3.2.43.** The Environment Agency's Water Stressed Areas Final Classification, 2021 defines Severn Trent Water area (excluding Chester) as seriously water stressed. Greater Nottingham falls within this area. The Government has stated that local planning authorities can include policies in plans which include a target for water consumption based on the optional National Housing Standard of no more than 110 litres per person per day. Policy 1 part 5(c) requires development to meet this National Housing Standard in order to promote the more efficient use of water resources. The Policy is consistent with the strategy of Severn Trent whose Water Management Plan (2019) emphasises the importance of using water efficiently, reducing per capita consumption and leaks to maintain an adequate water resource. Severn Trent is currently preparing a new Water Resources Management Plan having published a consultation draft in November 2023 which is anticipated to be published in summer 2024.
- 3.2.44.** A key aspect of planning for climate change and adaptation is to encourage lifestyle and behavioural change. Policy 1 part 5(d) requires development to encourage sustainable lifestyles. For example, layouts that minimise the use of the private car and

prioritise safe and attractive routes that benefit pedestrians and cyclists, and street design which is pedestrian and cycle friendly as opposed to just routes for vehicles to pass through. Policy 10 provides more guidance on design and guidance on parking is provided in Nottinghamshire County Council's Guidelines for Parking. Further guidance on sustainable design for carbon neutral development will be set out through future plan preparation.

Climate Change Adaptation (Policy 1 part 7 to 9)

3.2.45. The NPPF requires development to be adaptive to climate change. This means addressing both short and long-term impacts of climate change. It is critical that new builds and refurbishment of properties where planning permission is required are "future proofed" to ensure that they are adaptable to future changes in climate as set out in Policy 1.7. This may include consideration of the following:

- Adaptable to social, technological, economic and regulatory change;
- Maximise the life cycle of the building and minimise operating costs;
- Homes capable of adaption over the lifetime for example through the Lifetime Homes Standard;
- Being capable of connection to renewable and low carbon energy generation;
- More efficient in the consumption of water; and
- More resilient to flood risk including for example, raised ground floor levels and external and internal flood resilient fixtures and fittings; and the application of nature-based solutions such as incorporating green infrastructure, enhancing and protecting habitat and incorporation of green roofs / walls.

3.2.46. Policy 1 part 8 requires development proposals to integrate with green and blue infrastructure networks on, and where possible off-site (see Policy 16). The objective is to create more continuous and connected Blue and Green infrastructure assets. These are important for climate mitigation, adaptation and resilience by addressing the heat island effects of urban areas through cooling and in mitigating flood risk as well as helping to improve air quality and biodiversity net gain.

3.2.47. Policy 1.9 supports renewable and low-carbon decentralised energy schemes which are important components of meeting carbon reduction targets, and in the short term at least, they are capable of delivering greater carbon savings than achievable through the development of new low carbon buildings. These types of energy generation are already an important component of energy use in Nottingham, with the energy from waste facility at Eastcroft providing both electricity and heat to parts of the City Centre and St Ann's. The area is also home to small-scale photovoltaic, hydro and wind energy generation. Where viable and feasible, new development can support and make better use of these existing facilities by connecting to them as part of the approach to the energy hierarchy. There is considerable scope for further development of such facilities, especially in the use of biomass energy generation, and their development will be supported wherever appropriate. In the case of photovoltaic schemes, the Government has confirmed that they should where possible, utilise suitable previously developed land, contaminated land and industrial land. Where the proposed use of any agricultural land has been shown to be necessary, poorer quality land should be preferred to higher quality land avoiding the use of "Best and Most Versatile" agricultural land. (Agricultural Land Classification Grades 1, 2 and 3a). Further guidance on decentralised renewable and low carbon energy schemes may be set out through future plan preparation.

Flood Risk and Sustainable Drainage

- 3.2.48.** Flood risk is a significant issue in Greater Nottingham, which is likely to be exacerbated by unpredictable weather associated with climate change. Development proposals that avoid areas of current and future flood risk and which do not increase flooding elsewhere by adopting the precautionary principle will therefore be supported.
- 3.2.49.** The Plan area contains significant areas of brownfield land in urgent need of regeneration, but which may also be at risk of flooding. The Exception Test, as set out in the National Planning Policy Framework, applies to development in these locations, if lower risk alternatives are not available. Regeneration of this land can bring significant sustainability benefits to the wider community, in terms both of reducing the need to travel and reducing the need for greenfield development and will therefore be an important consideration in applying the Exception Test locally. These sites, were they to come forward, will need to provide adequate flood risk mitigation and crucially cannot increase risk to third parties.
- 3.2.50.** Some parts of the urban area are also prone to flooding from surface water runoff, including steep sided sites where it is particularly important to manage surface water runoff to reduce flood risk to others. Limiting runoff can be helpful in reducing the risk of flooding from this source, and the Councils will seek the implementation of Sustainable Drainage Systems into all new development, unless it can be demonstrated that such measures are not viable or technically feasible. SuDS play an important role in positively addressing climate resilience and assisting developments to reduce their carbon footprints. A well-designed Sustainable Drainage System can help meet climate targets through its ability to improve water quality while managing and mitigating both flood risk and surface water runoff created as a result of new development.
- 3.2.51.** For development on brownfield sites, new developments must aim to reduce the rate of runoff from the sites. As a minimum, for greenfield sites, the aim should be to reduce surface water runoff where possible or to ensure runoff levels are no worse than those present prior to development.

Information in support of planning applications

- 3.2.52.** Compliance with Policy 1 part 2 and 3 should be demonstrated through an energy statement submitted with Planning Applications for relevant development proposals. In addition, major development should demonstrate compliance with other aspects of the Policy with a Sustainability Statement demonstrating how relevant requirements of Policy 1 have been met including but not limited to:
- Water conservation;
 - Health and Wellbeing including day-lighting analysis and thermal comfort;
 - Material usage, wastage, responsible sourcing and environmental impact, including embodied carbon;
 - Pollution issues, low NOx, low global warming potential (GWP), reducing need for mechanical cooling;
 - Green infrastructure connections; and
- 3.2.53.** The Council's Validation Checklists will clarify what information is required to be submitted with different types of application, and will include other information required as part of planning applications such as site-specific flood risk assessments and transport assessments which also address sustainability issues.

3.2.54. In accordance with the NPPF, for proposals affecting heritage assets and their settings the applicant should describe the significance of any heritage assets affected including any contribution made by their setting in order to understand any potential impact of the proposal on their significance which should include potential issues arising from climate change measures. Non-major development should also demonstrate how it is addressing climate change mitigation and adaptation. Further guidance on the content of sustainability statements will be set out in informal planning guidance.

Monitoring Arrangements

Targets	Indicators	Delivery
To reduce per capita CO ² emissions	Department of Energy & Climate Change's 'Carbon dioxide emissions within the scope of influence of local authorities'	Future plan preparation and Development Management decisions
Increased number of low and zero carbon decentralised energy networks	Number of low and zero carbon decentralised energy networks.	Development Management Decisions
All new dwellings to comply with higher water efficiency standard	Number of new dwellings complying with higher water efficiency standard	Building Control
Zero planning permissions contrary to Environment Agency advice on flooding	Number of permissions granted in flood risk areas against Environment Agency advice	Development Management decisions

Policy 2: The Spatial Strategy

- 1. Sustainable development in the Plan area will be achieved through:**
 - a) Ensuring that development maximises opportunities to enhance the Blue and Green Infrastructure network and incorporates Blue and Green Infrastructure into new development;**
 - b) Promoting urban living through prioritising sites for development firstly within the main built up area of Nottingham, and to a lesser extent adjoining it;**
 - c) Ensuring that new development adjoining the built up area of Hucknall, or in or adjoining Key Settlements, is of a scale and character that supports these as sustainable locations for growth;**
 - d) Creating sustainable communities that have local community services and facilities, are attractive places to live and visit and which enhance the quality of life for residents;**
 - e) Ensuring that walking, cycling and public transport infrastructure connects new development to local community services, retail, and employment; and**
 - f) Maximising the economic development potential of key sites including the former Ratcliffe on Soar power station, former Bennerley Coal Disposal Point, Toton Strategic Location for Growth and the wider Broad Marsh area.**
- 2. The settlement hierarchy to accommodate this growth is sequential and consists of:**
 - a) in the main built up area of Nottingham;**
 - b) adjoining the main built up area of Nottingham;**
 - c) adjoining to the Sub Regional Centre of Hucknall; and**
 - d) in or adjoining Key Settlements.**
- 3. At other settlements development will be smaller scale as defined through future plan preparation.**

Justification

- 3.3.1.** The spatial strategy follows from the Vision and the Objectives set out in Chapter 2. It is aspirational but realistic, and has been positively prepared to meet the development and infrastructure needs of Greater Nottingham. It provides a framework and context for the other policies of the plan.

Blue and Green Infrastructure

- 3.3.2.** Policy 2 sets out how sustainable development will be achieved. Enhancing Blue and Green Infrastructure contributes to achieving sustainable development by providing a

vital multifunctional resource capable of delivering a wide range of environmental and quality of life benefits for local communities. Blue and Green Infrastructure creates high quality environments and well-designed places which promote healthy and safe communities. It provides recreational opportunities which are attractive to residents, business and investors, mitigates climate change through carbon storage, cooling and shading, provides natural flood risk mitigation, and conserves and enhances the natural environment. New development will provide opportunities to further enhance the Blue and Green Infrastructure network and should be carried out following the principles set out in the Blue-Green Infrastructure Strategy.

Urban living

- 3.3.3.** The focus on urban living through prioritising sites within (and to a lesser extent adjoining) the main built up area of Nottingham seeks to achieve sustainable growth by making the most of existing infrastructure and reducing the need to travel. The main built up area includes West Bridgford, Clifton, Beeston, Stapleford, Long Eaton (Erewash), Bulwell, Arnold and Carlton as illustrated on the Key Diagram. Development here will make best use of the range of facilities and services which are provided within the City and town centres and will provide opportunities to redevelop brownfield sites and drive regeneration of parts of the urban area. However, it will be necessary for development to avoid the potentially harmful effects of ‘town cramming’, inappropriate or excessive urban intensification which results in poor planning outcomes, such as lower levels of amenity, detrimental impact on natural and historic assets etc.
- 3.3.4.** A focus on the urban areas will have wide ranging benefits for regeneration within Greater Nottingham, some parts of which experience significant disadvantage or contain sites and areas which would benefit from renewal. Brownfield sites, such as the Broad Marsh, the Creative and Canal Quarters, and the Waterside areas in Nottingham City are already a focus for regenerative development, and this will continue over the Plan period. The delivery of regeneration and development in these areas is considered to be complementary to development of other strategic sites, and both are required to ensure delivery of housing and economic development over the Plan period.
- 3.3.5.** Achieving high quality urban renaissance is complex and demanding. It requires a clear and consistent policy framework to give a degree of long-term security and certainty to developers and their partners that allows them to make planning and investment decisions with confidence.
- 3.3.6.** Successful regeneration also requires a partnership approach, involving all the agencies with a relevant interest in the area. The Councils will therefore work with agencies such as Homes England, the East Midlands Combined County Authority, other councils where relevant, transport and infrastructure providers, landowners and developers, together with local groups and residents, to ensure the best regeneration outcomes. Given fragmented ownership, sometimes unrealistic expectations of value, and the costs and uncertainties of preparing previously developed land for development, together with access and other infrastructure issues, a proactive approach to land assembly may be required in some instances. This could include the use of Compulsory Purchase powers. An Infrastructure Delivery Plan, based around objective assessments of infrastructure capacity, funding sources and timescales for delivery sits alongside the Strategic Plan, and provides further detail regarding expectations related to the timing and phasing of development.

Hucknall and Key Settlements

- 3.3.7.** The Sub Regional Centre of Hucknall (in Ashfield District) abuts the Plan area and has its own distinct identity and economic role. As a settlement of significant size, which contains a full range of services and amenities, it is considered to be a very sustainable location, capable of supporting and benefiting from major new development. It is also well connected and highly accessible to the Nottingham built up area via a range of sustainable means of transport.
- 3.3.8.** Key Settlements have been identified as sustainable and accessible locations which provide, or have the potential to provide through infrastructure improvements, key facilities and services.
- 3.3.9.** The Key Settlements are; Awsworth, Eastwood (including parts of Giltbrook and Newthorpe), and Kimberley (including parts of Nuthall and Watnall) in Broxtowe; Bestwood Village, Calverton, and Ravenshead in Gedling; and Bingham, Cotgrave, East Leake, Keyworth, Radcliffe on Trent, and Ruddington in Rushcliffe.
- 3.3.10.** In Gedling, new development in and adjoining Key Settlements will depend on a range of factors including Green Belt, local regeneration needs and the level of growth capable of being accommodated, taking into account infrastructure and other constraints. In Broxtowe and Rushcliffe, the delivery of new homes at the Key Settlements over the Plan period will be achieved through a combination of sites which have already been allocated by the Part 2 Local Plans and sites within the settlements which already have planning permission or come forward as infill / windfall sites. It is not proposed that any further land adjacent to any of the Key Settlements in Broxtowe and Rushcliffe is allocated for housing development during the Plan period.

Creating Sustainable and Attractive Places

- 3.3.11.** The impact of Covid has emphasised the importance of attractive, safe, walkable environments in which people of all ages can access destinations that they visit and the services they need to use day to day. These include shopping, school, community and healthcare facilities, places of work and green spaces. Many of these facilities are already well located in relation to neighbourhoods, being within the City, town, district, local and other centres, and enhancing these centres will be key to creating sustainable and attractive places. Large new developments, such as urban extensions, should be designed from the outset with these principles in mind. These principles are part of the '20-minute neighbourhood' approach, which seeks to create places in which most of people's daily needs can be met within a short walk or cycle. However, the plan seeks to encourage the key principles of the approach and the creation of compact and connected neighbourhoods rather than focusing on a specific walking time or distance.
- 3.3.12.** Creating places which embed this approach has significant physical and mental health benefits to residents. It follows the principles set out in the Town and Country Planning Association's Guide to 20 Minute Neighbourhoods such as:
- diverse and affordable homes;
 - well-connected paths, streets and spaces;
 - schools at the heart of communities;
 - good green spaces in the right places;
 - local food production;
 - keeping jobs and money local;
 - community health and wellbeing facilities; and

- a place for all ages.

Maximising the economic development potential of key sites

3.3.13. Ratcliffe on Soar Power Station and Toton Strategic Location for Growth form part of the area covered by the emerging East Midlands Development Corporation and are key areas identified for economic growth. Ratcliffe on Soar Power Station, which also forms part of the area covered by the East Midlands Freeport, will be transformed into an international centre for the development of zero carbon technology. Toton, in combination with Chetwynd, will provide a mixture of homes and jobs and will include new green spaces, enhancing connections between the existing communities. The Broad Marsh area is one of the most significant City Centre development sites in the region and will create new homes, commercial space and a substantial area of green space.

Settlement hierarchy

3.3.14. The settlement hierarchy set out in part 2 of the policy reflects the role and size of the urban areas. Nottingham and its built up area is of national and regional importance in terms of its size and economy. The Sub Regional Centre of Hucknall (in Ashfield District) is relatively large and has its own distinct identity and economic role. The Key Settlements have been locally defined, based on their role, function and planning policy considerations.

3.3.15. The concentration of development in or adjoining the main built up area of Nottingham applies across the area, rather than to individual Council areas, so the proportion of growth in or adjoining the main built up area will vary between the Councils.

3.3.16. Outside of the Key Settlements, development at other settlements will be of a smaller scale, to be defined in through future plan preparation.

Monitoring Arrangements

3.3.17. This policy sets a strategy for the location of new development delivered through the strategic site allocations, which are covered by monitoring arrangements for separate policies within the plan.

Policy 3: Housing Target

1. A minimum of 54,670 new homes (2023 to 2041) will be provided for, distributed as follows:

Authority	Housing Target (Rounded to nearest 10)
Broxtowe Borough Council	8,250
Gedling Borough Council	8,370
Nottingham City Council	26,690
Rushcliffe Borough Council	11,360
Greater Nottingham	54,670

2. Strategic sites located in or adjoining the existing main built up area of Nottingham include (numbers are indicative):

- a) Boots, in Broxtowe (397 homes remaining);
- b) Field Farm, north of Stapleford, in Broxtowe (320 homes remaining);
- c) Toton and Chetwynd Barracks, in Broxtowe (around 4,800 homes in total with 2,700 homes in the Plan period);
- d) Remainder of Boots Site, in Nottingham City (216 homes remaining);
- e) Stanton Tip, Hempshill Vale, in Nottingham City (500 homes);
- f) The Broad Marsh area, in Nottingham City (1,000 homes);
- g) A Sustainable Urban Extension to the South of Clifton, in Rushcliffe (3,000 homes remaining);
- h) A Sustainable Urban Extension on land off Melton Road, Edwalton, in Rushcliffe (around 540 homes remaining); and
- i) A Sustainable Urban Extension to the East of Gamston / North of Tollerton, in Rushcliffe (4,000 homes in total with 2,700 homes in the Plan period).

3. A strategic site, in Gedling, adjoining Hucknall Sub Regional Centre (which is in Ashfield District). (Numbers are indicative):

- a) Top Wighay Farm (805 homes remaining plus a further 710 homes in the Plan period).

4. Strategic sites beyond the main built up area of Nottingham in Rushcliffe, including (numbers are indicative):

- a) North of Bingham (621 homes remaining); and
- b) Former RAF Newton (413 homes remaining).

5. The remainder of homes will be provided elsewhere, including in or adjoining the Key Settlements:

In Broxtowe, through existing commitments at:

- a) Awsworth;**
- b) Eastwood (including parts of Giltbrook and Newthorpe); and**
- c) Kimberley (including parts of Nuthall and Watnall).**

In Gedling, through existing commitments and possible new allocations at:

- a) Bestwood Village;**
- b) Calverton; and**
- c) Ravenshead.**

In Rushcliffe, through existing commitments at:

- a) Bingham;**
- b) Cotgrave;**
- c) East Leake;**
- d) Keyworth;**
- e) Radcliffe on Trent; and**
- f) Ruddington.**

6. In other settlements development will be smaller scale as defined through future plan preparation.

Justification

3.4.1. Both the National Planning Policy Framework (NPPF) 2023 and the 2024 draft NPPF state that the Government's objective is to significantly boost the supply of homes. Policy 3 sets out the Strategic Plan's ambitious approach to boosting the supply of homes across Greater Nottingham. In doing so, it is acknowledged that boosting housing supply cannot be at the expense of sustainable development. Providing housing sustainably is about more than just the number of new homes. Well planned homes of the right type and tenure, provided in the right places at the right times, with convenient access to residents' daily needs, are essential to support economic growth and create sustainable communities where people want to live. Good quality homes are also a key determinant of positive health outcomes. However, overdevelopment and town cramming will result in poor quality homes in poor quality environments, to the detriment of sustainable development and sustainable communities, and therefore result in a lower quality of life for residents.

3.4.2. The 2023 NPPF goes on to confirm that the Government's standard method for assessing local housing need should be the starting point for determining the minimum number of homes required, unless exceptional circumstances justify an alternative approach. The draft NPPF further emphasises the importance of the standard method, and includes transitional arrangements for plans at an advanced stage of preparation. Under these transitional arrangements, the Strategic Plan is only able to be completed and adopted if each Council's annualised housing target is no more than 200 dwellings below its new standard method annual housing need figure.

3.4.3. For Nottingham City, the draft standard method housing need is 26,118 homes over the Strategic Plan period (2023 to 2041). However, Nottingham City has an identified housing land supply of 26,690, and it is proposed that this higher figure is adopted as the City's housing target, given the imperative to provide new homes within the City

which supports the strategy of promoting urban living, and to fit with the City Council's growth ambitions. In order to comply with the NPPF transitional arrangements, the Borough Councils have increased their housing targets over the level set by the current 2023 standard method to fall within the 200 dwelling annual threshold of the transitional arrangements. This approach enables the Strategic Plan to be completed and adopted under the transitional arrangements and thereby support the early delivery of substantial housing growth.

- 3.4.4.** In the case of Broxtowe and Rushcliffe, there is more than sufficient existing housing supply, as identified in the 2023 Strategic Housing Land Availability Assessments, to meet their housing targets. Providing for Gedling's housing target will, however, require delivery of non-strategic housing allocations through future plan preparation.
- 3.4.5.** The approach to the housing target is set out in the Greater Nottingham Housing Background Paper (2024).
- 3.4.6.** The Councils' Strategic Housing Land Availability Assessments (SHLAA) methodologies include provision for non-delivery, which will ensure the minimum housing target is met, whilst their 5 year land supply calculations demonstrate they can meet the housing targets set out in this Policy for the early part of the Plan period. Further details are set out in the Housing Background Paper.

Housing Target

- 3.4.7.** The total housing target between 2023/24 and 2041 for the four Council areas is a minimum of 54,670.
- 3.4.8.** The Plan's housing target is informed by Government's standard method as its starting point. However, given the need to adopt plans as quickly as possible to give up to date plan coverage for the Greater Nottingham area, and assist in meeting the Government's desire to boost housing growth quickly, the councils are progressing under the draft NPPF transitional arrangements, and aim to have the Strategic Plan examined under the current 2023 NPPF. Subsequent local plans will be required to be prepared under the new NPPF. Current Government proposals require local plans to be reviewed regularly, with the next review expected to commence around 2030 at the latest.
- 3.4.9.** In terms of deliverability, the combined housing target figure is considered to be challenging, and the housing trajectories in Appendix C show that a significant uplift in completions above past rates will be required if the total housing target is to be achieved. However, the figure is considered to be the appropriate level to plan for, and completion rates across Greater Nottingham have increased consistently over the past few years. A significant amount of the housing target is already allocated in adopted Local Plans or has planning permission.

Housing Strategy

- 3.4.10.** In line with sustainability principles, most of the development will be met within the main built up area of Nottingham. For example, sites at Boots (Broxtowe and Nottingham City), Chetwynd Barracks (Broxtowe), and the Broad Marsh area (Nottingham City) are planned to deliver over 2,600 homes. However, there is insufficient capacity to deliver all the required homes within the main built up area, and there is significant development planned adjacent to it. In Broxtowe, the Toton strategic location combined with Chetwynd Barracks, is anticipated to deliver a significant

number of homes, whilst in Gedling Borough development continues at Teal Close, Netherfield and on the Gedling Colliery / Chase Farm site. In Rushcliffe Borough, Sustainable Urban Extensions are under development at Melton Road, Edwalton and at South of Clifton (also known as Fairham Pastures) and there is an allocation East of Gamston / North of Tollerton.

- 3.4.11.** The Sub Regional Centre of Hucknall (which is in Ashfield District) is also a highly sustainable location for growth. In Gedling Borough, at the existing Sustainable Urban Extension at Top Wighay Farm (805 homes remaining) further development is proposed within existing safeguarded land for 710 homes.
- 3.4.12.** The locations of the strategic housing allocations have been selected based on evidence and the findings of the Sustainability Appraisal, and informed by previous consultations. These new developments will be exemplar in terms of their design and sustainable development, and will incorporate measures to adapt to and mitigate the effects of climate change, and reduce its causes. A central principle is the creation of compact and connected communities, that include a mix of uses, including local community services and facilities, retail and employment. The provision of these uses must be accompanied by active travel and public transport infrastructure that connect everyday services and facilities to local communities.
- 3.4.13.** Development elsewhere in the Plan area will be concentrated in the Key Settlements identified at part 5 of Policy 3 above, where new development will benefit from local facilities and infrastructure or help achieve regeneration aims. The sites for development in these settlements have been allocated through existing part 2 local plans or will be determined through future plan preparation. Other settlements not named in the policy will only have smaller scale development which will be defined through future plan preparation.
- 3.4.14.** Due to some locally distinct factors within each of the Council areas, the detailed implementation of the broad spatial strategy has some variations across the Plan area. These are set out below.

Broxtowe Borough

- 3.4.15.** The large majority of Broxtowe's housing target is to be provided within or adjoining the main built up area of Nottingham. This is fully in accordance with the Spatial Strategy set out in Policy 2 and it will focus housing delivery in or adjacent to the main built up areas in the south of Broxtowe, particularly in the Toton / Chetwynd area.
- 3.4.16.** Areas in the urban south of Broxtowe benefit from being in the strongest housing sub-market, having the most comprehensive public transport links, particularly to Nottingham, and being in an area of affordable housing need. The potential new transport infrastructure at Toton / Chetwynd would add significantly to the transport and economic sustainability of this area for new development. This strategy therefore performs best in terms of deliverability, sustainability, maximising opportunities for economic development, job creation and contributing to local housing needs. There is an aspiration for a new station in this location, and it will be important to ensure future development assists with, and in no way compromises, this aspiration.
- 3.4.17.** Awsworth, Eastwood and Kimberley are identified as Key Settlements. However, the delivery of new homes at these Key Settlements over the Plan period will be achieved only through existing commitments comprising a combination of sites which have already been allocated by the Broxtowe Part 2 Local Plan (2019) and sites within the

settlements which already have planning permission, or sites which come forward as infill / windfall sites. It is not proposed that there will be any further Green Belt release for residential development. Applications for housing development within these settlements will continue to be considered on their merits, subject to relevant policies, and there will be no general presumption that such applications should be refused.

- 3.4.18.** In total, the anticipated housing supply within Broxtowe Borough from 2023 to the end of the Plan period in 2041 is around 9,861. This exceeds the housing target (8,250 homes), and gives confidence that it will be met in the event that delivery on any of the sites does stall or slow.

Gedling Borough

- 3.4.19.** The Borough Council remains committed to a strategy that promotes urban living through prioritising sites for development firstly in the main built up area of Nottingham, and to a lesser extent adjoining it. As much housing as is feasible will be located within and adjoining the main built up area of Nottingham.
- 3.4.20.** An extension to the sustainable urban extension at Top Wighay Farm is proposed, with development within the safeguarded land, in recognition of Hucknall's Sub Regional Centre status.
- 3.4.21.** The total anticipated housing supply in Gedling Borough is 7,326 up to 2041. This is below the housing target of 8,370. Suitable sites will be allocated through future plan preparation as informed by the SHLAA, in accordance with the settlement hierarchy ensuring the minimum housing target is achieved.

Nottingham City

- 3.4.22.** Due to its constrained boundaries, all development within Nottingham City is to be provided within the main built up area (any further opportunities adjoining the urban area are likely to be very limited). The approach is strongly focused on economic development in the City Centre, particularly as part of the Canal and Creative Quarters, and elsewhere at the Boots campus, and existing employment sites such as the former Horizon Factory. Housing provision is sufficient to deliver the Council's regeneration ambitions, building on a past track record of good delivery on brownfield sites. It also reflects other key Nottingham City priorities, particularly increasing the level of family housing provided in new development, to ensure the maintenance of balanced communities, and to allow choice to residents who would otherwise have to leave the City to meet their housing needs.
- 3.4.23.** Early provision of housing will be through existing deliverable sites such as the Waterside, and other currently allocated sites. The strategic sites at Stanton Tip and the Broad Marsh area will take longer to deliver their full potential, so delivery of homes here is not expected early in the Plan period. The City Centre housing market has performed strongly in recent years, supported by a large number of purpose built student accommodation schemes and an increasing build to rent sector.
- 3.4.24.** Nottingham City's housing supply identified in the SHLAA is 26,686, giving a rounded housing target of 26,690.

Rushcliffe Borough

- 3.4.25.** In Rushcliffe, sustainable development will be concentrated within the main built up area (West Bridgford) where opportunities exist. However, West Bridgford has relatively limited capacity to accommodate development over the Plan period and, therefore, the majority of 'main urban area' development in Rushcliffe will be delivered on three Sustainable Urban Extensions at Melton Road, Edwalton, South of Clifton (also known as Fairham Pastures) and East of Gamston / North of Tollerton.
- 3.4.26.** Approximately 8,810 new homes will be provided for on these three Sustainable Urban Extensions, of which approximately 1,270 new homes had been built by March 2023. All three locations were selected for inclusion in the Rushcliffe Local Plan Part 1: Core Strategy, which was adopted in 2014, and are on land that was removed from the Green Belt at that time in order to accommodate development. It is not proposed that any further land adjacent to the main urban area (within Rushcliffe) is allocated for housing development during the Plan period.
- 3.4.27.** The Melton Road, Edwalton strategic allocation will provide around 1,800 homes when completed. The delivery of these new homes is already well underway (with around 1,270 new homes built by March 2023) and it is expected that all development will be finished by March 2031. The development of the South of Clifton strategic allocation has recently commenced and it will deliver around 3,000 new homes in total; all of which are expected to be delivered within the Plan period. The strategic allocation to the East of Gamston / North of Tollerton is still to secure planning permission. It will deliver around 4,000 new homes in total but with expected delivery of around 2,700 new homes by 2041 and the rest beyond the Plan period.
- 3.4.28.** Beyond the main built up area of Nottingham, there are three other strategic allocations within Rushcliffe: North of Bingham (around 1,050 homes); the Former RAF Newton (528 homes); and the Former Cotgrave Colliery (463 homes). The delivery of new homes on the North of Bingham strategic allocation is now well underway with 429 built by March 2023 and it is expected that all new homes will be delivered on site by 2028. The Former RAF Newton strategic allocation is now underway, with 115 homes built by March 2023. All homes should have been completed on the site by 2028. All new homes (463 in total) on the Former Cotgrave Colliery strategic allocation have already been delivered. It, however, remains a strategic allocation because the site includes approximately 2 hectares of employment land which is still to be delivered.
- 3.4.29.** Development elsewhere in Rushcliffe will be concentrated at the Key Settlements of Bingham, Cotgrave, East Leake, Keyworth, Radcliffe on Trent and Ruddington, again to assist in meeting sustainability objectives. The delivery of new homes at these Key Settlements over the Plan period will be achieved through a combination of sites which have already been allocated by the Rushcliffe Local Plan Part 2 (adopted 2019) and sites within the settlements which already have planning permission or come forward as infill / windfall sites. It is not proposed that any further land adjacent to any of the Key Settlements is allocated for housing development during the Plan period.
- 3.4.30.** In other settlements, development will be smaller scale. It is expected that the delivery of new homes at these other settlements over the Plan period will be achieved through a combination of sites which have already been allocated by the adopted Local Plan Part 2, sites within settlements that already have planning permission or come forward as infill / windfall development, conversion or changes of use of buildings and / or on 'exception' sites. It is not proposed that any further land adjacent to any other settlements is allocated for housing development through this Plan.

3.4.31. In total, the anticipated housing supply within Rushcliffe from 2023 to the end of the Plan period in 2041 is 14,144. This significantly exceeds the housing target (11,360 homes). It is intended this will provide sufficient protection against any potential future housing undersupply should the delivery of one or more of the larger strategic allocations either stall completely or if the rate of housing delivery on site falls significantly below expected levels. In the event that delivery on any of the sites does stall or slow, there would be no requirement for these homes to be provided for elsewhere through the allocation of new housing sites.

Monitoring Arrangements

3.4.32. For clarity, the monitoring arrangements for this policy refer only to the housing element of individual strategic sites.

Targets	Indicators	Delivery
Delivery of housing numbers within Policy 3 (54,670 new homes by 2041 (Broxtowe 8,250, Gedling 8,370, Nottingham City 26,690 and 11,360 Rushcliffe))	Net additional homes	Housing land allocations
Maintain 5 year housing land supply	Council supply of ready to develop housing sites Planning permissions of Strategic allocations Future plan preparation to meet objectives of the Greater Nottingham Strategic Plan	Development Management decisions

Policy 4: The Green Belt

1. **The Nottingham Derby Green Belt will be retained as set out on the Key Diagram and on individual authorities' Policies Maps. The boundary of the Green Belt has been recast to accommodate the allocated former Bennerley Coal Disposal Point and allocated land at Ratcliffe on Soar Power Station, as shown on the Policies Maps. The boundary of the Green Belt at Toton and Chetwynd Barracks has also been recast to accommodate key transport infrastructure. Green Belt boundaries will be reviewed through future plan preparation to meet the other development land requirements of the Strategic Plan.**
2. **Where it is necessary to review Green Belt boundaries to deliver the distribution of development in Policies 3 and 5, a sequential approach will be used as set out in Policy 2 to guide site selection.**
3. **The Edwalton Golf Course (Rushcliffe) is retained as safeguarded land as set out on the Rushcliffe Policies Map.**
4. **The following sites (Gedling) are retained as safeguarded land, as set out on the Gedling Policies Map:-**
 - **Oxton Road / Flatts Lane, Calverton (30.7ha);**
 - **Moor Road, Bestwood Village (7.2ha)**
 - **Mapperley Golf Course (46.8ha);**
 - **Lodge Farm Lane, Arnold (3.9ha);**
 - **Glebe Farm, Gedling Colliery (3.2ha);**
 - **Spring Lane, Lambley (1.8ha).**

Justification

- 3.5.1. The Nottingham Derby Green Belt is a long established and successful planning policy tool and is very tightly drawn around the built up areas. Non-Green Belt opportunities to expand the area's settlements are extremely limited and therefore exceptional circumstances require the boundaries of the Green Belt to be reviewed in order to meet the development requirements of the Strategic Plan, and where necessary, through future plan preparation. Where the review of Green Belt boundaries is necessary, and not undertaken through this Plan, the detailed boundaries will be defined through future plan preparation.
- 3.5.2. When choosing land to meet the objectively assessed development needs of the area the sequential approach set out in Policy 2 will be used to promote a sustainable pattern of development in line with the advice in paragraph 147 of the NPPF. The sequential approach does not constitute a phasing policy for the delivery of sites but informs the selection of sites through future plan preparation in a way that will deliver the distribution and strategy set out in Policy 2: The Spatial Strategy. Consideration will also be given to establishing permanent, defensible boundaries which allow for development in line with the settlement hierarchy, and to the appropriateness of defining safeguarded land to allow for longer term development needs. Paragraph 147 of the NPPF also says that plans should set out ways in which the impact of removing land from the Green Belt can be offset through compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Where sites are removed from the Green Belt in this Plan, compensatory measures are set out in the relevant site-specific policy. This issue will also be considered when decisions are made through future plan preparation about Green Belt boundary changes.

- 3.5.3. Some areas of land are excluded from the Green Belt (as safeguarded land) to allow for long term (i.e. beyond the Plan period) development needs, where appropriate. This can aid the 'permanence' of the Green Belt and prevent the need for further early review of its boundaries.
- 3.5.4. The Green Belt 'washes' over many villages within the Strategic Plan area. Whilst new building is inappropriate in the Green Belt where settlements are 'washed' over, there may be circumstances where limited infill can be accommodated without detrimental impact upon the openness of the Green Belt. Infill boundaries, where considered appropriate, will be defined through future plan preparation.
- 3.5.5. The Councils set out their policies on development in the Green Belt in their Part 2 Local Plans.

Monitoring

Targets	Indicators	Delivery
Green Belt release in line with the needs set out in the Strategic Plan	Location and area of land removed from Green Belt	Preparation of allocations through future plan preparation. Development Management decisions

Policy 5: Employment Provision and Economic Development

1. Between 2023 to 2041, the economy of the area will be strengthened and diversified with new floorspace being provided across all employment sectors to meet restructuring, modernisation and inward investment needs with a particular emphasis on supporting a high value knowledge-based economy. This will be achieved by:

a) Providing a range of suitable sites for new employment that are attractive to the market especially in terms of accessibility, including to the labour force, by non-car modes of transport, environmental quality and size, particularly where it will assist regeneration. Wherever feasible, rail accessibility for storage and distribution uses should be utilised;

b) Placing a particular emphasis on development falling within Use Class E(g)(i)-(ii) (secured by condition) as part of providing for a science and knowledge-based economy. A minimum of 291,000 square metres for new office (Use Class E(g)(i)) and research & development purposes (Use Class E(g)(ii)) will be provided in the following spatial distribution:

Broxtowe Borough Council	21,000 square metres
Gedling Borough Council	8,000 square metres
Nottingham City Council	194,000 square metres
Rushcliffe Borough Council	68,000 square metres

c) Promoting Nottingham City Centre as the primary location for new offices, in particular the Canal Quarter and the Creative Quarter. In addition, office development of a lesser scale may be allocated through future plan preparation in the town centres of Arnold, Beeston, Bulwell and West Bridgford;

d) Joint working between the Councils to ensure that a sufficient supply of industrial and warehousing space is maintained through future plan preparation to provide a range and choice of sites up to 2041 for new and relocating industrial and warehouse uses (Use Class E(g)(iii), B2 and B8 secured by condition. Specific provision is made for strategic distribution purposes in part f of this policy which is in addition to the provisions in part d). Provision is made for a minimum of 173.5 hectares (2023 to 2041) of industrial and warehousing space to be identified in the following distribution:

Broxtowe Borough Council	6 hectares
Gedling Borough Council	18 hectares
Nottingham City Council	21.5 hectares
Rushcliffe Borough Council	128 hectares

e) Promoting new economic development at the following strategic sites:

- Toton Strategic Location for Growth (Broxtowe Borough)
- The Former Ratcliffe on Soar Power Station Site (Rushcliffe Borough)
- Boots (Broxtowe Borough / Nottingham City)
- Top Wighay Farm (Gedling Borough)
- Broad Marsh (Nottingham City)

- Former Stanton Tip, Hempshill Vale (Nottingham City)
 - Melton Road, Edwalton (Rushcliffe Borough)
 - North of Bingham (Rushcliffe Borough)
 - Former RAF Newton (Rushcliffe Borough)
 - Former Cotgrave Colliery (Rushcliffe Borough)
 - South of Clifton (Rushcliffe Borough)
 - East of Gamston / North of Tollerton (Rushcliffe Borough)
- f) The provision of up to 97.4 hectares for strategic distribution floorspace at the following sites:
- Former Bennerley Coal Disposal Point (61 hectares)
 - Land at Ratcliffe on Soar Power Station (part site up to 36.4 hectares)
2. Further expansion of the Universities, other higher education establishments and the hospital campuses for their own purposes, will be supported, together with economic development associated with them, and allocating land specifically to meet the needs of high technology users;
3. Economic development of an appropriate scale to diversify and support the rural economy will be encouraged;
4. Existing employment sites and allocations will be managed to cater for the full range of employment uses by:
- a) Ensuring the allocations most attractive to the employment market remain available for employment uses;
 - b) Retaining good quality existing employment sites (including strategic employment areas) that are an important source of jobs, and sites that support less-skilled jobs in and near deprived areas, or have the potential to provide start up or grow-on space;
 - c) Considering the release of sites that do not meet criteria (a) and (b); and
 - d) Working with partners and using planning obligations to provide appropriate employment and training opportunities to assist residents in accessing new jobs.

Justification

3.6.1. The local economy has experienced a contraction in traditional employment over recent decades and conversely a growth in service-based employment. The strategy of successive plans has been to strengthen and diversify the local economy and given that the trends towards a more service-based economy are anticipated to continue, this approach remains valid for this Plan. The impacts of the Covid 19 Pandemic add additional impetus for the Plan to help drive economic recovery particularly in the short and medium terms and over the Plan period.

3.6.2. New employment development is vital to the growth of the Plan area's economy, which supports a work-based population of 297,368 (350,429 for the Greater Nottingham area including Hucknall see Table 4.1 of ELS 2021 referred to below). The Nottingham Core and Outer Housing Market Area Employment Land Study 2021 (ELS) prepared

by Lichfields estimates an increase of approximately 58,600 jobs in Greater Nottingham is anticipated, of which around 52,500 are expected to be in the Plan area. These new jobs are required not only to support increased numbers of workers, but to facilitate the shift from traditional manufacturing sectors, where employment is expected to fall (albeit this decline is offset by predicted growth in warehousing and light industrial jobs), to a more knowledge-based economy. The area also experiences significant problems of unemployment and low economic activity amongst its population when compared to the national average, together with a relatively low skill base. Addressing these issues by providing employment and training opportunities is a key priority. More jobs may also facilitate less out-commuting from the area, providing sustainability benefits.

3.6.3. Whilst planning can most directly influence office, industrial and warehousing jobs (Class E (g), B2 and B8 Use Classes), it is important to recognise that the majority of jobs created are not within traditional employment uses. Offices, manufacturing and warehousing account for around a third of new job growth in the Plan area with the remaining two thirds primarily in other sectors such as retail, health and education. However, office and manufacturing sectors are vital to the local economy. When making planning decisions, regard will be given to all uses which generate employment, such as retail, health, education and civic / science-based institutions. Encouragement, where appropriate, will also be given to uses (such as crèches or day nurseries) that support or do not conflict with the main use of an employment site. Where appropriate, specific provision for these other forms of employment will be made in site specific allocations through future plan preparation.

3.6.4. The Derby Derbyshire Nottingham Nottinghamshire (D2N2) Local Enterprise Partnership (LEP) Strategic Economic Plan: Vision 2030 (SEP) is a comprehensive economic strategy for the region, forming the basis for future investment decisions by the LEP and its partners. In due course it will be replaced by an economic strategy prepared by the East Midlands Combined County Authority. The SEP sets out the blueprint for growth over the strategy period and outlines targets aimed at: bringing up to £9 billion in added value to the D2N2 economy, boosting the D2N2's productivity into the top 25% in Europe, raising earnings, narrowing inequality, and sharing prosperity across all parts of the two cities and counties. The SEP identifies 11 priority sectors that are important to the D2N2 economy including: transport equipment manufacturing, food and drink, life sciences, creative and digital, logistics and E-commerce, construction, extractive industries, retail, health and social care, professional and business services and the visitor economy. The following priority sectors are particularly important in the Greater Nottingham context:

- Food & Drink Manufacturing;
- Life Sciences;
- Creative & Digital;
- Logistics & E-Commerce;
- Construction; and
- Professional and Business Services.

3.6.5. In promoting sustainable and coordinated economic growth across local authority areas, it will be important for the Councils to work collaboratively with the East Midlands Combined County Authority to enable the delivery of strategic planning priorities and the Greater Nottingham Strategic Plan will have an important role to play in promoting economic development.

3.6.6. To help promote and strengthen the role played by local economies serving

communities around the conurbation, a range of suitable sites for new office-based development and industry and warehousing will need to be provided across the area. It is important that these sites are attractive to the commercial market in terms of good accessibility, environmental quality and with some being large in size. The locations listed in Policy 5 display such attributes and therefore should be a focus for the creation of employment-generating development of various scales. Equally, it is likely that some existing businesses may need to relocate for reasons which include the long-term suitability of their premises, desire to expand to diversify the nature of their operations, or to allow for regeneration and redevelopment.

- 3.6.7.** To meet these needs, new sites are required which can help meet regeneration needs and contribute to the creation of a greener, more sustainable economy through the construction of environmentally friendly premises. Land is allocated for a mixed-use strategic site at Toton in the Broxtowe Local Plan Part 2 for employment floorspace and is taken forward as a strategic site in the Strategic Plan (see Policy 21 for policy requirements). The power station site at Ratcliffe on Soar is due to be decommissioned in September 2024 (see Policy 32). The site includes an existing Technology Centre for developing low carbon energy systems and planning permission on part of the site has recently been granted for an energy from waste facility. The remaining land represents a good redevelopment opportunity for research and development and for advanced manufacturing uses. It is located close to the East Midlands Parkway Rail Station, within the East Midlands Freeport, one of eight new Freeports in England designated by the UK Government. This Freeport is based around the East Midlands Airport and Gateway Industrial Cluster, which includes the Ratcliffe on Soar Power Station site. Rushcliffe Borough Council have adopted a Local Development Order (LDO) for the site to streamline the planning process which identifies the types of uses permitted and provides for up to 810,000 square metres floorspace for energy generation and storage, advanced manufacturing, data logistics, research and development and education, skills and training. Of relevance to the provision of strategic distribution and logistics floorspace the LDO permits up to 180,000 square metres (see below for more details on strategic distribution and logistics).

The Nottingham Core and Outer Housing Market Areas Employment Land Study 2021

- 3.6.5.** The Nottingham Core and Outer Housing Market Areas Employment Land Study 2021 (ELS) prepared by Lichfields provides evidence on the quantity of employment land to be planned for over the period from 2018 to 2038. This study considers office jobs and industrial and warehousing jobs separately. The ELS has also assessed the quality of key employment sites in the study area finding the majority of key employment sites to be of average or good quality. The Employment Background Paper 2024 has been prepared showing how the findings of the study have been taken into account.
- 3.6.6.** The ELS sets out several scenarios for modelling future employment change for the period 2018 to 2038. For the reasons set out in the Employment Background Paper the Councils have selected the regeneration scenario which takes account of the interventions set out in the D2N2 SEP. The forecasts have taken into account completions between 2018 and 2023 and extrapolated estimates of employment space needs to 2041 so they are consistent with the Plan period for the housing provision.

Offices

- 3.6.7.** The ELS study forecasts how many jobs will be created in the office sector and this is converted into floorspace based on an assumption of the number of workers per unit floorspace. ELS also adds in a flexibility factor or margin for contingencies to provide

a small buffer for flexibility in the supply. This flexibility factor or margin is set at the equivalent of two years of take up for each Council. The floorspace estimates derived from the job forecasts plus the flexibility factor results in the net figure for new floorspace for each Council. In order to estimate the gross requirement of new floorspace for each Council to be provided, ELS also takes into account the need to replace employment space that is anticipated to be redeveloped for other uses. This “replacement” factor is regarded as being essential as firms will require new floorspace as older floorspace becomes obsolete and inefficient regardless of whether additional employment is created or not. The Employment Background Paper provides more detail on how the office floorspace provision figures are calculated for each Council. The need for office development is assessed as 279,000 square metres and the provision in Policy 5 is 291,000 square metres, slightly above estimated need.

- 3.6.8.** Many office jobs will be accommodated within existing buildings and current supply, including sites identified in Policy 5. However, new sites required to accommodate office development may be set out through future plan preparation.
- 3.6.9.** The primary focus for new office and commercial development should be within Nottingham City Centre, especially the Canal Quarter and the Creative Quarter. This recognises the City Centre’s regional importance, and its role as the main driver of the Greater Nottingham economy. Development here will make effective use of existing facilities, services and the high level of accessibility to surrounding parts of the conurbation and beyond. Economic development is also to be provided at the strategic sites identified in Policy 5.
- 3.6.10.** The Plan’s town centres are also important employment locations, both for their service and retail functions. The development of new office floorspace can enhance their wider economic roles. They benefit from relatively high levels of accessibility, especially by public transport, and by the presence of supporting services. New office floorspace will help to meet localised needs around the conurbation in sustainable locations. However, new office floorspace provided should not be of a scale which could undermine the role of the City Centre in meeting demand or the development of strategically important employment opportunities on the sites identified within Policy 5.

Industrial and Warehousing Development

- 3.6.11.** The ELS highlights a decline in traditional manufacturing employment although this is offset by growth in light industrial and warehousing employment over the forecast period. Overall, this results in a net demand for industrial and warehousing floorspace. On a similar basis to the office sector, the study adds in a flexibility factor or margin for contingencies to provide a small buffer for flexibility in the supply (equivalent to two years’ worth of take up for each Council area). The resulting net requirements are adjusted to provide a gross requirement figure to take into account the need to replace older more obsolete floorspace. In this context, it is considered that even in the case of sectors where employment is expected to decline such as traditional manufacturing new floorspace would be demanded to replace older obsolete and inefficient floorspace. These estimates of employment / warehousing need set out in the Employment Land Study (2021) have taken into account completions between 2018 and 2023 and been extrapolated to 2041. The amount of employment land needed to meet the need for industrial / warehousing purposes is approximately 113 hectares. Existing supply and allocations for industrial / warehousing purposes set out in Policy 5 amount to 173.5, hectares exceeding this minimum need. The provision of 173.5 ha is for industrial / warehousing purposes excludes land identified to meet the need for strategic distribution space (see below). More details are set out in the Employment

Background Paper including how the general employment land target of 113 ha is derived including the factoring in of replacement manufacturing and warehousing space for each Council and how the supply / allocation of land for strategic warehousing and logistics has been deducted from the general supply of employment land to avoid “double counting”.

- 3.6.12.** The ELS notes that the methodology utilised would be unlikely to identify demand for large scale distribution facilities and recommended a further study of the likely demand for strategic scale warehousing / logistics. Icenl were subsequently commissioned to undertake this work as set out below. The evidence set out in the ELS and the provisions for industrial and warehousing set out in Part 1(d) of Policy 5 are for general industrial and warehousing purposes with separate provision being made for strategic scale warehousing and logistics as set out in Part 1(f) of the Policy and explained in the Employment Background Paper.
- 3.6.13.** Because existing allocations and planning permissions largely meet the foreseen need for general industrial and warehousing land in most Council areas, the policy seeks to ensure a reasonable supply of land of good quality remains available for this use, however, it also encourages allocating new land where this will be attractive to the market.

Managing Employment Land

- 3.6.14.** The ELS has assessed key employment sites which are currently designated as protected employment sites and concluded that with very few exceptions these sites should be retained for employment uses. The ELS recommends that sites which have not yet been assessed as part of the study are reviewed by the Councils using the same criteria for assessing the quality of employment sites set out in the study. This review should be carried out through future plan preparation.
- 3.6.15.** The ELS states that in general, there would appear to be a reasonable basis for maintaining an employment land protection policy for key sites in the Plan area in line with the allocations already set out in planning policy and recommends adopting an ‘exceptions’ policy. Policy 5 seeks to protect key employment sites, which are of a good quality or important in terms of regeneration and / or provide employment for less skilled workers in deprived areas. Such sites should be designated as protected employment areas through future plan preparation for predominantly Class E (g), B2 and B8 uses. Based on policy recommendations from the ELS, future plans should include a policy for managing the release of employment sites on the following basis:
- It should be demonstrated that the employment site (or part thereof) is no longer suitable for employment use, bearing in mind the physical characteristics, access arrangements and / or relationship to neighbouring land-uses, and there is evidence of active and substantial marketing of the site for employment use over the previous two years (to allow sufficient time for comprehensive marketing) which has not been successful; or
 - It would not be financially viable to re-use or redevelop the land or buildings in whole, or in part, for employment purposes; or
 - The non-employment development proposal would be used for purposes which would be ancillary to, and will support, the operations of a primary employment use on the land; or
 - The non-employment development would generate significant employment gains which are of sufficient community benefit to justify the loss of the employment land.

- 3.6.20.** In addition, it should be demonstrated that the potential of the site to contribute to the employment land requirements of the district over the Plan period is not significant.
- 3.6.21.** Use Class E is likely to make it more difficult to ensure these remain available for suitable employment uses. In addition to protecting employment sites for employment uses, the Councils will consider using conditions to prevent unsuitable uses locating on employment sites to protect them. The Councils will work with partners to remove development constraints on existing employment sites which are well located.

Science and Technology

- 3.6.22.** The Strategic Plan encourages economic development which strengthens the Plan area's role as an exemplar of international science and technology. Future plan preparation will identify sites where development will strengthen the knowledge-based economy and the economic role and importance of the area's hospitals and Universities, which are vital parts of the area's economy in their own right, employing thousands of staff. Establishing growth opportunities for high technology companies to locate or expand will help the conurbation to diversify its economy in line with the priorities of the Derby Derbyshire Nottingham Nottinghamshire Local Enterprise Partnership and will provide employment opportunities for graduates of the area's Universities, thus retaining them for the benefit of the area's economy.
- 3.6.23.** The Strategic Plan also supports opportunities to help reskill the workforce and provide access to local job opportunities. Some parts of the Plan area experience significant levels of unemployment, low economic activity and low levels of skills, and these problems are particularly acute in Nottingham City. Employment and training opportunities, provided as part of new development, can enable the local population to take advantage of opportunities created by new development and assist in developing a skilled labour pool, better able to access new jobs, especially within the knowledge-based sector across the conurbation. There is strong evidence that increasing employment and prosperity across the social gradient will also contribute to improving health and wellbeing and reducing inequalities.

Strategic Distribution

- 3.6.24.** The ELS findings include views from property agents who consider that there is a very high demand for large-scale strategic distribution facilities along the M1 corridor and A roads leading from motorway junctions within the Plan area. Conversely, agents consider that the supply of available suitable sites for such large-scale distribution facilities is very limited. Whilst the demand for large scale distribution facilities has been growing strongly in recent decades due to consumer demand and e-tail services, the impact of the pandemic has in the agents' view brought forward demand by several years and in their view this rapid demand is likely to continue. The study notes that large-scale storage and distribution warehousing has been constructed at Summit Park and Castlewood in Ashfield and at Nottingham 26 near Eastwood. However, the ELS notes that due to relatively low historic levels of take up, the demand for large-scale warehousing would not be evident from the Experian jobs forecasts, which underpin the quantitative analysis for floorspace. As stated above, the Councils, working with adjoining districts, commissioned IcenI consultants to prepare a strategic study to quantify the scale of strategic B8 logistics need across the Core and Outer Nottingham Housing Market Areas - the Nottinghamshire Core & Outer HMA Logistics Study (August 2022, IcenI). More details on this study and the site selection process for

strategic distribution sites are set out in the Site Selection Document. The Nottingham Core and Outer HMA Logistics Study (August 2022) is available here:

<https://www.gnplan.org.uk/evidence-base/>

3.6.25. The Icen Logistics Study recommends providing for approximately 425 hectares of strategic warehousing and logistics facilities within the Greater Nottingham Core and Outer study area (including Ashfield, Erewash, Mansfield, Newark & Sherwood in addition to the Greater Nottingham Strategic Plan area). Taking into account existing supply and potential pipeline supply the Icen Logistics Study estimated residual need of between 137 and 155 hectares. However, subsequent reviews conducted in accordance with the Icen methodology have led to a refined estimation, slightly increasing the identified need to a range between 139 and 155 hectares as at 31st March 2024. (This residual need has taken into account the contribution of part of the Ratcliffe on Soar Power Station site for strategic distribution). The estimate of need is considered guidance and not a target, as the Councils have sought to balance meeting demand against planning policy and environmental constraints, in particular the need to protect the Nottingham and Derby Green Belt. Two sites are considered to meet the site selection criteria used by the Councils and these are the Former Bennerley Coal Disposal Site (61 hectares) and the former Ratcliffe on Soar Power Station site (partly suitable on approximately 36.4 hectares). Both sites benefit from potential rail access. Employment Policy 5 therefore allocates 97.4 hectares of land for strategic distribution. It is also anticipated that about 26 hectares of strategic warehousing and logistics needs would be met from the existing supply of employment land. In all identified land for strategic distribution across the Plan area (123.6 hectares) is additional to the supply / allocations of industrial / warehousing land of 173.5 hectares and in total there is around 297 hectares of industrial land and strategic distribution land identified.

Rural Areas

3.6.26. The rural areas make a significant contribution and play an important role in the local economy. The continued importance of agriculture and other countryside-related activities contribute to its diversity. Development which helps to strengthen or assists with the diversification of the rural economy and which provides a source of local employment opportunities will be supported. The NPPF provides guidance on how best to support sustainable economic growth in rural areas and to encourage the rural economy to diversify.

Monitoring Arrangements

Targets	Indicators	Delivery
Strengthen and diversify the economy and create 52,500 new jobs	Overall number of jobs in the Plan area	Employment land allocations
Develop 291,000 square metres of office space	Net addition in new office floorspace	
Develop as a minimum 173.5 hectares of general industrial and warehouse uses	Net additional hectares in new industrial and warehouse development	Development Management decisions
97.4 hectares of strategic distribution land	Net additional hectares in new strategic distribution development	
Improve skill levels of the	% of the working age	

Targets	Indicators	Delivery
working age population	population with NVQ level 2 or above	
Delivery of strategic sites within GNSP	Planning permissions granted	

Policy 6: Nottingham City Centre

- 1. The City Centre is the region's principal shopping, leisure, office and cultural destination, and it is an attractive and diverse place to live and work. Over the Plan period, the City Centre will be strengthened and enhanced by adopting the following strategy:**
 - a) Maintaining a prosperous, compact and accessible retail and leisure core by:**
 - i. promoting and strengthening the City Centre as the location of choice for main town centre uses;**
 - ii. responding to rapid changes in the retail and leisure industries and ensuring that new development creates and maintains active ground floor frontages, particularly within the primary shopping area;**
 - iii. facilitating changes of use where planning permission is needed, where this enhances the vitality and viability of the City Centre;**
 - iv. avoiding the over dominance of single uses within frontages and streets, including (but not limited to) hot food takeaways and betting shops; and**
 - v. encouraging new and protecting existing uses that contribute to vitality and viability outside of core shop opening hours, subject to acceptable impacts on amenity of other occupiers in the locality.**
 - b) Supporting the growth of the City Centre economy by:**
 - i. promoting City Centre regeneration opportunities (including sites at The Island, towards the south and east of the City Centre and at the Guildhall) and providing for office and flexible working spaces, hotels, education and conference and exhibition centres;**
 - ii. ensuring the development needs of science, technology and creative industries are provided for; and**
 - iii. building on the individual strengths of the City Centre quarters, promoting development which enhances their unique characters, providing a range of new development to attract enterprises of all sizes.**
 - c) Maximising the contribution of the redevelopment of the wider Broad Marsh area (as set out in Policy 25) to reshaping the City Centre by adopting the following principles:**
 - i. including a wide mix of uses, including retail, leisure, tourism, residential (Use Class C3), and offices, with significant areas of public realm which are well connected to adjacent active travel schemes;**
 - ii. creating new streets and routes, and reinstating historic routes where appropriate, which maximise permeability for pedestrians and cyclists;**
 - iii. development making a positive contribution to heritage assets, especially caves, the castle and associated conservation area, opening up views and enhancing their setting;**
 - iv. achieving significant gains in biodiversity through measures such**

- as landscaping, green roofs and walls, and incorporating features in development such as swift boxes; and
- v. addressing the effects of climate change, particularly overheating, through building design and tree planting.

d) Creating an inclusive, safe and healthy City Centre by:

- i. making the City Centre easier to move around by creating a network and hierarchy of streets, routes and public spaces that are attractive, accessible to all, well-designed and connect all parts of the City Centre;
- ii. encouraging uses that make key night-time pedestrian routes feel safer and well used;
- iii. supporting and protecting leisure development and cultural facilities that appeal to all;
- iv. having regard to crime and disorder issues through managing the scale, concentration and regulation of pubs, bars, nightclubs, and other licensed premises, hot food takeaways and taxi ranks;
- v. ensuring development strives to improve air quality;
- vi. providing community and recreational facilities to encourage healthy, active lifestyles including the enhancement of the public realm and provision of new blue and green amenity spaces / infrastructure especially in relation to the canal and major public spaces, to help to combat the effects of higher temperatures, air pollution, flooding and climate change; and
- vii. designing out crime and anticipating and addressing possible malicious threats and natural hazards.

e) Developing the City Centre as a transport hub by:

- i. incorporating any future tram system improvements and extensions;
- ii. improving Nottingham Station and its integration with the City Centre;
- iii. promoting measures to improve bus connectivity, including the provision of new interchange facilities, increasing bus stop capacity and other measures to maintain high quality services;
- iv. improving facilities for coaches;
- v. prioritising access for public transport and changes to the local road network that discourage through traffic;
- vi. reducing the severance effects of the current road network and urban form, especially between the City Centre and surrounding communities;
- vii. optimising parking supply and pricing (including out of City Centre Park & Ride and Car Club provision) to support the viability and vitality of the City Centre;
- viii. increasing public electric vehicle charging;
- ix. ensuring adequate provision for loading and servicing;
- x. improving cycling (and potentially supporting other new clean forms of micromobility) access and permeability throughout the City Centre;
- xi. providing adequate ranking space and convenient access for taxis and private hire; and

- xii. **ensuring routes, public spaces and the local transport system is accessible for all.**
- f) **Encouraging living in the City Centre where suitable living conditions can be secured by:**
- i. **having regard to residential amenity when considering development in relation to the night-time economy and considering a restraint on uses and opening hours, where appropriate, to reduce the risk of noise and other disturbance;**
 - ii. **diversifying the profile and mix of City Centre housing, including housing for older people, families and student housing where appropriate; and**
 - iii. **enabling the provision of facilities such as schools and health centres that would encourage more diversity in housing provision.**
- g) **Ensuring the highest quality of development by:**
- i. **using high quality sustainable materials and design in new development which enhances the City Centre's heritage and local distinctiveness;**
 - ii. **making best use of existing buildings, underutilised spaces and brownfield sites;**
 - iii. **ensuring tall buildings are well designed and attractive from all viewpoints, that their impact on neighbouring development is acceptable in terms of over shadowing, loss of light, impact on key views and amenity;**
 - iv. **ensuring new development recognises and reflects the positive contribution the rich historic, cultural and high quality built environment makes to local character and distinctiveness;**
 - v. **utilising its potential to attract visitors and tourists, supported by the development of appropriate facilities, events, markets and attractions; and**
 - vi. **providing for new and enhanced leisure and cultural facilities, particularly where these assist in creating a critical mass of attractions or support existing attractions such as Nottingham Castle.**

Justification

3.7.1. Nottingham City Centre performs a central role in the conurbation's economy and wider regeneration objectives and is the most accessible and sustainable location for main town centre uses. Consolidation and further improvement of the City Centre over the Plan period is critical to the future success of the conurbation. Significant change to the City Centre is already underway as a result of the demolition of the Broadmarsh shopping centre and consequent reconfiguration of surrounding streets. In addition there are other important regeneration opportunities at The Island, towards the south and east of the City Centre and at the Guildhall.

3.7.2. In addition to the current focus around Broad Marsh, planning and development activity within the wider area around Nottingham Station / NET Interchange has been undertaken in recent years to develop a much improved 'gateway' to the City Centre. This has included remodelling the road network, the transformation of shop fronts and units along Carrington Street, using Heritage Action Zone funding to revitalise the

pedestrianised route into the City Centre from the south, linking the multi-modal transport hubs provided at the railway and NET tram stops and also the provision of the new replacement bus interchange in the area. This area is now an arrival point for both local citizens and visitors to the City Centre.

- 3.7.3.** The City Centre has areas where specific uses cluster together or which have a particular character or identity. To make the most of these clusters and characters and to ensure new development does not impact negatively on these areas, City Centre Quarters have been defined where a specific policy approach applies. These are the Canal, Creative, Castle and Royal Quarters. The geographical extent of the City Centre Quarters are shown on the Nottingham City Part 2 Local Plan Policies Map. The Local Plan Part 2 also contains detailed policies for each of the quarters.
- 3.7.4.** In future years, the development of the southside of the City Centre will continue, along with the Island quarter, both of which are planned to be completed within the Plan period. Complementary development will also continue in other parts of the Canal and Creative quarters and in the nearby Waterside area, at the Guildhall and on the eastern side of the City Centre.

Maintaining a prosperous, compact and accessible retail and leisure core

- 3.7.5.** Consolidation and further improvement of the City Centre is critical to the future success of the conurbation. Nottingham has enjoyed a traditionally strong retail offer and performed strongly at the top of UK retail rankings. In recent years, firstly due to the abandoned redevelopment of the Broadmarsh Centre and then as a result of the Covid pandemic, performance has dropped. In line with many cities, Nottingham has seen significant changes to the ways in which people use the City Centre.
- 3.7.6.** In order to maintain the vitality and viability of the City Centre and ensure that it provides for the full range of both local and visitor needs, the continuation of the Broad Marsh transformation is key.
- 3.7.7.** In accordance with the National Planning Policy Framework, policies are therefore required which will support and sustain Nottingham's role, allow it to compete effectively with other centres, and enable further investment in the City Centre. It will therefore be important to encourage and retain active uses within the primary shopping area which reinforce retail vitality and viability. Due to changes in permitted development, much change of use from retail no longer requires planning permission, and so the need to use other tools, such as Article 4 Directions, will be kept under review. At the same time, regeneration schemes within or adjacent to the City Centre will also be promoted, some of which will include local retail provision to support the growing City Centre population and complement the core retail function of the City Centre.
- 3.7.8.** As a result of changing consumer trends, most notably internet shopping, there is unlikely to be a need for the development of further significant comparison retail floorspace in the City Centre, although further convenience provision will be encouraged to provide range and choice for the daily needs of people who live and work there.
- 3.7.9.** As well as enabling the transformation of the Broad Marsh, the focus of development in the City Centre will be on refurbishment, rationalisation and consolidation of existing properties and enhancing the City Centre's offer through a diversification of uses and ensuring that ground floors maintain active frontages. This is considered to be the best defence against the potential impact of out of town centre shopping or leisure

developments and their threat to the vitality and viability of the City Centre. The National Planning Policy Framework continues to see in centre and then edge of centre developments as being preferable, and the Greater Nottingham Centres Study 2024 recommends that there is no need to identify or plan for further out of centre retail development.

Supporting the growth of the City Centre economy

- 3.7.10.** The City Centre is the key location for offices in the Plan area. Despite the trend for more home working accelerated by the Covid pandemic, there remains a demand for good quality office floorspace. Other policies in this Plan will be important in delivering the scale of business and economic growth envisaged and promoting areas of new office-led development.
- 3.7.11.** There are likely to be opportunities to enhance specialist sectors within the City Centre, not least building on the success of BioCity, and encouraging more creative industries in the Creative Quarter. The City Centre is also home to Nottingham Trent University in the Royal Quarter, and which also has a significant presence at the Confetti Campus in the Creative Quarter. It is a large employer, and its students and employees bring great economic benefits to the City Centre, as well as often being resident here and establishing businesses of their own. Similarly, the University of Nottingham's new Castle Meadow Campus is located within the City Centre, and its further development is supported. The new Nottingham College has regenerated a long derelict site to the east of the Broad Marsh, and the footfall and vitality it has generated has brought new life to this part of the City Centre.
- 3.7.12.** In order to support the City Centre's ongoing economic role, the development of related uses such as conference centres, exhibition space and hotels will be required. Promoting a large-scale exhibition / conference facility will be a key element in evolving and growing the City Centre's visitor economy and enabling it to compete with other city centres. It is anticipated that proposals at the Broad Marsh and the Island quarter will help to address the lack of high quality hotels in the City Centre's offer.

Maximising the contribution of the redevelopment of the wider Broad Marsh area to reshaping the City Centre

- 3.7.13.** Significant change is planned to the City Centre over the Plan period. Of most significance will be the redevelopment of the Broad Marsh area, transforming the former shopping centre and its surrounds into a new City Centre community, with a range of new homes, employment opportunities, leisure and retail, with new connections within and across the area.
- 3.7.14.** The Broad Marsh site allocation provides further detail on the principles for development in this area. Upon completion, the redevelopment of the entire Broadmarsh area will bring about a significant improvement to the City Centre. Work completed so far has included the Broadmarsh Car Park and Bus Station, Central Library, Nottingham Castle visitor experience, and Nottingham College City Hub. Future phases will be aimed at the provision of:
- A high quality public realm that creates a dynamic and appealing City Centre for residents and visitors alike.
 - An open, vibrant, welcoming space in the City.
 - A new public space between the New College, Nottingham Central Library and Nottingham Castle, with spaces for outdoor seating, food and drink and areas for children to play.

- Bright, tree-lined spaces with high quality paving with landscaping, public art, and outdoor cafés, transforming them into safe and attractive spaces for people to enjoy.
- Improved views to the Castle and the preservation and enhancement of historical assets to include the retention of part of old shopping centre's structural frame to provide opportunities for innovative new spaces and a Caves visitor attraction.

Creating an inclusive, safe and healthy City Centre

- 3.7.15.** The quality of the built environment and offer in the City Centre can influence health through direct and indirect mechanisms. Inclusive, safe, clean, walkable and cycle-friendly environments encourage people to become more active and directly influence levels of pollution-related ill health, obesity and mental health.
- 3.7.16.** Improved local high street environments also directly influence mental health and wellbeing by increasing levels of social contact and integration, civic pride and community trust.
- 3.7.17.** Flourishing high streets can improve local economies and increase employment opportunities, raising standards of living and access to health-promoting goods and services. These factors also act, indirectly to reducing stress and low levels of wellbeing associated with financial insecurity, fear of crime, and low levels of social, financial and environmental capital. Not all high streets are health-promoting, however. The Plan policies therefore promote access to the City Centre which has a varied offer of uses, is inclusive, safe, clean, walkable and cycle-friendly. These factors impact on health inequalities, influencing life expectancy and healthy life expectancy. One example of how the City Centre can impact on health inequality is through the provision of facilities such as the Community Diagnostic Centre on Lister Gate, which will provide Nottingham's citizens with diagnostic appointments more quickly, in their City Centre.
- 3.7.18.** Other policies within the Plan also seek to introduce more green and blue infrastructure, street trees and wall and roof planting; reduce pollution, encourage active travel, and contribute to environmental and climate change initiatives. Transport measures will be focused on promoting sustainable transport, improved, inclusive and uncluttered street furniture, and Crime Prevention through Environmental Design (CPTED) to create safer, cleaner and more walkable and cycle-friendly high streets.
- 3.7.19.** The City Council's commitment to be a Child Friendly City is centred around enabling all children and young people in Nottingham to have a good start in life, live safely, be healthy and happy and go on to have successful opportunities in adulthood. In order to deliver this aim, development in the City Centre will need to ensure accessible and inclusive public spaces where children can play, learn, and socialise, such as the provision of the new children's play area on the newly pedestrianised Colin Street. Further parks, playgrounds, and recreational areas that cater to the diverse needs and abilities of children of all ages will also be supported. Moreover, priority will need to be given to the development of safe walking and cycling routes, ensuring that children can travel to school and other destinations independently and without fear of traffic hazards or crime.

Developing the City Centre as a transport hub

- 3.7.20.** In addition to the measures needed to support the improved offer, the focus on transport accessibility and connectivity within the City Centre, the creation of a high quality environment and improvements to safety for pedestrians and cyclists and

managing traffic and parking will also be essential, whilst maintaining suitable access for businesses, public transport and people with mobility impairments.

3.7.21. The City Centre is the most accessible part of the conurbation, and maintaining this accessibility will be essential to the ongoing vitality and viability of the City Centre. Bus and tram accessibility are particularly important in this regard and a Statutory Bus Quality Partnership has been established covering the City Centre to sustain a high quality bus system. Nottingham Station is an important gateway for commuters and visitors. However, the location, quality, type and quantity of car, cycle parking, cycle hire and car club space is also key to supporting the vitality and viability of the City Centre, and optimising its use, balancing the needs of shoppers and long stay users, will continue to be important.

Encouraging living in the City Centre where suitable living conditions can be secured

3.7.22. The City Centre is a highly sustainable place to live, with facilities, transport links, jobs and leisure all within close proximity. The quantum of new housing required across the Plan area means that a significant contribution will continue to be required from higher density schemes in and around the City Centre (which will include Purpose Built Student Accommodation in appropriate locations as set out in the City Council’s Local Plan Part 2 policies). However, it will be essential to see a greater mix of types, sizes and tenures than have been delivered previously, and this issue is addressed in Policy 8.

3.7.23. In some parts of the City Centre, issues of public order, noise and disturbance can arise as a result of the concentrations of licensed premises and large high occupancy venues. Planning can play a role in controlling or reducing the impact of licensed premises, in partnership with other licensing regimes and management strategies and so co-ordination with partners will be undertaken when considering planning applications.

Ensuring the highest quality of development

3.7.24. Nottingham’s historic, cultural and high quality built environment is a unique asset for the conurbation, which makes a positive contribution to the local character and distinctiveness of the City Centre and has the potential to make a more significant contribution to the economic wellbeing of the conurbation. The roles played by key historic and cultural assets such as the Castle, Caves and the theatres are critical to the success and diversity of the City Centre and will be enhanced wherever possible in bringing forward new City Centre development and regeneration. Similarly, it is increasingly recognised that successful city centres will need to capitalise on their wider roles as leisure destinations in order to support their key functions, and the promotion of specialist markets, attractions and events, or promoting specific areas (such as quarters) defined by character, function or available development opportunities, will be important in this regard.

Monitoring Arrangements

Targets	Indicators	Delivery
Maintain vitality and viability of the City Centre	Net new office floorspace in the City Centre	Development Management Decisions
	Net new homes in the City Centre	City Centre Survey

Targets	Indicators	Delivery
	Vacancy rate in City Centre	

Policy 7: Role of Town and Other Centres

1. The following network and hierarchy of centres will be promoted:
 - a) **City Centre:**
Nottingham City Centre.
 - b) **Town Centres:**
Arnold, Beeston, Bulwell and West Bridgford.
 - c) **District Centres:**
Bingham, Clifton, Eastwood, Hyson Green, Kimberley, Stapleford and Sherwood.
 - d) **Local Centres:**

Broxtowe: (none)

Gedling: Burton Joyce, Calverton, Carlton Hill, Carlton Square, Gedling Colliery site, Gedling Village, Mapperley Plains, Netherfield, Ravenshead.

Nottingham City: Alfreton Road, Aspley Lane, Beckhampton Road, Bracebridge Drive, Bramcote Lane, Bridgeway Centre, Carrington, Mansfield Road, Nuthall Road, Robin Hood Chase, Sneinton Dale and Strelley Road.

Rushcliffe: Cotgrave, East Leake, Keyworth (The Square), Keyworth (Wolds Drive), Radcliffe on Trent and Ruddington.
 - e) **Below these are Centres of Neighbourhood Importance in Broxtowe Borough Council and Nottingham City Council areas which are defined in the Part 2 Local Plans.**
2. **The boundaries of centres and the identification of sites for main town centre uses to meet identified need are defined in current part 2 Local Plans and any further changes will be set out through future plan preparation. Proposed development should be appropriate in scale and nature to the role and function of that centre and of the area it serves.**
3. **Any new major residential-led centre development will be expected to consolidate and strengthen the network and hierarchy of centres and not harm their viability and vitality.**
4. **The following centres are considered to be in need of enhancement or to be underperforming. Future plans and / or planning guidance will seek to enhance their vitality and viability:**
 - a) **Arnold;**
 - b) **Bulwell;**
 - c) **Carlton Hill and Carlton Square;**

- d) Clifton;
- e) Eastwood;
- f) Netherfield;
- g) Robin Hood Chase;
- h) Stapleford;
- i) Strelley Road; and
- j) The Bridgeway Centre

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

5. **The vitality and viability of all centres will be maintained and enhanced, including widening their existing range of uses and allowing appropriate flexibility to accommodate changes of use to acceptable alternative uses (whilst maintaining a strong retail character), environmental enhancements and improvements to access, which should all take account of equality issues. The primary focus for office-based development will be within the City Centre (as set out in Policy 6), with development of a lesser scale promoted in the town centres, with opportunities for smaller flexible workspaces being promoted across all centres.**
6. **In order to preserve the vitality and viability of existing centres, out of centre development will be strictly controlled. In accordance with the sequential test, main town centre uses should be located in centres. If no suitable sites are available in centres then edge of centre locations should be used, and only if there are no suitable sites will out of centre sites be considered. Such proposals should demonstrate how the proposed development will not have a severe adverse impact on any centre and therefore an impact assessment will be necessary to accompany proposals for retail and leisure uses (including those relating to mezzanine floorspace and the variation of restrictive conditions) which are not located within a defined centre where the proposal provides a gross floorspace in excess of 500 square metres.**

Justification

- 3.8.1. The area is served by a diverse range of distinctive town, district and local centres, all of which have important roles in meeting the various needs of its many neighbourhoods. Such needs typically include good accessibility to shops, and the presence of key services and employment opportunities, with all being influential factors in ensuring the continued viability and vitality of a centre.
- 3.8.2. The network and hierarchy of centres is shown below on Map 7.1 (which includes for completeness town and local centres throughout Greater Nottingham). The validity of the retail hierarchy and network was confirmed in the Greater Nottingham Centres Study (2024). The existence of the hierarchy will help to guide new development to appropriately sized centres and ensure that future growth is adequately balanced across the plan area and Greater Nottingham as a whole. The hierarchy is influenced by both the scale and status of existing centres and will be flexible in allowing centres to grow sustainably where recognised centre needs are demonstrated. The NPPF also

supports the protection of established centres as it requires local authorities to apply a sequential test to accommodating new main town centre uses, requiring proposals to be located in town centres, then in edge of centre locations and only if suitable sites are not available should out of centre sites be considered. This helps to ensure appropriately sized and types of development that make a positive contribution to the role and function of any centre.

- 3.8.3.** The Covid pandemic accelerated changes already being experienced in centres. As a result, there has been a strong move towards people valuing and frequenting district, local and neighbourhood centres for their everyday needs. Accordingly, the Councils are committed to creating attractive, interesting, safe, walkable environments in which people can travel actively for short distances from home to centres for the services they need to use day to day such as shopping, school, community and healthcare facilities and services including council services, places of work, parks and green spaces, and more. These are all influential factors in ensuring the continued viability and vitality of centres.
- 3.8.4.** Over the Plan period, centres have the potential to play a more significant role within the local economy. Offices and workspaces can play a role in creating diverse centres, and with a strong network of linked centres around the area, opportunities of an appropriate scale to add to existing or provide new sources of local employment should be encouraged wherever possible. Changing shopping habits are also impacting on the city and town centres and they need to adapt to change to attract and retain visitors. There is an increasing reliance on their leisure offer, especially in the food and drink sector and in terms of the broader leisure economy such as arts and entertainment. In addition, town centres are becoming increasingly desirable places to live necessitating a mix of housing, and additional educational, community, and health uses / facilities. Accordingly, appropriate flexibility will be allowed to accommodate changes of use to alternative uses and multi-use buildings where appropriate. This will ensure the continued vibrancy and prosperity of centres, particularly in challenging and ever-changing economic circumstances and changing shopping habits which have seen increased competition and reduced demand as well as behavioural changes such as the rise of social media, online shopping and its associated click and collect facilities. In addition, centres increasingly need 'adaptive resilience' to be able to respond to rapid changes in the retail and leisure industries, allowing a suitable mix of uses to reflect their distinctive characters.
- 3.8.5.** The NPPF requires councils to demonstrate through local plans how they can support the role that town centres play at the 'heart' of local communities, taking a positive approach to their growth, management and adaptation. In achieving this, the Councils will be guided by evidence from their Town Centre Health Checks and Studies, the latest of which were carried out in the Greater Nottingham Centres Study 2024. These assessments provide detailed data on the performance of centres and the mix of uses within them. This data will be reviewed regularly and used to assist in defining the extent of local centres and centres of neighbourhood importance through future plan preparation.
- 3.8.6.** It is also important that all centres continue to act as a focus for community life where residents can live, socialise and help to strengthen social cohesion. To ensure this, it is vital to maintain, and where needed, add to the diverse range of facilities, which can include markets, already present within them.
- 3.8.7.** Patterns of retail activity will inevitably evolve over the Plan period. Large new communities, mainly on identified strategic sites, are proposed and, to meet their

needs, the designation of suitably sized centres, or the enhancement of existing centres, may be necessary to ensure access to a mix of facilities based on local need. To this end, Bulwell and Clifton are recipients of almost £20 million each to invest in specific projects from central government funding. In Broxtowe, Kimberley and Stapleford have also received significant funding. It is hoped that this will revitalise the town centres and create jobs. New or enhanced centres should fit within the hierarchy, reduce the current number of unsustainable journeys and should not have a detrimental impact on other existing centres in the hierarchy.

- 3.8.8.** It is acknowledged that some centres are not performing to their potential. It will therefore be necessary to keep the health of centres under constant review and identify those which may be in decline and where future changes will need to be carefully managed. Indicators which point towards underperforming centres include high vacancy rates, poor built environments, low footfall and a narrow retail, leisure and employment offer, all of which influence how people make choices on where they wish to visit. Where centres are underperforming on some of these indicators, interventions through planning guidance or future plan preparation may be needed to improve economic performance.
- 3.8.9.** The impact of out of centre or edge of centre retail development (which includes proposals to vary conditions on existing facilities to widen the range of goods sold) remains a threat to the continued vitality and viability of existing centres and could affect their economic performance. Promoting the hierarchy of centres will help to achieve and redress balance across retail growth and focus new activity on existing named centres, rather than compromise viability and vitality by supporting unsustainable out of centre proposals that do not encourage sustainable methods of travel. Proposals for out of centre or edge of centre retail development and town centre uses will therefore be required to demonstrate both a sequential approach to their location and how they will not have a significant adverse impact on the vitality and viability of nearby centres, or on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposals.
- 3.8.10.** The Greater Nottingham Centres Study recognised the importance of setting a local Impact Assessment threshold below the national requirement. The threshold has been set at 500 square metres in order to protect the vitality and viability of centres across Greater Nottingham. Proposals above the local threshold for impact assessments will therefore need to demonstrate that there would not be a significant adverse impact on in-centre investment. Where an Impact Assessment is required, early discussion with the individual council is recommended to agree technical details, such as the appropriate catchment to be used.
- 3.8.11.** In implementing Policy 7, the Greater Nottingham councils will have regard to the need for small scale convenience shopping provision in areas of deficiency to provide for the day-to-day requirements of local residents. Any such proposals should be of a scale and nature appropriate to serving a local catchment area and should not be intended to attract car-borne trade from elsewhere. These types of local format stores can reasonably be expected to provide no more than basic top-up convenience goods with a store size of up to 280sqm net sales which broadly complies with the Sunday Trading Act 2004. In determining whether a proposal meets a local need, the Councils will have regard to the extent and nature of the local catchment, proximity to existing shopping facilities and local accessibility.

Monitoring Arrangements

Targets	Indicators	Delivery
Maintain vitality and viability of centres	Footfall Vacancy rates	Centre Health Checks

Policy 8: Housing Size, Mix and Choice

General Approach

- 1. Residential development should maintain, provide and contribute to a mix of housing tenures, types and sizes in order to create sustainable, inclusive and mixed communities. All residential developments should contain adequate internal living space as set out in the Nationally Described Space Standard.**
- 2. Within Nottingham City there should be an emphasis on providing family housing, including larger family housing. Within the City Centre there should be an emphasis on flats of two or more bedrooms to diversify the existing mix, together with innovative family housing on the City Centre fringes. Elsewhere in the Plan area there should be a broad and balanced mix of housing, across all types and sizes (in terms of number of bedrooms).**
- 3. There should be consideration of the needs and demands of the elderly and people with disabilities as part of overall housing mix, as evidenced in the Greater Nottingham and Ashfield Housing Needs Assessment, in particular in areas where there is a significant degree of under occupation and an ageing population. Provision should be made for the needs of the elderly and disabled, including through provision of bungalows and suitable flatted accommodation as appropriate.**
- 4. In order to meet the needs of residents and to deliver dwellings which are capable of meeting peoples' changing circumstances over their lifetime, all dwellings should comply with requirement M4(2) of the Building Regulations regarding accessible and adaptable dwellings where viable and technically feasible.**
- 5. The appropriate mix of house size, type, tenure and density within housing development will be informed by:**
 - a) evidence and recommendations contained within the Greater Nottingham and Ashfield Housing Needs Assessment (and any subsequent updates);**
 - b) the Councils' Housing Strategies;**
 - c) local demographic context and trends;**
 - d) local evidence of housing need and demand;**
 - e) the need to redress the housing mix within areas, including where there are concentrations of student households and Houses in Multiple Occupation;**
 - f) area character, site specific issues and design considerations; and**
 - g) the existing or proposed accessibility of a location by walking, cycling and public transport.**
- 6. Planning permission will not be granted for development, including changes of use and / or the erection of buildings to create new Houses in Multiple**

Occupation (HMOs), if it would undermine the objective of maintaining balanced, inclusive and mixed communities.

7. In Broxtowe, attention will be given, among other considerations, to the concentration of HMOs in the vicinity of an application site and, at a more local level, the 'clustering' of HMOs and the 'sandwiching of non-HMO dwellings, with further details set out in Supplementary Planning Documents.

Approach to Affordable Housing

8. New affordable housing should be delivered on site and integrated with market housing unless exceptional circumstances justify an alternative approach. Where it can be robustly justified, off-site provision or a financial contribution will be accepted. On sites providing student dwellings, a commuted sum will be required in lieu of on-site affordable housing provision.
9. The thresholds, proportions and tenure mix for affordable housing for each local authority area are subject to parts 9 to 15 of the Policy below. The types and sizes of affordable homes on qualifying sites will be determined by:
 - a) evidence and recommendations contained within the Greater Nottingham and Ashfield Housing Needs Assessment (and any subsequent updates); and
 - b) local evidence of housing need and demand.

Approach to Affordable Housing in Broxtowe

10. New residential developments including conversions should provide for a proportion of affordable housing on all sites of 10 dwellings or more or 0.5 hectares or more. The proportions of affordable housing which the Borough Council will seek to secure is as follows:

Area / Site	Affordable Housing Percentage
Allocated Strategic Sites	30%
Part 2 Local Plan allocated sites at Awsworth, Bramcote, Brinsley and Stapleford	30%
Part 2 Local Plan allocated site at Kimberley	20%
Non allocated Greenfield sites	30%
Non allocated Brownfield sites	20%

11. The Borough Council will seek an affordable housing tenure mix of 75% affordable housing for rent and 25% affordable home ownership. In order for an alternative tenure mix to be accepted it will need to be justified based on local housing need and viability.

Approach to Affordable Housing in Gedling

12. New residential developments including conversions should provide for a proportion of affordable housing on all sites of 10 dwellings or more or 0.5 hectares or more. The proportions of affordable housing which the Borough

Council will seek to secure is 20% or 30% depending on location as shown in Figure 8.1, unless a lower proportion is justified on viability evidence.

13. The Borough Council will seek an affordable housing tenure mix of 75% affordable housing for rent and 25% affordable home ownership. Social rent is the preferred type of rented product and should make up the bulk of the affordable provision. The remaining proportions of affordable rent, First Homes and shared ownership will be considered against local need and viability.

Approach to Affordable Housing in Nottingham City

14. New residential developments including conversions should provide for the following proportion of affordable housing:
 - a. For development where between 10 and 14 homes will be provided, the City Council will seek to secure at least 10% of the homes for social rent. Where evidenced by a viability assessment, substitution of social rent with an element of affordable rent may be acceptable, at a level that maximises the number of affordable homes for rent delivered by the scheme; and
 - b. For development where 15 or more homes will be provided, or the site has an area of 0.5 hectares or more, the City Council will seek to secure 20% of the homes for social rent. Where evidenced by a viability assessment, substitution of social rent with an element of affordable rent may be acceptable, at a level that maximises the number of affordable homes for rent delivered by the scheme.

Approach to Affordable Housing in Rushcliffe

15. New residential developments including conversions should provide for a proportion of affordable housing on all sites of 10 dwellings or more or 0.5 hectares or more. The proportion of affordable housing which the Borough Council will seek to secure is 30% of the total number of dwellings.
16. The Borough Council will seek an affordable housing tenure mix of 75% affordable housing for rent (equally split between social rent and affordable rent) and 25% affordable home ownership. In order for an alternative tenure mix to be accepted it will need to be justified based on local housing need and viability.
17. In the case of strategic sites, the level of affordable housing will be considered on a site-by-site basis taking into account localised information. The type of affordable housing provision will be assessed throughout the lifetime of that development to ensure the development is responsive to updated evidence of need.

Approach to Rural Exception Sites

18. Where there is robust evidence of local need, such as an up-to-date rural housing needs survey, rural exception sites or sites allocated purely for affordable housing may be permitted within or adjacent to rural settlements.
19. In allocating affordable housing on exception sites, such housing will be only made available to people that have a connection to that settlement, who are in housing need and are unable to afford market housing in the first instance. A

cascade mechanism will be applied for those instances where properties remain unoccupied.

Build to Rent

- 20. Build to Rent schemes will be supported in appropriate locations. Appropriateness will be determined by proximity to the main urban area or town centres or public transport corridors and interchanges. Town centre regeneration areas or strategic allocations may also be considered appropriate locations. Further detail will be set out in subsequent Local Plans or Supplementary Plans, as appropriate.**

Justification

Housing mix

- 3.9.1.** It is important that the right mix of housing is developed across the Plan area over the forthcoming years. Both nationally and locally, average household sizes have decreased significantly whilst the general population has risen. The reduction of the average size of households has led to the under-occupation of properties, especially within more affluent suburbs of Nottingham, and within rural areas. In addition, improving the quality of housing conditions and design can have substantial impacts on reducing health inequalities. Residential development should provide a satisfactory environment for occupants and will be expected to meet the Government's Nationally Described Space Standard unless there is clear evidence to demonstrate that this would not be viable or technically feasible and that a satisfactory standard of accommodation can still be achieved.
- 3.9.2.** There is significant variation in house prices across the Plan area. Rushcliffe has the highest median house price at £331,500 (as per the Greater Nottingham and Ashfield Housing Needs Update 2024) with Nottingham City the lowest at £185,000 (the median for England was £290,000). House price trends in the Plan area over the last twenty years were generally below the regional and national trends (with the exception of Rushcliffe which was consistently above).
- 3.9.3.** Housing affordability also varies significantly across the Plan area. Housing affordability estimates are calculated by dividing house prices by annual earnings to create a ratio. In 2022 entry level house prices in Rushcliffe were 9.3 times lower quartile earnings compared to a ratio of 7.78 in Broxtowe, 7.72 in Gedling and 6.02 in Nottingham. This points to significant barriers for households in Rushcliffe and younger households in particular, being able to afford to own a home.
- 3.9.4.** Whilst households are projected to continue to get smaller, and the population will on average be getting older, a significant amount of existing family housing will not become available for new households as elderly residents often choose to remain within existing houses for a variety of reasons. The 2011 Census data showed that both the suburbs of the city and the more rural parts have high degrees of under-occupation within the existing dwelling stock. The 2021 Census showed that the number of under-occupied homes increased in all areas, although only marginally in Nottingham City. It is therefore important that new developments provide a range of types of housing, including housing likely to be attractive to older persons.
- 3.9.5.** The 2021 Census shows that the proportion of households across the Plan area where at least one person has a disability is slightly higher than the national average. This

proportion is likely to increase over the Plan period as the population will on average get older and given that older people tend to be more likely to have a disability. The projected change shown in the number of people with disabilities provides clear evidence for justifying delivering 'accessible and adaptable' homes as defined in Part M4(2) of Building Regulations, subject to viability and site suitability. All new homes should be built to the M4(2) standard unless demonstrated that it would not be viable or technically feasible to do so, or unless complying instead with either standard M4(3)(a) or M4(3)(b) of the Building Regulations.

3.9.6. The table below sets out the proportion of housing types across respective tenures at the time of the Census 2021.

	Housing Type	1 bed	2 bed	3 bed	4+ bed
Broxtowe	Owner occupied	1%	20%	54%	25%
	Private rented	12%	40%	36%	12%
	Affordable (Rented)	38%	34%	25%	3%
	All dwellings	7%	25%	48%	20%
Gedling	Owner occupied	1%	19%	53%	27%
	Private rented	12%	46%	36%	6%
	Affordable (Rented)	34%	29%	34%	3%
	All dwellings	6%	25%	48%	21%
Nottingham	Owner occupied	3%	21%	58%	17%
	Private rented	17%	36%	31%	15%
	Affordable (Rented)	34%	29%	34%	3%
	All dwellings	14%	28%	44%	13%
Rushcliffe	Owner occupied	1%	15%	39%	44%
	Private rented	14%	40%	31%	14%
	Affordable (Rented)	23%	42%	32%	4%
	All dwellings	5%	21%	37%	36%

3.9.7. The City Council area has a lower percentage of family housing than the other authorities within Greater Nottingham. In 2021, 57% of Nottingham City's housing stock were 3 and 4+ bed households. This is compared to Greater Nottingham where 3 and 4+ bed households made up 70% of the housing stock, and to England where 3 and 4+ bed households made up 61% of the housing stock. This contributes to the loss of families, particularly to other parts of Greater Nottingham.

3.9.8. In order to address this challenge, the City Council is seeking to secure more family housing, and in particular, larger family homes. In particular, the provision of new housing in the City Centre has been dominated by smaller units, with a preponderance of one bedroom flats. In order to provide for a broader mix of housing types, and thus allow for a more diverse community, developments should include a broader mix of home types, including homes with two or more bedrooms. There are also opportunities for more innovative housing developments around the fringes of the City Centre, including the incorporation of larger town houses, or homes integrated into higher density flatted development, but with their own front doors. The forthcoming design code for the City Council will set out new approaches to housing form and layouts in order to improve design and capacity.

3.9.9. Within Rushcliffe there is a greater need for 1, 2 and 3 bedroom properties in order to diversify the housing mix. Since 2011, homes with 4 or more bedrooms have accounted for nearly 40% of all housing completions in Rushcliffe, and in 2021, homes with 4 or more bedrooms accounted for 36% of all households in Rushcliffe. Larger

properties are a defining characteristic of Rushcliffe’s stock profile, however it is clear that the mix of housing is becoming unbalanced towards very large properties, further reducing the availability of new entry level housing.

3.9.10. The Greater Nottingham and Ashfield Housing Needs Assessment, 2024, recommends the following housing mix across the study area:

	Market	Affordable Home Ownership	Affordable Housing (rented)	
			General Needs	Older Persons
1-bedroom	8%	18%	24%	46%
2-bedroom	34%	42%	39%	54%
3-bedroom	41%	30%	30%	
4+- bedrooms	16%	10%	8%	

3.9.11. There will be instances where adjustments should be applied according to the local profile of housing, the character of the local area, the sustainability credentials of the site and the viability of providing a particular mix of housing. The housing submarket recommendations contained within the report could therefore also be a consideration in determining mix. The mix referred to in the table above should however be used as the starting point. These recommendations may also be updated through subsequent Local Plans.

3.9.12. A mix of residential accommodation should be maintained within neighbourhoods to ensure that they do not become imbalanced. Student populations are transient and thus concentrations of student households, which are typically in the form of Houses in Multiple Occupation (HMOs), can create a high population turnover which in some circumstances leads to issues of antisocial behaviour and issues with parking and waste collection including fly tipping. Growth in student households within an area can also inhibit the availability and supply of homes for other groups within the population, such as families. This is particularly the case where larger homes are converted into HMOs.

3.9.13. The number of full-time students attending Universities in the area has increased considerably in recent years. The process of change brought about by increased numbers of student households and Houses in Multiple Occupation (HMOs) has altered the residential profile of some neighbourhoods dramatically and has led to unbalanced communities and associated amenity issues. This problem is most acute within Nottingham City and parts of Beeston.

3.9.14. In order to help address this, Nottingham City Council and Broxtowe Borough Council have introduced Article 4 Directions that require planning permission to be obtained before converting a family house (C3 Dwellinghouse) to a House in Multiple Occupation with between 3 and 6 unrelated occupiers sharing basic amenities (C4 Houses in Multiple Occupation), thereby enabling them to better manage the future growth and distribution of C4 HMOs across the City and parts of Beeston. Policy and guidance regarding purpose-built student accommodation, Class C4 HMOs and larger ‘sui generis’ HMOs are set out in policy 8 of this Plan, in Nottingham City’s Part 2 Local Plan and in Broxtowe’s Houses in Multiple Occupation Supplementary Planning Document. Further guidance may also be provided in subsequent Local Plans and Supplementary Plans.

3.9.15. A further key strand of creating and maintaining balanced, inclusive and mixed communities is the encouragement of purpose-built student accommodation in

appropriate areas. Such developments can provide a choice of high-quality accommodation for students and also assist in enabling existing HMOs to revert to Class C3 dwellinghouses, thus reducing concentrations of student households. Suitable locations are identified in Policy HO5 of Nottingham City’s Part 2 Local Plan.

Affordable Housing

3.9.16. Affordable housing, as defined by the National Planning Policy Framework, is housing for sale or rent for people whose needs are not met by the market. Government guidance indicates that affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision. Affordable housing need should be met on-site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified.

3.9.17. It is acknowledged that the requirements for affordable housing will not always be viable. If the viability of a site is an issue, and a robust independent viability assessment based upon prevailing valuation principles evidences this and is accepted by the local authority, then lower proportions of affordable housing will be considered. Any available funding to support the affordable housing provision at the policy position should be included in any appraisal. If a lower level of affordable housing provision is agreed, then a clawback clause will be required on larger sites. Further detail on viability assessments will be set out through an authority’s subsequent Local Plan or planning documents, if appropriate.

3.9.18. In order to meet identified need, it is important for the Greater Nottingham Strategic Plan to plan for the delivery of affordable housing. The Greater Nottingham and Ashfield Housing Needs Assessment 2020 and Update 2024 identifies the level of affordable housing need for each authority based upon current and future projections and the development targets. It assesses the need for rented products and affordable home ownership separately.

3.9.19. The assessment identifies a need for 3,208 rented affordable homes per annum across the Plan area. The need for rented homes is significantly higher than when the last housing needs assessment for the 2014 Core Strategies (Part 1 Local Plans) was undertaken. The principal reason for this is due to the supply of relets of rented accommodation being much lower due to Right to Buy. This is particularly the case in Nottingham City.

3.9.20. The need levels for rented accommodation (affordable and social rent) are as follows:

	Broxtowe	Gedling	Nottingham	Rushcliffe
Net need of rented affordable	458	514	1,729	507

3.9.21. There is a relatively high level of affordable housing need per annum in comparison to overall annual housing need. However, the affordable housing need figures and overall housing need figures should not be compared directly as part of the calculation into affordable housing need is also factored into the overall housing need calculation.

3.9.22. There is not an identified overall need for affordable home ownership products when the Plan area is looked at collectively. The exception to this is Rushcliffe where there is a large “gap” identified between the cost of renting and buying which shows a

positive need. This lack of identified need does not preclude authorities from requiring affordable home ownership products as part of the affordable housing mix on sites, and the National Planning Policy Framework (2023) gives a clear direction that 10% of all new housing on larger sites should be for affordable home ownership, subject to certain exemptions, including to avoid significantly prejudicing the ability to meet the identified affordable housing needs of specific groups. The Housing Needs Assessments recommend that shared ownership is the most appropriate type of affordable home ownership product, as it is likely to be suitable for households where affordability is more marginal by having the advantage of a low deposit and subsidised rent.

	Broxtowe	Gedling	Nottingham	Rushcliffe
Net need of affordable home ownership (per year)	-42	-17	-364	+30

- 3.9.23.** Policy 8 sets out the expected affordable housing tenure mixes for each local authority area. Where there is scope for flexibility in respect of tenure within the provisions of the policy for each authority, or an alternative mix is proposed, then this will need to be justified based on Government policy, evidence of affordable housing need, the existing tenure mix within the local area and site viability.
- 3.9.24.** The expectation is that affordable housing provision should be met on-site unless off-site provision or an appropriate financial contribution in lieu can be robustly justified, and the agreed approach contributes to the objective of creating mixed and balanced communities. On sites providing student dwellings, a commuted sum will be required in lieu of on-site affordable housing provision.

Affordable Housing in Broxtowe

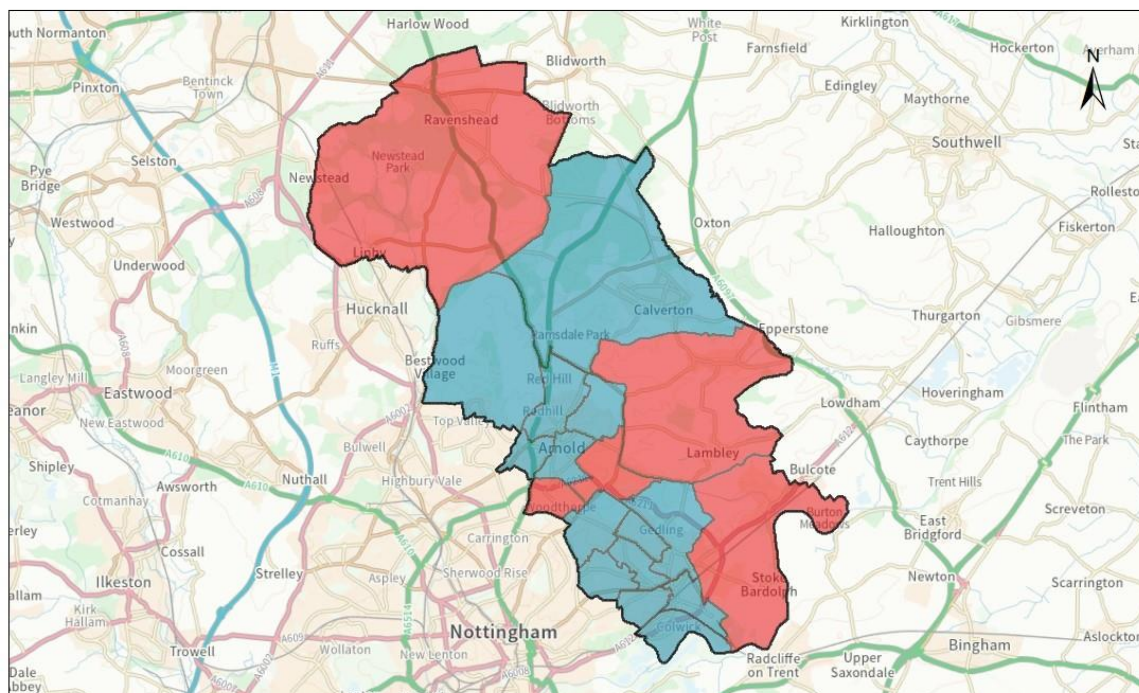
- 3.9.25.** The affordable housing requirement is based on the approach established in the Broxtowe Part 2 Local Plan for existing allocations and strategic sites and then applies a distinction between brownfield and greenfield sites for new windfall sites due to the varying levels of viability identified within the plan wide viability. In response to evidence of need, the financial viability of different affordable housing tenures and the 2023 NPPF requirement for 10% of all homes on major sites to be available for affordable home ownership, of the total proportion of affordable housing sought, Broxtowe Borough Council will require 75% affordable housing for rent and 25% affordable home ownership. Any divergence from this approach would need to be based on evidence of need (including, where appropriate, housing tenure, property type and size and existing tenure mix in the local area) and viability considerations.

Affordable Housing in Gedling

- 3.9.26.** The affordable housing requirement is based on plan wide viability and housing need. The plan wide viability analysed average residential sales within Greater Nottingham which resulted in two distinct value zones for Gedling (see Figure 8.1 below). The lower value zone includes wards: Bestwood St. Albans, Calverton, Carlton, Carlton Hill, Cavendish, Colwick, Coppice, Daybrook, Ernehale, Gedling, Netherfield, Phoenix, Porchester and Redhill. The higher value zone includes the remaining wards of: Dumbles, Newstead Abbey, Plains, Trent Valley and Woodthorpe. The lower value areas have an affordable requirement of 20% with the higher value areas 30%. It is

acknowledged in some cases this level of provision may make development unviable and a lower requirement would need to be fully justified by evidence. Further details will be outlined in an update to Gedling's Affordable Housing SPD.

Figure 8.1: Affordable housing zones within Gedling Borough



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Affordable Housing Requirement

- 20%
- 30%
- Borough Boundary

- 3.9.27.** The Housing Needs assessment has shown that the greatest need in Gedling is for rented affordable accommodation. When considering those who are unable to afford private rents and therefore will need to access affordable accommodation, more than half are estimated to need benefit support. This supports the preference for the social rented tenure when providing affordable housing for rent.
- 3.9.28.** The Housing Needs Assessment found that there is justification for Gedling Borough to set a lower price cap and income threshold for First Homes. The Council has published an Interim Planning Policy Statement on First Homes which provides further detail.
- 3.9.29.** In terms of number of bedrooms, the Housing Needs Assessment found for Gedling that the greatest bedroom size need in the market sector is for 3 bedrooms followed closely by 2 bedrooms. However, in the affordable sector the need skews towards smaller properties. In the affordable home ownership sector, the greatest need is for 2 bedrooms followed by 3 bedrooms, and in the affordable rented sector the greatest need is for 1 to 2 bedroom properties.

Affordable Housing in Nottingham City

- 3.9.30.** The Housing Needs Assessment has shown that Nottingham City has the highest level of housing need across Greater Nottingham and the predominant need within the City is for social rent. Taking into consideration the rental price, incomes and benefit support available to rent, the majority of households who cannot afford to access the open market to rent or to buy can only afford social rent.

- 3.9.31.** Nottingham expects a pipeline of affordable rented homes to come forward from registered providers as most Government funding programmes are orientated towards this tenure. Section 106 provision should prioritise social rent as this is the main funding option to enable the provision of social rent. Where evidenced by viability assessment, an element of affordable rent may be acceptable, but at the minimum level required to either achieve a policy compliant scheme, or if policy compliance cannot be achieved, to maximise the delivery of affordable homes for rent.
- 3.9.32.** The Housing Needs Assessment found that there is no justification in Nottingham City to consider First Homes as a suitable form of affordable housing for delivery in Nottingham. With regards to affordable home ownership, the Assessment found that there is likely to be an adequate supply of homes for sale on the open market that are priced within what would be considered an affordable price band, plus affordable home ownership properties will become available for resale. Consequently, the City Council will not require this form of affordable housing.

Affordable housing in Rushcliffe

- 3.9.33.** In response to evidence of need, the financial viability of different affordable housing tenures and the 2023 NPPF requirement for 10% of all homes on major sites to be available for affordable home ownership, of the total proportion of affordable housing sought, Rushcliffe Borough Council will require 75% affordable housing for rent (with a 50/50 split between social rent and affordable rent) and 25% affordable home ownership. Any divergence from this approach would need to be based on evidence of need (including, where appropriate, housing tenure, property type and size and existing tenure mix in the local area) and viability considerations.
- 3.9.34.** Rushcliffe Borough Council published in 2022 an Affordable Housing Supplementary Planning Document which provides relevant further guidance on affordable housing provision. This includes further details on the discounts that will be applied to discounted market sales properties including First Homes. This guidance will be updated as necessary to support the implementation of Policy 8 and to take account of housing needs assessment updates.
- 3.9.35.** In the case of larger phased developments (including all strategic site allocations), where appropriate, the type of affordable housing provision will be assessed throughout the lifetime of that development to ensure the development is responsive to updated evidence of need.

Rural housing needs

- 3.9.36.** The Greater Nottingham and Ashfield Housing Needs Assessment 2020 identifies potential net need for affordable housing across submarkets in both urban and rural areas. In smaller settlements across the area where growth is not proposed, there may still be a local need for affordable housing that is justified by a robust local assessment. It is therefore considered appropriate to make provision within the Greater Nottingham Strategic Plan for rural exception development, or provision to allow for the allocation of sites purely for affordable housing within smaller rural villages where affordable housing can remain affordable in perpetuity.
- 3.9.37.** Section 17 of the Housing Act 1996 sets out how to enable affordable housing to remain affordable for present and future generations. The majority of rural settlements within the area that have a population of around 3,000 or below will qualify for developments of local needs housing under this policy, subject to other planning policy constraints.

3.9.38. In accordance with Policy 8, a cascade mechanism enables other people in housing need, but who do not have a connection to the settlement, to occupy an exception site affordable home. If there are insufficient applicants meeting these criteria within the settlement, applicants from neighbouring villages / parishes meeting the local connection criteria will be considered as part of the nominations cascade agreement. If there are insufficient applicants meeting these criteria applicants with local connections to the area as a whole or anyone deemed in need by the Registered Provider will be considered.

Build to Rent

3.9.39. There has been strong growth in the private rented sector across the Plan area over recent years. The PPG on Build to Rent states that authorities should specify the circumstances and locations where Build to Rent schemes would be encouraged. It identifies town centre regeneration areas and parts of large strategic sites as examples of suitable areas. Suitable areas within the Plan area are considered to be within the Creative Quarter, Canal Quarter and Royal Quarter in Nottingham City, around Beeston and areas in close proximity to transport nodes in Broxtowe, around West Bridgford in Rushcliffe and around Arnold and Carlton in Gedling. Elsewhere opportunities would also be encouraged on the main arterial routes into and on the borders of Nottingham City, and within Toton in Broxtowe.

Monitoring Arrangements

Targets	Indicators	Delivery
Maintain an appropriate mix of house type, size and tenure	Completions by dwelling size and type	Future Plans
Provision of affordable housing	Affordable housing completions by tenure	Development management decisions

Policy 9: Gypsies, Travellers and Travelling Showpeople

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

Justification

- 3.10.1. Planning Policy for Traveller Sites, (PPTS - updated 2023) sets out the Government's planning policy for traveller sites and should be read in conjunction with the National Planning Policy Framework. These documents require councils to prepare assessments of local need based on robust evidence and then set targets for new pitches and plots.**

3.10.2. The Greater Nottingham and Ashfield District Council Gypsy and Traveller Accommodation Assessment, 2021 (GTAA) sets out permanent pitch requirements for each local authority within Greater Nottingham between 2020 and 2038. It also recommends that councils explore the potential to provide stopping points to meet any transient need.

3.10.3. In relation to Gypsies and Travellers, three need figures were included in the study: first, one based on the ethnic identity definition (i.e. all those who ‘identify’ as travellers regardless of whether they have ceased to travel); second, based on the needs of families who have not permanently ceased to travel (i.e. based on the PPTS 2015 definition); and third, based on the ‘travel to work’ interpretation of PPTS 2015. However, government policy has reverted to the definition of Gypsies and Travellers adopted in 2012 for plan and decision making. Accordingly, this plan uses the ethnic identity definition figures which are as follows:

**Local Authority Gypsy and Traveller Accommodation Need
Pitch Requirement 2020 – 2038**

Broxtowe	1
Gedling	1
Nottingham City	21
Rushcliffe	20

3.10.4. The GTAA also identified the following Travelling Showpeople need:

**Local Authority Travelling Showpeople Accommodation Need
Plot Requirement 2020 - 2038**

Broxtowe	0
Gedling	8
Nottingham City	22
Rushcliffe	0

3.10.5. In line with PPTS it is proposed that a general criteria based policy approach in providing for Gypsies, Travellers and Travelling Showpeople be included within the Strategic Plan in order to provide guidance on where such provision should generally be located. In accordance with the results of the GTAA, the allocation of sites includes provision on the South of Clifton strategic allocation (see Policy 30) and the East of Gamston / north of Tollerton strategic allocation (see Policy 31). Further allocations may also be made through future plan preparation. The Greater Nottingham authorities will continue to work together on this strategic issue, and the extent of existing and new provision of pitches and plots and stopping places will be kept under review.

3.10.6. In seeking to allocate traveller sites, appropriate local consultation will be undertaken to ensure, as far as is possible, that the views and needs of both settled and traveller communities are taken into account.

Monitoring Arrangements

Target	Indicator	Delivery
Meet the needs of Gypsies, Travellers and Travelling Showpeople	Number of traveller plots / pitches allocated and granted planning	Development Management decisions

Target	Indicator	Delivery
	permission and then implemented	

Policy 10: Design and Enhancing Local Identity

- 1. All new development should be designed to:**
 - a) make a positive contribution to the public realm and sense of place through the creation of high quality public spaces;**
 - b) create an attractive, inclusive and healthy environment and support safe and resilient communities;**
 - c) reinforce valued local characteristics;**
 - d) be adaptable to meet changing needs of occupiers and the effects of climate change;**
 - e) reflect the need to reduce the dominance of motor vehicles and support active travel including through the creation of walking, cycling and public transport networks; and**
 - f) promote a suitable mix of uses, support local services and facilities including on site provision within walking distance where appropriate and achieve good walking and cycling connections to existing services off-site wherever practical.**

- 2. Development will be assessed in terms of its treatment of the following elements:**
 - a) structure, texture and grain, including street patterns, plot sizes and proportions, amenity space, orientation and positioning of buildings and the layout of spaces, including parking layout and location of cycle and bin storage;**
 - b) permeability and legibility to provide for clear and easy movement through, within and beyond new development areas;**
 - c) density and mix;**
 - d) massing, scale and proportion;**
 - e) materials, architectural style and detailing, and other features that contribute to the character of the local area;**
 - f) impact on the amenity of current and future residents or occupiers;**
 - g) incorporation of multi-functional Blue and Green infrastructure, recreational, relaxation and biodiversity opportunities which integrate with and enhance existing networks;**
 - h) site ground conditions, including those arising from land instability or contamination, together with the mitigation / remediation proposed or required;**
 - i) incorporation of features to reduce opportunities for crime and the fear of crime, disorder and anti-social behaviour, and promotion of safer**

living environments to take into account natural disasters and threats to security;

j) potential impact on important views and vistas, including of townscape, landscape, and other individual landmarks, and the potential to create new views; and

k) setting of heritage assets.

3. All development proposals will be expected to perform highly when assessed against best practice guidance, design codes and Supplementary Plans.

4. Development must have regard to the local context including valued landscape / townscape characteristics and be designed in a way that conserves locally and nationally important heritage assets and preserves or enhances their settings.

5. Outside of settlements, new development should protect, conserve or where appropriate, enhance landscape character. Proposals will be assessed with reference to the Greater Nottingham Landscape Character Assessment.

Justification

3.11.1. The National Planning Policy Framework (NPPF) emphasises the importance of good design. It also reflects the recommendations of the Building Better, Building Beautiful Commission to embed beautiful place making into the framework. The NPPF states that strategic policies should set out an overall strategy for the pattern, scale and design quality of places. In this context, Policy 10 requires all new developments to aspire to the highest standards of design, and materials, and these issues should be integrated into the development process at an early stage, along with consideration of community safety, residential amenity and sustainable access. Policy 10 Part 2 sets out a number of key principles for achieving a consistent approach to high quality design across the Plan area. An explanation of the terms used in the Policy is set out in the glossary.

3.11.2. The NPPF makes clear that local planning authorities should ensure that visual tools such as design codes and guides are used to inform development proposals to provide maximum clarity about design expectations at an early stage and reflect local character and identity. The Government has published the National Model Design Code based on the National Design Guide to aid local authorities in developing their design codes.

3.11.3. The purpose of the National Model Design Code is to provide detailed guidance on the production of design codes, guides and policies to promote successful design. In the absence of local design guidance, local planning authorities will rely on the National Model Design Code, which would be a material consideration in the consideration of the design of development proposals. However, there is scope to produce more bespoke design codes for local areas, and Policy 10 provides guidance to be set out in greater detail through future plan preparation and supplementary planning documents which may include local design codes. There is also a raft of guidance relating to the wider aspects of sustainable design and construction, which is set out below.

3.11.4. Many of the Plan's urban areas include locally distinct and important features, including historic street patterns such as those found in the City Centre, the use of local materials such as Bulwell stone, villages with local vernacular style, and historic residential

areas. New design will be expected to relate positively to these and other important local features, which can include religious or cultural character. Where the local context has few positive characteristics, development should create a new positive character and enhance identity.

3.11.5. Local evidence will be used to inform and guide decisions, including urban and landscape characterisation studies where appropriate. This more detailed guidance will assist in the implementation of this policy, especially for large or sensitive sites, and address particular design issues, or provide more detail.

3.11.6. Although now considered to be greenfield sites, gardens in built-up areas can provide sustainable locations for new homes and reduce the need to develop land within the Green Belt or the countryside. However, they can also change the characteristics of areas, and may damage biodiversity. In accordance with this policy and the NPPF, future plan preparation may seek to restrict development to avoid areas of special character and to protect the amenity value of private gardens.

3.11.7. It is recognised that there are different ways of achieving sustainable design and construction in new developments. In this context, there are a number of internationally and nationally recognised guides and standards for sustainable construction and design (see examples set out below). The use of such guidance is encouraged, and their application to development proposals is subject to further guidance in future plans and supplementary planning documents.

- Design for Homes: Building for a Healthy Life (2020);
- Streets for a Healthy Life: A companion guide to Building for a Healthy Life, 2022
- Building Research Establishment Environmental Assessment Method (BREEAM) standards (2023);
- Town and Country Planning Association: The 20-Minute Neighbourhood Guide (2021);
- Building Research Establishment Environmental Assessment Method (BREEAM) the Green Guide (2019);
- Building Research Establishment: Home Quality Mark (2020);
- Passivhaus Trust UK, Passivhaus Standard (2021); and
- Department for Transport: The Manual for Streets (in the process of being revised and incorporating Manual for Streets Versions 1 (2007) and 2 (2010)).

3.11.8. It is important that new housing development is of high quality, in order to enhance or create a distinctive sense of place, where people will be proud of their neighbourhood. 'Building for a Healthy Life' updates the earlier 'Building for Life' standards but retains the 12 key aspects of good design. This is an established and recognised methodology for assessing the design of new housing and neighbourhoods which is particularly supportive of pre-application discussions. However, it is recognised that it can be difficult to achieve these standards on smaller schemes therefore the policy offers some flexibility to deal with this. Further guidance on design standards for individual Council areas will be included in design codes and Supplementary Plans.

3.11.9. In addition to reinforcing local identity and urban design characteristics, good design can also play a key role in providing sustainable development. Over the Plan period, national Building Regulations are expected to require regular improvements in the environmental performance and efficiency of new buildings. For residential development, the Government published an uplift in Part L standards, introduced in June 2022, which required development to be future-proofed and move the industry

towards the Future Homes Standards and Future Building Standards. Policy 1 sets out how new development should contribute to mitigating and adapting to climate change. There are some good local examples of development which performs to high design and sustainability standards, such as the Trent Basin redevelopment at the Waterside, modular homes at Chase Farm in Gedling, and similarly high quality exemplar developments will be sought throughout the Plan area.

- 3.11.10.** The Councils support the concept of compact and connected neighbourhoods within which people can travel actively on foot or by cycle for short distances from home to centres for the services they need to use. These include day to day needs such as; shopping, school, community and healthcare facilities and services, places of work, parks and green spaces. In general, the principle is that all residents should be within a short walk or cycle ride of general day to day shops and services. A number of policies in the GNSP seek to achieve the objective of the compact and connected neighbourhood for example, GNSP Policy 1. However, the design of developments is key to achieving the sustainable neighbourhood concept. Policy 10.1(e) and (f) are especially relevant. The Policy promotes the general principle of reducing the reliance on the private car in favour of active travel such as cycling and walking. Large strategic sites should include any necessary services and facilities within walking distance and all developments should seek to provide good walking and cycling connections to offsite shops and services where possible. Large strategic sites should also seek to achieve a suitable mix of uses to assist in reducing the need to travel.
- 3.11.11.** New developments must also be accessible to all and meet the needs of a diverse population. The Manual for Streets (in the process of being updated) is the preferred approach which sets out guidance for residential street design and aims to ensure streets are places that people want to spend time in, rather than just transport corridors.
- 3.11.12.** The area has some distinctive and locally valued landscapes, such as the 'River Meadowlands' in the Trent valley, and the 'Dumble Farmlands' in Gedling. New development should have regard for the landscape in which it is located, for example, the important ridge lines surrounding parts of the main built-up area of Nottingham.
- 3.11.13.** Development should protect, conserve or, where appropriate, enhance landscape character, in line with the relevant Landscape Character Assessments. Particular regard will be had to the objective of protecting open countryside and historic landscapes, locating or siting development sensitively within the landscape, the likely impact of the scale of the development, the appropriateness of materials and detailed design, and the objective of preserving or enhancing biodiversity value.
- 3.11.14.** The protection and enhancement of heritage assets is a key objective of the GNSP (see Policy 11: Historic Environment). It is also recognised that heritage can play an important role as a driver for growth and regeneration in parts of the Plan area through suitable conversions and changes of use of heritage buildings and through new development being in keeping with the historic character. Policy 10 includes the design principle that the design of development would need to be considered in the context of the setting of identified heritage assets within the locality and have regard to nationally designated heritage assets. Historic England identifies nationally designated heritage assets, and the Councils may identify non-designated heritage assets. Further guidance relating to heritage assets may be set out through future plan preparation. Historic Area Assessments as recommended by Historic England are useful tools for planning in terms of understanding historic places and their significance. Conservation Area Appraisals and Management Plans are also material considerations and often contain important guidance on design.

- 3.11.15.** In line with the NPPF, Blue and Green infrastructure (BGI) should be incorporated within the overall design of a scheme. The integration of on-site BGI provides multiple benefits such as reducing and attenuating surface water run-off, helping to improve air quality by absorbing particulate matter and restoring and enhancing biodiversity through habitat creation. The GNSP is underpinned by a BGI Strategy, which sets out key principles and priorities for BGI. On-site provision will generally be required for most development, and contributions to off-site BGI may also be sought.
- 3.11.16.** NPPF Paragraph 101 states that planning policies and decisions should promote public safety and take into account wider security and defence requirements. The NPPF goes on to state that this includes anticipating and addressing malicious threats and natural hazards especially in places where people concentrate such as town centres. The guidance stresses the importance of consulting the Police Service and other experts during plan preparation and on planning applications. Policy 10 therefore sets out the principle that design should be used to achieve safe and resilient communities in the context of both natural disasters and threats to security. The quality of buildings and spaces has a strong influence on the quality of people's lives, and attractive, imaginative, and well-designed environments can help reduce crime, the fear of crime, and discourage antisocial behaviour. Examples can include ensuring natural surveillance and having a mix of house types to make it more likely that some of the homes will be occupied throughout the day. Further guidance on safety and security is set out in the National Planning Practice Guide: Healthy and Safe Communities. More detailed guidance may be set out through future plan preparation. Supplementary Planning Documents and / or Supplementary Plans.
- 3.11.17.** Policy 10 Part 1(b) focuses on the need to achieve safer resilient communities especially in the context of natural disasters arising from climate change. Natural disasters such as flooding or overheating are likely to become more common over the Plan period. For example, flood resistant building materials would be more able to resist flood damage and result in a quicker recovery. Similarly, sustainable drainage systems on and off-site can build in more resilience for the wider community. In this context, it is important to recognise that certain demographic groups such as the elderly and types of housing such as basement flats are more vulnerable. Part 1 d) requires adaptation to the effects of climate change in the design of new development, for example, how it is laid out, sited and designed to withstand the effects of hot spells or intense rainfall. Policy 1 provides more details.

Monitoring

Target	Indicator	Delivery
Improve the standards of design	Monitor achievement of development proposals against best practice guidance and standards for design, including design codes	Future plans Supplementary Plans Development Management decisions

Policy 11: The Historic Environment

- 1. Proposals and initiatives will be supported where the historic environment and heritage assets and their settings are conserved and / or enhanced in line with their interest and significance. Planning decisions will have regard to the contribution heritage assets can have to the delivery of wider social, cultural, economic and environmental objectives.**

- 2. All elements of the historic environment have a presumption of being conserved, or enhanced, wherever possible, with a particular focus on securing enhancement to those which contribute towards the unique identity of areas and help create a sense of place with further detail set out in part 2 Local Plans. Elements of particular importance include:**
 - a) archaeological remains of prehistoric, Roman, medieval, post-medieval and modern day periods;**
 - b) the industrial, commercial and agricultural heritage such as the textile and coal mining heritage and the various canals;**
 - c) the literary heritage associated with DH Lawrence, Lord Byron and Alan Sillitoe;**
 - d) Registered Parks and Gardens and important historic landscape features such as Sherwood Forest and ancient or mature woodland;**
 - e) historic features within Nottingham City Centre such as the medieval street patterns, the caves under the City Centre, the Park Estate and Lace Market;**
 - f) prominent Listed Buildings and Scheduled Monuments, such as Nottingham Castle, Wollaton Hall, Newstead Abbey, Flintham Hall, Bennerley Viaduct and buildings D6 and D10 on the Boots campus; and**
 - g) all other caves beyond the City Centre, most notably around Arnold and to the north of the City Centre.**

- 3. A variety of approaches will be used to assist in the protection and enjoyment of the historic environment including:**
 - a) preparation and use of appraisals and management plans of existing and potential Conservation Areas;**
 - b) considering the use of Article 4 directions;**
 - c) working with partners, owners and developers to identify ways to positively manage and make better use of historic assets;**
 - d) considering improvements to the public realm and the setting of heritage assets within it;**
 - e) ensuring that information about the significance of the historic environment is publicly available;**

- f) **assessing the archaeological potential of a site in advance of development taking place and taking appropriate mitigation measures to preserve archaeological remains in situ, or enable their preservation by record through excavation;**
 - g) **requiring the recording of heritage assets where there is a loss in whole or in part to the significance of that asset; and**
 - h) **considering the need for the preparation of local evidence or plans.**
4. **Particular attention will be given to heritage assets at risk of harm or loss of significance, or where a number of heritage assets have significance as a group or give context to a wider area.**

Justification

- 3.12.1.** Heritage assets are buildings, monuments, sites or landscapes of historic, archaeological, architectural or artistic interest, whether designated or not, that have a degree of 'significance'. Designated heritage assets include Listed Buildings, Conservation Areas, World Heritage Sites, Registered Parks and Gardens and Scheduled Monuments. The term heritage assets also cover those assets that have not been designated and afforded protection by separate legislation. The significance of these 'non-designated assets' is a material consideration in determining planning applications as identified in the National Planning Policy Framework.
- 3.12.2.** The National Planning Policy Framework defines significance as 'the value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.'
- 3.12.3.** Policy 11 has identified a number of specific elements of the historic environment of the area that are considered to be particularly important to the Plan area as a whole. There may also be many more elements that are particularly important and a number of elements which are of more localised value. These may be identified in existing part 2 Local Plans, through future plan preparation or work undertaken by individual authorities.
- 3.12.4.** When considering applications which impact on the historic environment or heritage assets and their settings, the Councils will look to ensure they are conserved in accordance with their value and that the ability of the development to enhance that value is explored and implemented where possible. When considering sites of potential archaeological importance, including those as identified on the Historic Environment Record for the area, the Councils will, where appropriate, request a prospective developer to arrange for an archaeological assessment and field evaluation before any decision on a planning application is taken. This will apply to sites currently identified and to any new sites subsequently identified. Any measures required to be taken following assessment or evaluation will be detailed as a planning condition linked to planning permission.
- 3.12.5.** In looking to protect and enhance the historic environment and heritage assets there is the opportunity to help deliver on other objectives, such as economic development and tourism. The care of our historic environment has to be carefully balanced with current economic and social needs. Carefully managed change can help preserve the significance of the heritage asset and also deliver viable uses consistent with conservation objectives. This could include bringing an historic building back into use

which has a benefit of reducing the overall amount of natural resources used, assisting regeneration and preserving or enhancing the character of the area in which the building sits.

- 3.12.6.** Conservation and sustainable economic growth are complementary objectives and should not generally be in conflict with one another. Conservation can play a key part in promoting economic prosperity by ensuring that an area offers attractive living and working conditions that will encourage inward investment – environmental quality is a key factor in many commercial decisions. The historic environment is of particular importance for sustainable tourism and leisure. Provided that there is a sufficiently realistic and imaginative approach to the maintenance of historic assets and their change of use, economic prosperity can be secured for the continued vitality of these assets.
- 3.12.7.** The preparation of local evidence and plans offers the scope to identify heritage assets of local value and also develop management plans to conserve and enhance assets. The production and maintenance of local lists of heritage assets will be considered as will the production of detailed master plans for specific areas. Carrington Street is an example of a heritage-led regeneration scheme in the city, linking the station to the City Centre and involves reinstating historic details and improving the condition of buildings, such as reinstating vacant ground-floor shops and repairing the elevation above. Other local evidence and plans could include the development of criteria for the identification of 'non-designated' heritage assets and the development of Design Guidance / Codes which are sensitive to Greater Nottingham's heritage.
- 3.12.8.** Conservation Area Appraisals and associated management plans offer an opportunity to identify ways in which significance can be reinforced and strengthened such as by the removal of elements within the built environment which have a negative impact on surrounding heritage assets. This approach may also identify changes to the public realm outside of Conservation Areas which may help reveal assets better or improve their setting. In certain areas the use of Article 4 directions to remove permitted development rights may be appropriate and local communities will be consulted on any proposals. In a small number of cases the loss of a heritage asset may be unavoidable. In these cases, steps should be taken to ensure that the assets are appropriately recorded before they are damaged or destroyed.

Monitoring

Targets	Indicators	Delivery
Decrease number of heritage assets at risk	Number of heritage assets at risk on national register	Development Management decisions Conservation Area Appraisals Powers under Planning Listed Buildings and Conservation Areas Act 1990

Policy 12: Local Services and Healthy Lifestyles

- 1. New, extended or improved community facilities will be supported where they meet a local need. Where there is an evidenced need, new or improved community facilities should be provided to support major new residential development or regeneration objectives. Where the scale of residential development does not merit providing community facilities directly, contributions will be sought to improve existing community facilities provision.**
- 2. To support the creation of compact and connected centres and neighbourhoods, community facilities should:**
 - a) be located within the City Centre, town centre or other centres, wherever appropriate; or**
 - b) be in locations accessible by a range of sustainable transport modes suitable to the scale and function of the facility; and**
 - c) where possible, be located alongside or shared with other local community facilities.**
- 3. Change of use from community facilities to other uses and redevelopment for other purposes will not be permitted, unless there is clear evidence that the use for community facilities is no longer needed or suitable alternative provision will be made available.**

Justification

- 3.13.1.** For the purposes of this policy, community facilities include schools, nurseries, post offices, local shops in rural areas, public houses, places of worship or religious instruction, church halls, health centres, GP practices, pharmacies, dentists, community centres or halls, libraries, leisure centres and emergency services. The list of defined facilities is however not exhaustive as other community facilities may provide a community benefit.
- 3.13.2.** The delivery of healthy sustainable communities is a key priority of all the Councils, and it is recognised that community facilities play an important part in people's lives and contribute to quality of life and sense of place. This policy will support proposals where they will increase the range or quality of community facilities across the Plan area.
- 3.13.3.** If community facilities are to serve the entire community, they need to be accessible, hence the need for them to be located near to public transport and also be accessible by walking and cycling. Encouraging access by more sustainable means can also have health benefits. For community facilities that are intended to serve a wide catchment area the most appropriate location would be in the City, town or local centre as these are the places that are accessible to the widest number of people and present the opportunity for linked trips. However, this may not always be possible, especially in the rural areas, and the specific circumstances of, and need for, facilities should be taken into account. This will include considering the need for services and facilities to serve specific sections of the population where there is a demand for these services.
- 3.13.4.** The importance of a healthy life for all and a reduction in health inequalities is recognised and it is the intention to work with partners to ensure that no-one is

disadvantaged in accessing health care facilities. Local authorities and the Nottingham and Nottinghamshire Integrated Care Board have a duty to carry out a joint strategic needs assessment of health and wellbeing in their area. This helps them to understand the needs of the whole community, so that they can work together to put in place services that meet these needs. It is proposed to support and work with the NHS and health organisations to ensure the development of health facilities where needed in new development areas. Work with primary care providers will ensure a fair distribution of primary care facilities across the area and where appropriate these will be included in future plans.

- 3.13.5.** Combined facilities either within the same building or alongside each other offer a way for community facilities to be viable in a location where they may not have been previously. This principle has been adopted by health providers and other agencies in several locations through Joint Service Centres, which bring together a range of health services with other community services, such as those provided by a Council, in one building. A Joint Service Centre has recently been completed at Cotgrave.
- 3.13.6.** Where new community facilities (especially health and education) are intended to serve areas covered by more than one provider, agencies should work together to ensure service integration and efficient use of resources.
- 3.13.7.** To protect community facilities, it is necessary to put in place a mechanism to control alternative uses to ensure that their continued use as community facilities is fully explored. It is expected that the evidence submitted regarding the lack of need for the facility would be appropriate to the scale, type and accessibility of the facility and would address other alternative facilities in the locality that could meet any shortfall in provision.
- 3.13.8.** Development can add extra pressure onto demand for existing community facilities or lead to the need for entirely new community facilities. This is especially true in relation to the Sustainable Urban Extensions and other strategic sites as identified in Policy 3 which will form new communities. The impact on, or the need to provide new, community facilities should be examined when allocating sites or considering planning applications. Stakeholders and service providers should be consulted.
- 3.13.9.** One of the key objectives of the Strategic Plan is improving the health and wellbeing of residents. By prioritising new or improved health centres, leisure centres and other facilities that encourage healthy behaviour for residents of all ages through the Strategic Plan, the Councils will work with partners to achieve a reduction in health inequalities.

Monitoring

Targets	Indicators	Delivery
Improved accessibility from residential development to key community facilities and services	% of all households with access to services and facilities by public transport, walking and cycling within 30 minutes travel time with no more than a 400m walk to a stop.	Future plans Development Management decisions
Improvements in health	Life Expectancy	
Provide new or improved community facilities	Community facility works or contributions secured through	S106 agreements

Targets	Indicators	Delivery
	s106 agreements	
Restrict loss of community facilities	Number of planning permissions granted which will result in a loss of existing community facilities	Development management decisions

Policy 13: Culture, Tourism and Sport

1. **Further provision of culture, tourism and sporting facilities will be supported with details set out through future plan preparation as appropriate, in line with the following approach:**
 - a) **major new cultural and tourism facilities of national or regional importance will be located in or adjoining Nottingham City Centre, unless the nature of the proposed scheme clearly requires a different location;**
 - b) **new cultural and tourism facilities of more local importance will be located in or adjoining town or district centres, unless the nature of the proposed scheme clearly requires a different location, or the scheme involves the improvement of existing facilities;**
 - c) **major new sporting facilities of national or regional importance will be supported where this complements the strengths of existing facilities; and**
 - d) **all cultural, tourism and sporting facilities should be accessible by non-car modes of transport, including walking, cycling and public transport.**
- 2 **Existing cultural, tourism and sporting facilities will be protected unless the benefits of development clearly outweigh the need to retain the facility, and their further development will be supported.**

Justification

- 3.14.1. The area has significant strengths with regard to both culture and sport, having a critical mass of attractions and facilities which is an important part of the tourism and visitor 'offer'. These facilities are also important in the ongoing economic development of the area, both directly and through their contribution to the area's quality of life. As such, existing facilities will be protected and enhanced where there is a continuing viable need for them, unless the benefits of the development clearly and demonstrably outweigh the need to retain them. Where this is the case, applicants should firstly seek suitable alternative provision, and where this is not possible, set out robust justification for the loss of the facility. Whilst there are currently no proposals for major new facilities in the Plan area, this policy is aimed at responding to any proposals which may come forward over the Plan period, for instance, as part of the wider regeneration of the Broadmarsh area.
- 3.14.2. The City Centre is particularly well served by cultural facilities and is the premier tourist destination, with the revamped Nottingham Castle, Nottingham Contemporary art gallery and the National Justice Museum being examples, while the south east of the Nottingham conurbation is home to Trent Bridge Cricket Ground, the Nottingham Forest and Notts County Football Grounds, and the watersports centre at Holme Pierrepont. Some of these locations could benefit greatly from the development of new or enhanced facilities. This would help improve the sporting reputation of the area and make best use of existing transport and supporting infrastructure whilst also contributing to improving health and wellbeing.
- 3.14.3. Much of the cultural, tourism and sporting offer is more evenly spread across the Plan area, for instance the Lakeside Arts Centre at the University of Nottingham, the New Art Exchange in Hyson Green, and the International Tennis Centre at Highfields.

Tourism is also important more widely, centred around Robin Hood, Byron and DH Lawrence, and has an important role for towns such as Eastwood and Hucknall. Similarly, the enhancement of Sherwood Forest (as proposed in the Forest Corner Masterplan) as an attraction has the potential to increase visitor numbers, and there will be opportunities to expand and enhance existing facilities, both here and elsewhere, as well as encouraging new provision. When considering new development, account will be taken of the population to be served by facilities.

- 3.14.4.** By their nature, some culture, tourism and sporting facilities are not appropriate in town centre locations, for instance noisy sports such as shooting, or proposals that require extensive areas of land. These should be located in areas that are or can be made accessible by a variety of transport modes, particularly active modes such as cycling and walking.
- 3.14.5.** The role of community level culture and sporting facilities is vitally important in creating sustainable and healthy neighbourhoods. In addition, facilities for faith groups provide important cultural facilities at a local level. However, these can require sensitive development when they serve wider purposes, especially if large numbers of visitors are anticipated. In some instances, it may be that new religious and cultural facilities need to be located outside of local centres in order to serve the catchment for the proposed facilities where this local need is shown not to be adequately addressed within a local centre. In addition, proposals in and around existing religious facilities needs to be dealt with sensitively. Where relevant, such issues will be picked up through future plan preparation or dealt with in Development Management decisions.

Monitoring

Target	Indicators	Delivery
Protect existing cultural, tourism and sporting facilities	Number of planning permissions that will result in a loss of existing major cultural, tourism or sporting facilities	Development Management decisions

Policy 14: Managing Travel Demand

- 1. The need to travel, especially by private car, will be reduced by securing new developments of appropriate scale in the most accessible locations following the spatial strategy in Policy 2, in combination with the delivery of sustainable transport networks to serve these developments.**
- 2. The priority for new development is in selecting sites already, or which can readily be made, accessible by walking, cycling and public transport. Where accessibility deficiencies do exist, these will need to be fully addressed. In all cases it will be required that severe impacts on the highway network are avoided in order to not compromise its effective operation and its ability to provide sustainable transport solutions or support economic development. Strategic distribution development should have the potential for a rail freight connection.**
- 3. A hierarchical approach to ensure the delivery of sustainable transport networks to serve new development will be implemented which will seek to provide (in order of priority):**
 - a) site-specific and area-wide travel demand management measures to reduce travel by private car and incentives to use public transport and to encourage active travel (walking and cycling) for appropriate journeys;**
 - b) improvements to public transport local infrastructure and services as well as active travel (walking and cycling) facilities that are provided early in the build out period of new developments and that are sufficient to encourage sustainable modes of transport;**
 - c) optimisation of the existing highway network to prioritise public transport and active travel (walking and cycling) facilities that are provided early in the build-out period of new developments such as improved / new bus and cycle lanes and measures to prioritise the need of pedestrians above the car;**
 - d) highway network management measures; and**
 - e) highway capacity enhancements to mitigate severe impacts arising from residual car demand where the measures required under points (a) to (d) above are insufficient to avoid significant additional car journeys.**
- 4. The implementation of the hierarchical approach should have regard to the needs of people with mobility difficulties.**

Justification

- 3.15.1.** The key element of this policy is to encourage development in locations which support the promotion of sustainable and safe travel choices as alternatives to the private car, in particular good quality public transport and attractive routes for cycling and walking. A key way of achieving the objectives of this policy is to firstly secure new developments in locations where public transport and active travel (walking and cycling) use are viable options, but also to improve the network of public transport provision (including orbital links and other link services) in terms of its extent and frequency, and use Travel Demand Management measures to significantly alter travel behaviour. A combination of these factors is aimed at achieving benefits in terms of

reduced car use and associated savings in carbon emissions, noise and pollution, as well as health benefits associated with active travel. A reduction in car use also has the benefit of reducing the necessity of road building / widening and junction improvements therefore saving money. This is particularly important when available funding for major infrastructure work including road building both from private and public sectors is likely to remain limited. In addition, it is necessary to address inequality issues in public transport and to consider the impact of modal shift on elderly and disabled people which could be done by improving the quality and frequency of public transport provision and encouraging smarter travel choices. Road safety will be promoted through improved engineering, education, enforcement and promotional measures.

- 3.15.2.** Effective area-wide Travel Demand Management underpins the development and implementation of a sustainable transport strategy. Reducing the need to travel at the top of the hierarchy will ensure that public transport and highway networks can operate efficiently and minimise the need for unaffordable levels of investment in infrastructure and services. Making the best use of existing capacity on both public transport and highway networks represents the most cost-effective approach and good value for money.
- 3.15.3.** The area enjoys an extensive public transport network comprising bus, tram and rail which focuses on the City Centre as a key destination. However, capacity remains a key issue and, when considering how best to serve new developments, measures to make best use of capacity on existing services should be explored before proposing new services, and consideration should be given to increasing the frequency of existing services or providing feeder services which interchange with the main public transport network outside of the City Centre, for instance at park and ride or tram stops.
- 3.15.4.** A sustainable good quality transport system is essential to support the area's economic and social wellbeing and to reduce traffic congestion, which is costly, inefficient and destructive to the environment. An emphasis on public transport, and on promoting walking and cycling for short journeys, will therefore be the most sustainable way to plan for travel needs, supported by pro-active, area-wide Travel Demand Management. This approach is consistent with national and local transport policies promoted through the Local Transport Plans (LTPs), and the East Midlands Combined County Authority's (EMCCA) area wide draft LTP (which will replace the existing LTPs).
- 3.15.5.** Transport priorities within these LTPs reflect national objectives, focussing on economic development and climate change and ensuring safety, security and health, improved quality of life and quality of opportunity through maximising accessibility and reducing dependence upon the private car. The Strategic Plan will have an important role to play in delivering the LTP objectives through locating development within sustainable transport corridors and providing opportunities for supporting investment in transport services and infrastructure improvements. Ensuring that implementation of the Strategic Plan supports the wider transport objectives, and vice versa, will require the commitment and close cooperation between the Local Planning Authorities, Local Highway Authorities, EMCCA, National Highways and other transport providers.
- 3.15.6.** Travel Demand Management is about encouraging people to travel less and / or use sustainable means of travel where possible when they do need to make journeys, including active travel methods such as walking and cycling. They are techniques for influencing people's travel behaviour towards more sustainable options such as encouraging school, workplace and individualised or personal travel planning. They also seek to improve public transport and marketing services such as travel awareness

campaigns, expanded use of transport data systems and broadband-enabled homeworking. These techniques can be very effective at changing travel behaviour.

- 3.15.7.** Travel Plans will be required for significant new developments, showing how these objectives are to be met. Planning Conditions or Legal Agreements will be used to ensure Travel Plans are implemented. Existing major employers, schools, and other generators of travel demand will be strongly encouraged to develop Travel Plans including monitoring arrangements.
- 3.15.8.** In order to encourage public transport for work commuting, long stay parking should be managed effectively. Within Nottingham City, in 2012, the City Council introduced the Workplace Parking Levy in order to ensure employers adhere to the principle of managing demand and to attract revenue to contribute towards public transport initiatives and other alternatives to private car travel, including grant funding to employers to help their employees travel to work sustainably. Parking provision will continue to be carefully managed to help maintain vitality and viability in the city, town, district and local centres.
- 3.15.9.** Nottingham's rail services also provide an alternative to private car, but the local commuting network is not well developed. There is scope both for new services, and for new stations, which should increase the attractiveness of services, and increase patronage. In terms of moving goods by rail rather than road, when considering sites for storage and distribution uses, priority has been given to sustainable locations with access to the rail network, as set out in Policy 5.
- 3.15.10.** The Strategic Road Network (SRN) of motorways and trunk roads plays an important role in supporting the economy of Greater Nottingham. The emphasis on sustainable measures will assist in safeguarding the effective operation of the SRN but proposed growth in Greater Nottingham will give rise to cumulative impacts on the SRN. The committed A52 improvements between the junction of the A52/A453 and junctions within Radcliffe on Trent will improve the operation of this key west to east route across Greater Nottingham. The effective operation of other parts of the SRN will be safeguarded chiefly through measures at key junctions, including network management and localised capacity improvements where appropriate.
- 3.15.11.** The Councils in the area and National Highways will work together to examine the cumulative impacts of development on strategic routes across the area with a view to identifying appropriate route measures that can be brought forward to support growth. The implementation of this policy is likely to involve a level of iteration between the five stages listed in order to ensure their effective delivery. For example, improvements to public transport services will enable more effective Travel Demand Management measures to be introduced and improved highway operation may facilitate public transport improvements.
- 3.15.12.** As noted above, the proposals in this Strategic Plan will inevitably lead to more journeys being made, and this will impact on the transport network. Challenges associated with the traffic growth include:
- In common with all major urban areas and their hinterlands, increased congestion occurs even without further development.
 - There are widespread impacts across the network caused by the aggregate of development growth.
 - Problem locations are not necessarily local to development sites.

- The GNSP area has a large number of junctions operating at or close to capacity, so junction operation is significantly worsened by a relatively small increase in trips.
- Addressing problems will involve reducing car use for existing trips as well as new trips.

3.15.13. The East Midlands Gateway Model has been used to measure the transport impacts of this Strategic Plan at the morning and afternoon peak periods, in terms of changed congestion at junctions. The model forecasts significant impacts on the Strategic Road Network, key radial routes and within the city centre.

3.15.14. A mitigation package has been developed following the hierarchy set out in this policy, including principally active travel and public transport measures, but some highway improvements have also been developed. This package has been modelled to understand the extent to which congestion impacts are capable of mitigation. Key elements of the mitigation package are included in Policy 15 Transport Infrastructure Priorities.

3.15.15. An additional factor is that the majority of the strategic sites in the GNSP are not new, most are existing allocations and many benefit from planning permission. Sites not previously included in Local Plans and / or which do not benefit from planning permission are limited to the Former Bennerley Coal Disposal Point, the part of Toton and Chetwynd Barracks Strategic Allocations not accounted for in the Broxtowe Local Plan, the extension to Top Wighay Farm Strategic Allocation in Gedling, and the Broad Marsh Strategic Allocation in Nottingham City. Thus much of the rise in growth in traffic over the GNSP period is already planned for, and where planning permission exists, mitigation will already have been agreed through S106 agreements.

3.15.16. A key finding of the modelling is that much of the impact on the road network derives from background traffic growth already planned for, rather than the Strategic Plan's unimplemented proposals, and it is therefore problematic to attribute specific measures to specific site allocations. However, in the view of the plan making authorities, the transport modelling shows that congestion impacts can be mitigated to an acceptable level.

Monitoring

Targets	Indicators	Delivery
Reduce need to travel by private car	Proportion of households within a 400m walk to a bus or tram stop with an hourly or better daytime service	Future plans
Increase the number of developments supported by travel plans	Number of travel plans agreed	Development management decisions s106 agreements
Enhance existing transport capacity	Number of permissions granted with contributions secured through s106 agreements to improve active travel and public transport.	Consultation with the local highway authority

Policy 15: Transport Infrastructure Priorities

- 1. Where new development gives rise to the need for additional transport infrastructure, it should be prioritised in accordance with delivering the spatial strategy in Policy 2, the principles of travel demand management in Policy 14 and the priorities of the East Midlands Combined County Authority Local Transport Plan.**
- 2. New development, singly or in combination with other proposed development, must include a sufficient package of measures to ensure that journeys by non-private-car modes are encouraged, and that residual car trips will not unacceptably compromise the wider transport system in terms of its effective operation.**
- 3. Existing planned transport schemes which are essential to the delivery of the Strategic Plan and with committed funding:**

Active Travel

East-West Cycle Corridor (approaching completion)

Public Transport improvements

Bus Priority - A60 Nottingham Rail Station to West Bridgford

Highway improvements

A52 Junctions (Wheatcroft and Nottingham Knight roundabouts)

A453 Mill Hill roundabout

- 4. Other schemes have no committed funding but are being explored further. If funding is secured, the following could be delivered over the Plan period:**

Active Travel

South West Orbital Cycling Route

Public Transport improvements

Midland Mainline Upgrade Electrification to Nottingham station

National Rail Toton railway station / interchange

National Rail Robin Hood Line Extension

National Rail improvements to Maid Marian Line, Castle Line

National Rail additional service Poacher Line

NET extension Gedling and Gamston spur

NET extension Toton

NET extension Clifton to Fairham Pastures

NET extension Hucknall to Top Wighay Farm

NET extension to Kimberley

Park and Ride Gamston, at A52 / Ratcliffe Road roundabout

Bus Priority Clifton and Middleton Boulevards

Bus Priority A60 Leapool to Sherwood expressway (including new Park and Ride at Leapool)

Bus Priority Daleside Road / Colwick

Bus Priority A610 Eastwood corridor

Bus Priority NCT service 50 Waterside to Teal Close

Bus Priority A690 / Coventry Lane

Bus Priority Central Nottingham pinchpoint package

Highway improvements

M1 Junction 24 improvements

A453 Corridor, Crusader Roundabout and A453 / Green Lane junction improvements

A52 Bramcote Island signalisation

A606 Melton Road (Tollerton Lane, Main Road and Cotgrave Road junction improvements)

Toton Link Road / Boulevard

Justification

- 3.16.1.** A sustainable, good quality transport system is essential to support the economic and social wellbeing of the Plan area. Active travel, public transport and highway schemes listed in the policy will be important in providing high quality transport networks required to ensure the successful delivery of the development sites set out in Policies 3 and 5. The existing planned public transport and highway improvements listed under part 3 of Policy 15 are included in Local Transport Plans and / or Funding Allocations programmes and are relatively certain. In accordance with Policy 14, a hierarchical approach has been adopted, prioritising active travel and public transport measures.
- 3.16.2.** The proposals contained in this plan will inevitably give rise to transport impacts, including increasing congestion on the road network. Transport Modelling has been undertaken to understand these impacts (see Transport Modelling Background Paper, 2024).
- 3.16.3.** The transport modelling identified several challenges for Greater Nottingham;
- In common with all city regions, increased congestion occurs even without further development.
 - The GNSP area has a large number of junctions operating at or close to capacity, so junction operation is significantly worsened by a relatively small increase in trips.
 - There are widespread impacts across the network caused by the aggregate of development growth.
 - Problem locations are not necessarily local to development sites.
 - Significant impacts are forecast on the Strategic Road Network, key radial routes and within the city centre.
- 3.16.4.** In addition, few of the strategic sites are new allocations, most are identified in existing local plans and many already have planning permission. Where this is the case, section 106 agreements for traffic mitigation already exist. Much of the growth anticipated to 2041 will be on non strategic sites, already allocated or to be allocated in future plan preparation. Thus much of the growth in traffic can be considered background growth, rather than attributable to specific strategic sites.
- 3.16.5.** In order to mitigate highway congestion impacts, a range of mitigation measures are proposed, and were modelled to determine the degree of mitigation achievable. These measures followed the hierarchy set out in Policy 14 in order to ensure measures were as sustainable as possible, and where relevant, are included in part 3 and 4 of Policy 15. The results of the modelling show the mitigation can achieve a 28% reduction in impacts compared to no mitigation. This still leaves a significant proportion of the transport impacts unmitigated. Whilst the councils believe the benefits of growth outweigh the congestion impacts, they are none the less conducting further model refinement and considering further or different mitigation measures to improve the level

of mitigation, and this work is ongoing.

- 3.16.6.** The Greater Nottingham area is part of the East Midlands Combined County Authority (EMCCA), which has just recently been established and exercises the Transport Authority functions of its constituent Councils. EMCCA has £1.5 billion of transport funding available, a significant increase over past levels of investment, and this provides the potential of a step change in transport infrastructure delivery in the area. EMCCA is preparing an area wide Local Transport Plan (LTP), which will replace the City and County LTPs and which, along with developer contributions, will be one of the main vehicles for implementing the transport measures included in this policy. Other implementation bodies include National Highways and Network Rail.
- 3.16.7.** Some of the schemes listed which have no currently available funding nevertheless have been, are, or will be included in programmes. If funding is secured, it is anticipated that the majority could be delivered over the Plan period, the exception being major schemes, such as new NET tram extensions, which would likely be phased, rather than all delivered at once. Only schemes which require additional land and safeguarding are included on the key diagram.
- 3.16.8.** Of particular significance is the improvement of J24 (which is outside of the Plan area) and associated parts of the highway network. This is a local priority for Transport for the East Midlands (TfEM) and Midlands Connect (MC), as it serves as a main access to the conurbation from the M1, and will have significant economic benefits, both in terms of the development of Ratcliffe on Soar power station, and through improving access to the M1 and East Midlands Airport. The Councils and partners including TfEM, MC and EMCCA are working with National Highways to get a suitable scheme included within their Road Investment Programme.
- 3.16.9.** Further NET tram extensions or new lines offer a high quality, sustainable, fast and convenient alternative to private cars, and can have a significant impact on modal share. New tram lines associated with new development are therefore being promoted through EMCCA's draft LTP.
- 3.16.10.** Equally, the Integrated Rail Plan includes a possible main line station at Toton, in the same location as the previous HS2 station hub proposal. This could be linked to a NET tram extension, providing a highly accessible transport hub at the heart of the new residential and economic neighbourhood proposed in this area. As noted above, in the case of both NET tram and rail improvements, the scale of funding required and subsequent implementation times means that it is likely that not all schemes will be delivered within the lifetime of the strategic Plan. Equally, where significant schemes such as these are delivered, they may support future development beyond the Plan period.
- 3.16.11.** The status of schemes included in Policy 15 is set out below. In addition, further schemes will be developed over the lifetime of the Strategic Plan.

Committed Funding

- East-West Cycle Corridor: Approaching completion
- Bus Priority - A60 Nottingham Rail Station to West Bridgford: Pre-construction stage, BSIP funded
- A 52 Junctions (Wheatcroft and Nottingham Knight roundabouts), programmed HE scheme
- A453 Mill Hill roundabout, Clifton Pastures S106

No committed Funding

- South West Orbital Cycling Route, County LCWIP scheme, no current funding
- Midland Mainline Electrification to Nottingham station, Integrated Rail Plan priority, programmed, funding decision awaited
- National Rail Toton railway station / interchange, Integrated Rail Plan proposal, not funded
- National Rail Robin Hood Line Extension, Restoring Your Railway funding bid, decision awaited
- National Rail Maid Marian Line Upgrade, Restoring Your Railway funding bid, decision awaited
- National Rail Castle Line, Restoring Your Railway funding bid, decision awaited
- National Rail additional service Poacher Line, Restoring Your Railway funding bid, decision awaited
- NET extension Gedling and Gamston Spur, EMCCA Draft LTP, no current funding
- NET extension from current Toton terminus to possible new station, together with a Park and Ride facility, EMCCA Draft LTP, no current funding
- NET extension Clifton to Fairham Pastures, EMCCA Draft LTP, no current funding
- NET extension Hucknall to Top Wighay Farm, EMCCA Draft LTP, no current funding
- NET extension to Kimberley, initial route feasibility, no current funding
- Park and Ride Gamston from A52 / Ratcliffe Road roundabout, EMCCA Draft LTP, included in Rushcliffe Borough's CIL Infrastructure Funding Statement, no current funding
- Bus Priority Clifton and Middleton Boulevards, City scheme, no current funding
- Bus Priority Leapool to Sherwood expressway (including Leapool Park and Ride) County scheme, included in City Region Sustainable Transport Settlement considerations in conjunction with Leapool Park and Ride site
- Bus Priority Daleside Road / Colwick, City scheme, no current funding
- Bus Priority A610 Eastwood corridor (carriageway space reallocation), County scheme, no current funding
- Bus Priority NCT service 50 Waterside to Teal Close, County scheme, no current funding
- Bus Priority A690 / Coventry Lane, Bus Service Improvement Plan proposal, no current funding
- Bus Priority Central Nottingham pinchpoint package, Bus Service Improvement Plan proposal, no current funding
- M1 Junction 24 improvements, Ratcliffe on Soar Local Development Order requirement and Transport for the East Midlands / Midlands Connect "Our Shared Vision for the East Midlands" priority, no current funding
- A453 Clifton, Crusader Roundabout and A453 / Green Lane junction improvements, no current funding
- A52 junction improvements, Clifton Boulevard / Queens Drive and Clifton Boulevard / Abbey Street, no current funding
- A52 Bramcote Island signalisation, no current funding
- A606 Melton Road (Tollerton Lane, Main Road and Cotgrave Road junction improvements) no current funding

- Toton Link Road / Boulevard, required to access Toton Strategic Location for Growth, East Midlands Development Company priority, Outline Business Case, no current funding

Monitoring Arrangements

Targets	Indicators	Delivery
Delivery of projects promoted in policy	Implementation of individual schemes as listed in the Infrastructure Delivery Plan	Development Management decisions Other delivery agents e.g. NET and National Highways

Section C: Our Environment

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

4.1.2. The strategic policies for our environment are:

16. Blue and Green Infrastructure, Parks and Open Space
17. Biodiversity

Policy 16: Blue and Green Infrastructure, Parks and Open Space

- 1. A strategic approach to the delivery, conservation and enhancement of Blue and Green Infrastructure will be taken at a landscape scale, through the establishment of a connected network of Blue and Green Infrastructure and assets. These are defined within the Greater Nottingham Blue and Green Infrastructure Strategy and will be defined locally within local authority Blue and Green Infrastructure strategies and / or through future plan preparation.**
- 2. The strategic approach requires development plans and, where appropriate, proposals to conserve and enhance Blue and Green Infrastructure networks by:**
 - a) Identifying deficiencies in provision and priorities for new or enhanced Blue and Green Infrastructure;**
 - b) Prioritising the protection, enhancement and connectivity of Blue and Green Infrastructure within urban and urban fringe locations, and beyond to the wider countryside; and**
 - c) Improving the wider network by identifying and creating links to and between Blue and Green Infrastructure networks and assets.**
- 3. Where new or enhanced Blue and Green Infrastructure is proposed or required, depending on its size and location or local priorities, its design and layout should take opportunities to:**
 - a) Incorporate a range of types and sizes of blue and green spaces, green routes and environmental features that are appropriate to the development and the wider Blue and Green infrastructure network to maximise the delivery of multi-functionality;**
 - b) Encourage healthy and active lifestyles through the provision of active travel infrastructure, sports and recreational facilities;**
 - c) Deliver educational resources for local residents;**
 - d) Deliver biodiversity net gain and support ecosystem services, as set out in Policy 17;**
 - e) Tackle and adapt to climate change including increased flood resilience and reductions in urban temperatures; and**
 - f) Respond to landscape / townscape and historic character, including the setting of assets.**
- 4. Where new development would have an adverse impact on Blue and Green infrastructure networks or individual assets the mitigation hierarchy should be followed and alternative locations for the proposed development and / or re-design of the proposal to avoid adverse impacts must be considered before mitigation. As a last resort, compensation measures may be accepted on site or, if on site is not deliverable, off-site may be acceptable if it delivers equal or better Blue or Green infrastructure and is located within the vicinity of the site wherever possible.**

5. **The need for and benefits of developments that harm Blue and Green infrastructure will be weighed against any adverse impacts on the asset and the wider Blue and Green infrastructure network. When balancing these benefits against adverse impacts, the adverse impacts will be given significant weight.**
6. **Landscape Character will be protected, conserved or enhanced where appropriate in line with the recommendations of the Greater Nottingham Landscape Character Assessment. Local criteria for the assessment of proposals and any areas of locally valued landscape requiring additional protection may be included through future plan preparation or supplementary plans.**

Justification

- 4.2.1. Natural England defines green infrastructure as a strategically planned and delivered network of high-quality green spaces and other environmental features. It should be designed and managed as a multifunctional resource capable of delivering a wide range of ecosystem services and quality of life benefits for local communities. Green Infrastructure includes parks, open spaces, playing fields, woodlands, trees (including street trees), hedges, allotments, and private gardens. Blue infrastructure includes lakes, ponds, rivers, streams, canals and marshland. It also comprises land within floodplains that store water during periods of heavy rain and therefore reduce flood risks for residents and businesses. Natural England's Green Infrastructure Framework sets out principles and standards that achieve good quality green infrastructure. These should be considered early within emerging development plans and at the outset when considering the layout of development.
- 4.2.2. Blue and Green Infrastructure contributes to: a strong and competitive economy by helping to create high quality environments which are attractive to business and investors; achieving well designed places; promoting healthy and safe communities; mitigating climate change through carbon storage, cooling and shading, and natural flood risk mitigation; and conserving and enhancing the natural, built and historic environment.
- 4.2.3. Blue and Green Infrastructure offers multifunction benefits. For example, a bridleway may encourage physical activity but also provide a route into the countryside; a Local Nature Reserve may provide accessible biodiversity and also allow local residents to learn about nature; and allotments can encourage healthy lifestyles and also reduce food miles. However, it is accepted that in some instances, such as sensitive biodiversity sites, it would not be appropriate to promote additional access. Blue Infrastructure can play an important role by accommodating measures to protect and improve the water environment in line with the objectives of the Water Framework Directive (retained through the European Union (Withdrawal) Act 2019).
- 4.2.4. The strategic approach is based on a framework of sub-regional and city-wide Green Infrastructure networks (shown on the 'Blue-Green Infrastructure in Greater Nottingham' diagram in Figure 16.1. These have been identified within the Greater Nottingham Blue-Green Infrastructure Strategy (January 2022) and comprise a network of strategic waterways, open spaces and accessible natural greenspaces. Of most strategic significance are the river valleys, including the River Trent, River Leen, River Soar and River Erewash and Sherwood Forest which are of sub-regional significance. Canals and river tributaries, pedestrian and cycle routes, linked open and natural green spaces across the Plan area comprise city-wide networks that connect and form sub-regional networks.

- 4.2.5.** To achieve the strategic objectives of this policy, development proposals should demonstrate how, in addition to the Greater Nottingham Blue-Green Infrastructure Strategy, they have had regard to other relevant local Blue and Green Infrastructure strategies and any relevant national evidence such as Natural England's Green Infrastructure Framework. The County's Local Nature Recovery Strategy will also provide a co-ordinated plan for nature including Blue and Green Infrastructure.
- 4.2.6.** Blue and Green Infrastructure networks provide opportunities to access the natural and semi-natural green spaces and the surrounding countryside and also allow for the connectivity of habitat and the migration of species. There is a clear relationship between Blue and Green Infrastructure and the conservation and enhancement of biodiversity in Policy 17 and the ecological network, which comprises pathways or steppingstones of priority habitats. Where these networks overlap, biodiversity enhancements that improve ecological connectivity should be a priority.
- 4.2.7.** As shown in Figure 16.1, the main urban area of Nottingham is surrounded by a 2km urban fringe zone, within which developments on the edge of the urban area will be expected to include Blue and Green Infrastructure that connects the city to the wider countryside for the benefits of both people and wildlife.
- 4.2.8.** Networks and blue and green open space assets at a neighbourhood scale may be identified through green infrastructure strategies and included within subsequent Development Plan Documents. These may include locally important assets, that are valued by a local community, connections and networks.
- 4.2.9.** Developments within locations of strategic growth, including strategic allocations, must achieve significant net-gains in biodiversity, recreational and other ecosystem services for new and existing local communities and provide a context for the landscape setting of the urban area. Ensuring that Blue and Green Infrastructure is protected, enhanced or provided in these areas will address the issues of access to the countryside and ensure that Blue and Green Infrastructure is factored into the development of these areas from the start. Where appropriate, evidence within Blue and Green Infrastructure and biodiversity strategies should inform which functions (ecosystem services) should be prioritised, created or enhanced. To ensure that existing areas maintain or enhance their provision of Blue and Green Infrastructure it is important to protect existing assets and seek to put in place active management of these assets, connections and the wider networks. Ensuring that there is access into the countryside and also to other Blue and Green Infrastructure assets will encourage a healthy lifestyle and also facilitate active travel commuting routes.
- 4.2.10.** Parks, open spaces and rivers and canals are an important part of the Blue and Green Infrastructure network, especially within urban areas. However, there are some areas of open space that can be threatening to use or undervalued by the local community. Where these can be identified through open space assessments, Blue and Green Infrastructure strategies, or other local assessments redevelopment can help to address these issues, for instance through appropriate design to allow overlooking or contributions to their environmental improvement. Equally some areas of open space may become available through rationalisation of other uses, for instance school closures. Where this is the case, other leisure and recreational uses to serve the community will be considered as a priority, however, there are likely to be cases where redevelopment or partial redevelopment is the most practical option.
- 4.2.11.** A variety of approaches will be used in the protection of existing and delivery of new

Blue and Green Infrastructure. This will include a robust assessment of existing and future need, quantitative and qualitative audits of existing provision, applying Natural England's Accessible Greenspace Standards (promoted in the Government's Environmental Improvement Plan), the establishment of local standards and consideration of the use of local Blue and Green Infrastructure asset mapping. In addition, other approaches for the protection of Blue and Green Infrastructure can include working with those responsible for Blue and Green Infrastructure assets to identify ways of improving them, for example working with Nottinghamshire County Council to make best use of the rights of way network.

Landscapes

- 4.2.12.** The Blue and Green Infrastructure network and assets make a significant contribution to landscape character. The most notable being the River Trent Valley and Sherwood Forest. Landscape character assessments have informed the preparation of the Greater Nottingham Strategic Plan by providing details on how the different landscape types across the Greater Nottingham area can be protected, conserved or enhanced. Criteria to assess the impact of development proposals on the landscape will be included in supporting Development Plan Documents. Criteria may include water courses, woodland and hedgerows, the pattern and style of development, historic character and features, landform and views, land uses and habitats. In some cases, areas of locally valued landscapes which require additional protection may also be identified in other Local Plans or Neighbourhood Plans.

Implementation, delivery and monitoring

- 4.2.13.** A number of issues may be addressed in supporting Development Plan Documents. These may include Green Infrastructure networks and assets of a more local nature, locally valued landscapes which require additional protection, and embedding the Green Infrastructure network approach into the development of sites. All implementation mechanisms, including other strategic and non-strategic policies, Supplementary Planning Documents and Supplementary Plans are identified in the table below.

Figure 16.1: Blue and Green Infrastructure Diagram (extracted from the Greater Nottingham Blue and Green Infrastructure Strategy, January 2022)

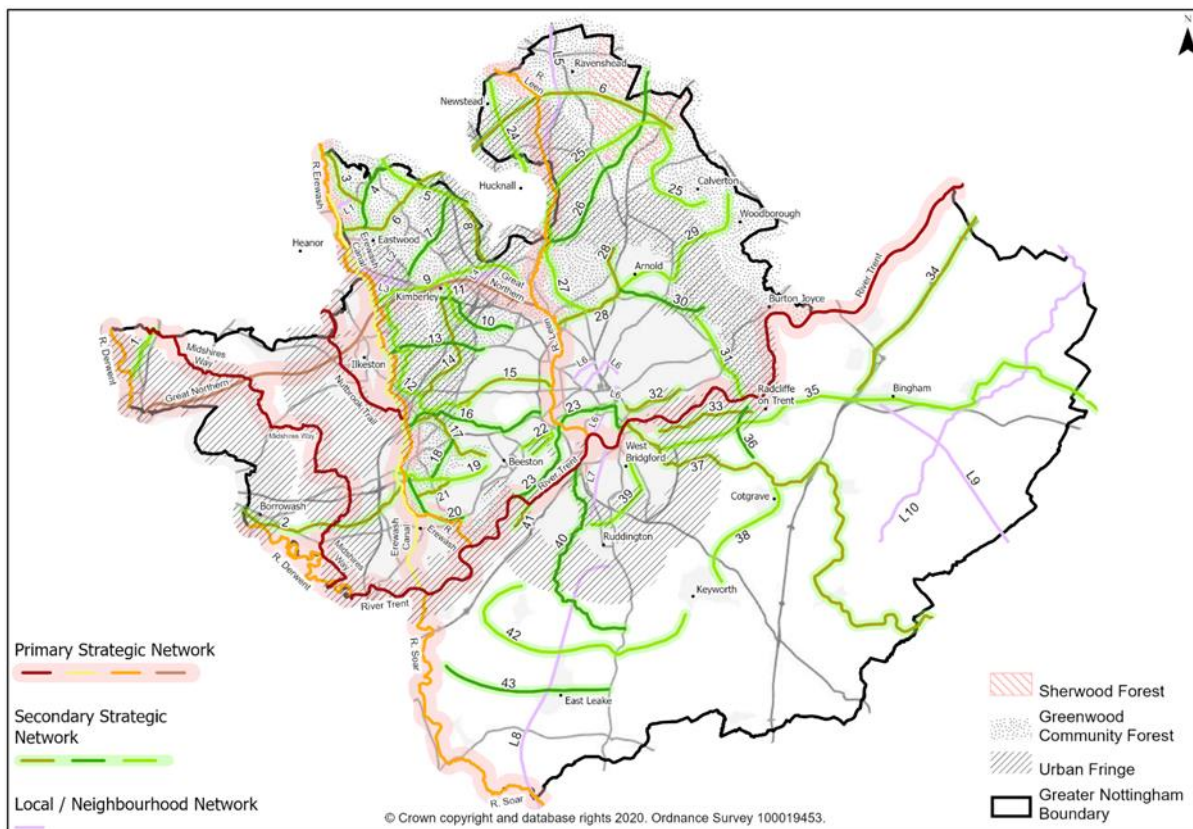


Table 16.1: List of schemes shown on the Green Infrastructure Diagram shown in Figure 16.1

Primary Strategic Networks	
	Great Northern Greenway / Kimberley Railway
	Midshires Way
	Nutbrook Trail
	River Derwent
	Erewash Valley
	Erewash Canal / River Erewash
	River Leen
	River Soar
	Trent Valley
	Sherwood Forest / Greenwood Community Forest
Secondary Strategic Networks	
Ref	Name
1	Little Eaton Route
2	Former Derby & Sandiacre Canal
3	Hall Lane to Brinsley Hill
4	Brinsley Brook Corridor
5	Underwood to Beauvale Priory
6	Nether Green / Newstead / Calverton (North Nottingham Arc)
7	Giltbrook

8	Watnall Coppice to Kimberley Cutting
9	Kimberley Cutting
10	A610 Swingate
11	Kimberley Central Corridor
12	Nottingham Canal
13	Central Corridor Cossall to Strelley
14	Trowell to Kimberley
15	Beechdale / Trowell Railway line
16	Erewash to Wollaton Corridor
17	Bramcote Corridor and Boundary Brook
18	A52 Corridor South East of Stapleford
19	Stapleford to Chilwell Urban Corridor
20	Toton Sidings
21	Toton Sidings to Chilwell
22	Tottle Brook, Highfields Park and Beeston Sidings
23	Nottingham / Beeston Canal and Tottle Brook
24	Bestwood Park to Newstead including National Cycle Route 6
25	Calverton Mineral Line
26	Bestwood Country Park to Calverton
27	Hucknall Road Walkway, Bulwell Forest and City Hospital
28	Valley Road Water Meadow Wetlands and Day Brook
29	Rights of Way to the north and east of Arnold
30	Arnot Hill Park to Gedling Country Park
31	Gedling Colliery Mineral Line
32	Colwick Woods, Wooded / Scrub margins of Railway Line and Sneinton Walkway
33	Holme Pierrepont – Lady Bay
34	A46
35	A52
36	Cotgrave Disused Railway Line
37	Grantham Canal
38	Keyworth / Clipston / Cotgrave
39	Edwalton / Ruddington
40	Fairham Brook
41	Clifton Grove, Woods Holme Pit LNR
42	Gotham / Bunny / Keyworth
43	Kingston Brook
Local / Neighbourhood Networks	
Ref	Name
L1	Stoney Lane to Aldecar
L2	Smithurst Road and Daisy Farm Brook Giltbrook
L3	Langley Mill to Kimberley
L4	Sellers Wood and New Farm Wood
L5	Rise Park to Newstead Abbey Park
L6	1845 Enclosure Act: Queens Walk, Queens Walk Recreation Ground, Victoria Park, Robin Hood Chase, Corporation Oaks, St. Ann's Hill (round Belle Vue Reservoir), Elm Avenue, The Arboretum, Church (Rock)

	Cemetery, Waterloo Promenade and The Forest
L7	Wilford / Compton Acres
L8	Great Central Heritage Railway Line
L9	Bingham Line
L10	River Smite

Monitoring

Targets	Indicators	Policy Delivery
Increase in the proportion of population with access to high quality Blue and Green Infrastructure assets	<p>New areas of open space by type, over 0.5 hectares</p> <p>Areas of designated Local Green Space</p> <p>Green Flag awarded open spaces</p>	<p>Development Management decisions</p> <p>Subsequent Local Plans</p> <p>Greater Nottingham Strategic Plan policies</p> <p>Supplementary Plans (including Masterplans) and Supplementary Planning Documents</p> <p>Blue and Green Infrastructure Strategies</p> <p>Local Nature Recovery Strategy</p>

Policy 17: Biodiversity

- 1. Biodiversity and the ecosystem services that the natural environment provides will be protected and improved across Greater Nottingham over the Plan period by:**
 - a) following the mitigation hierarchy, ensuring that adverse effects on designated and non-designated biodiversity assets are avoided. If this is not possible, adverse effects must be mitigated and, only as a last resort, compensated for. This compensation must be equivalent to the biodiversity value of the asset's interest feature(s) that are adversely affected or lost and be located within the vicinity of the site wherever possible.**
 - b) protecting, restoring, expanding and enhancing the ecological network of designated and non-designated sites, and priority habitats. Developments must:**
 - I. be of an appropriate size, scale and type in relation to their location within and impact on the ecological network;**
 - II. consider cumulative effects of multiple developments;**
 - III. maintain, strengthen and bridge gaps in existing habitat networks;**
 - IV. plant native species and create new, or restore existing, priority habitats and / or species;**
 - V. where appropriate, work with strategic partnerships to deliver conservation projects at a landscape scale across authority boundaries; and**
 - VI. comply with species protection legislation and requirements.**
 - c) ensuring that Blue and Green infrastructure also benefits biodiversity, ecological networks and ecosystem services. This should be considered at a landscape scale, and delivered through the protection, enhancement and creation of priority habitats within development plans and proposals;**
 - d) requiring developments, unless exempt, to achieve a minimum net-gain in biodiversity of 10% in Broxtowe, Gedling and Nottingham and 20% in Rushcliffe. Where achievable, proposals that deliver more than the minimum requirement will be supported;**
 - e) ensuring appropriate management, maintenance and monitoring of existing and created habitats in the long term through the use of planning conditions, planning obligations and management agreements; and**
 - f) including policies that increase biodiversity and improve ecosystem services through future plan preparation. If justified, this may include a biodiversity net-gain that is greater than 10%.**
- 2. In addition to the protection and enhancement of the wider ecological networks, ecosystem services, and the delivery of biodiversity net-gain across Greater Nottingham:**

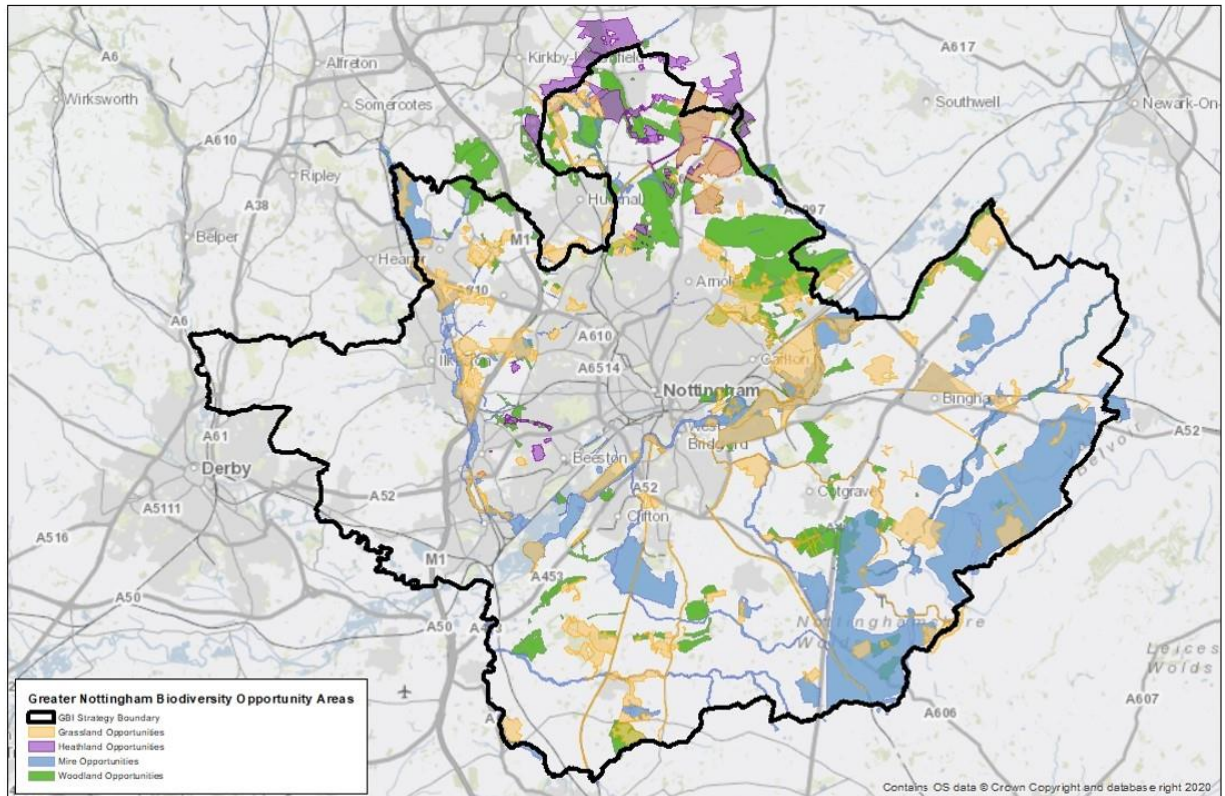
- a) **designated international, national and local sites of biological or geological importance for nature conservation will be mapped and safeguarded through future plan preparation, and protected in line with the established hierarchy of sites and their respective legislation;**
- b) **depending on the biodiversity interest features, buffers around nature conservation assets should be protected, created and enhanced, with the aim to link these to and improve the wider ecological network; and**
- c) **adverse effects on non-designated biodiversity sites and their features of biodiversity interest will only be permitted where it can be demonstrated that there is an overriding need for the development, and adverse effects cannot be avoided, adequately mitigated or, as a last resort, compensated for.**

Justification

- 4.3.1.** The Greater Nottingham Area is disproportionately nature-depleted when compared to national and regional data. The Strategy identified Nottinghamshire as having the lowest percentage of Site of Special Scientific Interest (SSSI) units achieving favourable conditions in the East Midlands, as well as Nottinghamshire's SSSI units failing to meet national targets set out in the Government's 25 Year Environment Plan. The number of Local Sites in Nottinghamshire that are in positive management is below the average in England, with only 30% or lower of Local Sites being in positive management. Research undertaken by Friends of the Earth and additionally by Nottinghamshire Wildlife Trust demonstrates that Nottingham City and its suburbs have significantly low areas of green and blue spaces that are accessible to residents, with Friends of the Earth identifying Nottingham City as one of the top 50 priority Local Authorities that require the most investment towards improved access to green space. This confirms that there is a need to deliver an increase in the level of biodiversity in the Greater Nottingham Area.
- 4.3.2.** The Government's 25 Year Environment Plan "A Green Future: Our 25 Year Plan to Improve the Environment" promotes the protection and enhancement of the natural environment at a landscape scale, through the identification of ecological networks and the principle of delivering improvements that are bigger, better and more connected, rather than protecting sites or habitats in isolation, which leaves them more vulnerable to the effects of climate change, habitat loss, and pollution.
- 4.3.3.** The 25 Year Plan recognises the value of the natural environment in providing ecosystem services (also termed Natural Capital) that are vital to society and the economy, as well as to biodiversity itself. The most obvious benefits being carbon sequestration; the supply of clean water and air; flood management; healthy soils vital for growing food; and natural greenspaces which help improve both physical and mental health. The Government's Environment Improvement Plan 2023 sets out new goals and targets, and planning should help deliver these.
- 4.3.4.** A critical element of the Environment Plan is the establishment of a national nature recovery network that not only increases biodiversity but also improves resilience to climate change and reduces carbon emissions, reinforces diversity of landscapes, protects historic environments, and enables people to enjoy and connect with nature. The coordination of Local Nature Recovery Strategies will provide the framework that together create the national network across England.

- 4.3.5.** The National Planning Policy Framework requires that the planning system protects biodiversity and geological sites, recognising the wider benefits from ecosystem services, and minimising impacts on and providing net-gains for biodiversity. In accordance with the Government's environmental policy, the Strategic Plan takes a strategic approach to maintaining and enhancing the ecological network of protected nature conservation sites and priority habitats.
- 4.3.6.** National Planning Policy also requires that developments comply with the 'mitigation hierarchy' where there will be significant harm to biodiversity. This requires the avoidance of these effects, rather than mitigating them (reducing them to an acceptable level), and only as a last resort would compensation (replacing them elsewhere) be accepted. This is a fundamental principle that underpins decision making.
- 4.3.7.** Biodiversity Opportunity Mapping Reports (produced by the Nottinghamshire Biodiversity Action Group) identify Biodiversity Opportunity Areas and Biodiversity Focal Areas, where there are greater opportunities to deliver bigger, better and more connected habitats. These Focal Areas comprise the key Ecological Networks across Greater Nottingham (see Figure 17.1) and informed the identification of ecological networks within the Greater Nottingham Blue-Green Infrastructure Strategy. Since the Strategy was adopted, mapping reports have been completed for Nottingham City and West Bridgford. The whole Plan area is now mapped.
- 4.3.8.** Building on the mapping reports, Blue and Green infrastructure strategies and other local strategies, local nature recovery strategies (a key element of the 25 Year Environment Plan) will comprise a new system of spatial strategies for nature which will plan, map, and help drive more coordinated, practical, focussed action and investment in nature recovery, to collectively feed into the National Nature Recovery Network.
- 4.3.9.** Nottinghamshire County Council is the responsible authority for leading and producing the Local Nature Recovery Strategy. The expectation is that this will be a locally led, transparent and inclusive planning strategy and set of tools to help decision-makers make positive choices, with a focus on wider stakeholder engagement and broader benefits for nature and people that include and go beyond biodiversity. Once adopted, Nottinghamshire's Local Nature Recovery Strategy should inform nature conservation policies within development plans and be a material consideration when determining planning applications.

Figure 17.1 Greater Nottingham Biodiversity Opportunity Areas



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- 4.3.10.** Development proposals within these areas can deliver the most for the ecological network by directing compensation or enhancement measures towards the creation or restoration of habitats that are particularly important for that part of the ecological network. Landscape scale conservation partnerships, including Trent Gateway, operate within the Biodiversity Opportunity Areas and Ecological Networks and these plan and deliver strategic conservation objectives. Development proposals in proximity to these areas should look to contribute towards these initiatives, which will be key contributors to Greater Nottingham’s ‘Nature Recovery Networks.’
- 4.3.11.** Until the adoption of Nottinghamshire’s Local Nature Recovery Strategy, emerging development plans and proposed development should contribute towards the delivery of Local Biodiversity Action Plan objectives for priority habitats and species. These complement the identification of strategic ecological networks within the opportunity mapping reports and Greater Nottingham Blue-Green Infrastructure Strategy. The Nottinghamshire Local Biodiversity Action Plan identifies priority wildlife habitats and species, either because they are nationally or locally rare or are characteristic of the area; and sets targets and action plans for their conservation in order to address their continued decline. The Biodiversity Action Plan contains Habitat Action Plans for several types of priority woodland, grassland, wetland and farmland habitat; their importance varies with location.
- 4.3.12.** Eligible developments in Broxtowe Borough, Gedling Borough and Nottingham City will be required to provide the national level of a minimum 10% biodiversity net gain, whilst a higher target of 20% applies in Rushcliffe Borough. Where it is achievable, a biodiversity net gain above these minimum targets will be encouraged. The evidence shows that whilst Greater Nottingham is disproportionately nature-depleted, Rushcliffe Borough has a large proportion of rural areas and has the potential to provide sites for additional biodiversity net gain. In addition, the plan-wide viability work has identified

relatively better levels of viability for development in Rushcliffe compared to the other authorities.

- 4.3.13.** In order to ensure a minimum of 10% net-gain is achieved (20% in Rushcliffe), planning applications must use the biodiversity metric produced and published by Natural England. This is an effective way of accounting for the impacts of a proposal on biodiversity and demonstrating that a net-gain will be delivered. It also provides flexibility and encourages projects to consider biodiversity from the outset. Use of the metric rewards schemes that minimise their impacts but also gives options to developers where compensation can only be delivered off-site. A minimum 10% net-gain will be expected unless national standards increase this in the future or future plans require a greater net-gain. In order to properly inform applications, surveys will be required in line with the latest British Standards.
- 4.3.14.** Proposals can sometimes affect land surrounding, or neighbouring, wildlife sites as well as impacting them directly. The policy therefore requires that appropriate buffers are provided around these sites to ensure that the features of interest for which a site is designated are not lost. The size and type of a buffer will depend on the sensitivities of the site's interest features and the types of impacts that must be avoided or mitigated. Where necessary planning obligations will be required to bring a greater number of Greater Nottingham's wildlife sites into good management and secure their long-term sustainability. This is important as it will not only preserve the extent of the ecological network but also improve the quality of the habitats present.
- 4.3.15.** Whilst the Plan area contains a number of nationally designated Sites of Special Scientific Interest, such as Attenborough Gravel Pits in Broxtowe and Colwick Cutting in Nottingham City, there are currently no designated European sites. However, the policy makes reference to internationally designated sites because some areas of woodland to the north of the Plan area, and extending into Gedling Borough, have been identified as a possible potential Special Protection Area, due to the presence of breeding Nightjar and Woodlark populations. Whilst this is not a formal designation, it does mean that these areas are under consideration by the Joint Nature Conservation Committee and may be declared a Special Protection Area in due course. The Greater Nottingham Strategic Plan and Infrastructure Delivery Plan therefore take a precautionary approach and treat the possible potential Special Protection Area as a confirmed European Site (following Natural England Advice). The Infrastructure Delivery Plan sets out requirements for a range of mitigation measures as recommended in the Habitats Regulations Assessment. Relevant proposals should be accompanied by an additional and robust assessment of the likely impacts arising from the proposals on breeding nightjar and woodlark in the Sherwood Forest area.

Implementation

- 4.3.16.** Several issues will be addressed through future plan preparation. These may include a greater net-gain, local Green Infrastructure corridors and assets of a more local nature, locally valued landscapes which require additional protection, and embedding the Green Infrastructure and ecological network approach into the development of sites. Beyond this, other implementation mechanisms are identified in the table below.

Monitoring

Targets	Indicators	Policy Delivery
All SSSIs in favourable or recovering condition	Natural England condition status of all SSSIs.	Greater Nottingham Strategic Plan

Targets	Indicators	Policy Delivery
		Future plans Supplementary Plans Development Management Decisions Local Nature Recovery Strategy
Increase biodiversity and improve ecosystem services	Percentage of net gain projected for major development schemes	Development Management Decisions Local Nature Recovery Strategy
No net reduction in the land designated Local Nature Reserves (LNR) and Local Wildlife Sites (LWS) due to development	Net change in area of LNRs Net change in area of LWSs	Greater Nottingham Strategic Plan Local Plans Supplementary Plans Development Management Decisions Local Nature Recovery Strategy
Increase area of woodland across the Plan area	Change in woodland cover	Greater Nottingham Strategic Plan Local Plans Development Management Decisions Local Nature Recovery Strategy

Section D: Making it Happen

5.1.1. It is important that new infrastructure is delivered in a timely fashion, and that development pays for infrastructure that is required to make it sustainable. The policies here are aimed at achieving this and are to be read in conjunction with Appendices A and B which set out the infrastructure required to deliver the development included in the Strategic Plan.

5.1.2. The policies for making it happen are:

18. Infrastructure and Developer Contributions
19. Strategic Allocation Boots Site
20. Strategic Allocation Field Farm
21. Strategic Allocation Toton and Chetwynd Barracks
22. Strategic Allocation Former Bennerley Coal Disposal Point
23. Strategic Allocation Top Wighay Farm
24. Strategic Allocation Former Stanton Tip
25. Strategic Allocation Broad Marsh
26. Strategic Allocation Melton Road
27. Strategic Allocation Land North of Bingham
28. Strategic Allocation Former RAF Newton
29. Strategic Allocation Former Cotgrave Colliery
30. Strategic Allocation South of Clifton
31. Strategic Allocation East of Gamston
32. Strategic Allocation Ratcliffe on Soar Power Station

Policy 18: Developer Contributions for Infrastructure

- 1. New development must be supported by the required infrastructure at the appropriate stage.**
- 2. All development will be expected to:**
 - a) meet the costs of new infrastructure required as a consequence of the proposal;**
 - b) contribute to the delivery of necessary infrastructure to enable any cumulative impacts of the development to be managed, including identified transport infrastructure requirements; and**
 - c) provide for the future maintenance of facilities provided as a result of the development.**
- 3. Developer contributions may be negotiated to take account of situations where development is phased over time, or where there are significant changes in economic conditions over the period up to completion of a development, to ensure development contributes appropriately to necessary infrastructure.**
- 4. There are known infrastructure and capacity constraints, in particular related to transport, education, open space, health and flood risk. Further detailed assessment of these issues will be required, as set out through future plan preparation, Supplementary Plans and / or masterplans.**

Justification

- 5.2.1.** The provision of adequate infrastructure and services to meet the needs of the existing community and to meet the needs of new development is essential and has been identified by communities as one of their biggest concerns. New development should not overburden existing infrastructure or communities.
- 5.2.2.** Delivering infrastructure on time is, therefore, important in ensuring that local services and facilities and the transport network can cope with added demand that arises from housing growth and other new development. Infrastructure will be delivered as an integral part of a development, by contributions towards those needs, and through funding from relevant providers and partners. The Councils will work with service and infrastructure providers and community stakeholders to monitor the provision of services and infrastructure in relation to development growth and to identify any needs and shortfalls that may not be able to be met through public finance.
- 5.2.3.** In line with the National Planning Policy Framework, an Infrastructure Delivery Plan (IDP) has been prepared for Greater Nottingham. Likely critical infrastructure requirements for strategic sites are identified in the IDP, together with the measures needed to ensure their future delivery. Site-specific requirements for developer contributions for infrastructure are also set out in the site-specific policies of this Strategic Plan and in the IDP. The IDP, more generally, also identifies where there are deficits in infrastructure provision within the Plan area and ascertains what additional infrastructure is needed to support the level of growth proposed by the Strategic Plan. The IDP also sets out the scale of funding necessary to achieve the provision of critical infrastructure and the anticipated sources of funding from a range of agencies, including the Councils and developers. The IDP has been prepared with the assistance

of all the main infrastructure and utility providers. This includes, for example, the local highway authorities, education authorities and water company.

- 5.2.4.** The main elements of infrastructure required to deliver the Strategic Plan are identified in the IDP. The IDP includes approximate costs, timescales and funding sources and likely delivery agents where known. It includes more detailed information on infrastructure requirements to support development which is planned to come forward in the early part of the Plan period, together with identifying likely infrastructure requirements to support development later in the Plan period, and highlights the actions required to bring that infrastructure forward in due course. The IDP will be updated as development proposals are refined through future plan preparation and to reflect any changes in likely funding sources or decisions on the implementation of major projects.
- 5.2.5.** Transport modelling has identified the impact of the proposals of this plan on the transport network. Whilst additional transport measures are proposed which will reduce these impacts, they cannot be fully mitigated, and so further local interventions will be necessary. These local interventions will follow the hierarchy set out in Policy 15, with the precise measures dependent on the final agreed developments and their configuration as set out through future plan preparation, Supplementary Plans and masterplans as appropriate which will be informed by wider route strategies prepared by National Highways and the Councils.
- 5.2.6.** In addition to named infrastructure, the IDP also identifies capacity constraints relating to infrastructure where further assessment is needed, and this particularly applies to transport, education, open space and flood risk. It also applies where proposals are identified within Part 2 Local Plans to come forward later in the Plan period. In these instances and where possible, the IDP makes general assumptions regarding the overall scale of future investment required.
- 5.2.7.** In addition to having been used in the preparation of the Strategic Plan, the IDP will also be used, alongside other evidence, to inform preparation of the other elements of the Councils' development plans. The intention is that the IDP is a 'living document' and will evolve and change over time to reflect the circumstances at the time, for example changes in funding or decisions on the implementation of major infrastructure projects.
- 5.2.8.** The IDP is critically important not only to the delivery of the Strategic Plan's vision and core objectives, but also to decisions about where the identified priorities and objectives of public bodies and other service providers need to be delivered through the planning system. The IDP will also assist in providing a basis for making bids for public funding.
- 5.2.9.** Where new development creates a need for new or improved infrastructure, contributions from developers will be sought to make the development acceptable in planning terms. Contributions from a particular development will be fairly and reasonably related in scale and kind to the relevant scheme and directly related to the development. Contributions from one or more developments may be pooled where appropriate, subject to adherence to any restrictions on pooling of developer contributions. When negotiating developer contributions, consideration will be given to changes in economic conditions over time and scheme viability.
- 5.2.10.** Where a development is accepted as being not viable with a policy-compliant level of developer contribution, review mechanisms may be appropriate to allow the

reassessment of viability over the implementation period of the development to ensure policy compliance and optimal public benefits where viability changes over time. If economic conditions change and viability is improved over the implementation period of a development, further viability testing may be required with a view to ensuring that the development maximises its potential to realise a policy-compliant contribution to necessary infrastructure. Where a development is anticipated to be delivered in phases, a review may occur at each phase.

5.2.11. Developments must contribute as necessary to meet all on- and off-site infrastructure requirements to enable development to take place satisfactorily. These may include:

- transport infrastructure (including footpaths, bridleways, cycleways and roads)
- drainage and flood protection
- public transport (including services and facilities)
- travel behavioural change measures (including travel plans, marketing and promotion)
- affordable housing
- supported housing
- education (including early years' provision and community education)
- open space (including play areas, sport and recreation)
- community facilities (including libraries, youth activities and meeting venues)
- cultural facilities
- health and social care facilities
- emergency services (police / crime reduction measures, fire and ambulance services)
- environmental improvements
- waste recycling facilities
- shopping facilities
- Blue and Green Infrastructure (including new wildlife habitats)
- Information and Communication Technology
- training and employment measures for local people

5.2.12. Community Infrastructure Levy (CIL) allows local authorities to raise funds from developers for a wide range of related infrastructure through a direct charge on new development. Gedling and Rushcliffe introduced CIL Charging Schedules in 2015 and 2019 respectively. Broxtowe and Nottingham City do not currently have CIL Charging Schedules, although Broxtowe are considering whether to introduce CIL.

5.2.13. Where the necessary infrastructure provision is not made directly by the developer or through a CIL, contributions will be secured through planning obligations. Planning obligation agreements will be drafted by the relevant local planning authority with the developer being responsible for the costs resulting from administering and monitoring the agreement. Future plans will provide more detailed information on the scope and operation of planning obligations.

Monitoring

Targets	Indicators	Delivery
Delivery of the infrastructure identified in the Infrastructure Delivery Plan (IDP), site-specific Strategic Plan policies and future plans.	Implementation of individual schemes as in the IDP, the Strategic Plan and future plans	The Strategic Plan Future plans

Targets	Indicators	Delivery
Ensure appropriate developer contributions to infrastructure	S106 contributions secured, and Community Infrastructure Levy funding raised as reported in Infrastructure Funding Statements	Future Development Management decisions

Policy 19: Strategic Allocation at Boots

- 1. The area, as shown on the adopted policies map, comprises approximately 126 hectares (80.9 hectares in Nottingham City and 44.8 hectares in Broxtowe) and is identified as a strategic site for up to 82,000 square metres of employment floorspace, comprising office units (E); research and development (E); industrial processes (E); general industrial (B2); storage and distribution (B8); a minimum of 604 residential (C3) units and ancillary mixed use development comprising residential institutions (C2); non-residential institutions (F.1); up to 2,500 square metres retail & food / drink (Class E and Sui generis).**
- 2. The development will be subject to the following requirements:**
 - A. Housing**
 - 1. Provision of new housing (a minimum of 604 units across the Nottingham City and Broxtowe combined site) to include a mix of housing options suitable for families, young professionals and older adults and affordable housing. The residential development should achieve an appropriate density and include a variety of house and tenure types to help create a diverse and inclusive community;**
 - B. Commercial and Employment Uses:**
 - 2. Provision of up to 82,000 square metres of employment uses comprising:**
 - **Offices (E(g)(i))**
 - **Research and Development (E(g)(ii))**
 - **Light Industrial (E(g)(iii))**
 - **General Industrial (B2)**
 - **Warehousing (B8)**
 - **Learning and Non-Residential institutions (F.1)**
 - **Leisure (E(d))**
 - **Retail (E(a)), Services (E(c)), Food and drink (E(b)): Up to 2,500 square metres of floorspace, with no single unit to exceed 500 square metres.**
 - 3. Provision of new business and commercial space with a focus on the hi-tech sector and health and beauty;**
 - C. Blue and Green Infrastructure**
 - 4. Retention and creation of areas of semi-natural habitat adjacent to the Beeston Canal with improved linkages to the canal;**
 - 5. Qualitative improvements to on-site open space provision and enhancements to existing open space / green infrastructure;**
 - 6. Enhanced links to existing blue and green infrastructure within the vicinity of the site.**
 - D. Transport**
 - 7. Submission of a transport assessment and improved linkages (bus, cycle and pedestrian) to the surrounding area including Beeston and the City Centre and other active travel measures;**
 - E. Other Requirements**
 - 8. Submission of an acceptable site investigation and remediation scheme suitable for mixed use proposals;**

9. **Suitable proposals for sustainable urban drainage and flood risk mitigation measures;**
10. **Proposals which safeguard air quality and groundwater resources;**
11. **Proposals which maximise opportunities for the use and generation of low carbon energy;**
12. **Design and layout that complements and does not detract from the existing campus style of development;**
13. **Proposals which preserve and enhance the significance of heritage assets on site; and**
14. **Planning permission will not be granted for manufacturing uses which would have an adverse air quality impact upon any European site for nature conservation including the possible potential Special Protection Area, either alone or in combination with other pollution sources such as traffic.**

Justification

- 5.3.1.** The Boots site straddles the boundary between Nottingham City Council and Broxtowe Borough Council. Delivery has commenced with the grant of outline planning permission; the development of a new access road; and the grant of reserved matters for 604 dwellings being delivered from 2024.
- 5.3.2.** The vision for the Boots site is to maintain and facilitate the ongoing operational needs of the existing businesses within the site while transforming it into a regionally significant, vibrant mixed-use development, emphasising healthy living, active travel, and well-being.

The objectives for the Boots site include:

- **Promoting high-quality design** that respects the site's heritage while creating a sustainable, walkable, and cycle-friendly environment.
- **Supporting the development of a health and wellbeing community**, attracting businesses and institutions involved in health-tech, medical research, and healthy lifestyle promotion.
- **Facilitating a diverse mix of uses**, including residential, commercial, office, leisure, and educational facilities.
- **Ensuring collaboration between public and private sectors** to achieve shared goals and promote active stakeholder engagement.
- **Implementing a phased development approach** that prioritizes place-making and builds momentum.
- **Facilitating and enabling the appropriate re-use of the Grade I listed D6 and D10 buildings**, while protecting and celebrating their architectural, cultural, and historic significance.
- **Promoting sustainable construction practices and energy efficiency** throughout the development.
- **Improving accessibility for all users**, particularly pedestrians, cyclists, other active travel modes, and public transport.

Strategic Employment Areas Retained

- 5.3.3.** The north-eastern part of the Boots site will retain the listed headquarters of Boots in its landscaped surroundings, alongside the associated manufacturing and logistics businesses and the premises of Reckitt Benckiser. Surplus land and parking within this part of the site will provide opportunities for additional employment and warehousing development associated with these existing business operations.

Mixed-Use Development

- 5.3.4.** The south-western part of the Boots site will be developed to utilise underused and surplus land to create a sustainable and vibrant mixed-use community. This will include high-quality employment and commercial facilities and new homes established within a landscaped campus setting. Building heights and typologies must be determined based on detailed planning and design principles that respect the site's heritage and integrate with the surrounding neighbourhoods. Residential densities should be determined based on detailed planning and design principles that respect the site's heritage.
- 5.3.5.** This is a brownfield site with high infrastructure costs associated with contamination, flood risk, listed buildings, and access. The Councils, Alliance Boots, and other public stakeholders will proactively explore financial tools and funding sources to accelerate delivery. Further site assessments and design principles will need to be established.

Development requirements

- 5.3.6.** The site has planning permission for 604 dwellings and up to 82,000 square metres of employment uses but it is accepted that this represents a small proportion of the totality of the site. It is anticipated that the site may have capacity for a greater number of dwellings and quantity of employment uses than was envisaged in the original planning application and so the principle of an increased number of dwellings or employment floorspace is likely to be supported subject to planning considerations set out in this policy.
- 5.3.7.** Proposals should be carefully designed to complement the existing attractive buildings, the 'campus style' layout and to ensure there are no adverse impacts on the historic environment. Of paramount importance is that the significance and setting of the Grade I and II* listed buildings on site should be preserved.
- 5.3.8.** The site is adjacent to the Beeston Canal and a buffer area of semi-natural habitat should be retained or created. There is potential to help address identified open space deficiencies in the area and where possible existing open space should be retained or re-provision should be made elsewhere on site.
- 5.3.9.** The site is within areas of medium and high flood risk and any planning applications should be accompanied by site-specific Flood Risk Assessments which consider breaches / overtopping of flood defences and incorporate a site layout that does not increase flood risk on and off site. The site is underlain by a secondary aquifer and development should not result in pollution of the groundwater resource.
- 5.3.10.** There are opportunities for enhanced cycling and walking routes to and through the site. Connections need to be facilitated to the pedestrian / cycle link from University Boulevard which comprises a bridge over the railway line. The site also needs to feature improved linkages to local public transport services and surrounding areas.
- 5.3.11.** The site is within a Hazardous Installation Consultation Zone and Minerals Safeguarding Area which needs to be considered as part of any future development.
- 5.3.12.** Development will need to have regard to contamination, flood risk and enhancement and protection of habitats and heritage assets. A significant funding package has already been secured to bring forward site infrastructure to facilitate mixed use development including housing and employment uses.

- 5.3.13.** This strategic site has the critical mass to support more innovative and exemplar approaches to creating new communities – for example, through innovative design and construction techniques, small scale community energy generation, incorporation of SuDS and technologies such as electric vehicle charging points. There is also an opportunity for combined heat and power plant on site. Careful consideration is required so that the redevelopment of this site does not lead to air quality issues. Opportunities for sustainable energy generation should be explored.
- 5.3.14.** Development will be required to contribute towards identified infrastructure requirements through planning obligations and / or CIL and the securing of other external funding mechanisms where they are available. Broxtowe Borough Council and Nottingham City Council will work proactively with partners to support the delivery of development and positive regeneration outcomes, and to identify potential funding sources where necessary.

Infrastructure Delivery Plan Constraints / Requirements summary

Infrastructure	Summary Assessment	Further work
Transport	Existing high frequency bus services. Access improvements to the strategic road network and modification and adoption of internal road layout required. Provision of Integrated Sustainable Transport package.	Transport Assessment (TA) as part of planning application that would generate significant traffic impacts.
Utilities	Electricity - Install a new transformer at Boots Primary and a new circuit from there to Nottingham. Gas – no abnormal requirements. Waste water – no major constraints anticipated subject to phasing. Further work required to confirm most appropriate Waste Water Treatment Works (WWTW). Water supply – no abnormal requirements subject to phasing. IT – No abnormal requirements.	Further dialogue with National Grid. Opportunities for extension to existing Combined Heat and Power (CHP) facilities.
Flooding and flood risk	Part of the site is within Flood Zone 3 although 1 in 100 year protection is provided by the Left Bank Flood Alleviation Scheme. Sequential Test completed.	Site specific flood risk assessment to inform flood mitigation strategy and disposition of uses / layout / design.
Health	To be confirmed. Could be provided in local scale	To be reviewed in negotiation with the Integrated Care Board.

Infrastructure	Summary Assessment	Further work
	retail centre.	
Education	Contributions to primary and secondary education may be required depending on final scheme details. Will require cross boundary LA collaboration.	Costs to be confirmed in parallel with detailed master-planning and future pupil projection data (projections only valid 5 years in advance of development - accurate assessment of local school capacity required in parallel with detailed development proposals).
Police Services	No abnormal requirements.	Further dialogue as detailed proposals emerge.
Ambulance Services	No abnormal requirements.	Further dialogue as detailed proposals emerge.
Fire and Rescue Services	No abnormal requirements.	Further dialogue as detailed proposals emerge.
Waste Management	No abnormal requirements.	Further dialogue as detailed proposals emerge.
Community Services	Good range of town centre facilities at Beeston. On site facilities to be confirmed.	Further dialogue as detailed proposals emerge
Green Infrastructure / Open Space	Protected species may be present on site. Strategy to protect / enhance and / or relocate required.	Opportunities to extend Blue and Green Infrastructure network
Contamination	Historic uses on site necessitate remediation works to parts of site. Permitted waste site present at Harrimans Lane and Heat and Power Plant present on site.	Remediation strategy required. Potential on and off-site pollution mitigation measures to be considered as proposals emerge with further dialogue with the Environment Agency.
Heritage Assets	Several high quality Listed Buildings on site.	Further dialogue with Historic England as proposals emerge, to preserve and enhance heritage assets. Strategy for reuse and conversion / adaptation costs required. Supporting opportunities that enable the reuse and repurposing of the Listed D6 and D10 buildings is a key priority, given their significant historical, cultural, and architectural importance. The development strategy will focus on adaptive reuse approaches that preserve and celebrate the unique heritage of these structures while integrating them

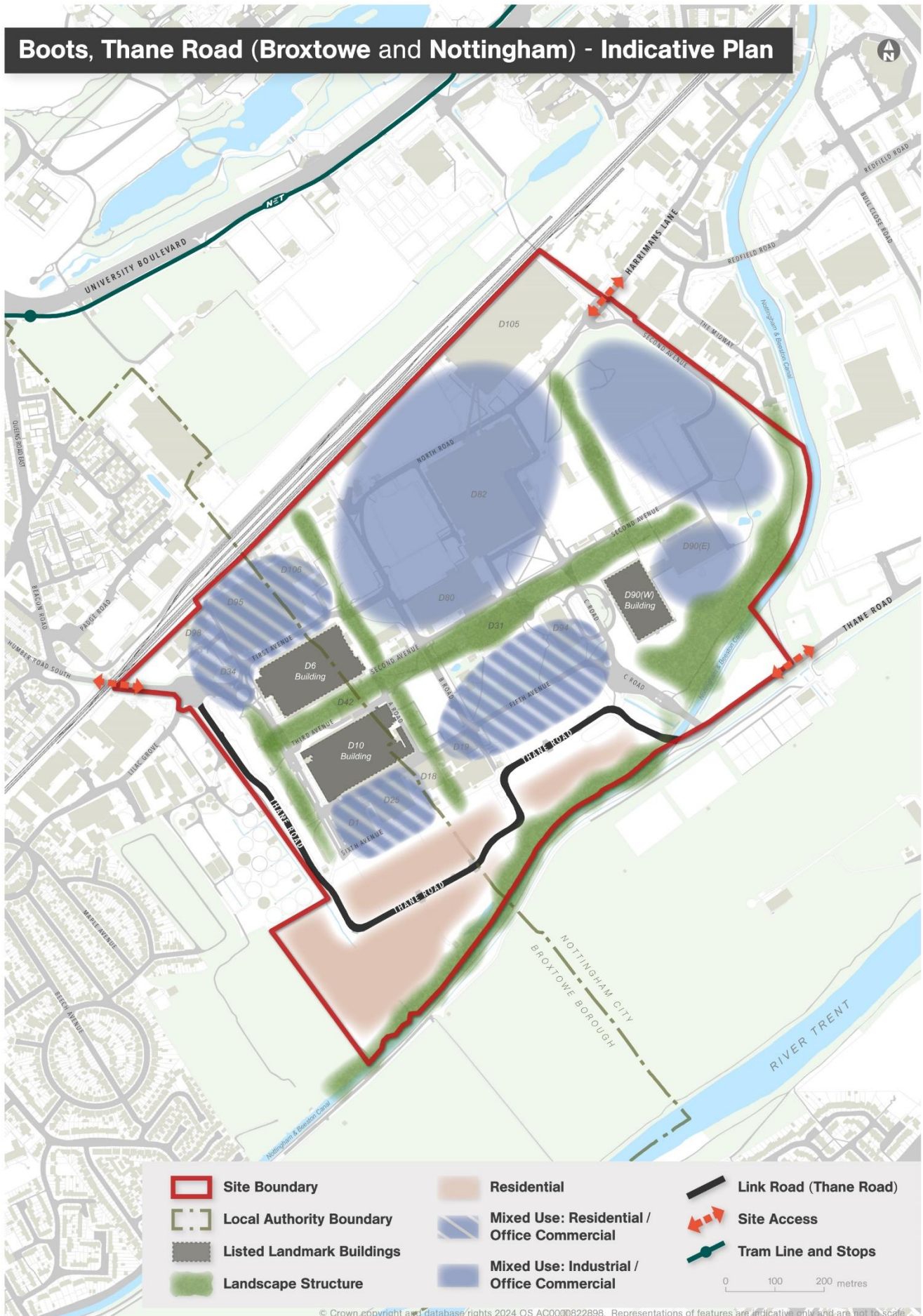
Infrastructure	Summary Assessment	Further work
		into the broader mixed-use vision for the site. This approach not only safeguards these landmark buildings but also enriches the overall development, creating a vibrant, historically resonant environment that fosters innovation.
Other	Cross-boundary considerations - site straddles Broxtowe and Nottingham City Councils.	Strategy for reuse and conversion / adaptation costs required. Further dialogue as detailed proposals emerge. Ongoing joint working.

Implementation, delivery and monitoring

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

Targets	Indicators	Policy Delivery
Delivery of development in line with Policy 19	Net additional homes Additional services and facilities	Development Management decisions

Figure 19.1 Boots, Thane Road



Policy 20: Strategic Allocation Field Farm (Broxtowe)

- 1. The area as shown on the adopted policies map is identified as a strategic site for housing for around 450 dwellings in total, with some 320 dwellings still to be delivered.**
- 2. The development will be subject to the following requirements:**
 - A. Housing**
 - 1. A mix of housing must be provided on the site, including at least 30% affordable housing. The affordable housing should be of a similar design and appearance to the market housing;**
 - B. Employment**
 - 2. Local training and employment opportunities should be provided as part of the construction of the site.**
 - C. Local Centre**
 - 3. A small-sized Local Centre of a scale which would not compete with nearby town or district centres would be supported. This provision should not exceed 500 sq. m.**
 - D. Transportation and Connectivity**
 - 4. Site access should be off the A6007 Ilkeston Road;**
 - 5. Improvements to road infrastructure necessary to mitigate adverse traffic impacts should be implemented;**
 - 6. The development should be designed to allow for access to buses to enable the routing of bus services through the site (including the provision of turning points within the site);**
 - 7. Existing public rights of way should be retained and enhanced;**
 - 8. New pedestrian and cycle routes should be incorporated both within the site and should also to link to the surrounding areas including the adjacent new residential site off Coventry Lane;**
 - 9. A travel plan should be implemented.**
 - E. Education and Healthcare**
 - 10. Contributions to education and healthcare will be required.**
 - F. Blue and Green Infrastructure,**
 - 11. Existing mature trees, hedgerows and grass verges should be retained and protected;**
 - 12. Green infrastructure should be provided in between areas of new development.**
 - G. Sports Provision and Open Space**
 - 13. Sports areas, play areas and associated facilities, of an appropriate scale to meet the needs of the development, should be provided.**

H. Design

14. The development must be of a very high standard of design.
15. Developers should demonstrate how their proposals will contribute to the transition towards a net-zero community.

I. Other Requirements

16. An on-site sustainable drainage system must be provided;
17. Flood attenuation measures must be provided in order to address any issues in relation to flooding;
18. All development should comply with Police 'Secured by Design' principles.

Justification

- 5.4.1. The Field Farm site was previously allocated as a strategic site within the Aligned Core Strategy and an allocation was later included within the Broxtowe Part 2 Local Plan (2019) Policies Map. The site was originally allocated for 450 homes.
- 5.4.2. This site is located to the north of Ilkeston Road (A6007) and east of Stapleford Road (A6007), to the north of Stapleford, north-west of Bramcote and south-east of Trowell. The site is located to the north, east and west of existing residential development. The site is located to the south of a railway line.
- 5.4.3. Some land to the north-west of the site is not proposed for residential development and will therefore remain within the Green Belt. Housing has already been completed on some parts of land across two previous phases.
- 5.4.4. The site is located to the west of the 'West of Coventry Lane', Stapleford site, which is a strategic site allocated within Broxtowe's Part 2 Local Plan (2019). Any proposals for this site should consider the adjacent location of the neighbouring site allocation and seek to create linkages (such as footpaths and cycle paths) between the two sites.
- 5.4.5. 30% affordable housing must be provided at the site. The affordable housing should be integrated within the development and should be of a similar design and appearance to the market housing.
- 5.4.6. The allocation is primarily for housing, although the inclusion of a Local Centre at the site would be supported, subject to it being of a size and scale which would not harm existing town and district centres including those at Stapleford, Wollaton and Beeston. The Local Centre could include limited retail, financial and professional services, restaurants / cafes and / or drinking establishments. This provision should not exceed 500 sq. m in total.
- 5.4.7. Access to the site should be off Ilkeston Road (A6007), using the access points which have been constructed. Improvements to highway infrastructure necessary to mitigate adverse traffic impacts should be implemented.
- 5.4.8. In terms of ensuring convenient access to public transport, the development should be designed to allow for access to buses to enable the routing of bus services through the site. This should include the provision of turning points for buses within the site.
- 5.4.9. Existing public rights of way within the site should be retained and enhanced. New, attractive and safe pedestrian and cycle routes, accessible to all, should be

incorporated within the site. These should also link to areas surrounding the site, including the adjacent new residential site to the west of Coventry Lane. A travel plan should also be implemented.

- 5.4.10. Developer contributions will be required to fund supporting infrastructure, including towards local education and healthcare.
- 5.4.11. Existing green infrastructure including mature trees, hedgerows and grass verges should be retained and protected and new blue and green infrastructure should be provided in between areas of new development, to ensure that an attractive and healthy local community can be created.
- 5.4.12. Any proposals for the site should include the provision of sports areas and play areas and associated facilities, of an appropriate scale to meet the needs of the development, to ensure that future residents can lead healthy lives.
- 5.4.13. The development must be of a very high standard of design. Innovative design which is in keeping with the site and surrounding areas will be supported. Developers should also demonstrate how their proposals will contribute to the transition towards a net-zero community.
- 5.4.14. An on-site sustainable drainage system must be provided. Flood attenuation measures must be provided in order to address any issues in relation to flooding.
- 5.4.15. Any development at the site should comply with Police ‘Secured by Design’ principles, in order to ensure the new community is both safe and secure.

Infrastructure Delivery Plan constraints / requirements summary

Infrastructure	Summary Assessment	Further work
Transport	Details have been agreed as part of the planning permissions and any contributions secured via the S106 agreement.	N/A
Utilities	Addressed within extant and future permissions.	N/A
Flooding and flood risk	Details have been agreed as part of the planning permissions.	N/A
Health	Details agreed as part of the planning permissions.	N/A
Education	A contribution of £624,987 have been secured through S106 for secondary school provision.	N/A
Police Services	No known abnormal requirements.	N/A
Ambulance Services	No known abnormal requirements.	N/A
Fire and Rescue Services	No known abnormal requirements.	N/A

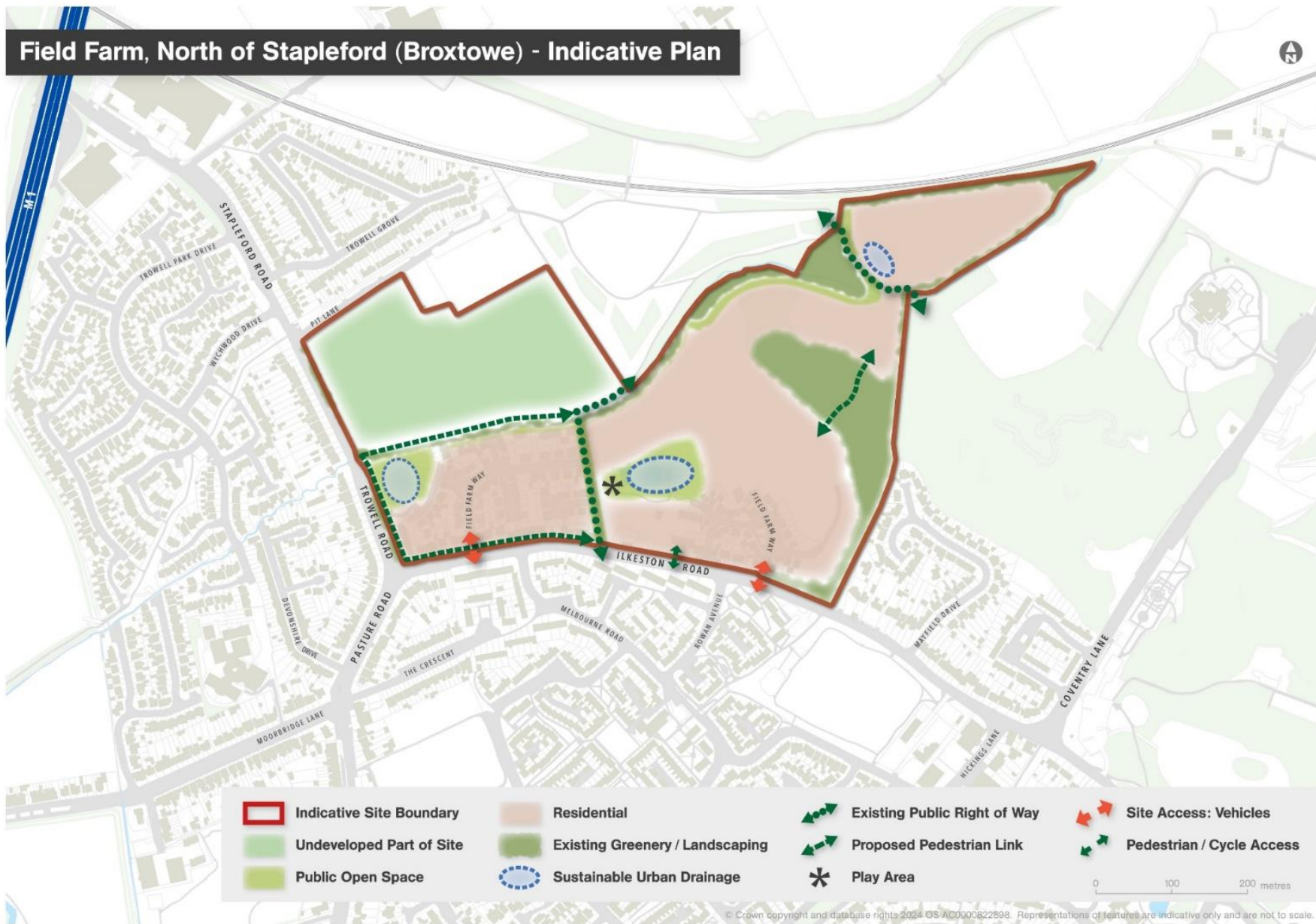
Infrastructure	Summary Assessment	Further work
Waste Management	No known abnormal requirements.	N/A
Community Services	Would be supported if proposed as part of future applications.	N/A
Green Infrastructure / Open Space	S106 has secured £432,768 for open space provision.	N/A
Contamination	Contamination has been dealt with via the outline and reserved matters planning permission.	N/A
Heritage Assets	The site will not result in a loss of, or harm the significance of, any designated or non-designated heritage assets or its setting. There are no heritage assets within close proximity of the site.	N/A
Other	Outline planning permission has been received and phases of development have received reserved matters permission, with multiple phases either under construction or complete.	N/A

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

Targets	Indicators	Policy Delivery
Delivery of development in line with Policy 20	Net additional homes Additional services and facilities	Development Management decisions Annual review of SHLAA to manage sufficient housing supply

Figure 20.1 Field Farm, North of Stapleford

Field Farm, North of Stapleford (Broxtowe) - Indicative Plan



Policy 21: Strategic Allocation Toton and Chetwynd Barracks (Broxtowe)

1. 266 hectares of land at Toton and Chetwynd Barracks is allocated for mixed use development including 4,800 dwellings, at least 32,000 square metres of business and industrial floor space, two local centres, community facilities, transport infrastructure and at least 16 hectares of open space.

2. The allocation includes 20 hectares of land released from Green Belt at Toton North East to facilitate a junction and link road. Development must be in general conformity with the Toton and Chetwynd Barracks Strategic Masterplan Supplementary Planning Document (SPD) and include:

A. Housing

1. At least 1,500 dwellings at Toton and 1,200 dwellings at Chetwynd (within the Plan period);
2. Affordable housing comprising 30% of the total and of similar design to market housing in each sub-area.

B. Employment

3. At least 18,000 square metres of business and industrial (Class E (g) and B2) at Toton North and South;
4. At least 8,000 square metres of office (Class E (g) (i)) floor space only at Chetwynd South;
5. No manufacturing uses that harm air quality at European sites for nature conservation including the possible potential Special Protection Area, either alone or in combination with other sources;
6. Local training and employment opportunities, including during construction.

C. Local Centres

7. Local centres at Toton North or South and at Chetwynd East to serve their respective catchments only;
8. Shops, each of up to 500 square metres, and primary healthcare facilities, to include GP services.

D. Transport

9. A road from the A52 east of Bardills Roundabout to Chetwynd Barracks, to which all development must contribute;
10. A west-facing junction from the A52 near Bessell Lane into the site, to which all development must contribute; Provision to extend the tramway to a new park and ride of around five hectares near Bessell Lane, which development at Toton

(North & South) must facilitate;

- 11. Provision for cycle, road, tram and rail connections to the park and ride, which development at Toton (North & South) must facilitate;**
- 12. Road layouts that allow the extension or creation of viable bus routes;**
- 13. Attractive and convenient walking and cycling routes through the site;**
- 14. Walking and cycling routes should follow green or blue infrastructure corridors where possible. They should be surfaced, rarely steeper than 1 in 20, never more than 1 in 12 and link housing and employment to the railway station site, tram and bus stops, local centres, community facilities, open spaces and existing public rights of way.**

E. Education

- 15. Primary schools at Toton and Chetwynd near Local Centres and open space.**

F. Heritage

- 16. Retention of and public access to the Memorial and Gardens.**

G. Green infrastructure

- 17. Retention and provision of blue and green infrastructure corridors and spaces;**
- 18. A layout compliant with the Broxtowe Green Space Standard;**
- 19. Management arrangements for land retained in private ownership.**

H. Other issues

- 20. Relocation of utility and transport infrastructure or mitigation of its impacts.**

- 3. Financial contributions may be sought towards the provision of additional infrastructure both off-site and in other sub-areas for which unmet need is created, in accordance with policy on contributions. Examples of such infrastructures include sustainable travel, secondary or post-16 education, libraries and primary healthcare.**

Justification

5.5.1. The site combines two adjacent allocations from the Broxtowe Part 2 Local Plan, the Toton Strategic Location for Growth (SLG) and Chetwynd Barracks, with additional land released from Green Belt north of the SLG. Policies for the allocations required a strategic masterplan to be adopted prior to development.

5.5.2. The Council adopted the Toton and Chetwynd Barracks Strategic

Masterplan SPD in February 2023 to provide a framework for development across the two allocations. It names four sub-areas at Toton SLG and three at Chetwynd Barracks, to which a further sub-area, Toton North East, is now added (see map at Figure 21.1).

- 5.5.3.** The Toton SLG was originally allocated to enable and benefit from a high-speed railway station serving the region. Whilst that has since been cancelled, the strategic advantages that led to its selection remain, including proximity to the motorway and major cities, and access to the trunk road network, railway and tramway.
- 5.5.4.** Locally, the SLG is north of Toton, west of Chilwell, south of Stapleford across the A52 and east of Sandiacre across the railway and River Erewash, which forms the county boundary. The B6003 Toton Lane runs south from Stapleford through the SLG, crossing the A52 at Bardills Roundabout.
- 5.5.5.** Most of the SLG comprises open fields in three main ownerships, including Nottinghamshire County Council, whose land has extant planning permission for up to 500 homes, but near to Bardills Roundabout it contains part of George Spencer Academy secondary school, Bardills Garden Centre and the Japanese Water Gardens.
- 5.5.6.** Elsewhere across the SLG existing utility and transport infrastructure includes electricity transmission lines, substations, a wastewater treatment works, the A52, railway and depot. Noise, light and visual impacts of these will require mitigation should their relocation not occur or be viable prior to development.
- 5.5.7.** Chetwynd Barracks is currently operational, but the Ministry of Defence plans to close it and dispose of the land in phases during the early part of the plan period. It contains homes on long lease to a service accommodation provider, various offices, large warehouses, playing fields and woodland.
- 5.5.8.** The site has a long military history, including as a munitions factory during the First World War, and gardens contain a listed memorial to workers who died in accidents there. Some areas, particularly Chetwynd South, may be contaminated and require remediation prior to development creating sensitive receptors.
- 5.5.9.** The combined allocation has capacity for 4,800 homes, of which 2,700 are capable of delivery within the plan period. Business and industrial development, comprising uses within Class E (g) and B2, will be focussed on high-tech industry, research and development, including the healthcare sector. Between 8,000 – 14,000 square meters of office floor space (falling within Use Class E (g)(i)) should be provided at Chetwynd South.
- 5.5.10.** Conditions will be applied to ensure that the identified employment remains in those uses. To fully realise economic benefits, planning obligations will

be sought to provide local training and employment opportunities during construction and operation.

- 5.5.11. Bardills Roundabout and Toton Lane have limited capacity, so new junctions with the A52 to their west and east are needed to access the site. The eastern junction must connect with a link road to serve Chetwynd Barracks in order to ensure that Toton Lane can continue effectively to serve local traffic needs only.
- 5.5.12. The junctions and link road will require significant funding and so any development on any part of the site will need to contribute financially to its provision. To facilitate delivery of these, additional land to the north-east of the SLG, including Bardills Garden Centre, is released from the Green Belt.
- 5.5.13. Because this is the only land on which the junction could be located and across which the link road could pass, thereby enabling the delivery of a large part of a strategic site, exceptional circumstances for its release from Green Belt exist. In addition, the residential development of part of this land would assist in funding the junction and link road.
- 5.5.14. The provision of local energy generation, flood mitigation, sustainable drainage systems and other measures will be necessary to comply with Policy 1 Climate Change and contribute to the site being an exemplar net-zero community. Proposals should be innovative and will need to adhere to the principles of Design Codes adopted by the local planning authority. In order to ensure a safe and secure new community, any development at the site should also comply with Police ‘Secured by Design’ principles.

Infrastructure Delivery Plan constraints / requirements summary

Infrastructure	Summary Assessment	Further Work
Transport	Key requirements are: Provision of a new access roads into the site. Extension of the existing tram line and creation of a new transport hub including relocated park and ride. Active travel and public transport links to tram park and ride and to a potential new rail hub. Improvements to bus services including increased capacity and new routes should be delivered. Bus facilities should be improved where required to	Further discussions required as the separate applications progress to ensure a holistic approach is reached.

Infrastructure	Summary Assessment	Further Work
	<p>Nottinghamshire County Council standards. Potential A52/A6005 Bus Priority. Implementation of a travel plan.</p>	
Utilities	<p>New infrastructure will be required on-site during build. Existing utilities may also need to be relocated.</p>	<p>Further discussions required as detailed proposals emerge.</p>
Flooding and flood risk	<p>Drainage from the site should be via a sustainable drainage system. Additional infrastructure may be required on western part of site which is at higher risk of flooding. Mitigation will be needed to prevent contamination and protect the groundwater resource at Chetwynd.</p>	<p>Further discussions required as the separate applications progress to ensure a holistic approach is reached.</p>
Health	<p>Existing doctors' surgeries in the area surrounding Toton and Chetwynd Barracks are at capacity. New primary healthcare provision will need to be made on-site to meet the patient demand from new development.</p>	<p>Further discussions required as the separate applications progress to ensure a holistic approach is reached.</p>
Education	<p>Existing Primary school facilities are at capacity in the local area. New primary schools are required. New secondary school places will be required to accommodate the number of pupils from this development. A range of options will therefore need to be considered, including the potential expansion of existing secondary schools or new provision. Need for additional SEND infrastructure/capacity as a result of the development.</p>	<p>Further discussions required as the separate applications progress to ensure a holistic approach is reached.</p>
Police Services	<p>No known abnormal</p>	<p>Further discussions as</p>

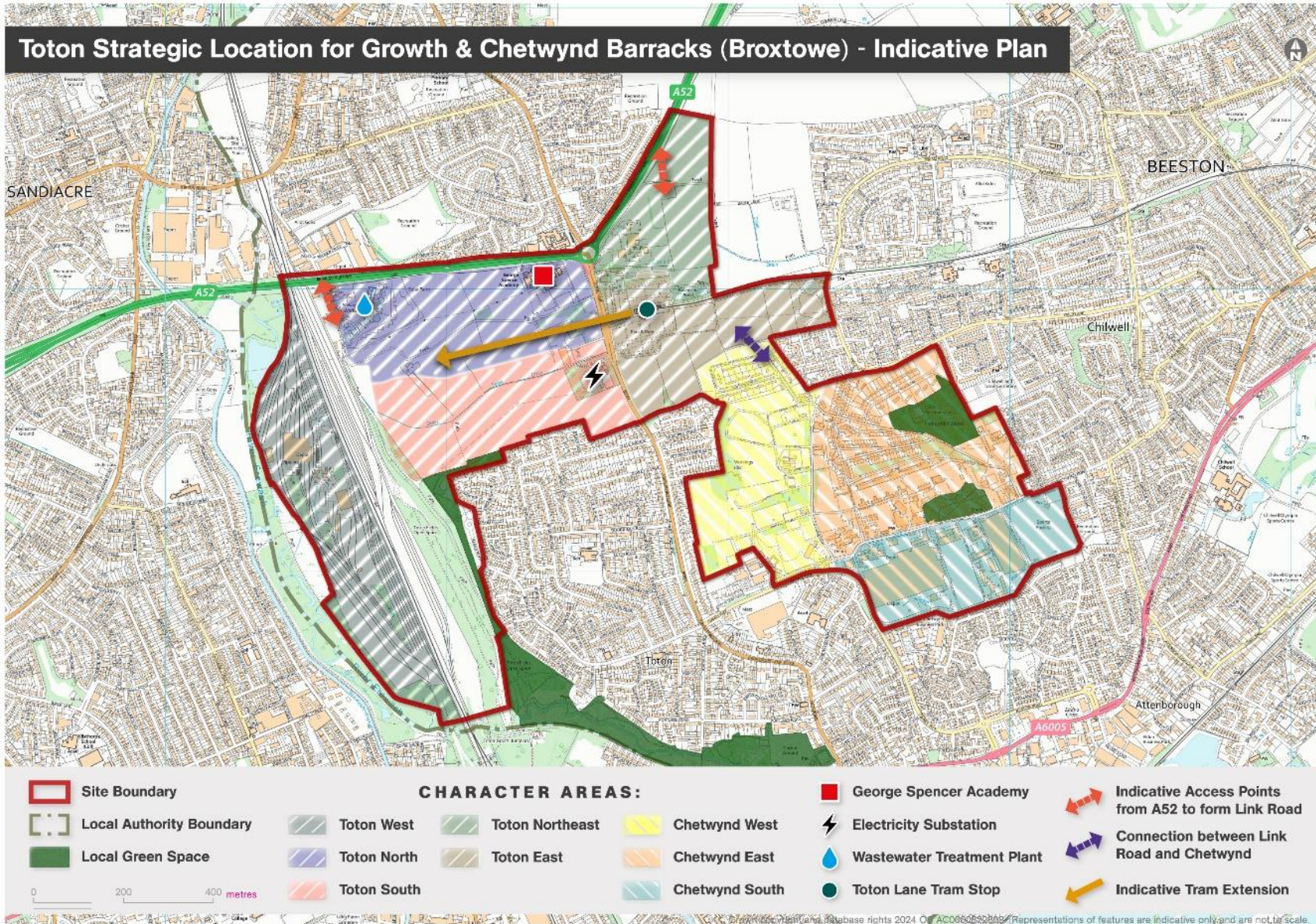
Infrastructure	Summary Assessment	Further Work
	requirements.	detailed proposals emerge.
Ambulance Services	No known abnormal requirements.	Further discussions as detailed proposals emerge.
Fire and Rescue Services	No known abnormal requirements.	Further discussions as detailed proposals emerge.
Waste Management	No known abnormal requirements.	Further discussions as detailed proposals emerge.
Community Services	Required as part of the Local Centre provision.	Further discussions as detailed proposals emerge.
Blue & Green Infrastructure/Open Space	10% biodiversity net gain required. Site includes land within the River Erewash and Erewash Canal BGI network. Required BGI has been set out within the Toton and Chetwynd SPD.	Further discussions required as the separate applications progress to ensure a holistic approach is reached.
Contamination	Some parts of the site, particularly in the south of Chetwynd Barracks, may contain areas of contaminated land, which must be remediated prior to development.	Further discussions required as the separate applications progress to ensure any contamination risks are addressed.
Heritage Assets	There are a number of non-designated heritage assets within the site. Some of these are specifically protected by Policy LHC02 'Heritage Assets' of the Chetwynd: The Toton and Chilwell Neighbourhood Plan. Any development should respect the setting of these buildings and structures. The grade II listed memorial to workers of National Filling Factory No. 6 and its setting must be protected.	Further discussions required as the separate applications progress.
Other	N/A	N/A

5.5.15. The implementation, delivery and monitoring of this Strategic Allocation

policy will, in summary, be achieved as follows.

Targets	Indicators	Policy Delivery
<p>Delivery of development in line with Policy 21</p>	<p>Net additional homes</p> <p>Net additional office space and employment land</p> <p>Additional services and facilities</p>	<p>Supplementary Planning Documents (e.g. masterplans) and Supplementary Plans</p> <p>Development Management decisions</p> <p>Annual review of SHLAA to manage sufficient housing supply</p>

Figure 21.1



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Policy 22: Strategic Allocation Former Bennerley Coal Disposal Point (Broxtowe)

- 1. The area, as shown on the adopted policies map, is identified as a strategic site for rail-connected logistics development, incorporating a rail freight terminal, to be delivered in conjunction with a Country Park for the benefit of the local community.**
- 2. The development will be subject to the following requirements:**
 - A. Logistics**
 - 1. 61 hectares of logistics development (Class B8 storage and distribution) with a minimum unit size of 9,000 m² secured by condition;**
 - 2. Provision of a rail-freight terminal. This will include railway sidings and a facility to allow freight to be transferred to and from freight wagons. This should make use of existing infrastructure where practical and will include a connection to the Erewash Valley Railway Line;**
 - 3. A programme with ambitious targets for modal shift to rail including a strategy for implementation.**
 - B. Country Park**
 - 4. The creation of a Country Park for the benefit of the local community. This must be provided in conjunction with the logistics development;**
 - 5. Provision of an access management plan for the Country Park;**
 - 6. Provision of compensatory improvements to the environmental quality and accessibility of remaining Green Belt land.**
 - C. Access**
 - 7. Provision of a rail-freight connection from the Erewash Valley Railway Line to enable rail-freight to be loaded and unloaded within the site;**
 - 8. Primary site access should be direct to and from the A610 dual carriageway to the north;**
 - 9. Improvements to road infrastructure necessary to mitigate adverse traffic impacts;**
 - 10. The development should be designed to enable the routing of bus services into the site (including the provision of turning points within the site) to enable employees to travel to the site by public transport;**
 - 11. Existing public rights of way should be retained or replaced with public rights of way of enhanced quality, which should include improving accessibility to remaining Green Belt land;**
 - 12. New pedestrian and cycle routes should be incorporated both within the site and also to link to the surrounding networks;**
 - 13. Implementation of a travel plan.**
 - D. Design and Heritage**
 - 14. A high standard of design will be required at this site, in particular to ensure that any built or other development is sympathetic to the Grade II* Listed Bennerley Viaduct, existing blue and green infrastructure**

assets within the local area, landscape character, and the area of the new Country Park;

15. Provision of landscape screening to limit the impact on the surrounding area;
16. Design should be innovative and will need to demonstrate how the development will contribute to the transition towards net-zero development.

E. Blue and Green Infrastructure

17. Retention of existing mature trees, hedgerows and grass verges;
18. Retention of blue and green infrastructure in between areas of new development.

F. Noise and Light Pollution

19. Any new development (including buildings, open storage areas, rail infrastructure, parking and freight transfer areas) should be screened to limit any noise or light pollution, as well as any other disturbance to local residents and the wider area;
20. Provision of a noise and light pollution management plan which includes an appropriate mitigation strategy.

G. Training and Employment

21. Local training and employment opportunities should be provided as part of the construction of the site and during the operational phases of the site.

H. Other Requirements

22. Provision of an on-site sustainable drainage system;
23. Flood attenuation measures to address any issues in relation to flood risk;
24. Biodiversity Net Gain should be provided on site;
25. All development should comply with the Police 'Secured by Design' principles;
26. The playing fields to the north-west of the site and to the south of Shilo Way should not be adversely impacted by the development;
27. Planning permission will not be granted for manufacturing uses which would have an adverse air quality impact upon any European site for nature conservation including the possible potential Special Protection Area, either alone or in combination with other pollution sources such as traffic;
28. Provision of contributions for local infrastructure, including facilities and services that are required for development to take place or which are needed to mitigate the adverse impact of development at the site or neighbourhood level, will be secured through Planning Obligations and / or a Community Infrastructure Levy.

Justification Text

- 5.6.1.** The site covers approximately 79 ha and is located to the north of Awworth and to the south-west of Giltbrook. It is located adjacent to the Bennerley Viaduct, a Grade II* listed structure. Part of the site was previously used as a coal disposal point. The site is located adjacent to the Erewash Valley railway line with rail access achievable via a disused spur and railway bridge that crosses the River Erewash. Road access is achievable from the A610. The site contains areas of hardstanding, open fields and existing development.
- 5.6.2.** The site is located close to centres of populations at Eastwood, Awworth 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 logistics will bring economic benefits to these areas.
- 5.6.3.** 61 ha of the site is allocated for logistics development which includes a Rail-Freight Terminal. It has been identified that the site can provide a minimum of 124,500 m² of logistics floorspace. A minimum unit size of 9,000 m² will be applied. This broadly equates to buildings around 100,000 sq. ft. or larger, the logistics industry's recognised definition of a large-scale distribution centre.
- 5.6.4.** The provision of a rail freight terminal is vital to enable low carbon transportation of rail freight. It also provides rail access for distribution and logistics within the wider area, including existing strategic distribution sites to the north at M1 junctions 27 and 28. A programme with ambitious targets for modal shift to rail including a strategy for implementation is required to reduce the dependency on transporting goods by road.
- 5.6.5.** The Country Park, as identified within the Awworth Neighbourhood Plan, should contain recreational space and support and complement the cycle and walking routes provided by Bennerley Viaduct. The Country Park should provide a high quality environment which will protect and enhance wildlife and biodiversity interest. It should also protect the open setting of Bennerley Viaduct and key views of the structure and should also preserve the openness of the Green Belt and protect the gap between Awworth and Cotmanhay to the west. It must be provided in conjunction with the delivery of the logistics development and is vital to achieving sustainable development across the site. It also provides the opportunity for biodiversity enhancement as part of Biodiversity Net Gain. The access management plan should contain details of how the Country Park will be linked to existing footpaths and recreational routes, how the site will be accessible for a range of users and measures to prevent inappropriate vehicles such as motorbikes from accessing the site.
- 5.6.6.** The allocation includes 61 ha of land being removed from the Green Belt. Exceptional circumstances apply to justify the changes to the Green Belt boundaries. A significant need for logistics development has been identified and this need cannot be met through sites outside of the Green Belt. The site includes areas of previously-developed land and has a rail connection. It is therefore considered preferable to other Green Belt sites. The site has been selected following joint evidence and collaborative work with adjoining authorities.

- 5.6.7.** In order to provide permanent long-term boundaries and to follow clear physical features, it is also proposed to remove a section of the A610 from the Green Belt and land to the east of Shilo Way, within the settlement of Awworth. This equates to 15 ha of land. However, this land does not form part of the allocation.
- 5.6.8.** Part of the allocation, identified for a Country Park, would be retained within the Green Belt and forms an important gap between the development and Cotmanhay to the west. In accordance with the National Planning Policy Framework, compensatory improvements to the environmental quality and accessibility of the remaining Green Belt land should be made. This can be achieved through the provision of the Country Park.
- 5.6.9.** Provision of a rail-freight connection from the Erewash Valley Railway Line is required to enable rail freight to be loaded and unloaded within the site. Primary road access should be direct to and from the A610 dual carriageway, although there is potential to provide a secondary access point from Shilo Way. Road infrastructure which is impacted by the development will also need to be mitigated and the development must be designed to allow for bus access to the site. This will enable employees to travel to the site by public transport. A Travel Plan will also be required to ensure that non-car modes are maximised and to provide a long-term strategy to achieve this. This will include enhancing and providing footpaths and cycle lanes, including connections to the Bennerley Viaduct, to encourage transport by active travel measures.
- 5.6.10.** Development in this location will impact the setting of the listed Bennerley Viaduct, which is important for historical and architectural reasons and which forms a major feature in the landscape of the Erewash Valley. Recent enhancements to the structure and its surroundings have arisen from the investment of significant public funds and the commitment of local amenity groups. It is therefore essential that the design of the development, including the height and siting of buildings, minimises the impact to the setting of the viaduct.
- 5.6.11.** There are Local Wildlife Sites (LWSs) on and adjacent to the site, and development here will inevitably impact on them. Harm to the LWSs must be mitigated or compensated for. The development must also provide a net gain in biodiversity of at least 10%. Existing Blue and Green Infrastructure (BGI) on the site should be enhanced, as should connections to adjacent BGI, including wetland areas and footpaths. The design of the Country Park should incorporate these factors. There are a number of existing public rights of way through the site. Existing public rights of way should be retained or replaced with public rights of way of enhanced quality, which should include improving accessibility to remaining Green Belt land.
- 5.6.12.** There are residential uses in close proximity to the site. Any new development, including buildings, open storage areas, rail infrastructure, parking and freight transfer areas, must be screened to limit any noise and light pollution, as well as any other disturbance to local residents and the wider area. This should partly be achieved through utilising and enhancing existing green vegetation corridors which run along parts of the site's boundaries. A noise and light pollution management plan must also be provided which should include an appropriate mitigation strategy.

- 5.6.13.** The site is close to areas of high deprivation and unemployment, particularly in parts of Eastwood and Ilkeston / Cotmanhay in Erewash Borough. Local training and employment opportunities should therefore be provided as part of the construction of the site and during the operational phases of the site.
- 5.6.14.** Parts of the site are in or adjacent to areas at higher risk of flooding. Flood mitigation and attenuation measures will be required to be incorporated into the development. The development should be designed to not have an adverse impact on playing fields adjacent to the site.

Infrastructure Delivery Plan constraints / requirements summary

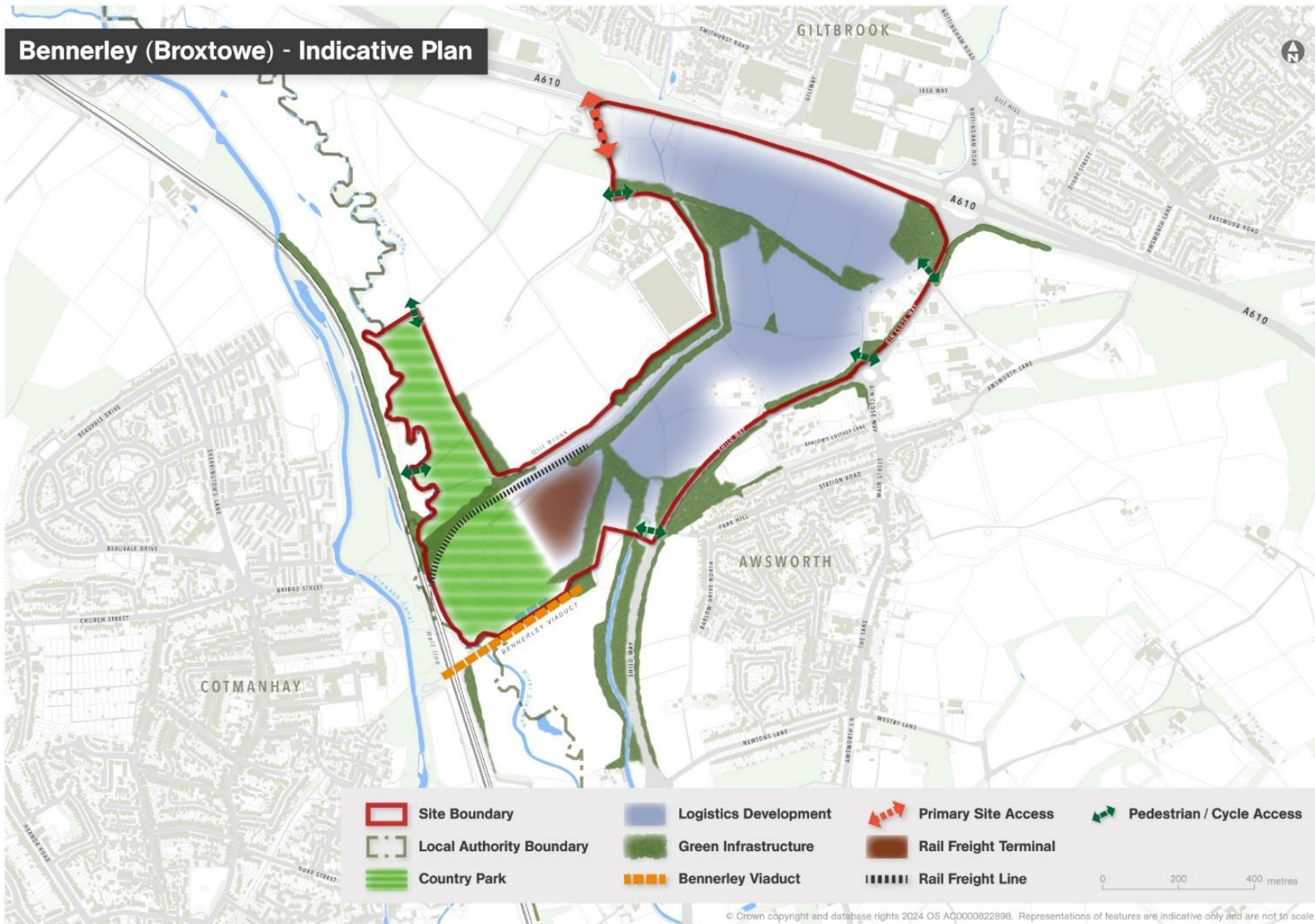
Infrastructure	Summary Assessment	Further work
Transport	<p>Provision of a freight rail link to serve the site from the existing railway line.</p> <p>Highway infrastructure improvements including a new junction with the A610.</p> <p>Active travel measures including cycle and walking links with existing settlements including Eastwood and Ilkeston.</p> <p>Bus facilities should be improved where required to Nottinghamshire County Council standards.</p> <p>Implementation of a travel plan.</p>	Further detailed technical work related to the rail connection and road junction.
Utilities	No abnormal requirements have been identified.	Capacity for the existing utilities infrastructure to accommodate the development proposed will be established prior to the redevelopment of the site.
Flooding and flood risk	<p>Parts of the site are at risk of flooding from the Gilt Brook and River Erewash.</p> <p>Should develop a hydraulic model for the Gilt Brook to ensure flood risk is fully understood. Opportunity to reduce flood risk downstream and should explore opportunities to reduce flood risk to the wider catchment where possible.</p>	<p>Further modelling required.</p> <p>Drainage from the site should be via a sustainable drainage system.</p>

Infrastructure	Summary Assessment	Further work
Health	N/A (employment development)	N/A (employment development)
Education	N/A (employment development)	N/A (employment development)
Police Services	No known abnormal requirements.	Further discussions required as detailed proposals emerge.
Ambulance Services	No known abnormal requirements.	Further discussions required as detailed proposals emerge.
Fire and Rescue Services	No known abnormal requirements.	Further discussions required as detailed proposals emerge.
Waste Management	No known abnormal requirements.	Further discussions required as detailed proposals emerge.
Community Services	Country park would provide outdoor recreation for local community.	Ensure country park is accessible to existing settlements in vicinity of the site.
Green Infrastructure / Open Space	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.	Development needs to link to and enhance the blue and green infrastructure corridors, particularly enhancing biodiversity and linking into recreational routes. This will include the provision of a country park.
Contamination	May be areas of contamination due to previous use.	Further investigations as part of a planning application.
Heritage Assets	Grade II* Bennerley Viaduct.	Ensure that development is sensitive to the setting of the viaduct through careful consideration of layout, building height and materials. Detailed assessments, including consideration of visual impact, will need to be undertaken.
Other	N/A	N/A

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

Targets	Indicators	Policy Delivery
Delivery of development in line with Policy 22	Net additional logistics land Provision of Country Park Number of trains operating per week from the rail freight terminal	Supplementary Planning Documents (e.g. masterplans) Development Management decisions

Figure 22.1 Bennerley



Policy 23: Strategic Allocation Top Wighay Farm (Gedling)

- 1. The area as shown on the adopted policies map is identified as a strategic site for housing for around 1,515 dwellings, up to 6.52 hectares of employment generating development, a neighbourhood centre and other community facilities as appropriate, all of which will be constructed within the plan period to 2041. The distribution of the proposed uses is identified on Figure 23.1 which is indicative for the part without planning permission.**
- 2. The site area of the strategic allocation is 87.18 ha. This comprises the “consented” area with outline planning permission (2020/0050) granted on 25th March 2022 covering 40.35 ha and an extension to the “consented” area of 46.83 ha**
- 3. The development will be subject to the requirements set out below.**

Consented Area

- 4. Outline planning application has been granted for mixed-use development comprising; 805 homes, land for employment purposes (up to 49,500 m² of employment space (E(g)(i) E(g)(ii) uses and B8) uses), a local centre of not more than 2,800 square metres, a 1.5 form entry primary school and associated infrastructure, open space and landscaping.**
 - A. Housing**
 - 1. Provision for up to 805 homes**
 - 2. 142 affordable housing units or 17.64% of the dwellings permitted, comprising homes for affordable rent and shared ownership.**
 - B. Employment**
 - 3. Provision of around 6.52 hectares of employment generating uses on land fronting the A611 Annesley Road, comprising up to 49,500 square metres of employment space (E(g)(i) E(g)(ii) and B8) uses),**
 - 4. An Employment and Skills Plan.**
 - C. Local Centre**
 - 5. Local centre of not more than 2,800 square metres.**
 - D. Transportation**
 - 6. Contribution towards bus provision to serve the development site, provision of footways and cycleway improvements on Annesley Road and Wighay Road and new pedestrian (toucan) crossing on Wighay Road.**
 - 7. Provision of a safeguarded route for the Nottingham Express Transit line.**
 - 8. Travel plan.**
 - E. Other**
 - 9. A 1.5 form entry primary school to be constructed on site.**
 - 10. Contributions towards a new primary health care facility in Hucknall.**
 - 11. The creation and enhancement of open space and green infrastructure which links to the wider Green Infrastructure network, which has regard to the Greater Nottingham Landscape Character Assessment and provides for biodiversity enhancements.**
 - 12. Provision of amenity open space, allotments, playing pitches, multi**

- games area and children's play facilities.
13. The creation of significant Green Infrastructure areas and buffers, particularly on the south eastern boundaries of the site to contribute to the creation of a permanent defensible Green Belt boundary. Significant Green Infrastructure should also be sited on land in between the western boundary of new development at this allocation and the possible potential Special Protection Area.

Extended area

A. Housing

14. Provision for approximately 710 homes on 46.83 hectares

B. Transportation

15. Submission of a transport assessment and new and improved connections (vehicle / pedestrian / cycle) to adjacent development within the "consented" area.
16. Provision of a safeguarded route for the Nottingham Express Transit line
17. Implementation of a Travel Plan

C. Green and Blue Infrastructure

18. Retention and enhancement of existing habitats, including Local Wildlife Sites.
19. The creation and enhancement of open space and green infrastructure which links to the wider Green Infrastructure network including National Cycle Route 6 (Bestwood Park to Newstead Blue Green Infrastructure Corridor), which has regard to the Greater Nottingham Landscape Character Assessment.
20. Creation of new areas to improve biodiversity and linkages to achieve minimum of 10% biodiversity net gain on site.
21. Protection of the historic water course which bisects the eastern part of the site and feeds into Linby Docks.
22. The creation of significant Green Infrastructure areas and buffers, particularly on the south eastern boundaries of the site to contribute to the creation of a permanent defensible Green Belt boundary. Significant Green Infrastructure should also be sited on land in between the western boundary of new development at this allocation and the possible potential Special Protection Area.

D. Provision of open amenity space

23. Provision of amenity open space allotments, playing pitch and childrens' play facilities.

E. Other Requirements

24. Contributions towards primary health care.
25. Contributions towards additional primary and secondary school places.
26. Integration of new uses with existing "consented" area development.
27. An appropriate sustainable drainage system.
28. Protect the setting of heritage assets surrounding the site, including Annesley Hall and Linby Conservation Area (in particular St Michael's church).

Justification

- 5.7.1.** The development of the Top Wighay Farm strategic allocation will create a Sustainable Urban Extension to Hucknall and the wider Nottingham conurbation. The development will provide for around 1,515 new homes. The exact level of housing and siting of development will be subject to negotiation, taking into account the need to respect the setting of heritage assets and to respond to drainage issues. A broad mix of house sizes and types will be required. The development will also include an area of employment development, including a new County Council office building on a 1.3 ha site to the north of the access from the A611, granted planning permission in July 2022. The office building is now under construction and is due to be completed in late 2024.
- 5.7.2.** Higher densities should be achieved in areas within the centre of the site and, in particular, within walking distance of the new neighbourhood centre. All green space within the site should be permanently maintained as open space.
- 5.7.3.** A broad assessment of viability has been completed for this site. This assessment takes into account the infrastructure requirements outlined in the table below. The assessment concludes that there are no identified costs which would prevent the development of this strategic allocation in line with the criteria contained within this policy and other requirements identified in the Greater Nottingham Strategic Plan.

Development requirements and phasing

- 5.7.4.** A significant proportion of the strategic allocation already has the benefit of outline planning permission. For the consented area, development should be brought forward in accordance with the planning permission and in the context of the adopted Supplementary Planning Document for Top Wighay Farm. The Council will adopt a positive approach to the planning and delivery of the site and its associated infrastructure to seek to ensure that delivery occurs in line with the housing trajectory. The extant planning permission was granted prior to the requirements for First Homes taking effect and, as such, affordable housing provision will comprise homes for affordable rent and shared ownership.
- 5.7.5.** The extension will need to integrate with the existing consented area with the masterplan extending to cover the entirety of the consented site and its extension. New and improved connections (vehicle / pedestrian / cycle) within the strategic allocation and to the surrounding area will be required. There is an opportunity for the extension to link to the existing Sustrans route (National Cycle Route 6) which runs parallel to the eastern boundary of the site.
- 5.7.6.** The indicative distribution of development is shown on Figure 23.1. Figure 23.1 and the adopted policies map identify the area of land within which all new built development will take place. The developable area will need to respond to the need to protect the setting of heritage assets at Annesley Hall Registered Park and Garden and Linby Conservation Area and preserve the historic water course which bisects the eastern section of the extension and which feeds into the northern of the two Linby docks. The provision of an appropriate sustainable drainage system within the south eastern corner of the extension will also limit development in this location.
- 5.7.7.** The parameters of the proposal and phasing requirements will be worked up through a master planning process. It is anticipated that development could commence in 2028 with completion around 2041.

- 5.7.8.** Primary access to the site will be provided through a new signalised junction off the A611 to access the employment area and from an additional spur on the existing roundabout at Annesley Road / B6011 to serve the housing development. It is important that development does not prevent the possibility of the NET line being extended into the site at some point in the future. Both design and layout will therefore need to accommodate scope for a future extension to take place and a route up to 14 metres wide (as agreed with the City Council NET team) should be safeguarded. A safeguarded route will only be unnecessary if it can be demonstrated that there is no realistic prospect of a future NET extension due to viability or feasibility reasons.
- 5.7.9.** The local centre should comprise retail, food and drink, professional services and community uses ideally including local convenience stores, a pub / restaurant, a day nursery and small scale offices, which will serve local residents of the site.
- 5.7.10.** The consented area will deliver a one form entry school on site (with the ability to expand to 1.5 form entry), in the form of a financial contribution along with the transfer of the land, secured through planning obligations. The extended development area would need to make additional financial contributions towards primary school places to expand the school to 1.5 form entry. Financial contributions will also be required towards secondary school places generated by the extended development area, although no contribution is sought from the consented area subject to secondary provision being secured through the Council's Community Infrastructure Levy.

IDP Constraints / Requirements summary

Infrastructure	Summary Assessment for the consented area	Further work, in particular for the extension
Transport	Two junctions from A611 have already been provided to access the site. Integrated transport walking and cycling package has been agreed as part of the Section 106 Agreement for the "consented" area.	Transport Assessment and an integrated transport, walking and cycling package required for the extension.
Utilities	Gas - no abnormal requirements Electricity - Uprating Hucknall to 40 MVA required. Depending on phasing, a new Bulk Supply Point may be required. Uprating works programmed by Western Power for completion by 2015. Water - extensive off-site mains may be required - approximately 1.5km to Wood Lane and booster	Further dialogue with Western Power and Severn Trent re phasing as details emerge.

Infrastructure	Summary Assessment for the consented area	Further work, in particular for the extension
	pumps. IT - no abnormal requirements	
Flooding and flood risk	No abnormal requirements	SuDs required for allocated extension.
Health	Contributions secured through the Section 106 Agreement for primary health care for “consented” area to develop a new facility in Hucknall.	Contributions towards primary health care sought from approximately 710 homes to be accommodated on extension. Level of contribution to be agreed as part of S106 discussions.
Education	New 1 form entry primary school secured on 1.5 ha site through the Section 106 Agreement for the “consented” area. Capacity to expand existing secondary schools, funded by the Community Infrastructure Levy.	Contributions required for additional primary and secondary school places based on Nottinghamshire County Council’s education multiplier. Primary contributions will extend new school from 1 form to 1.5 form entry. Contribution and phasing to be agreed as part of S106 discussions.
Affordable Housing	17.64% of the dwellings permitted will need to be affordable, (134 units on the basis of 805 dwelling total), comprising affordable rent and shared ownership.	Requirement for 20% affordable housing provision, to include First Homes. Details to be agreed as part of S106 discussions.
Police Services	No abnormal requirements	Further consideration of measures to mitigate any potential crime and disorder concerns at the detailed design stage required.
Ambulance Services	No abnormal requirements	
Fire and Rescue Services	No abnormal requirements	
Waste Management	No abnormal requirements	

Infrastructure	Summary Assessment for the consented area	Further work, in particular for the extension
Local Centre	A local centre of not more than 2,800 square metres to be provided within “consented” area.	Details to be progressed as part of planning application process. Further dialogue with Ashfield District Council as detailed proposals emerges.
Green Infrastructure / Open Space	Habitats Regulations Assessment (HRA) screening record concluded scale of development would not be likely to have significant impact on any European site. Proximity to SSSI (Quary Banks). Significant Green Infrastructure assets on site (Local Wildlife Sites) provide opportunities for protection and enhancement of Green Infrastructure. Additional public open space to be provided on site.	Protection / enhancement and permanent maintenance of Local Wildlife Sites. Opportunities for enhanced Green Infrastructure provision. Green Infrastructure proposals to be progressed as part of planning application process. Maintenance contributions to be agreed via S106 negotiations.
Contamination	A geo-environmental assessment has been undertaken as part of the outline planning application which concluded that the only area on site with slightly raised levels of contamination is proposed to be at the Local Centre which is acceptable in that location, subject to mitigation measures.	A ground condition survey will need to be prepared as part of the planning application for the extended area. Details to be progressed as part of the planning application process. Consideration also to be given to air quality and noise.
Heritage Assets	Proximity to and impact upon significance (including settings) of Linby Conservation Area, Scheduled Monuments, Historic Parks and Gardens at Newstead Abbey, Annesley Hall and Papplewick Hall. Listed Buildings present in and around Linby, in particular St Michael’s church.	Further dialogue with Historic England as proposals emerge, to preserve and enhance heritage assets. A programme of investigation

Infrastructure	Summary Assessment for the consented area	Further work, in particular for the extension
	Potential archaeological sites within both the consented area. An Archaeological Watching Brief will need to be submitted to and approved in writing by the LPA before development commences.	will need to be agreed and the protection / recording of any remains.
Other	Cross boundary considerations - close to Ashfield District Council and Nottingham City Council. Nearest town centre facilities are in Hucknall.	Further dialogue with adjacent local authorities (in particular in relation to highway, public transport and community facilities) regarding cross boundary impacts as detailed proposals emerge.

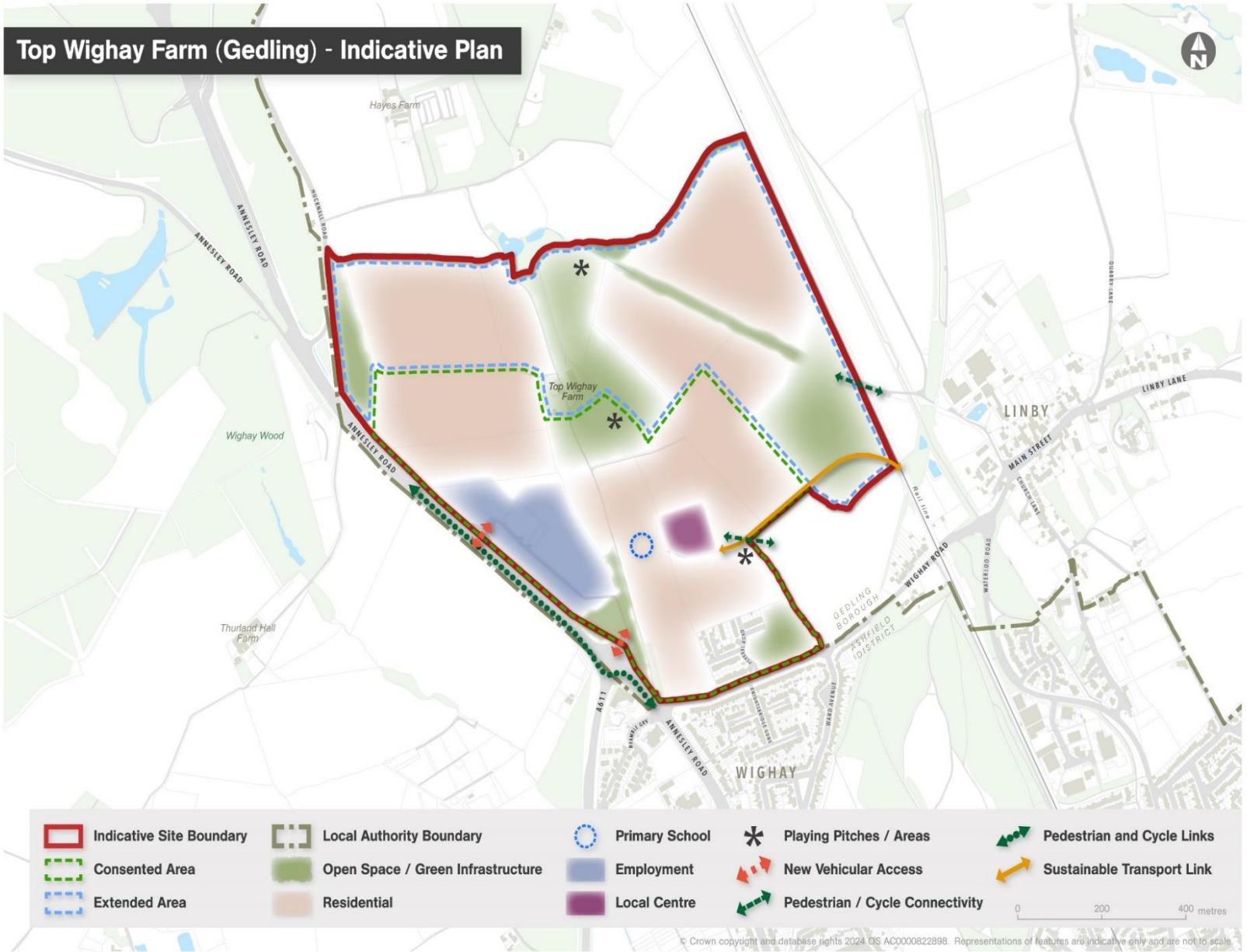
Implementation, delivery and monitoring

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

Target	Indicator	Delivery
Delivery of the development in line with Policy 23	Net additional homes Net additional employment land Provision of local centre Delivery of primary school Delivery of transport improvements Provision of amenity open space	Supplementary Plans Development Management decisions Annual review of the SHLAA to manage sufficient housing supply

Figure 23.1 Top Wighay Farm

Top Wighay Farm (Gedling) - Indicative Plan



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Policy 24: Strategic Allocation Former Stanton Tip

- 1. The area as shown on the adopted policies map is identified as a strategic site for residential and employment development. The site area is 42.6 hectares with a developable area of 27 hectares. The development should make efficient use of land, and is subject to the following requirements:**
 - A. Housing**
 - 1. Provision of up to 500 homes, predominantly family housing;**
 - B. Employment**
 - 2. Provision of employment uses (a minimum of 5 hectares approx. for industry and manufacturing, classes Eg, B2 and B8 uses);**
 - C. Additional uses**
 - 3. In addition to the residential and employment uses specified above, and dependent on the capacity remaining in the developable area, ancillary leisure (Ed), community (F2b), employment (B1 and B2) and small scale local need retail (F2a) uses may be permitted;**
 - D. Transport**
 - 4. Submission of a transport assessment and new and improved connections (vehicle / pedestrian / cycle) with adjacent development and NET Line 1 stop;**
 - E. Green and Blue Infrastructure**
 - 5. Retention and enhancement of existing habitats, including the Local Wildlife Site and creation of new areas to improve biodiversity and linkages to the River Leen corridor to enable a minimum of 10% biodiversity net gain on site;**
 - 6. Creation of new green space within the development and links to existing open space / green infrastructure;**
 - 7. Suitable proposals for opening up the existing culvert, sustainable urban drainage and flood risk mitigation measures;**
 - 8. Proposals which safeguard groundwater resources;**
 - F. Other Requirements**
 - 9. Integration of new uses with existing development;**
 - 10. Submission of an acceptable site investigation and remediation scheme suitable for mixed use proposals;**
 - 11. Proposals which successfully address the topography of the site in terms of accessibility, design and layout;**
 - 12. Proposals which maximise opportunities for the use and generation of low carbon energy; and**
 - 13. Planning permission will not be granted for manufacturing uses which would have an adverse air quality impact upon any European site for nature conservation including the possible potential Special Protection Area, either alone or in combination with other pollution sources such as traffic.**

Justification

- 5.8.1. Stanton Tip is a former colliery spoil tip, and a strategic brownfield site which has the potential to make a significant contribution to the provision of new homes to meet the**

City's needs, with an element of employment uses. The site is contaminated and redevelopment provides the opportunity to remediate the site, provide new housing and employment and enhance the existing Local Wildlife Site within the site boundary. Much of the site has naturally regenerated and has biodiversity interest. Proposals should therefore show how development will maintain and enhance these interests through habitat creation and retention. Opportunities exist to improve cycle and walking connections in the neighbourhood and to the NET Line 1 stop at Phoenix Park.

- 5.8.2.** The housing and employment uses together should not exceed the developable area (27 ha).
- 5.8.3.** Developers will be expected to work with Nottingham City Council to develop and agree an overall masterplan for the site which will establish principles for development such as layout, design and phasing and which should adequately address the site's complexities and relationship and links to neighbouring communities. The masterplan should include an approach to open space for the development, and specifically address opportunities to protect, enhance and create habitats both within and beyond the site.
- 5.8.4.** This strategic site has the critical mass to support more innovative and exemplar approaches to development – for example, through innovative design and construction techniques, incorporation of SuDS and small-scale community energy generation. Such approaches are important in helping to reduce carbon emissions and greenhouse gases to align with Policy 1 on climate change.
- 5.8.5.** Development will be required to contribute towards identified infrastructure requirements through planning obligations and the securing of other external funding mechanisms where they are available. The Council will work proactively with partners to support the delivery of development and positive regeneration outcomes and identify potential funding sources.

Development requirements and phasing

- 5.8.6.** The profile, prominence and ecological interest of the site requires careful consideration of its layout and design via masterplanning in close collaboration with the Nottingham City Council to create a successful new community.
- 5.8.7.** Significant opportunities exist to protect the most important habitats and to generally enhance and create habitats both within and beyond the site (Stanton Pond and Pasture LWS within the site and Springhead LWS close by) through the use of green corridors; incorporation of semi natural habitats; green spaces and connections to the River Leen corridor. No development should take place over the existing culvert and opportunities to open up the culvert should be explored to maximise opportunities for flood risk management and habitat creation. An easement may be required if the watercourse is opened up. A site specific flood risk assessment is required and this should consider the site topography and potential for overland flooding due to steep sided slopes.
- 5.8.8.** A transport assessment is required for this site. Satisfactory access arrangements are required, together with improved pedestrian and cycle links through the site and to the adjacent NET stop. The site is located on a former colliery spoil tip and development therefore has the potential to cause groundwater pollution and will require careful consideration. There is an identified need for primary care (new or expanded facilities) in the north of the City. Discussion with the Integrated Care Board will be required to

determine any implications for primary health facilities arising from the development of the site.

5.8.9. The site is also within a Minerals Safeguarding Area and consideration is therefore required prior to development.

Key Development Considerations

Development Consideration	Summary Assessment	Further work
Transport	No abnormal issues anticipated. Integrated transport package required. New vehicle / pedestrian / cycle connections with adjacent housing area required. Improved connection to NET stop required.	Transport assessment and further highway requirements, such as to enable access, be developed as part of master-planning work.
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.	Further dialogue with Western Power as proposals emerge. Further dialogue with Severn Trent.
Flooding and flood risk	Culvert runs below part of the site and may restrict developable area / provide opportunities for Green Infrastructure provision. Topography of site to be considered re surface / sewer flooding.	Further study of water course and potential flood risk and opportunities to enhance Green Infrastructure areas
Health	A need for primary care (new or expanded facilities) in the north of the City has been identified.	Dialogue with Integrated Care Board
Education	Education provision to be reviewed at the planning application stage.	Education contributions to be reviewed in light of pupil projection data (only valid 5 years in advance of development) to provide accurate assessment of existing local school capacity and confirm if contributions to expand existing schools are appropriate or if new school provision is required
Police Services	No known abnormal requirements.	Further dialogue as detailed proposals emerge
Ambulance	No known abnormal	Further dialogue as detailed

Development Consideration	Summary Assessment	Further work
Services	requirements.	proposals emerge
Fire and Rescue Services	No known abnormal requirements.	Further dialogue as detailed proposals emerge
Waste Management	No known abnormal requirements.	Further dialogue as detailed proposals emerge
Community Services	To be confirmed.	Further dialogue as detailed proposals emerge
Green Infrastructure / Open Space	SINC located on site – opportunities for enhanced Green Infrastructure provision.	To be reviewed as part of master-plan
Contamination	Historic uses on site necessitate remediation works with likely duration of 2-3 years.	Remediation strategy required as part of master plan and detailed proposals.
Heritage Assets	Site is not within a designated Conservation Area and has no impact upon a designated Conservation Area or heritage assets.	
Other	Site has a steep profile.	To be considered as part of master-plan. Innovative remediation and access strategy required.

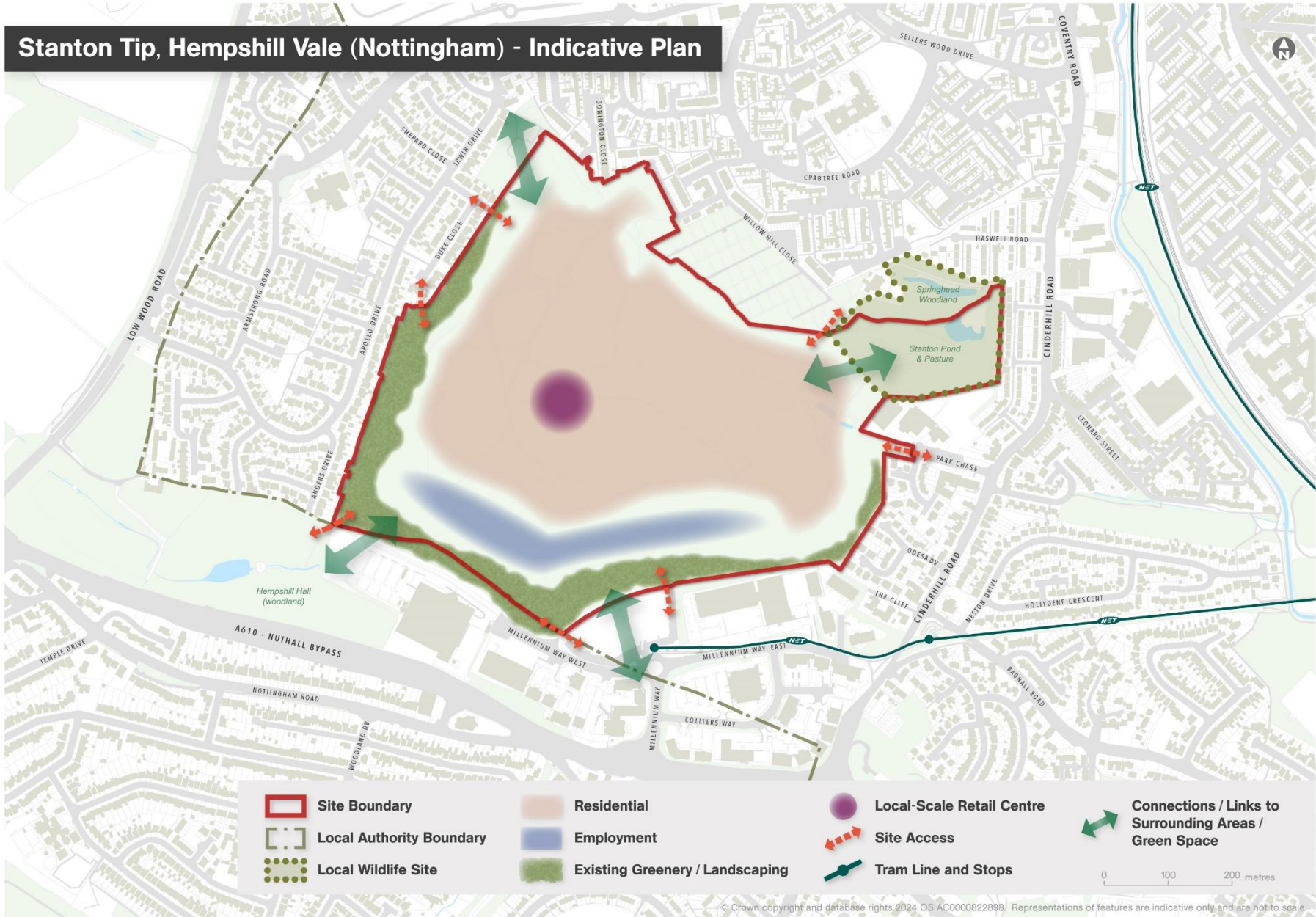
Implementation, delivery and monitoring

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

Targets	Indicators	Policy Delivery
Delivery of development in line with Policy 24	Net additional homes Additional services and facilities	Development Management decisions

Figure 24.1 Stanton Tip, Hempsill Vale

Stanton Tip, Hempsill Vale (Nottingham) - Indicative Plan



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Policy 25: Strategic Allocation Broad Marsh

- 1. The area, as shown on the adopted policies map, is identified as a strategic site for mixed use development as a new City Centre community, to include the provision of around 1,000 residential units up to 20,000 square metres of commercial, office and leisure floorspace and the provision of high quality public realm and open space / green infrastructure, subject to the following requirements:**
 - A. Housing**
 - 1. Provision of around 1,000 units (Use Class C3), to include a mix of sizes, type and tenure and elements of later living accommodation and Build to Rent units;**
 - B. Mixed Use**
 - 2. Provision of up to 20,000 square metres of commercial, office and leisure floorspace to include space for independent retail and food / drink businesses and entertainment area, a hotel and community and education led uses;**
 - C. Open Space**
 - 3. Creation and enhancement of high quality public open space / green infrastructure;**
 - D. Transport**
 - 4. Realignment and straightening of the Southern end of the section of Maid Marian Way between Castle Gate and Canal Street;**
 - 5. New pedestrian crossing facilities across Maid Marian Way;**
 - 6. Establishing new pedestrian and cycle routes through redeveloped areas, with a particular focus on the north / south route into Bridlesmith Gate and to the eastern side of the site to reactivate the former Drury Hill historic route;**
 - 7. Creating new high-quality areas of public realm;**
 - 8. Making the area a connectivity hub with easy parking, bus and taxi access as well as electric bikes, scooters and electric disability vehicles to allow access to the City Centre including a potential additional tram stop to serve the area;**
 - E. Heritage and archaeology**
 - 9. Proposals should protect and enhance heritage and archaeological assets within and surrounding the site in line with their significance, including adjacent conservation areas;**
 - 10. Careful consideration should be given to views of the Broad Marsh, the Castle and Lace Market cliff, and the Castle and Canal Conservation Area;**
 - 11. Proposals should seek to enhance the setting of the Castle, caves and other historic assets within the site to the south of Isabella Street;**
 - 12. Access should be opened up to the caves present underneath the site, as well as giving prominence and access to the proposed visitor attraction focussed on the caves;**
 - 13. Protection of a portion of the former Broadmarsh Shopping Centre frame on the eastern side of the site, which is to be repurposed for a mix of new uses including independent retail and food and beverage uses and innovative community spaces;**

F. Other Requirements

- 14. Planning Obligations in line with Policy 18;**
- 15. Regard to be given to the amenity of residential properties on Castle Gate;**
- 16. Suitable proposals for sustainable urban drainage and any necessary flood risk mitigation proposals; and**
- 17. Submission of acceptable site investigation and remediation scheme suitable for mixed use proposals.**

Justification

- 5.9.1.** The Broad Marsh site is one of the largest and most significant City Centre projects anywhere in the UK. It is envisaged that the Broad Marsh area will provide a unique space that will attract all communities to the area and enhance the City Centre as a national visitor destination. It will provide significant new housing, employment and leisure opportunities, and will be transformative in reshaping the southern part of the City Centre.
- 5.9.2.** The former Broadmarsh shopping centre was passed to Nottingham City Council after the previous owner entered administration in 2020. At this point, the shopping centre was partly demolished, and largely remained in this state for the immediate period afterwards. Subsequently, significant progress has been made on demolition and construction works. The immediate surroundings of the site have already seen the development of a new Central Library, a bus station and car park, and the Nottingham College City Hub. Major public realm improvements have also been implemented, including the 'Green Heart' on the Broad Marsh site itself. The Green Heart is a new wildlife-rich green space to encourage public connection to nature. In addition to the Green Heart, a new play space has been opened on Collin Street. This new play space is part of a "Playable Cities" Initiative and supports the City's objective to become a UNICEF Child Friendly City. There are also proposals for a new state-of-the-art Community Diagnostic Centre which will be located on the regeneration site and will be operated by Nottingham University Hospitals NHS Trust. The Centre will be a one-stop shop which will support GPs by providing direct access to diagnostics services such as MRI, CT, x-ray, ultrasound, echocardiography, ECG, and lung function testing.

Masterplanning

- 5.9.3.** Due to the significance of the site, a cohesive site-wide masterplan has been completed as a precursor to a planning application for new homes, offices, leisure and green spaces. The Masterplan work was undertaken by international architect and design practice BDP and property advisor JLL. The Masterplan helps to realise the vision for the site created with Heatherwick Studio following the 'Big Conversation', an extensive public consultation. Key elements of the Masterplan include the provision of around 1,000 new homes, around 2,500 new jobs, approximately 20,000 square metres of office, commercial and leisure uses with excellent public realm and retention of part of old shopping centre's structural frame to provide opportunities for innovative new spaces including a Caves visitor attraction.

Mix of Uses

- 5.9.4.** In locational terms, the area of the site to the west of Maid Marian Way, towards the Castle is proposed to be residential-led with ancillary opportunities for community

spaces and workspaces. Towards the middle of the site there are opportunities for a significant amount of residential development, with some grade A office provision.

- 5.9.5.** Proposals should also follow the concepts in the Masterplan which involve the retention of part of the former frame of the Broadmarsh Shopping Centre. In the former frame there are opportunities for community and leisure-led uses, residential uses and space outlines for a hotel use with flexible creative workspaces, and entrances to the caves (as mentioned above).
- 5.9.6.** The demolition of part of the frame south of and including the Mall allows the development of two eight storey blocks, one residential and one a hotel. The northern section of the frame includes a cut-away section to create a green space next to the cliff. In addition, a section of the frame south of the Mall next to the Green Heart should be retained and uses could include a 'Box Park' style food court and entertainment area. The area next to Severns House should be developed with one or two storey food and beverage outlets inspired by the tradition of Nottingham's alleyways. Overall, the vision for the frame is not for a conventional commercial offer but should be unique and bespoke and effectively providing a space in the City that enables entrepreneurs, community groups and operators to use it imaginatively.
- 5.9.7.** It is expected that the site can accommodate high density urban living and deliver around 1,000 residential units (predominantly Use Class C3). Purpose Built Student Accommodation will not be permitted, as the objective is to create a new vibrant City Centre community, which will be assisted through provision of more permanent residential opportunities and year round activation, and there is plentiful choice of sites and locations for Purpose Built Student Accommodation elsewhere within the City Centre. There will be a focus on ensuring a wide mix of housing across the site so that units include an element of later living for the elder sections of the population and also an element of Build to Rent properties. Policy 10 (Design and Enhancing Local Identity) will be particularly important in establishing standards and quality and also in establishing a balance between activity and vitality, and living conditions.
- 5.9.8.** Throughout the site, the provision of high quality open space will be an important requirement to complement the existing open space provision at the Green Heart and play provision along Collin Street. It is envisaged that there will be a network of green space / green infrastructure both within and linking beyond the Broad Marsh area.

Heritage and Archaeological Considerations

- 5.9.9.** There are a large number of heritage assets which must be considered during demolition, site investigations and future development. In addition to Scheduled caves, there are further caves which are of demonstrable equivalence to a Scheduled Monument. Caves of medieval and post-medieval dates are located at both the former shopping centre and at the college (on Maid Marian Way). Two burial grounds (one medieval and one 19th century in date) are present at the former shopping centre, with human remains demonstrably present. A further burial ground (18th/19th century in date) is located at the college site and one is located beneath the car park of Nelson's solicitors. Furthermore, the Broad Marsh site contains important archaeological remains including a medieval friary and evidence of medieval and post-medieval waterside industry and occupation. Care will be needed to avoid unnecessary harm to settings particularly of the Broad Marsh caves and Nottingham Castle.
- 5.9.10.** In order to prevent the redevelopment of the Broad Marsh site having a negative impact on heritage assets, early pre-application consultation with the City Archaeologist is

required. A robust strategy is needed to ensure archaeological remains are considered during demolition works, ground investigations and future development. A programme of archaeological field evaluation and a robust mitigation strategy must be prepared in collaboration with the City Archaeologist. The mitigation strategy will detail the mitigation for the preservation and, where appropriate, excavation of archaeological remains. This includes the exhumation of human remains, protection of all caves within the footprint of the former shopping centre, and on the college site, during site investigations, demolition works and future redevelopment, and the investigation of all other archaeological remains. In particular, care is needed to avoid further damage to the Scheduled caves, and those of demonstrable equivalence to Scheduled Monuments. It is anticipated, however, that the redevelopment of the Broad Marsh should have a positive impact overall upon nearby heritage assets by restoring views of Nottingham Castle (Grade 1 listed, Scheduled Ancient Monument) and the Lace Market cliff, as well restoring an open thoroughfare between Lister Gate and Carrington Street. The potential creation of a new open air street pattern could restore the legibility of the area which was harmed by the development of the Broad Marsh in the 1970s.

Transport Measures

- 5.9.11.** Throughout the site and beyond, there is excellent connectivity for pedestrians and cyclists. To support the ongoing redevelopment of the Broad Marsh area it is proposed to implement a number of complimentary transport improvements. The delivery of the transport package will maximise the area of land to be redeveloped. Maid Marian Way currently forms part of an Inner Ring Road around the City Centre central core and is currently a barrier to movement. Through straightening the road and design treatments, the dominance of traffic through the area will be reduced. In addition, by improving connections to the Station, the Castle, Old Market Square and the Lace Market the experience for pedestrians, cyclists and those with restricted mobility will be much improved. Helping to make the overall area more attractive as a whole, new social spaces, with seating and landscaping and other greening measures will also be implemented. Given the close proximity of Nottingham Station, the tram, Broad Marsh bus station and transport facilities for taxis, cycles and new shared forms of transport, the area will continue to be developed as an important transport connectivity hub for the City.
- 5.9.12.** The package will be included as local transport measures in the investment programme for the East Midlands Combined County Authority. The measures will be programmed for implementation between 2026 and 2032.

The improvements proposed include:

- Realignment and straightening of the Southern end of the section of Maid Marian Way between Castle Gate and Canal Street
- New pedestrian crossing facilities across Maid Marian Way
- Establishing new pedestrian and cycle routes through redeveloped areas
- Creating new high quality areas of public realm
- Making the area a connectivity hub with easy parking, bus and taxi access as well as electric bikes, scooters and electric disability vehicles to allow access to the City Centre including potentially an additional tram stop to serve the area

Infrastructure Delivery Plan Constraints / Requirements summary

Infrastructure	Summary Assessment	Further work
Transport	Transport requirements are listed above in the policy and justification text.	These measures will be included in the investment programme for the new East Midlands Combined County Authority. The measures will be programmed for implementation between 2026 and 2032.
Utilities	New infrastructure will be required onsite during build.	Early dialogue needed with infrastructure providers as more detailed planning proposals emerge.
Flooding and flood risk	Some surface water issues surrounding Broadmarsh and flooding history to the previous site. Development must include sustainable drainage systems and blue green infrastructure to manage surface water on-site. This must carefully consider the cave systems beneath the site.	Ongoing dialogue with the Environment Agency. Site specific flood risk and mitigation strategies required.
Health	NHS Community Diagnostics Centre will be completed in 2025.	Further dialogue as proposals emerge through the planning application process.
Education	Likely that primary / secondary capacity is not sufficient within this area. However this would require confirming during negotiations on any planning application.	Further dialogue as proposals emerge through the planning application process.
Police Services	No known abnormal requirements.	Further dialogue as proposals emerge through the planning application process.
Ambulance Services	No known abnormal requirements.	Further dialogue as proposals emerge through the planning application process.
Fire and Rescue	Likely to be building safety	Further dialogue as

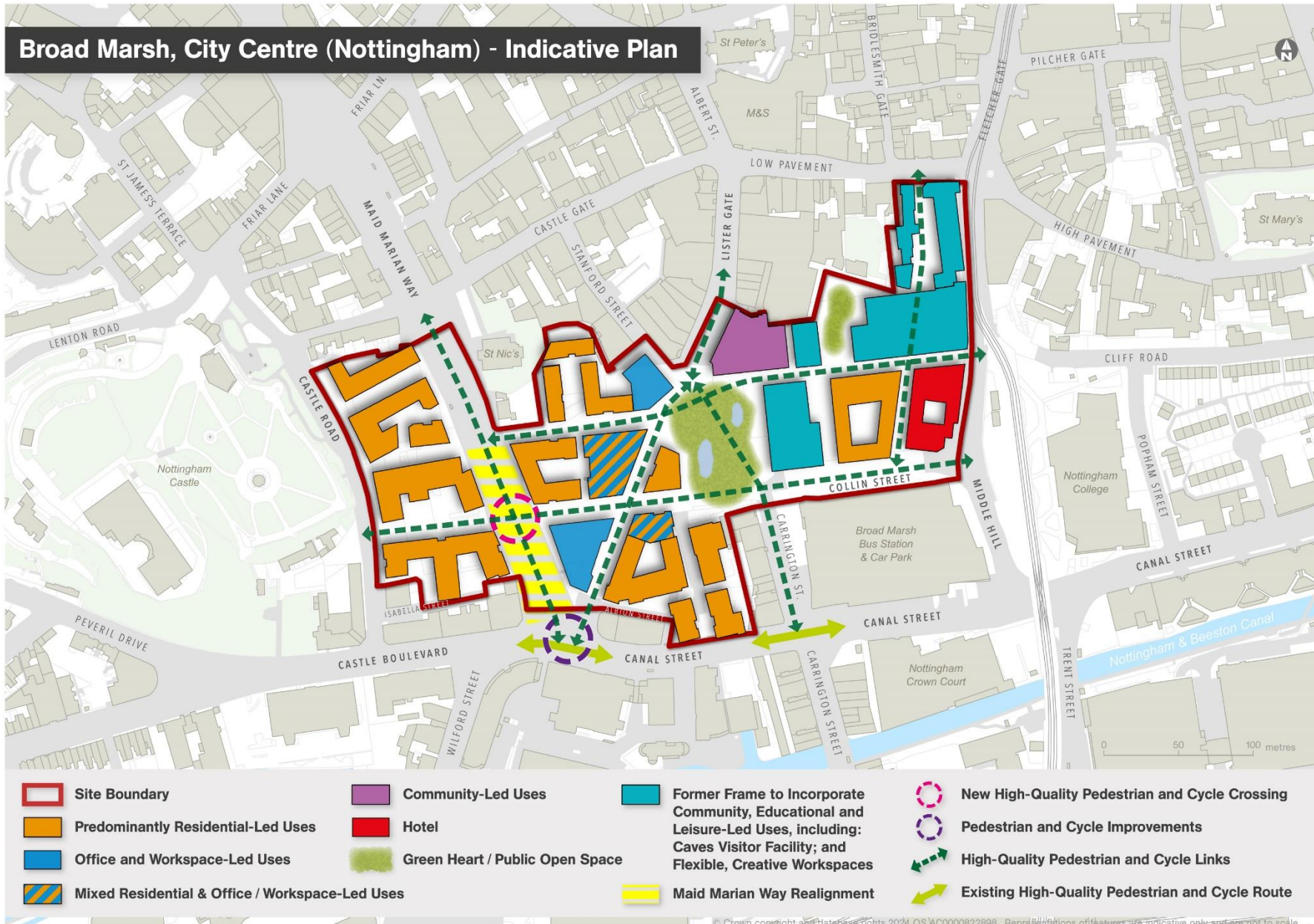
Infrastructure	Summary Assessment	Further work
Services	and fire safety issues once detailed proposals emerge.	proposals emerge through the planning application process.
Waste Management	Likely to be waste management issues as more detailed proposals emerge.	Further dialogue as proposals emerge through the planning application process.
Community Services	Community-led uses are envisaged as part of the delivery of the site.	Further details will emerge through the planning application process.
Green Infrastructure / Open Space	Opportunity to provide multi-functional green space within the centre of Nottingham. There is limited green space within this area. 'Green Heart' completed in 2024. 10% biodiversity net gain required.	To be negotiated as more detailed proposals emerge.
Contamination	Known contamination issues due to historic polluting uses.	Site specific investigations as detailed proposals emerge to address contamination and pollution control issues.
Heritage Assets	The site is adjacent to a number of conservation areas and historic buildings. It lies within an archaeological constraints area and incorporates a Scheduled Monument and locally equivalent designations and buried remains. The development of the Broad Marsh needs to consider the impact on the setting of two Scheduled Monuments: the Broadmarsh caves and Nottingham Castle.	Further dialogue with Historic England and the City Archaeologist as proposals emerge to preserve and enhance heritage assets.

Implementation, delivery and monitoring

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

Targets	Indicators	Policy Delivery
Delivery of development in line with Policy 25	Net additional homes	Development Management decisions

Figure 25.1 Broad Marsh, City Centre



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Policy 26: Strategic Allocation Melton Road, Edwalton (Rushcliffe)

- 1. The area, as shown on the adopted policies map, is identified as a strategic site for housing for around 1,800 dwellings, up to 4 hectares of E(g) use, other employment generating development, and other community facilities as appropriate, all of which will be constructed within the plan period to 2041. The indicative distribution of the proposed uses is identified on Figure 26.1.**
- 2. The development will be subject to the following requirements:**
 - A. Housing**
 - 1. A mix of housing will be provided on the site, including seeking through negotiation to secure up to 30% affordable housing. The affordable housing should be phased through the development;**
 - 2. The development should make efficient use of land. New residential development should seek to achieve an average net density of at least 30 dwellings to the hectare. Higher densities should be achieved along the strategic bus corridor;**
 - B. Employment**
 - 3. There should be provision of E(g) and / or non E(g) class employment generating uses towards the south of the site in proximity to the existing Wheatcroft Business Park to provide for a wide range of local employment opportunities where appropriate;**
 - 4. Redevelopment or expansion of existing businesses at Wheatcroft Business Park for employment purposes will be permitted subject to design, amenity and transportation considerations;**
 - C. Transportation**
 - 5. Primary vehicular access should be provided off A606 Melton Road, and for bus and emergency vehicle only movement provided through Musters Road;**
 - 6. Improvements to road infrastructure necessary to mitigate adverse traffic impacts and serve the new development;**
 - 7. Improvements to walking and cycling facilities and public transport links through and beyond the site;**
 - 8. Implementation of a travel plan;**
 - 9. A financial contribution to a package of improvements for the A52 between the A6005 (QMC) and A46 (Bingham);**
 - D. Other Requirements**
 - 10. Sewage and off-site drainage improvements;**
 - 11. An appropriate sustainable drainage system;**
 - 12. The creation and enhancement of open space and green infrastructure which links to the wider Green Infrastructure network, which has regard to the Greater Nottingham Landscape Character Assessment, and provides for biodiversity enhancements for Sharphill Wood and its environs;**
 - 13. Landscape buffers between the employment use and housing within the development;**
 - 14. The provision of or upgrade to sports areas and the provision of play areas, with necessary associated facilities, of an appropriate scale to meet the needs of the development;**

15. **Provision of or contribution to indoor leisure facilities of an appropriate scale to meet the needs of the development;**
16. **Provision of a community park facility;**
17. **Provision of land, or contributions towards improved health facilities as appropriate to meet the needs of the development;**
18. **Provision of an on-site primary school and contributions towards Secondary School provision to serve the development;**
19. **Provision of a Community Hall of an appropriate scale to serve the new development should be provide;**
20. **Protect and / or enhance heritage assets within and surrounding the site; and**
21. **Provision of contributions for local infrastructure, including facilities and services that are essential for development to take place or which are needed to mitigate the adverse impact of development at the site or neighbourhood level will be secured through Planning Obligations and / or a Community Infrastructure Levy in line with Policy 18.**

Justification

- 5.10.1. The development off Melton Road, Edwalton will create a Sustainable Urban Extension to West Bridgford and the wider Nottingham conurbation. The development will provide for around 1,800 new homes and a broad mix of house sizes and types will be required. The development will also include a small expansion to the existing Wheatcroft Business Park for employment and business related development.
- 5.10.2. The configuration of green space within the site should accommodate badger setts and provide for foraging paths that link to Sharpill Wood and the wider countryside. All green space should be maintained as open space into the future.

Development requirements and phasing

- 5.10.3. The parameters of the proposal and phasing requirements have been worked up through a masterplanning process. The indicative distribution of development is shown on Figure 26.1. Figure 26.1 and the Local Plan adopted policies map identifies the area of land removed from the Green Belt in 2014 and within which all new built development will take place. The extent of the allocation identified on the adopted policies map was previously subject to Policy 20 of the Rushcliffe Local Plan Part 1: Core Strategy and is now subject to Policy 26 of this Plan.
- 5.10.4. As of April 2023, 1,273 new homes had been built and a further 439 new homes had detailed planning permission. The primary school, play and sports areas have been completed but some areas of green infrastructure, walking and cycling routes and the community hall are still to be delivered. It is anticipated that the almost all new housing development will completed by around 2031.
- 5.10.5. In respect of the up to four hectares of land on the southernmost part of the site identified for E(g) uses and other employment generating development, planning permission has been granted across most of this area for a mix of employment generating and retail developments; much of which has now been delivered.
- 5.10.6. Any structural planting should occur in advance of the commencement of each phase of the development. Each residential phase should require an appropriate mix of housing, including the integration of affordable housing.

Infrastructure Delivery Plan constraints / requirements summary

Development Consideration	Summary Assessment	Further work
Transport	Details have been agreed as part of the planning permissions and any contributions secured via the S106 agreement.	Discussions will be had on the remaining phases to ensure the delivery of appropriate transport infrastructure.
Utilities	Addressed within extant and future permissions.	N/A
Flooding and flood risk	Flood zone 1. Details have been agreed as part of the planning permissions.	Discussions will be had on the remaining phases to ensure any flooding risk, including from surface water, is addressed.
Health	The S106 agreement secures financial contributions to improve existing health care facilities.	All detail has been agreed as part of the planning permissions and any contributions secured via the S106 agreement.
Education	A primary school has been delivered on site (Rosecliffe Spencer Academy). There are capacity issues for secondary schools in West Bridgford. Contributions secured through the S106 agreement will be used to expand Rushcliffe Spencer Academy to provide additional secondary places.	All detail has been agreed as part of the planning permissions and any contributions secured via the S106 agreement.
Police Services	No known abnormal requirements.	All detail has been agreed as part of the planning permissions and any contributions secured via the S106 agreement.
Ambulance Services	No known abnormal requirements.	All detail has been agreed as part of the planning permissions and any contributions secured via the S106 agreement.
Fire and Rescue Services	No known abnormal requirements.	All detail has been agreed as part of the planning permissions and any contributions secured via the S106 agreement.
Waste Management	No known abnormal requirements.	All detail has been agreed as part of the planning permissions and any contributions secured via the S106 agreement.

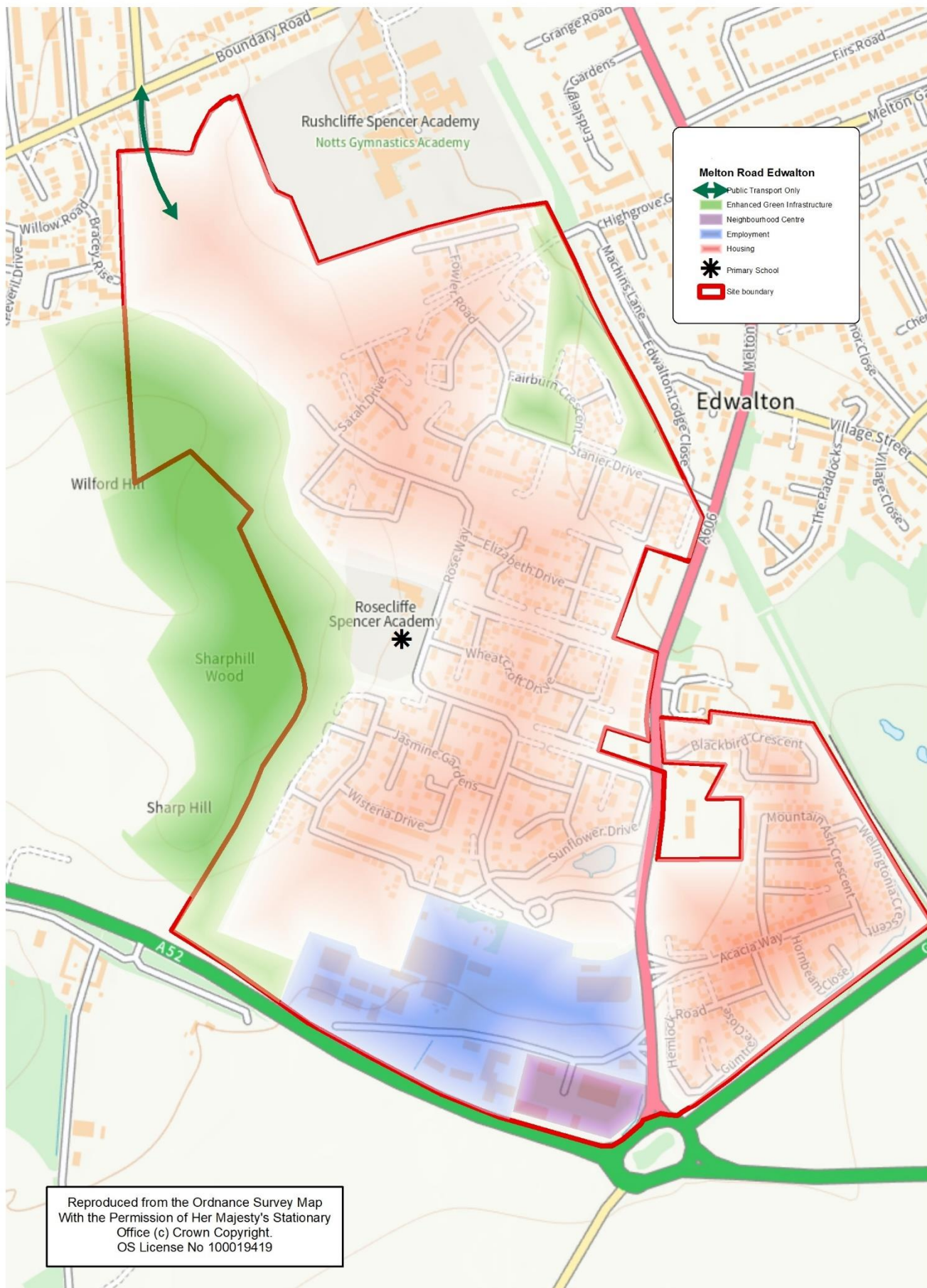
Development Consideration	Summary Assessment	Further work
Community Services	Community hall provision is required on site.	Planning permission has been secured for the community hall.
Green Infrastructure / Open Space	The site is adjacent to Sharphill Wood. The provision of new open space between the early development phases and the existing houses on Edwalton Lodge Close has been laid out. Additionally, a new community park has received planning permission.	All detail has been agreed as part of the planning permissions and any contributions secured via the S106 agreement. Discussions will be had on the remaining phases to ensure a consistent approach to the delivery of open space and green infrastructure.
Contamination	Contamination has been dealt with via the outline and reserved matters planning permission.	Discussions will be had on the remaining phases to ensure any contamination is dealt with appropriately.
Heritage Assets	The site will not result in a loss of, or harm the significance of, any designated or non-designated heritage assets or its setting. There are no heritage assets within close proximity of the site.	Discussions will be had on the remaining phases to ensure there is minimal harm to any heritage asset.
Other	Outline planning permission has been received and phases of development have received reserved matters permission, with multiple phases either under construction or complete.	N/A

Implementation, delivery and monitoring

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

Targets	Indicators	Policy Delivery
Delivery of development in line with Policy 26	Net additional homes Additional services and facilities	Development Management decisions Timely review of SHLAA to manage sufficient housing supply

Figure 26.1



Policy 27: Strategic Allocation Land North of Bingham (Rushcliffe)

- 1. The area, as shown on the adopted policies map, is identified as a strategic site for housing of around 1,000 dwellings and an appropriate mix of E(g), B2 and B8 employment development, a neighbourhood centre and other community facilities as appropriate, all of which will be constructed within the plan period to 2041. The indicative distribution of the proposed uses is identified on Figure 27.1.**
- 2. The development will be subject to the following requirements:**
 - A. Housing**
 - 1. A mix of housing will be provided on the site, including seeking through negotiation to secure up to 30% affordable housing. The affordable housing should be phased through the development;**
 - 2. The development should make efficient use of land. New residential development should seek to achieve an average net density of at least 30 dwellings to the hectare. Higher densities should be achieved close to the neighbourhood centre, the area closer to Bingham town centre and along the new or enhanced public transport corridors serving the site;**
 - B. Employment**
 - 3. There should be the provision of around 15.5 Hectares of land for a mix of E(g), B2 and B8 employment development, with any B8 employment development being concentrated to the west of the site in proximity to the A46. The existing units within the boundary of the allocation to the east of the site should be retained;**
 - C. Neighbourhood Centre**
 - 4. A neighbourhood centre of an appropriate scale should be provided to serve the proposed development;**
 - 5. A community facility of an appropriate scale to serve the new development should be provided within or adjacent to the neighbourhood centre;**
 - D. Transportation**
 - 6. Improvements to walking and cycling links to the town centre and railway station and enhancements to public transport to serve the new development;**
 - 7. Improvements to road infrastructure necessary to mitigate adverse traffic impacts and serve the new development;**
 - 8. Implementation of a travel plan;**
 - E. Other Requirements**
 - 9. Sewage and off-site drainage improvements;**
 - 10. An appropriate sustainable drainage system;**
 - 11. The implementation of a flood mitigation scheme for Car Dyke;**
 - 12. The creation and enhancement of open space and green infrastructure which links to the wider green infrastructure network, which has regard to the Greater Nottingham Landscape Character Assessment, and provides for biodiversity enhancements;**
 - 13. Provision of a community park to include Parsons Hill**

14. **Landscape buffers between the employment uses and housing within the development;**
15. **Provision of sports and play areas, with necessary associated facilities, of an appropriate scale to meet the needs of the development;**
16. **Provision of or contribution to indoor leisure facilities of an appropriate scale to meet the needs of the development;**
17. **Provision of an on-site primary school and contributions towards improvements to Toot Hill School to serve the development;**
18. **Provision of contributions to improve local health facilities as appropriate to meet the needs of the development;**
19. **Provision of a new household waste and recycling centre on site;**
20. **Protect and / or enhance heritage assets within and surrounding the site;**
21. **Planning permission will not be granted for manufacturing uses which would have an adverse air quality impact upon any European site for nature conservation including the possible potential Special Protection Area, either alone or in combination with other pollution sources such as traffic; and**
22. **Provision of contributions for local infrastructure, including facilities and services that are essential for development to take place or which are needed to mitigate the adverse impact of development at the site or neighbourhood level will be secured through Planning Obligations and / or a Community Infrastructure Levy in line with Policy 18.**

Justification

- 5.11.1.** The development of land North of Bingham will create a new sustainable community with a mixed-use development of around 1000 new homes and around 15.5 hectares of employment uses. The distribution of the proposed uses is identified on the indicative masterplan.

Development requirements and phasing

- 5.11.2.** The indicative distribution of development is shown on Figure 27.1. Figure 27.1 and the Local Plan adopted policies map identifies the area of land within which all new built development will take place. The extent of the allocation identified on the adopted policies map was previously subject to Policy 21 of the Rushcliffe Local Plan Part 1: Core Strategy and is now subject to Policy 27 of this Plan.
- 5.11.3.** Outline planning permission was granted for the site in 2013 and, as of June 2023, detailed planning permission has been granted for 1,050 dwellings.
- 5.11.4.** There is a phasing schedule for the development granted planning permission which indicates that the development will occur in five phases. Development is well progressed and, as of April 2023, 429 new homes have been built and the Car Dyke Flood Management Scheme has been implemented. It is anticipated that housing development on the site will be completed by 2028, and completion of the employment development is likely to take longer but before the end of the plan period.
- 5.11.5.** Construction of the neighbourhood centre and the provision of other necessary community facilities will be sought at an early stage in order to meet the needs of new residents, encourage their use and promote more sustainable travel habits.
- 5.11.6.** Subject to viability considerations, each phase will provide for an element of affordable housing to ensure a steady delivery through the lifetime of the development. Affordable

housing provision will be adequately mixed and distributed amongst the various parcels and development as a whole.

- 5.11.7.** Because the site is separated from the rest of the town by the Nottingham to Grantham railway line, every effort should be made to improve and enhance connectivity between the site and the rest of Bingham, including access to the railway station and the town centre.

Infrastructure Delivery Plan constraints / requirements summary

Development Consideration	Summary Assessment	Further work
Transport	Details have been agreed as part of the planning permissions and any contributions secured via the S106 agreement.	N/A
Utilities	Addressed within extant permissions.	All detail has been agreed as part of the planning permissions and any contributions secured via the S106 agreement.
Flooding and flood risk	Planning permission has secured the delivery of a flood storage reservoir on the east of Chapel Lane (which has been constructed) along with the Car Dyke Management Scheme works (also complete) to alleviate flood risk on the site. In addition, two balancing ponds have been built within the site on the west side of Chapel Lane.	All detail has been agreed as part of the planning permissions and any contributions secured via the S106 agreement.
Health	The S106 agreement secures a financial contribution to provide two additional consulting rooms at the Bingham Health Facility.	All detail has been agreed as part of the planning permissions and any contributions secured via the S106 agreement.
Education	Bingham Primary School has opened within the site on land that was reserved for a school. Funding provision secured for the expansion of Toot Hill Academy (secondary school provision).	All detail has been agreed as part of the planning permissions and any contributions secured via the S106 agreement.
Police Services	No known abnormal requirements.	All detail has been agreed as part of the planning permissions and any contributions secured via the S106 agreement.
Ambulance Services	No known abnormal requirements.	All detail has been agreed as part of the planning permissions and any contributions secured via the S106 agreement.

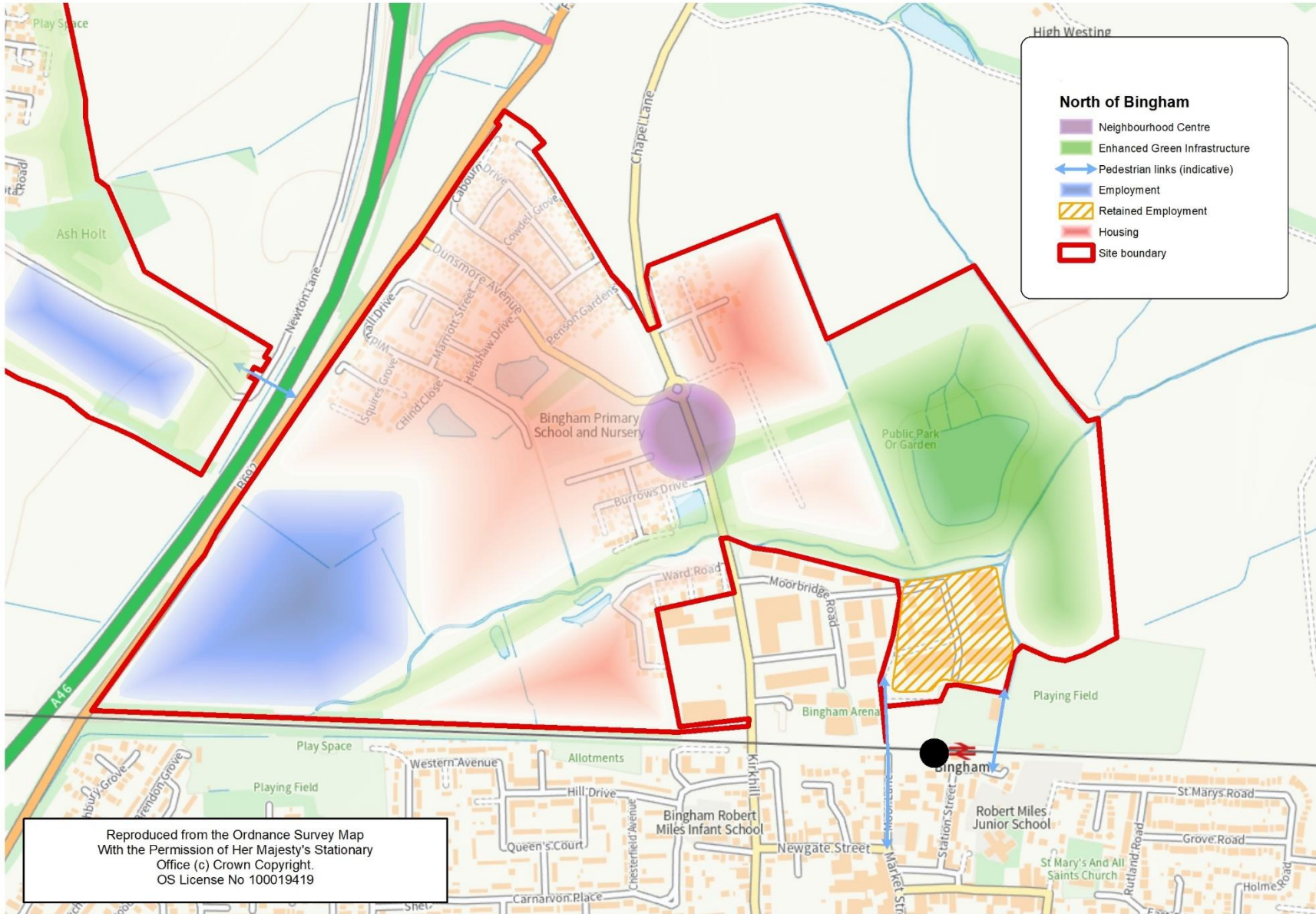
Development Consideration	Summary Assessment	Further work
Fire and Rescue Services	No known abnormal requirements.	All detail has been agreed as part of the planning permissions and any contributions secured via the S106 agreement.
Waste Management	No known abnormal requirements.	All detail has been agreed as part of the planning permissions and any contributions secured via the S106 agreement.
Community Services	Any community services have been agreed as part of the planning permissions.	All detail has been agreed as part of the planning permissions and any contributions secured via the S106 agreement.
Green Infrastructure / Open Space	The centre of the site is within 400 metres walking distance of areas of existing open space / balancing ponds that have been laid out as part of the ongoing residential development on both the east and west sides of Chapel Lane. The Car Dyke watercourse also runs west-east across the southern part of the site. This has been remodelled to create a meandering BGI corridor.	All detail has been agreed as part of the planning permissions and any contributions secured via the S106 agreement.
Contamination	Contamination has been dealt with as part of the planning permissions.	N/A
Heritage Assets	Impact on heritage assets has been dealt with as part of the planning permission.	N/A
Other	All phases of development have received detailed planning permission and delivery is underway.	N/A

Implementation, delivery and monitoring

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

Targets	Indicators	Policy Delivery
Delivery of development in line with Policy 27	Net additional homes Net additional office space and employment land Additional services and facilities	Development Management decisions Annual review of SHLAA to manage sufficient housing supply

Figure 27.1



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Policy 28: Strategic Allocation Former RAF Newton (Rushcliffe)

- 1. The area, as shown on the adopted policies map, is identified as a strategic site for additional housing for around 530 dwellings, protection of existing B8 employment located within the former aircraft hangars, and the provision of additional employment land for E(g), B2 and B8 purposes. In addition, a primary school, community centre, public open space and other facilities as appropriate.**
- 2. The indicative distribution of the proposed uses is identified on Figure 28.1.**
- 3. The development will be subject to the following requirements:**
 - A. Housing**
 - 1. A mix of housing will be provided on the site, including seeking through negotiation to secure up to 30% affordable housing. The affordable housing should be phased through the development;**
 - 2. The development should make efficient use of land. New residential development should seek to achieve an average net density of at least 30 dwellings to the hectare. Higher densities should be achieved close to the neighbourhood centre and along the bus corridor;**
 - B. Employment**
 - 3. The retention of the existing hangars for employment purposes and the provision of around 6.5 hectares of additional land for E(g), B2 and B8 purposes;**
 - C. Neighbourhood Centre**
 - 4. A neighbourhood centre of an appropriate scale should be provided to serve the proposed development;**
 - 5. A Village Hall of an appropriate scale to serve the new development, also taking into account the existing development of 165 dwellings should be provided within or adjacent to the Neighbourhood Centre;**
 - D. Transportation**
 - 6. Vehicular access should be provided off the new link road to the A46 to serve the additional housing and employment proposals, with access to non-Heavy Goods Vehicles provided through Wellington Avenue;**
 - 7. Improvements to road infrastructure including the widening of the new link road to the A46 – which must be carried out prior to use of the new employment development;**
 - 8. Improvements to walking, cycling and public transport links and services including a foot and cycleway bridge over A46 providing a direct connection to Bingham;**
 - 9. Improvements to road infrastructure necessary to mitigate adverse impacts and serve the new development;**
 - 10. The implementation of a travel plan;**
 - E. Other Requirements**
 - 11. Sewage and off-site drainage improvements;**
 - 12. An appropriate sustainable drainage system;**
 - 13. The creation and enhancement of open space and green infrastructure which links to the wider green infrastructure network, which has regard to the Greater Nottingham Landscape Character Assessment, and provides for biodiversity enhancements;**

14. **Implementation of a landscape and ecology management plan.**
15. **Development of sports pitches with associated changing facilities and children's play space of an appropriate scale to meet the needs of the development;**
16. **Provision of or contribution to indoor leisure facilities of an appropriate scale to meet the needs of the development;**
17. **Provision of an on-site primary school to serve the new development;**
18. **Provision of contributions to improve local health facilities as appropriate to meet the needs of the development;**
19. **Protect and / or enhance heritage assets within and surrounding the site;**
20. **Planning permission will not be granted for manufacturing uses which would have an adverse air quality impact upon any European site for nature conservation including the possible potential Special Protection Area, either alone or in combination with other pollution sources such as traffic; and**
21. **Provision of contributions for local infrastructure, including facilities and services that are essential for development to take place or which are needed to mitigate the adverse impact of development at the site or neighbourhood level will be secured through Planning Obligations and / or a Community Infrastructure Levy in line with Policy 18.**

Justification

- 5.12.1.** The former RAF Newton is a large site in need of regeneration. It closed as an airbase in 2000 and much of the site had become run down and derelict over the subsequent years. The redevelopment is required to be comprehensive and coordinated and should follow the principles of sustainable development, with an appropriate mix of uses and scale of development. It is appropriate that existing residents of Newton benefit from the provision of additional facilities, which the current village lacks, which should come from the comprehensive redevelopment of the site.

Development Requirements and Phasing

- 5.12.2.** The indicative distribution of development is shown on Figure 28.1. Figure 28.1 and the Local Plan adopted policies map identifies the area of land within which all new built development will take place. The extent of the allocation identified on the adopted policies map was previously subject to Policy 22 of the Rushcliffe Local Plan Part 1: Core Strategy and is now subject to Policy 28 of this Plan.
- 5.12.3.** Phase 1 of the development, which consists of the use of the former hangars for employment purposes the demolition of 65 former officers' houses and the building of 165 new homes was implemented some years ago.
- 5.12.4.** Phase 2 has detailed planning permission for 528 new homes and, as of April 2023, 115 of these had been built. Phase 3 should contain the additional employment development to the west of the site. Phase 4 should contain the additional employment provision within the eastern part of the site. Detailed planning permission for the majority employment provision has now been granted. The additional employment development is expected to occur in the latter phases of the development when the access road to the A46 can be widened to accommodate heavy goods vehicles.
- 5.12.5.** Every effort should be made to improve direct access to Bingham over the A46 for pedestrians and cyclists in order to maximise sustainable travel patterns. This may involve the provision of a bridge over the A46 between the site and the strategic

allocation at Land North of Bingham. Close cooperation will be required on all detailed infrastructure matters in the development of Former RAF Newton and Land North of Bingham, given their proximity to each other and to take account of potential cumulative impacts arising from the two developments.

- 5.12.6.** It is anticipated that all housing should be delivered by 2028 and completion of the employment development may take longer but before the end of the plan period. Development rates on the site will be monitored and reviewed in order to ensure that the delivery of housing is achieved. Where necessary, phasing schedules and development requirements may be revised following negotiation and agreement between the Borough Council, the developer, other stakeholders and statutory consultees as appropriate.

Infrastructure Delivery Plan constraints / requirements summary

Development Consideration	Summary Assessment	Further work
Transport	Details have been agreed as part of the planning permissions and any contributions secured via the S106 agreement.	N/A
Utilities	Addressed within future permissions.	All detail has been agreed as part of the planning permissions and any contributions secured via the S106 agreement.
Flooding and flood risk	Details have been agreed as part of the planning permissions.	N/A
Health	The Infrastructure Delivery Plan confirms a surplus in provision for primary healthcare. Additional services in acute healthcare might be required to support potential growth. The S106 agreement secures financial contributions to improve local healthcare facilities.	All detail has been agreed as part of the planning permissions and any contributions secured via the S106 agreement.
Education	The Infrastructure Delivery Plan indicates that there are capacity issues for primary schools in East Bridgford (the closest location). Primary school sites reserved within both the Bingham and Newton strategic allocations may be capable of further development. Depending on the scale of these new schools an additional school may be required.	All detail has been agreed as part of the planning permissions and any contributions secured via the S106 agreement.
Police Services	No known abnormal requirements.	All detail has been agreed as part of the planning permissions

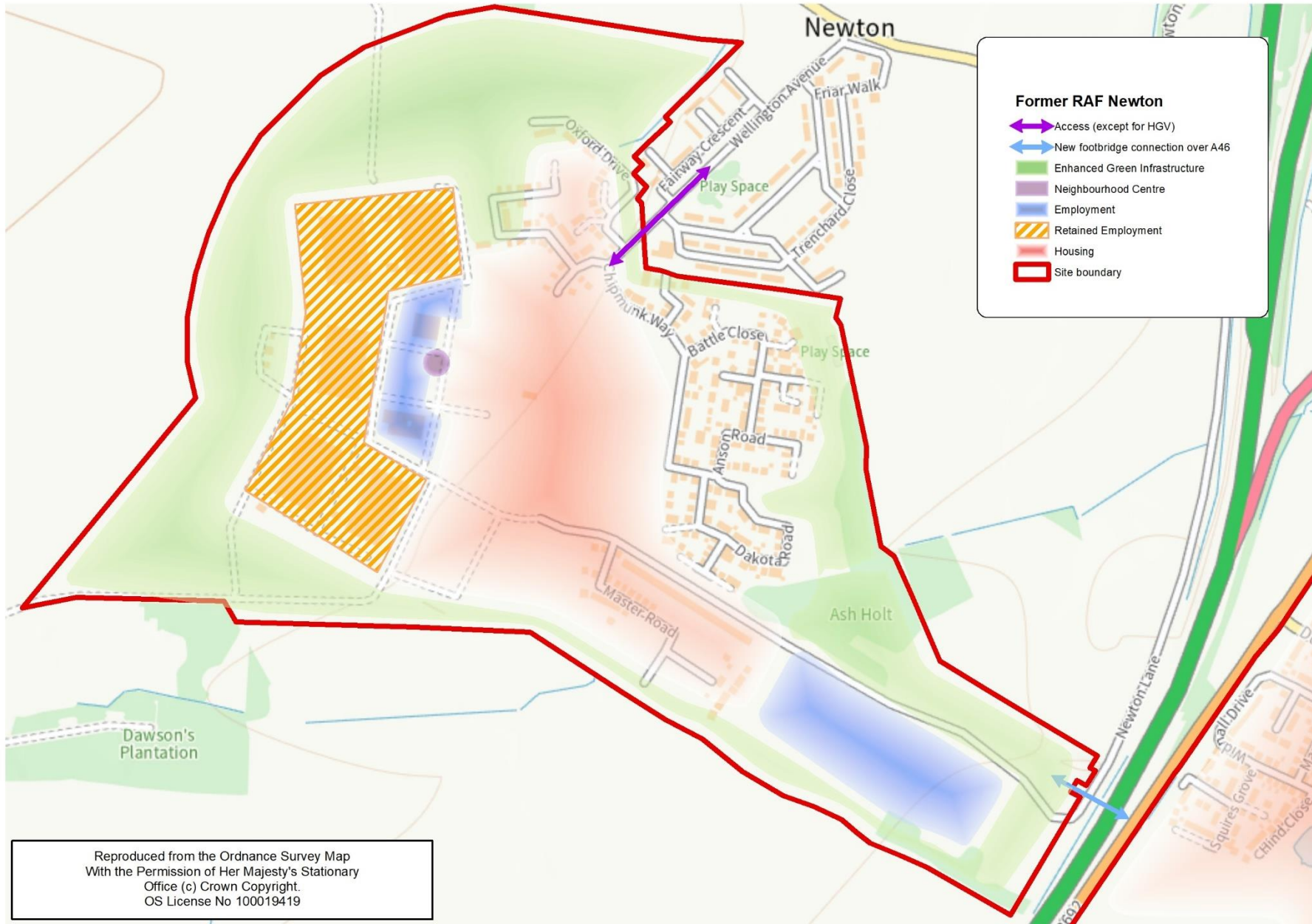
Development Consideration	Summary Assessment	Further work
		and any contributions secured via the S106 agreement.
Ambulance Services	No known abnormal requirements.	All detail has been agreed as part of the planning permissions and any contributions secured via the S106 agreement.
Fire and Rescue Services	No known abnormal requirements.	All detail has been agreed as part of the planning permissions and any contributions secured via the S106 agreement.
Waste Management	No known abnormal requirements.	All detail has been agreed as part of the planning permissions and any contributions secured via the S106 agreement.
Community Services	Any community services have been agreed as part of the planning permissions.	All detail has been agreed as part of the planning permissions and any contributions secured via the S106 agreement.
Green Infrastructure / Open Space	The site is in close proximity of the A46, a national cycle route and BGI corridor (identified in the Greater Nottingham BGI Strategy).	All detail has been agreed as part of the planning permissions and any contributions secured via the S106 agreement.
Contamination	Contamination has been dealt with via the outline and reserved matters planning permissions.	All detail has been agreed as part of the planning permissions.
Heritage Assets	There are no designated heritage assets within the site that would be affected by the development.	All detail has been agreed as part of the planning permissions.
Other	All phases of residential development have received detailed planning permission and delivery is underway.	N/A

Implementation, delivery and monitoring

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

Targets	Indicators	Policy Delivery
Delivery of development in line with Policy 28	<p>Net additional homes</p> <p>Net additional office space and employment land</p> <p>Additional services and facilities</p>	<p>Development Management decisions</p> <p>Annual review of SHLAA to manage sufficient housing supply</p>

Figure 28.1



Policy 29: Strategic Allocation Former Cotgrave Colliery (Rushcliffe)

- 1. The area, as shown on the adopted policies map, is identified as a strategic site for housing for around 460 dwellings and the provision of around 4.5 hectares of E(g), B2 and B8 employment development, all of which will be constructed within the plan period to 2041. The distribution of the proposed uses is identified on Figure 29.1.**
- 2. The development will be subject to the following requirements:**
 - A. Housing**
 - 1. A mix of housing will be provided on the site, including seeking through negotiation to secure up to 30% affordable housing. The affordable housing should be phased through the development;**
 - 2. The development should make efficient use of land. New residential development should seek to achieve an average net density of at least 30 dwellings to the hectare. Higher densities should be achieved along the strategic bus corridor and lower densities where housing borders the Country Park;**
 - B. Employment**
 - 3. There should be provision of around 4.5 hectares of employment development to the north east of the site providing a mix of E(g), B2 and B8 uses;**
 - C. Transportation**
 - 4. Vehicular access should be provided onto both Hollygate Lane and to the north onto Stragglethorpe Road;**
 - 5. Improvements to road infrastructure necessary to mitigate adverse traffic impacts and serve the new development;**
 - 6. Improvements to walking, cycling and public transport links through and beyond the site, including a designated bus service, linkages to Cotgrave Country Park and the provision of a footbridge over the Grantham Canal;**
 - 7. The production and implementation of a travel plan;**
 - D. Other Requirements**
 - 8. Sewage and off-site drainage improvements;**
 - 9. An appropriate sustainable drainage system;**
 - 10. The creation and enhancement of open space and green infrastructure which links to the wider green infrastructure network, which has regard to the Greater Nottingham Landscape Character Assessment, and provides for biodiversity enhancements;**
 - 11. Provision of suitable mitigation measures to compensate for the loss of any wildlife interests on the site;**
 - 12. Creation of landscape buffers between the employment use and housing within the development;**
 - 13. The creation of a landscape buffer between the proposed development and the surrounding area. The landscape buffer will be broadly in line with what is shown on the indicative masterplan;**
 - 14. The protection of the Grantham Canal corridor;**
 - 15. Provision of play areas of an appropriate scale to meet the needs of the development;**

16. **Provision of, or contribution towards outdoor sports facilities of an appropriate scale;**
17. **Provision of contributions to improve local health facilities as appropriate to meet the needs of the development;**
18. **Provision of contributions towards improvements to primary schools within Cotgrave to accommodate the new development;**
19. **The provision of a waste and recycling point to serve the new residential development;**
20. **Planning permission will not be granted for manufacturing uses which would have an adverse air quality impact upon any European site for nature conservation including the possible potential Special Protection Area, either alone or in combination with other pollution sources such as traffic; and**
21. **Provision of contributions for local infrastructure, including facilities and services that are essential for development to take place or which are needed to mitigate the adverse impact of development at the site or neighbourhood level will be secured through Planning Obligations and / or a Community Infrastructure Levy in line with Policy 18.**

Justification

- 5.13.1.** The redevelopment of the former Cotgrave Colliery has been one of a number of regeneration challenges across Greater Nottingham. As of April 2023, all housing development had been completed, with the delivery of 463 new homes. In addition, around 2.5 hectares of employment land has been delivered at Colliers Business Park. The provision of the remaining 2 hectares of employment on the site should contribute towards minimising the amount of out-commuting from Cotgrave, whilst providing for a balance of new employment.

Development Requirements and Phasing

- 5.13.2.** The indicative distribution of development is shown on Figure 29.1. Figure 29.1 and the Local Plan adopted policies map identifies the area of land within which all new built development will take place. The extent of the allocation identified on the adopted policies map was previously subject to Policy 23 of the Rushcliffe Local Plan Part 1: Core Strategy and is now subject to Policy 29 of this Plan.
- 5.13.3.** As part of the outline planning permission a Section 106 legal agreement was produced to ensure that all of the development requirements outlined within this policy will be met.
- 5.13.4.** Green infrastructure has been developed in tandem with the built development, including improvements along the Grantham Canal and habitat creation within Cotgrave Country Park.
- 5.13.5.** Given the site's location, connectivity and accessibility to and from the development to the town centre and the wider area has been improved in order to provide the opportunity for sustainable travel patterns. This has been in the form of improvements to pedestrian routes, and a bus service serving the site. A new footbridge over the canal will also be constructed.

Infrastructure Delivery Plan constraints / requirements summary

Development Consideration	Summary Assessment	Further work
Transport	Details have been agreed as part of the planning permissions and any contributions secured via the S106 agreement.	Discussions will be had on the remaining phase to ensure the delivery of appropriate transport infrastructure.
Utilities	Details have been agreed as part of the planning permissions and any contributions secured via the S106 agreement.	Discussions will be had on the remaining phase to ensure the delivery of appropriate utilities.
Flooding and flood risk	Details have been agreed as part of the planning permissions and any contributions secured via the S106 agreement.	N/A
Health	Details have been agreed as part of the planning permissions and any contributions secured via the S106 agreement	N/A
Education	Details have been agreed as part of the planning permissions and any contributions secured via the S106 agreement.	N/A
Police Services	No known abnormal requirements.	All detail has been agreed as part of the planning permissions and any contributions secured via the S106 agreement.
Ambulance Services	No known abnormal requirements.	All detail has been agreed as part of the planning permissions and any contributions secured via the S106 agreement.
Fire and Rescue Services	No known abnormal requirements.	All detail has been agreed as part of the planning permissions and any contributions secured via the S106 agreement.
Waste Management	No known abnormal requirements.	All detail has been agreed as part of the planning permissions and any contributions secured via the S106 agreement.
Community Services	Any community services have been agreed as part of the planning permissions.	N/A
Green Infrastructure / Open Space	Open space and green infrastructure delivered as part of the planning applications, including strengthening connections to the Grantham Canal and Cotgrave Country Park.	All detail has been agreed as part of the planning permissions and any contributions secured via the S106 agreement.

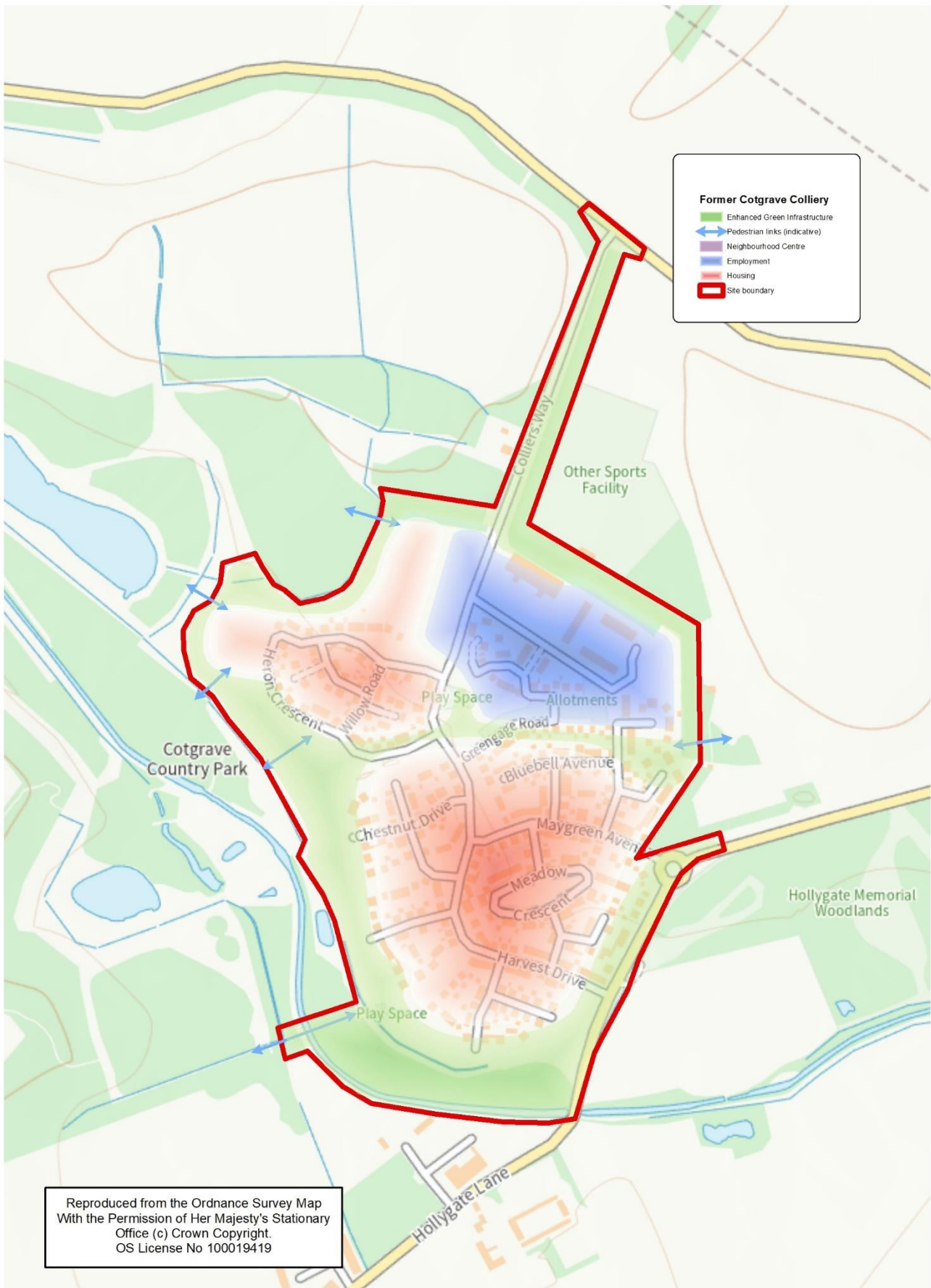
Development Consideration	Summary Assessment	Further work
Contamination	All detail has been agreed as part of the planning permissions.	N/A
Heritage Assets	All detail has been agreed as part of the planning permissions.	N/A
Other	The residential element of this site has been delivered. There remains an element of the employment to be delivered.	N/A

Implementation, delivery and monitoring

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

Targets	Indicators	Policy Delivery
Delivery of development in line with Policy 29	Net additional office space and employment land Additional services and facilities	Development Management decisions Annual review of SHLAA to manage sufficient housing supply

Figure 29.1



Policy 30: Strategic Allocation South of Clifton (Rushcliffe)

- 1. The area, as shown on the adopted policies map, is identified as a strategic site for mixed-use development including around 3,000 dwellings, around 20 hectares of employment development, a neighbourhood centre and other community facilities as appropriate, all of which will be constructed within the plan period to 2041. The design and layout of the proposal will be determined through a masterplanning process. The development shall be appropriately phased to take into account improvements to the A453 and completion of the NET extension to Clifton. The indicative distribution of the proposed uses is identified on Figure 30.1.**
- 2. The development will be subject to the following requirements:**
 - A. Housing**
 - 1. A mix of housing types, size and tenure taking into account the existing mix of adjoining and nearby areas of housing, including seeking through negotiation to secure up to 30% affordable housing. The affordable housing should be phased through the development;**
 - 2. The development should make efficient use of land. New residential development should seek to achieve an average net density of at least 30 dwellings to the hectare. Higher densities should be achieved close to the neighbourhood centre;**
 - 3. In accordance with Policy 9 appropriate provision should be made for Gypsy and Traveller accommodation;**
 - B. Employment**
 - 4. There should be provision of around 20 hectares of employment land to provide for a wide range of local employment opportunities where appropriate. Training opportunities should be provided for as part of the development;**
 - C. Neighbourhood Centre**
 - 5. A neighbourhood centre of an appropriate scale should be provided to serve the proposed development;**
 - 6. Community facilities and retail development of an appropriate scale will be provided to serve the new development. On site community facilities should primarily be located within or adjacent to the neighbourhood centre. Where appropriate, enhancements to existing community facilities within Clifton and within other adjacent villages will be explored as an alternative;**
 - D. Transportation**
 - 7. Measures as necessary to improve the proposed A453 Mill Hill and Crusader roundabouts;**
 - 8. Improvements to road infrastructure necessary to mitigate adverse traffic impacts and serve the new development, and potential expansion of the Nottingham Express Transit (NET) Park and Ride facility if necessary;**
 - 9. The provision of a safeguarded route to allow for the possible future extension of the NET through the site and further to the south;**
 - 10. Measures as necessary to minimise traffic impacts through Gotham and Ruddington villages;**

11. Improvements to walking, cycling and public transport links through and beyond the site, including enhancements where necessary to existing bus services linking in with the NET terminus;
12. Implementation of a travel plan;
13. A financial contribution to a package of improvements for the A52 between the A6005 (QMC) and A46 (Bingham);

E. Other Requirements

14. Sewage and off-site drainage improvements;
15. An appropriate sustainable drainage system;
16. A high quality built environment, to create a distinctive character that relates well to the surroundings, which gives consideration of the most appropriate sustainable methods of construction;
17. The creation and enhancement of open space and green infrastructure which links to the wider green infrastructure network, which has regard to the Greater Nottingham Landscape Character Assessment, and provides for biodiversity enhancements;
18. The creation of significant Green Infrastructure areas and buffers, particularly on the southern and eastern boundaries of the site to contribute to the creation of a permanent defensible Green Belt boundary. Green corridors should also be created through the site linking feature such as the Heart Leas and Drift Lane plantations;
19. Protect and / or enhance heritage assets within and surrounding the site;
20. Planning permission will not be granted for manufacturing uses which would have an adverse air quality impact upon any European site for nature conservation including the possible potential Special Protection Area, either alone or in combination with other pollution sources such as traffic; and
21. New or expanded educational, outdoor sports and leisure, health, community, faith, cultural and youth facilities as required by the scale of the development, which is planned in such a way to integrate existing and new communities. Provision or expansion of facilities will be secured through Planning Obligations and / or a Community Infrastructure Levy in line with Policy 18.

Justification

- 5.14.1. The development to the south of Clifton (known as Fairham Pastures) will create a Sustainable Urban Extension to the Nottingham conurbation. The development will provide around 3,000 new homes and around 20 hectares of employment land when completed.
- 5.14.2. The northern part of the site will contains the NET terminus and Park and Ride. Finally, in order to provide the greatest possible mitigation against the impact of development across the whole of the site, significant parts should be retained and enhanced as areas of Green Infrastructure, in particular along the eastern, southern and western boundaries to provide a softer edge. This will help create a boundary to the site that is more defensible in Green Belt terms than is the case for with the current hard edge of Clifton.
- 5.14.3. In order to provide the greatest possible mitigation against the impact of development across the whole of the site, significant parts should be retained and enhanced as areas of Green Infrastructure, in particular along the eastern, southern and western

boundaries to provide a softer edge. This will help create a boundary to the site that is defensible in Green Belt terms.

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

Development Requirements and Phasing

- 5.14.8.** Outline planning permission was granted for the site in 2019 and the parameters of the proposal and phasing requirements have been worked up through a masterplanning exercise. The permitted distribution of development is shown on Figure 30.1. It is anticipated that there will be four phases of the development.
- 5.14.9.** Figure 30.1 and the Local Plan adopted policies map identifies the area of land within which all new built development will take place. The extent of the allocation identified on the adopted policies map was previously subject to Policy 24 of the Rushcliffe Local Plan Part 1: Core Strategy and is now subject to Policy 30 of this Plan.
- 5.14.10.** Preliminary infrastructure works to support the residential and other uses on the site have been completed, including the construction of highways, drainage, an electricity sub-station and some initial landscaping work. As of April 2023, detailed planning permission for 428 homes had been granted and their construction had commenced. In addition, detailed planning permission for around nine hectares of employment land had been granted and construction of a number of employment buildings was well underway. Any further structural planting should occur in advance of the commencement of further phases of development. Given the scale and nature of the site, it is also anticipated that the entire scheme will be deliverable within the plan period as more than one phase of development should be able to run concurrently.

- 5.14.11. Each phase containing residential development should provide for an appropriate mix of housing, including the integration of affordable housing. Accommodating the needs of an ageing population is particularly important, given that the age profile in the surrounding area of Rushcliffe is markedly older than the national average.

Infrastructure Delivery Plan constraints / requirements summary

Development Consideration	Summary Assessment	Further work
Transport	Access to the strategic road network will be achieved via the tram stop roundabout on the A453 and via Nottingham Road. Strategic infrastructure has been provided to serve the whole site including spine roads and services.	Outline planning permission has been granted and contributions secured via the S106 agreement. Discussions will be had on the emerging phases of development to ensure the delivery of appropriate transport infrastructure.
Utilities	Addressed within extant and future permissions.	Further dialogue as detailed proposals emerge.
Flooding and flood risk	The site lies within flood zone 1. Land adjacent to the site is identified as being within flood zone 2 and 3.	Outline planning permission has been granted. Discussions will be had on the emerging phases of development to ensure that flood risk will be appropriately addressed.
Health	The S106 agreement reserves part of the site for a new health care facility in addition to financial contributions.	Outline planning permission has been granted and contributions secured via the S106 agreement. Further discussions will be had as detailed proposals emerge.
Education	There is a need for increased capacity for secondary school places within the East Leake catchment area. The outline planning permission requires the on-site provision of a primary school, within the centre of the strategic allocation.	Outline planning permission has been granted and contributions secured via the S106 agreement.
Police Services	No known abnormal requirements.	Further discussions as detailed proposals emerge.
Ambulance Services	No known abnormal requirements.	Further discussions as detailed proposals emerge.
Fire and Rescue Services	No known abnormal requirements.	Further discussions as detailed proposals emerge.
Waste Management	No known abnormal requirements.	Further discussions as detailed proposals emerge.

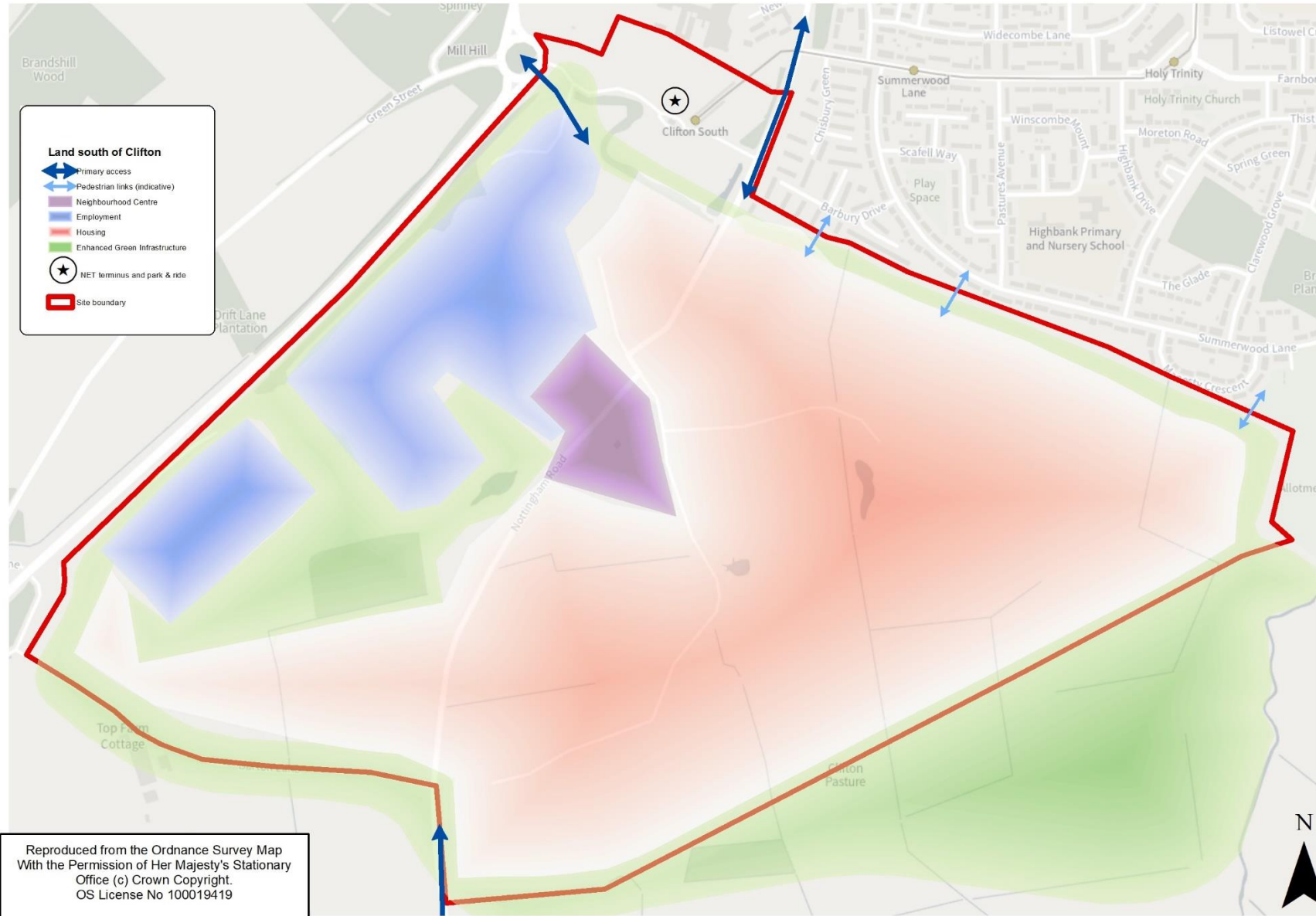
Development Consideration	Summary Assessment	Further work
Community Services	To be confirmed.	Outline planning permission has been granted and contributions secured via the S106 agreement. Further discussions as detailed proposals emerge.
Green Infrastructure / Open Space	The Fairham Brook BGI network and Biodiversity Opportunity Focal Area is adjacent to the site. Outline planning permission focus on the multifunctional BGI along the Fairham Brook and its environs.	Outline planning permission has been granted and contributions secured via the S106 agreement. Discussions will be had on the remaining phases to ensure a consistent approach to the delivery of open space and green infrastructure.
Contamination	Contamination has been dealt with via the outline and reserved matters planning permission.	Discussions will be had on the remaining phases to ensure any contamination is dealt with appropriately.
Heritage Assets	The site will not result in a loss of, or harm the significance of, any designated or non-designated heritage assets or its setting. There are no heritage assets within close proximity of the site.	Discussions will be had on the remaining phases to ensure there is minimal harm to any heritage asset.
Other	Site has outline planning permission, with two phases of residential development granted reserved matters and multiple phases of employment development granted reserved matters and are under construction or complete.	N/A

Implementation, delivery and monitoring

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

Targets	Indicators	Policy Delivery
Delivery of development in line with Policy 30	Net additional homes Net additional office space and employment land Additional services and facilities	Supplementary Planning Documents (e.g. masterplans) Development Management decisions Annual review of SHLAA to manage sufficient housing supply

Figure 30.1



Policy 31: Strategic Allocation East of Gamston / North of Tollerton (Rushcliffe)

- 1. The area, as shown on the adopted policies map, is identified as a strategic site for mixed-use development including around 4,000 dwellings, around 15 hectares of employment development, a neighbourhood centre and other community facilities as appropriate. The design and layout of the entire site will be determined through a comprehensive masterplanning and design code process. The final design, layout and quantum of development shall take full account of heritage assets and their setting. The development shall be appropriately phased to take into account provision of necessary infrastructure, including improvements to the highway along the A52 and public transport network. The indicative distribution of the proposed uses is identified on Figure 31.1.**
- 2. The development will be subject to the following requirements:**
 - A. Housing**
 - 1. A mix of housing types, size and tenure taking into account the existing mix of adjoining and nearby areas of housing, including seeking through negotiation to secure 30% affordable housing. The affordable housing should be phased through the development;**
 - 2. The development should make efficient use of land. New residential development should seek to achieve an average net density of at least 30 dwellings to the hectare. Higher densities should be achieved close to the neighbourhood centre, except where this would adversely affect heritage assets and their setting;**
 - 3. In accordance with Policy 9 appropriate provision should be made for Gypsy and Traveller accommodation;**
 - B. Employment**
 - 4. There should be provision of around 15 hectares of employment land to provide for a wide range of employment opportunities where appropriate. Training opportunities should be provided for as part of the development;**
 - C. Neighbourhood Centre**
 - 5. A neighbourhood centre, including public open space, of an appropriate scale should be provided to serve the proposed development;**
 - 6. Community facilities and retail development of an appropriate scale will be provided to serve the new development. On site community facilities should primarily be located within or adjacent to the neighbourhood centre;**
 - D. Transportation**
 - 7. Improvements to road infrastructure necessary to mitigate adverse traffic impacts and serve the new development, including improvements to the A52 Gamston Lings Bar Road;**
 - 8. Measures as necessary to directly access the A52 Gamston Lings Bar Road and to minimise traffic impacts through Tollerton village;**
 - 9. Improvements to public transport links through and beyond the site, including where necessary enhancements to existing bus services;**

10. Improvements to walking and cycling links through and beyond the site, including to enable convenient and safe travel between the site and existing Gamston area;
11. Implementation of a travel plan;
12. A financial contribution to a package of improvements for the A52 between the A6005 (QMC) and A46 (Bingham);

E. Heritage Assets

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

F. Other Requirements

14. Sewage and off-site drainage improvements;
15. An appropriate sustainable drainage system;
16. A high quality built environment, including public spaces, to create a distinctive character that responds positively to the site, relates well to the surroundings, and gives consideration to the most appropriate sustainable methods of construction;
17. The creation and enhancement of open space and green infrastructure which links to the wider green infrastructure network, which has regard to the Greater Nottingham Landscape Character Assessment, and provides for biodiversity enhancements;
18. The creation of significant Green Infrastructure areas and buffers, particularly on the southern and northern boundaries to contribute to the creation of permanent defensible Green Belt boundaries between the development and Tollerton and Bassingfield. An enhanced Green corridor should also be created along the Grantham Canal; and
19. Provision of an on-site secondary school and primary schools to serve the development;
20. Planning permission will not be granted for manufacturing uses which would have an adverse air quality impact upon any European site for nature conservation including the possible potential Special Protection Area, either alone or in combination with other pollution sources such as traffic; and
21. New or expanded outdoor sports and leisure, health, community, faith, cultural and youth facilities as required by the scale of the development, which is planned in such a way to integrate existing and new communities. Provision or expansion of facilities will be secured through Planning Obligations in line with Policy 18.

Justification

- 5.15.1. The strategic allocation at land East of Gamston / North of Tollerton is the largest strategic site in the Local Plan. This location is identified as a strategic site in line with the Spatial Strategy contained within Policy 3, which focuses development in and around the Nottingham conurbation where it falls within or adjoins Rushcliffe Borough and, to a lesser extent, Key Settlements within Rushcliffe, and in locations that are regeneration priorities.

- 5.15.2.** A broad assessment of viability has been completed for this site. The assessment identifies that there are no identified costs which would prevent the development of this strategic allocation. While there is a need to undertake further work to finalise and refine infrastructure requirements for this major strategic site, it is not expected that the outcome of this work will significantly alter the costs assumed for this development to the extent that this would affect the site's viability.
- 5.15.3.** The Council's view is that the existing Tollerton airport, the majority of which is a brownfield land resource, should be included in the allocated area. Its continued use as an operational airfield would be incompatible with the delivery of large-scale housing development in this locality. The need for the homes that will be delivered on site is considered of overriding importance and sufficient to justify the airfield's closure.
- 5.15.4.** It is also important that the integrity of Bassingfield and Tollerton as distinct settlements should be protected as far as possible. As such, the creation of significant Green Infrastructure areas and buffers, particularly on the southern and northern boundaries are important in order to contribute to the creation of permanent defensible Green Belt boundaries between the development and Bassingfield and Tollerton.
- 5.15.5.** There are 17 listed pill boxes in and around Tollerton airfield. National planning policy seeks to avoid significant adverse impacts on heritage assets where at all possible. The inclusion of the airfield within the allocated area is the right approach having considered the availability and sustainability of all alternative options. Therefore, some potential harm to the listed buildings and / or their setting is unavoidable. While this is the case, it is still necessary to lessen and mitigate against adverse impacts as far as possible. It is likely that the level of development achievable on the airfield land will be less than might otherwise be the case. A Heritage Strategy will be produced to inform the approach to the design and layout of the scheme and to help determine an appropriate package of mitigation measures. These should consider the repair of the pillboxes and a management plan for their on-going maintenance and protection, open space, interpretation and a heritage trail.
- 5.15.6.** The site will be able to deliver around 4,000 new homes in total but with expected delivery of around 2,700 homes by 2041 and the rest beyond the plan period. The total number of homes that the site is able to accommodate will be established as part of on-going detailed design work for the site. This will take into account particular site requirements, including to appropriately mitigate impacts on the 17 listed pill boxes within or adjacent to the site, to achieve a suitable layout and density of development and to provide for strategic green infrastructure, particularly around the perimeters of the site and in the vicinity of the Grantham Canal.
- 5.15.7.** The Council expects that there should be a comprehensive masterplan and development framework for the site as a whole and for its entire development. To meet this requirement, the Council is preparing a site-wide masterplan and development framework for the allocated site which will be adopted as a Supplementary Planning Document (SPD) or Supplementary Plan (SP). The document will coordinate and guide individual developments and their relevant planning applications across the site.
- 5.15.8.** There are a number of challenges in relation to development in this location, including difficulties in potentially connecting with Gamston to the west. There are significant physical barriers (not least the A52 which separates the two areas) to overcome in terms of connectivity to Gamston. Therefore, securing the best possible physical linkages with existing built areas is critical to the integration of new and existing communities. Enhanced links will allow the new community to more easily access off-

site facilities and services. Conversely, it is even more important that existing communities are able to benefit from easy access to those new services and facilities that will be delivered to support the site's new community.

- 5.15.9.** Earlier transport assessment work undertaken to look at the likely cumulative effects of proposed development within Rushcliffe and the wider Greater Nottingham area has been used to identify that there will need to be direct improvements to the A52 in order to accommodate development. Primary access for the site is, at present, expected to be achieved by two individual accesses directly onto the A52 Gamston Lings Bar Road, one of which allows connection to Ambleside within Gamston. Exact access arrangements and the timing of delivery will be determined through the masterplanning process and more detailed transport assessment work.
- 5.15.10.** Also in the immediate locality, the A52 Lings Bar Road may need to be widened to dual two lane carriageway standard between the A52 / Ambleside junction and the approach to the A52 / A606 Wheatcroft roundabout, and modified between the A52 / Ambleside junction and the A52 / A6011 to assist in accommodating development on this strategic allocation, in addition to other identified A52 junction improvements. These and other measures will be delivered through a combination of funding mechanisms including by direct provision by developers, through developer contributions (planning obligations and / or Community Infrastructure Levy), and through public funding. The cost, phasing and funding of road improvements requires further detailed work as more detail in relation to the site's development is established. In addition, the Borough Council will work in partnership with National Highways and local highway authorities and the developers / landowners to finalise phasing and funding arrangements.
- 5.15.11.** At present, it is envisaged that the focus for employment will be adjacent to the A52 and some provision adjacent to the existing employment development on the site. The site is expected to accommodate around 15 hectares of employment land.
- 5.15.12.** New retail development will be expected to consolidate and strengthen the network and hierarchy of centres and not harm the viability and vitality of existing centres. It is appropriate therefore that any retail development proposals are supported by a retail impact assessment to consider the implications of the neighbourhood centre on existing retail centres.

Development Requirements and Phasing

- 5.15.13.** The parameters of the proposal and phasing requirements will be worked up through the masterplanning exercise, taking into account those matters set out above. The delivery of development will be dependent on the progression of A52 and associated other highway improvements.
- 5.15.14.** The indicative distribution of development is shown on Figure 31.1. While Figure 31.1 forms the starting point for how development might be distributed, the final outcomes could be somewhat different following the considerations of relevant matters in more detail through the masterplanning process. Figure 31.1 and the Local Plan adopted policies map identifies the area of land removed from the Green Belt and within which all new built development will take place. However, areas outside of this are likely to be required as part of enhanced Green Infrastructure and should form part of any development scheme. The extent of the allocation identified on the adopted policies map was previously subject to Policy 25 of the Rushcliffe Local Plan Part 1: Core Strategy and is now subject to Policy 31 of this Plan.

- 5.15.15.** Any structural planting should occur in advance of the commencement of each phase of development. Development will be substantially completed by the end of the plan period as more than one phase of development should be able to run concurrently, but given the scale and nature of the site the scheme will not be completely deliverable within the plan period.
- 5.15.16.** Subject to viability considerations, each phase should provide for an element of affordable housing to ensure a steady delivery through the lifetime of the development. Affordable housing provision will be adequately mixed and distributed amongst the various parcels and development as a whole. Accommodating the needs of an ageing population is particularly important, given that the age profile in the surrounding area of Rushcliffe is markedly older than the national average.

Infrastructure Delivery Plan constraints / requirements summary

Development Consideration	Summary Assessment	Further work
Transport	Major infrastructure works are required. Highways modelling has identified improvements required to the strategic road network together with mitigation measures. Proportionate cost on development will be required to fund mitigation measures.	Further discussions required as the separate applications progress to ensure a holistic approach is reached. Any contributions will be secured through a S106.
Utilities	No abnormal costs identified.	Further discussions required as detailed proposals emerge.
Flooding and flood risk	The eastern edge of the site is located in flood zone 2 and 3. Parts of the site are at risk of surface water flooding.	Further discussions required as the separate applications progress to ensure a holistic approach is reached.
Health	It is expected that there will need to be a new health facility on site or contributions towards off-site provision.	Further discussions required as the separate applications progress to ensure a holistic approach is reached. Any contributions will be secured through a S106.
Education	It is expected that two primary schools will be delivered on site. There are capacity issues for secondary schools within West Bridgford and a new secondary school is expected on site.	Further discussions required as the separate applications progress to ensure a holistic approach is reached. Any contributions will be secured through a S106.
Police Services	No known abnormal requirements.	Further discussions as detailed proposals emerge.
Ambulance Services	No known abnormal requirements.	Further discussions as detailed proposals emerge.
Fire and Rescue Services	No known abnormal requirements.	Further discussions as detailed proposals emerge.

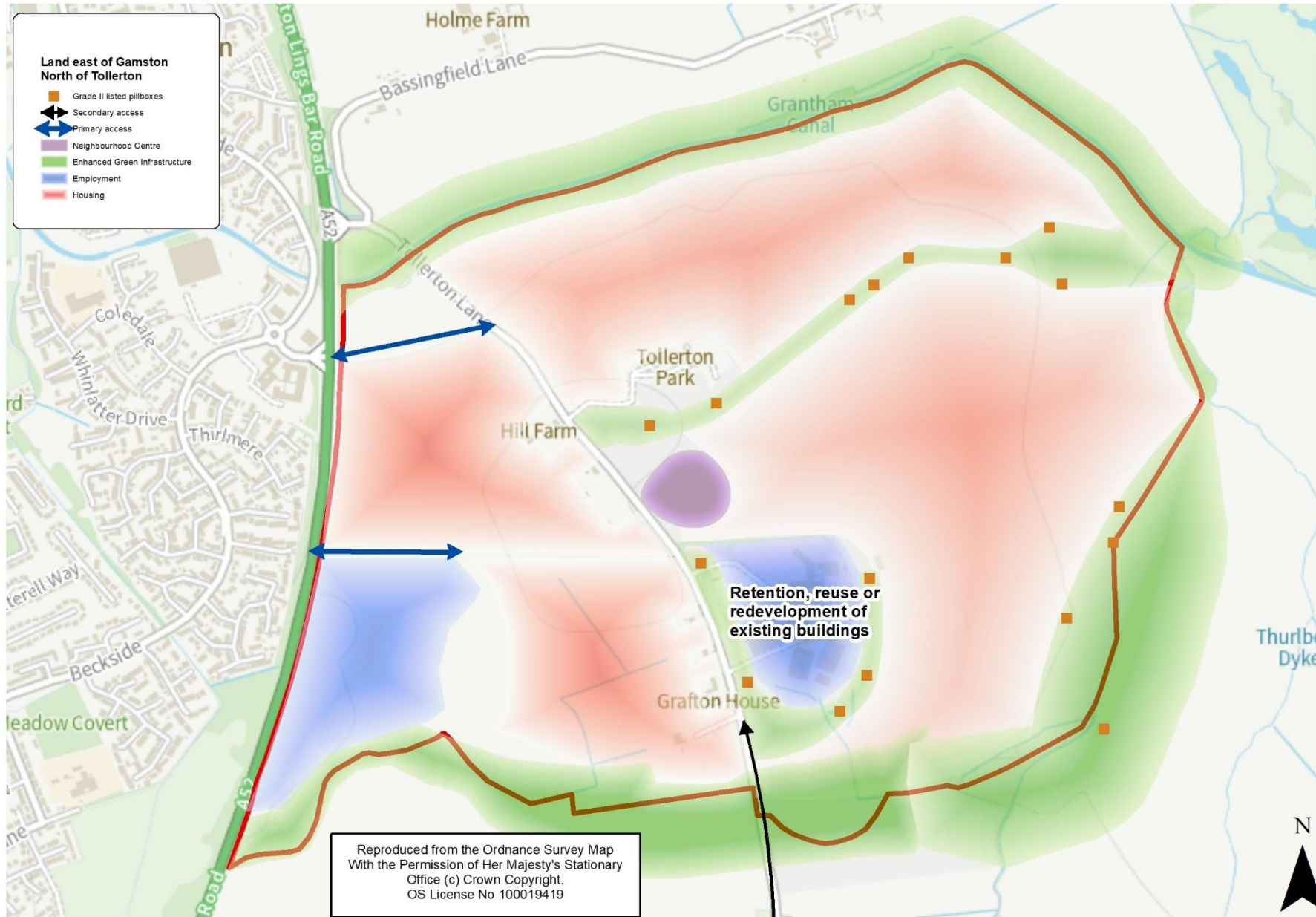
Development Consideration	Summary Assessment	Further work
Waste Management	No known abnormal requirements.	Further discussions as detailed proposals emerge.
Community Services	To be confirmed.	Further discussions as detailed proposals emerge.
Green Infrastructure / Open Space	Site is adjacent to the Grantham Canal, which is identified as a strategically important green infrastructure asset. There are significant opportunities to provide Green Infrastructure and link to the canal.	Further discussions required as the separate applications progress to ensure a holistic approach is reached. Any contributions will be secured through a S106 agreement.
Contamination	Site may contain some legacy contamination at the airport. There are also areas of made and worked ground within the wider site.	Further discussions required as the separate applications progress to ensure any contamination risks are addressed.
Heritage Assets	Grade II Listed Buildings present on site - 17 pillboxes within the site. Setting of pillboxes would be significantly affected by development of the airfield through the removal of their historical context.	Further discussions required as the separate applications progress. Potential to include the pillboxes within the Green Infrastructure to connect them and protect their setting.
Other	N/A	N/A

Implementation, delivery and monitoring

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

Targets	Indicators	Policy Delivery
Delivery of development in line with Policy 31	<p>Net additional homes</p> <p>Net additional office space and employment land</p> <p>Additional services and facilities</p>	<p>Supplementary Planning Documents (e.g. masterplans)</p> <p>Development Management decisions</p> <p>Annual review of SHLAA to manage sufficient housing supply</p>

Figure 31.1



Policy 32: Strategic Allocation Former Ratcliffe on Soar Power Station (Rushcliffe)

- 1. The area, as shown on the adopted policies map, is identified as a strategic site for employment development, including strategic distribution, for the purposes of delivering an industrial park focused on advanced manufacturing (including technology needed to transition to net-zero), green and low-carbon energy generation and energy storage. The design and layout of the entire site will be determined through a masterplanning process. The development shall be appropriately phased to take into account provision of necessary infrastructure, including improvements to the strategic and local highway network and public transport network. The indicative distribution of the proposed uses is identified on Figure 32.1.**

- 2. The development will be subject to the following requirements:**
 - A. Employment**
 - 1. The provision of new buildings is limited to 810,000 square metres (gross floor area);**
 - 2. Uses on the Southern Area (land south of A453) are limited to: Energy Generation and Storage; and Advanced Manufacturing and Industrial (Class E(g)(iii) & B2) producing technology or using technology to deliver the net-zero transition;**
 - 3. Uses on the Northern Area (land north of A453) are limited to: Energy Generation and Storage; Advanced Manufacturing and Industrial (Class E(g)(iii) & B2) producing technology or using technology to deliver the net-zero transition; Data Centres; Logistics (Class B8); Research and Development; Offices (Class E(g) (i) and (ii)); and Education (Skills and Training) (Class F1(a));**
 - 4. The provision of Logistics (Class B8) on the Northern Area is limited to a maximum of 180,000 square metres (gross floor area);**
 - 5. The provision of Offices (Class E(g) (i) & (ii)) on the Northern Area is limited to a maximum of 50,000 square metres (gross floor area) and provision should be located in proximity to the East Midlands Parkway Station;**
 - 6. Training opportunities should be provided for as part of the development;**

 - B. Neighbourhood centre**
 - 7. A neighbourhood centre including community facilities of an appropriate scale should be provided to serve the needs of occupiers on the site and be located in close proximity to the East Midlands Parkway Station;**
 - 8. The neighbourhood centre can include the provision of one hotel (Class C1) not exceeding 150 beds;**

 - C. Ground-mounted solar power generation**
 - 9. Provision of up to 10 hectares of ground mounted solar power generation and which should be located adjacent to the northern boundary of the Northern Area (land north of the A453);**

 - D. Transportation**
 - 10. Improvements to road infrastructure necessary to mitigate adverse traffic impacts and serve the new development, including**

- improvements to the A453 and likely improvements to Junction 24 of the M1 and local roads;
- 11. Provision of appropriate walking and cycling facilities and public transport links through and beyond the site;
- 12. Retention and use of the site's existing freight rail line and associated service / loading yards;
- 13. Provision of direct pedestrian access from the site to East Midlands Parkway Station;
- 14. Implementation of a Sustainable Transport Strategy, a Site Wide Travel Plan and Plot Specific Travel Plans;

E. Other Requirements

- 15. Protection of the safe operation of aircraft using East Midlands Airport;
- 16. Utilisation of any remaining fly ash resource, comprising pulverised fuel ash (PFA) and furnace bottom ash (FBA), where reasonably practicable and commercially viable;
- 17. Sewage and off-site drainage improvements;
- 18. An appropriate sustainable drainage system;
- 19. A high quality built environment, including public spaces, to create a distinctive character that responds positively to the site, relates well to the surroundings, and gives consideration to the most appropriate sustainable methods of construction;
- 20. The creation and enhancement of green infrastructure which links to the wider green infrastructure network, which has regard to the Greater Nottingham Landscape Character Assessment, and provides for biodiversity enhancements;
- 21. The retention and creation of significant Green Infrastructure areas and buffers, particularly on the eastern boundary of the Northern Area (north of the A453) and on all boundaries of the Southern Area (south of the A453);
- 22. Planning permission will not be granted for manufacturing uses which would have an adverse air quality impact upon any European site for nature conservation including the possible potential Special Protection Area, either alone or in combination with other pollution sources such as traffic; and
- 23. Provision of contributions for local infrastructure, including facilities and services that are essential for development to take place or which are needed to mitigate the adverse impact of development will be secured through Planning Obligations in line with Policy 18.

Justification

5.16.1. The Ratcliffe on Soar Power Station will close in September 2024 as an operational coal-fired power station and become available as a location for major economic growth within the plan area and wider East Midlands region. The majority of the site is designated as part of the East Midlands Freeport, with the expectation that economic activity on the site will primarily be focussed within the advanced manufacturing and logistics sectors with a particular focus on decarbonised technology and on developing related low carbon energy infrastructure on site. The whole site is also covered by the emerging East Midlands Development Corporation which aims to support and facilitate its redevelopment.

5.16.2. The whole of the allocated site covers around 265 hectares, with a net developable area of around 128 hectares (up to 810,000 square metres (gross floor area)) for new

employment and related development. The delivery of the whole of the site is expected within the plan period. In general, those areas of the site free of existing built structures will be developed first and the area containing the cooling towers and power plant are expected to be developed later in the plan period, once demolition and clearance of these structures has been completed.

- 5.16.3.** In July 2023, Rushcliffe Borough Council adopted a Local Development Order (LDO) for the site in order to streamline the planning process and to specify the types of uses in clearly defined areas which would be permitted. In accordance with East Midlands Freeport and emerging East Midlands Development Corporation aspirations for the site, the LDO allows for the creation of an industrial park focused on advanced manufacturing (including technology needed to transition to net-zero), green and low-carbon energy generation, and energy storage. The LDO grants planning permission for the site's development in accordance with the conditions applied to the Order and the other provisions contained within it.
- 5.16.4.** The vision for the allocated site, as already established by the LDO, is for it to become a centre for low-carbon energy generation and storage uses that are efficient in their use of energy, to provide facilities for advanced manufacturing, including technologies needed to transition to net zero, and that provide research and / or training facilities for innovation of technologies needed to transition to net zero.
- 5.16.5.** In order to ensure that new development accords with the vision for the site, restrictions are placed on which uses are permitted on particular parts of the site. The Southern Area (south of the A453) in particular is expected to be a focus for advanced manufacturing producing technology or using technology to deliver the net-zero transition. The site's ability to support growth of such uses formed part of the very special circumstances for the LDO granting planning permission on land that was within the Green Belt at the time the LDO was approved in July 2023.
- 5.16.6.** There is benefit in locating an element of logistics uses on the site in order to support the local need for strategic distribution development, and particularly so if they can benefit from the site's existing rail line and sidings and / or they support the advanced manufacturing uses proposed on-site. However, the allocation and LDO seek to strike an appropriate balance by limiting the total quantum of logistics development permissible on the site to approximately 22% of the permitted floor area and restricting such uses to the Northern Area (north of the A453).
- 5.16.7.** To further support delivery of the vision for the site, the LDO establishes a requirement for all development on the Northern Area (north of the A453) (with the exception of a new car park area below the existing powerlines) to meet at least one of the following characteristics, and development on Southern Area (south of the A453) to meet either characteristics 1 or 2:
1. Advanced manufacturing producing technology or using technology to deliver the net-zero transition;
 2. Produce, store and manage low-carbon and green energy;
 3. Provide high-quality employment, well paid, highly skilled jobs;
 4. Businesses with high power or heat demands – where co-location allows energy to be used more efficiently;
 5. Modern industrial and / or logistics facilities applying high-tech processes to improve efficiency;
 6. Promote cross-fertilisation of ideas and innovation through education or training; and

7. Provide complementary services primarily to support the occupiers of the site.

Development requirements and phasing

- 5.16.8. The requirement for the design and layout of the proposal to be determined through a comprehensive masterplanning and design code process has been satisfied by the LDO. In addition to establishing the site’s vision, the LDO’s Design Guide sets development parameters and design principles in respect of: land-use, transport and movement, infrastructure and services; building heights and design; architectural principles, and landscape.
- 5.16.9. The LDO appropriately restricts delivery of the later stages of the development until such time as a holistic transport solution has been agreed for the site, taking into account other major developments in the wider area including sites which are also designated as part of the East Midlands Freeport. The levels of development allowed is restricted above specified thresholds until further transport assessment work is undertaken to determine the impact on M1 Junction 24 and the wider highway network and / or appropriate transport mitigation is delivered or is scheduled for delivery in order to ensure unacceptable road safety impacts or severe impacts on the operation of the highway are avoided.
- 5.16.10. There should be the submission of a Sustainable Transport Strategy for the site, which is a requirement of the LDO. This should include details of bus and rail integration with the site, as well as addressing walking and cycling requirements both on and off site. The LDO is accompanied by a Site Wide Travel Plan Framework, the purpose of which is to set out site wide measures that will be implemented to promote sustainable travel for the proposal and to inform the Site Wide Travel Plan which has to be prepared prior to any development being operational. Sitting below this, given the size of the site and complexity of its development, there is an expectation that there should also be Plot Specific Travel Plans for individual traffic generating developments.
- 5.16.11. In response to the identification of gypsum reserves below the site, a condition has been included within the LDO to allow for the extraction of gypsum but within a reasonable timeframe in order to not prejudice delivery of those uses permitted by the LDO.
- 5.16.12. The indicative distribution of development is shown on Figure 32.1. Figure 32.1 and the Local Plan adopted policies map identifies the area of land removed from the Green Belt and within which all new built development will take place.

Infrastructure Delivery Plan constraints / requirements summary

Development Consideration	Summary Assessment	Further work
Transport	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 LDO has agreed the outline principles. Further discussions are required as detailed proposals emerge.

Development Consideration	Summary Assessment	Further work
Utilities	The Power Station is connected directly to the national grid, has gas mains supply, is connected to mains water supply, and has existing telecommunications including broadband. The Power Station also has its own water treatment works. The existing infrastructure will remain on site.	Capacity for the existing utilities infrastructure to accommodate the development proposed in the LDO will be established prior to the redevelopment of the site. Further discussions will be required.
Flooding and flood risk	The site is at very low risk of flooding 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 LDO has agreed the outline principles. Further discussions are required as detailed proposals emerge.
Health	N/A (employment development)	N/A (employment development)
Education	N/A (employment development)	N/A (employment development)
Police Services	No known abnormal requirements.	Further discussions required as detailed proposals emerge.
Ambulance Services	No known abnormal requirements.	Further discussions required as detailed proposals emerge.
Fire and Rescue Services	No known abnormal requirements.	Further discussions required as detailed proposals emerge.
Waste Management	No known abnormal requirements.	Further discussions required as detailed proposals emerge.
Community Services	There is a requirement for a neighbourhood centre on site to provide community facilities of an appropriate scale should be provided to serve the needs of occupiers on the site.	The LDO has agreed the outline principles. Further discussion is required as detailed proposals emerge.
Green Infrastructure / Open Space	Open space – 10% biodiversity net gain on site. Proximity to the River Trent and River Soar BGI primary strategic corridor.	The LDO has agreed the outline principles. Further discussion is required as detailed proposals emerge.
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.	Contamination and risks identified in the Conceptual Site Model will be addressed through a Decommissioning and Remediation Strategy which will outline an appropriate

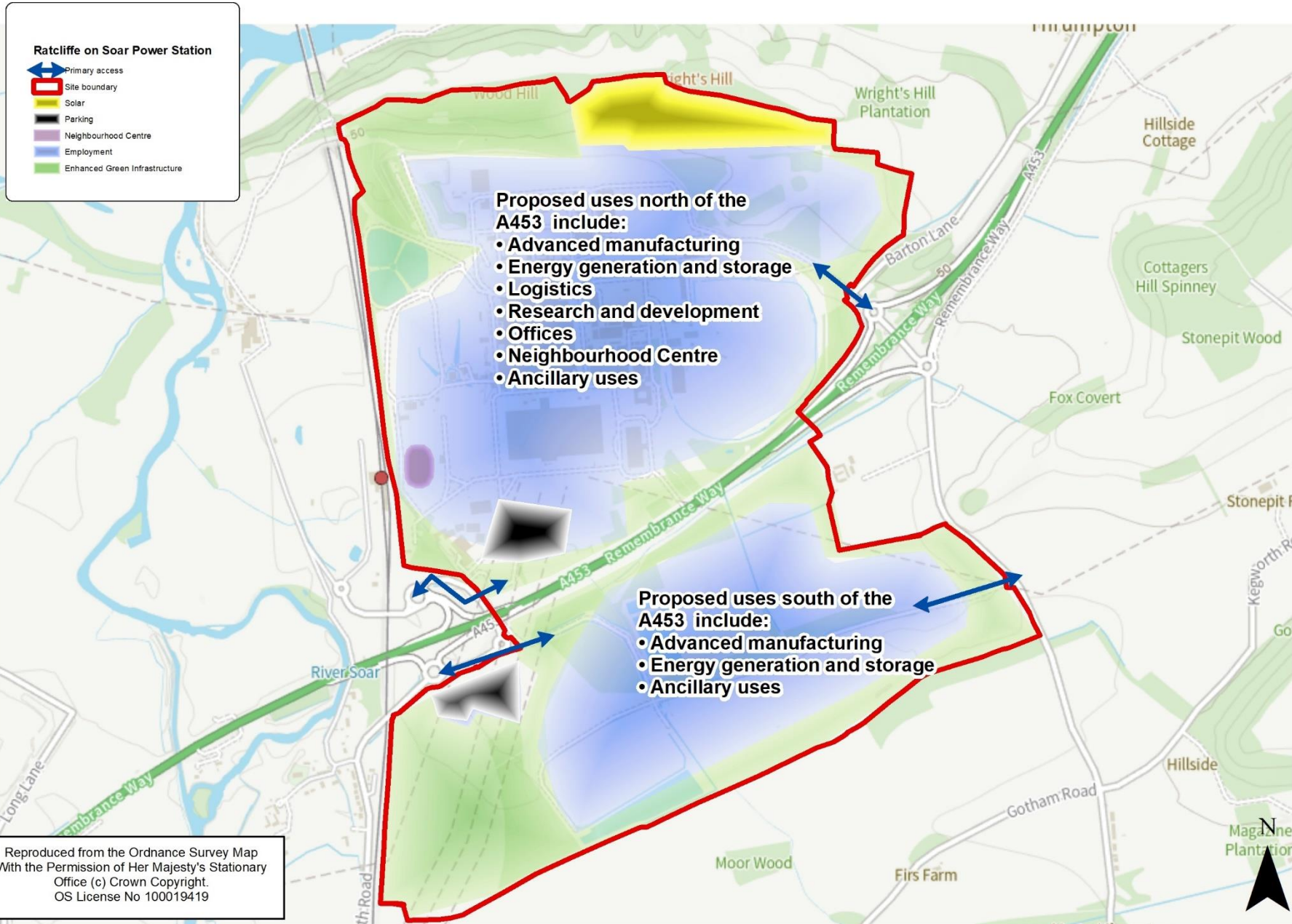
Development Consideration	Summary Assessment	Further work
		methodology to remediate any identified / confirmed residual contamination.
Heritage Assets	A part of the Roman scheduled monument at Redhill lies within the northern part of the site, with the rest of the scheduled monument adjoining the part of the western boundary of the northern area of the site. The Grade II Redhill Railway Tunnel Portals (north and south) are also adjacent to the western boundary of the northern part of site.	The LDO has agreed the outline principles. Further discussions are required as detailed proposals emerge to minimise harm to heritage assets.
Other	Site has a Local Development Order in place.	N/A

Implementation, delivery and monitoring

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

Targets	Indicators	Policy Delivery
Delivery of development in line with Policy 32	Net additional employment land and office space	Implementation of the Local Development Order Development Management decisions

Figure 32.1



Appendices

APPENDIX A: LIST OF ABBREVIATIONS

Abbreviations

ADC	Ashfield District Council
BBC	Broxtowe Borough Council
DEFRA	Department for Environment Food and Rural Affairs
DFT	Department for Transport
EA	Environment Agency
EBC	Erewash Borough Council
EMCCA	East Midland Combined County Authority
EMR	East Midlands Railway
GBC	Gedling Borough Council
LEP	D2N2 Local Enterprise Partnership (replaced by EMCCA).
LA	Local Authority
LTP	Local Transport Plan
NCC	Nottingham City Council
NR	Network Rail
NsCC	Nottinghamshire County Council
RBC	Rushcliffe Borough Council

Appendix B: Glossary

Glossary of Terms

Adoption: The formal approval by a Council of the final version of a Development Plan Document once the Inspector has found it sound.

Affordable Housing: The National Planning Policy Framework (NPPF, 2023) definition of 'affordable' housing is:

Housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and / or is for essential local workers); and which complies with one or more of the following definitions:

a) Affordable housing for rent: meets all of the following conditions: (a) the rent is set in accordance with the Government's rent policy for Social Rent or Affordable Rent, or is at least 20% below local market rents (including service charges where applicable); (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).

b) Starter homes: is as specified in Sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute and any such secondary legislation at the time of plan-preparation or decision-making. Where secondary legislation has the effect of limiting a household's eligibility to purchase a starter home to those with a particular maximum level of household income, those restrictions should be used.

c) Discounted market sales housing: is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.

d) Other affordable routes to home ownership: is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision or refunded to Government or the relevant authority specified in the funding agreement.

Authority Monitoring Report (AMR): A report produced by local planning authorities assessing progress with and the effectiveness of the Local Plan.

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

Article 4 Direction: A legal document (prepared in accordance with The Town and Country Planning (General Permitted Development) (England) Order 2015) which withdraws automatic planning permission granted by the Order. Article 4 directions are usually used when the character

of an area of acknowledged importance could be threatened without this additional control. They are most common in Conservation Areas but are also used in areas where there is a concentration of Houses in Multiple Occupation (HMOs).

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

Biodiversity Action Plan: An internationally recognised programme addressing threatened species and habitats, designed to protect and restore biological systems.

Blue-Green Infrastructure (BGI): The Greater Nottingham Blue-Green Infrastructure Strategy defines BGI as:

A network of living multifunctional natural and semi natural features, green and brownfield spaces, rivers, canals and lakes that link and connect villages, towns and cities. It provides a holistic and sustainable approach to viewing the natural environment and landscape and provides multiple ecosystem services and benefits for people, wildlife and local communities.

Brownfield Land: See 'Previously Developed Land',

Building for a Healthy Life (BHL): A 'design toolkit' written by 'Design for Homes' in partnership with NHS England and endorsed by Homes England.

Carbon Neutral: A Zero Carbon Building is a highly energy-efficient building that produces on-site, or procures, carbon-free renewable energy or high-quality carbon offsets in an amount sufficient to offset the annual carbon emissions associated with building materials and operations.

Centres of Neighbourhood Importance: These typically consist of a parade of shops which serve a local community and may include a small supermarket.

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

Community Facilities: For the purposes of policy 12, community facilities include schools, nurseries, post offices, local shops in rural areas, public houses, places of worship or religious instruction, church halls, health centres, GP practices, pharmacies, dentists, community centres or halls, libraries, leisure centres and emergency services.

Community Infrastructure Levy (CIL): A standard charge levied by Councils on developers towards the cost of local and strategic infrastructure to support development (including transport, social and environmental infrastructure, schools and parks). Introduction of CIL is not mandatory.

Conservation (for heritage policy): The National Planning Policy Framework (NPPF, 2023) definition of 'conservation' in this context is:

The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.

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

Convenience Goods: Items obtained on a frequent basis, including food, drinks, magazines and confectionery.

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

Core Strategy: The name used for the previous version of the Strategic Plan.

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

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

Department for Levelling Up, Housing and Communities (DLUHC): The Government department responsible for planning and local government. From 5th July 2024 this organisation changed its name to Ministry of Housing, Communities and Local Government (MHCLG).

Derby Derbyshire Nottingham Nottinghamshire Local Enterprise Partnership (D2N2 LEP): The Local Enterprise Partnership that covered Greater Nottingham as well as the other administrative areas of Derby, Derbyshire and Nottinghamshire. Now incorporated into the East Midlands Combined County Authority.

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

Development Plan: An 'umbrella' term which includes all the relevant Local Plans and Neighbourhood Plans for an area. By law (the Planning and Compulsory Purchase Act 2004), applications for planning permission must be determined in accordance with the 'development plan', unless material considerations indicate otherwise.

Development Plan Document (DPD): A spatial planning document which is subject to extensive consultation and independent examination. (In law (The Town and Country Planning (Local Planning) (England) Regulations 2012), 'development plan documents' and 'local plans' have the same meaning.)

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

East Midland Combined County Authority (EMCCA): A new legal entity which includes Derbyshire County Council, Nottinghamshire County Council, Derby City Council and Nottingham City Council, and which covers the areas of both cities and both counties. The EMCCA will exercise various functions of the constituent councils in relation to transport, skills, housing and net zero. Of most relevance to the Strategic Plan, the EMCCA will exercise functions of the constituent councils as Local Transport Authorities in relation to how transport is planned,

delivered and operated across the combined area. The EMCCA will lead the development of an area wide Local Transport Plan to shape future local transport investment, co-ordinate a joint approach to highways asset management and define a key route network, and following a transition period, consolidate the public transport powers of the City and County Councils for supported bus services, smart ticketing and passenger information. The constituent councils will continue to be the Local Highway Authorities and will also retain responsibility for delivery of local improvements.

Economic Development: Development including that within Use Classes B2, B8 and E(g), public and community uses, and main town centre uses (but excluding housing development).

Edge of Centre: The National Planning Policy Framework (NPPF, 2023) definition of 'edge of centre' is:

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

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

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

Exception Test: Is applied only where the Sequential Test (see definition below) has concluded that it is not possible, or consistent with wider sustainability objectives, for the development to be located in flood risk zones with a lower probability of flooding. It can be applied if appropriate to show that development provides wider sustainability benefits and development will be safe (more explanation of the Exception Test is set out in national planning practice guidance).

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

Greater Nottingham: Is made up of the administrative areas of Broxtowe, Erewash, Gedling, Nottingham City and Rushcliffe Councils and the Hucknall part of Ashfield Council. When used in the Strategic Plan it refers to the whole of Greater Nottingham, unless otherwise explained.

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

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

Green Infrastructure: See Blue-Green Infrastructure. For the purposes of this Plan, Green Infrastructure is treated as part of Blue-Green Infrastructure.

Gypsies and Travellers: The Government's 'Planning policy for traveller sites' (PPTS, 2023) definition of 'gypsies and travellers' is:

Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.

Habitats Regulations Assessment (HRA): Required under the European Directive 92/43/EEC on the 'conservation of natural habitats and wild fauna and flora' for plans or policies that may have an impact on a European nature conservation site, such as a Special Protection Area (see definition below). It has the purpose of considering the impacts of a land-use plan against the conservation objectives of the site and ascertaining whether it would adversely affect the integrity of the site, including, if necessary, by an Appropriate Assessment (see definition above). Where significant negative effects are identified, alternative options should be examined to avoid any potential damaging effects.

Hectare (ha): An area 10,000 square metres or 2.471 acres.

Heritage Asset: The National Planning Policy Framework (NPPF, 2023) definition of 'heritage asset' is:

A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).

Historic Environment: The National Planning Policy Framework (NPPF, 2023) definition of 'historic environment' is:

All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.

Homes England: The national housing and regeneration delivery agency for England, enabling local authorities and communities to meet the ambition they have for their areas.

Houses in Multiple Occupation (HMOs): Use Class C4 and larger 'sui generis' residential units with 7 or more occupiers sharing basic amenities.

Housing Market Area (HMA): Geographical area defined by household demand and preferences for housing. It reflects the key functional linkages between places where people live and work. The Nottingham Core Housing Market Area consists of Broxtowe, Erewash, Gedling, Nottingham City and Rushcliffe. (Hucknall is part of Greater Nottingham but is in Ashfield, which is within the Nottingham Outer Housing Market Area.)

Housing Target: The amount of housing each council proposes to deliver in the Greater Nottingham Strategic Plan by 2041. For Broxtowe, Gedling and Rushcliffe Boroughs, this is the same as their Housing Need as calculated by the Government's standard method. For Nottingham City, this is less than their Housing Need, as the Council does not consider it has sufficient Housing Supply to deliver the entirety of its Housing Need.

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

Infrastructure Delivery Plan (IDP): Sets out the range of infrastructure required to support the

Strategic Plan. The infrastructure projects set out are critical to the successful delivery of the Plan, and the IDP includes details of when they are needed and how they will be funded and delivered.

Issues and Options: An informal early stage of plan preparation, aimed at engaging the public and stakeholders in formulating the main issues that the plan should address, and the options available to deal with those issues. For the Strategic Plan, this was known as the 'Growth Options' consultation.

Joint Planning Advisory Board (JPAB): Board made up of planning and transport lead councillors from all the Greater Nottingham local authorities. It was established to oversee the preparation of the Aligned Core Strategies and now oversees the preparation of the Strategic Plan.

Key Diagram: Diagrammatic representation of the spatial strategy as set out in the Strategic Plan, showing areas of development opportunity and restraint, and key pressures and linkages in the surrounding area.

Key Settlements: The fourth item in the settlement hierarchy to accommodate growth, identified in policy 2.

Legal Compliance: As part of the process of preparing the Strategic Plan, the document is examined by the Planning Inspectorate to make sure that it is legally compliant and sound. A plan is considered legally compliant when it complies with the various regulations that govern how it should be prepared. Key issues the Inspector will look at include:

- Whether it is in the Local Development Scheme;
- Whether community consultation was carried out in accordance with the Statement of Community Involvement;
- Whether the requirements of the relevant regulations have been followed;
- Whether the appropriate notifications have been made;
- Whether a Sustainability Appraisal assessing social, environmental and economic factors has been done and made public; and
- Whether the requirements of the Duty to Cooperate have been met.

Listed Building: A building of special architectural or historic interest. Listed buildings are graded I, II* or II, with grade I being the highest. Listing includes the interior as well as the exterior of the building, and any buildings or permanent structures (e.g. wells) within its curtilage. Historic England is responsible for designating buildings for listing in England.

Local Centres: These include a range of small shops of a local nature, serving a small catchment. Typically, local centres might include, amongst other shops, a small supermarket, a newsagent, a sub-post office and a pharmacy. In rural areas, large villages may perform the role of a local centre.

Local Cycling and Walking Infrastructure Plan (LCWIP): strategic approach to identifying cycling and walking improvements required at the local level, enabling a long-term approach to developing local cycling and walking networks, ideally over a 10 year period. Nottinghamshire County Council has been working in partnership with Derby City Council, Derbyshire County Council and Nottingham City Council to develop a D2N2 Local Cycling and Walking Infrastructure Plan.

Local Development Document (LDD): A legal term covering a variety of documents prepared by local planning authorities, including Local Plans and Supplementary Planning Documents (and, in future, Supplementary Plans). LDDs collectively deliver the spatial planning strategy for

the local planning authority's area.

Local Development Scheme (LDS): A document setting out the timescales for the production of the Development Plan Documents.

Local Enterprise Partnership (LEP): A former body, designated by the Secretary of State for Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area. The D2N2 LEP covered Derby City, Derbyshire County, Nottingham City and Nottinghamshire County. It has now been incorporated into the East Midlands Combined County Authority (EMCCA).

Local Nature Reserve (LNR): Habitat of local significance designated by a local authority where protection and public understanding of nature conservation is encouraged. Established under the powers of the National Parks and Access to the Countryside Act 1949.

Local Plan: A plan for the future development of the local area, drawn up by the local planning authority in consultation with the community and subject to independent examination. (In law, also known as a 'development plan document'.)

Local Transport Plans (LTPs): Set out proposals for the development of local, integrated transport, supported by a programme of transport improvements and are used to bid for Government funding towards transport improvements. They are prepared by upper tier authorities. For Greater Nottingham there are two Local Transport Plans; one prepared by Derbyshire County Council covering Erewash and a second prepared by Nottingham City and Nottinghamshire County Councils jointly covering the rest of Greater Nottingham.

Local Wildlife Sites: (Formerly known as Sites of Importance for Nature Conservation (SINCs)). A non-statutory designation used to identify high quality wildlife sites in the Plan area. They include semi-natural habitats such as ancient woodland and flower-rich grassland.

Main Town Centre Uses: The National Planning Policy Framework (NPPF, 2023) definition of 'main town centre uses' is:

Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

Main Built Up Area of Nottingham (MBUA): Includes West Bridgford, Clifton, Beeston, Stapleford, Long Eaton (Erewash), Bulwell, Arnold and Carlton. (Previously known as the Principal Urban Area (PUA)).

Minerals Local Plan: Prepared jointly by the County and City Councils acting as the authorities responsible for minerals-related issues with the County.

Ministry of Housing, Communities and Local Government (MHCLG) previously called the Department for Levelling Up, Housing and Communities. This Government Department is responsible for housing, local government and planning.

National Planning Policy Framework (NPPF): The NPPF replaced other national planning policy documents (PPG/PPS) and many circulars, streamlining them all into one document. It sets out the Government's planning policies for England and how these are expected to be applied. It provides a framework within which Local Plans and Neighbourhood Plans can be produced reflecting the needs and priorities of the local area.

Neighbourhood Plan: A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the 1990 Town & Country Planning Act, as amended by the 2011 Localism Act and the Planning and Compulsory Purchase Act 2004).

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

Out of centre: The National Planning Policy framework (NPPF, 2023) definition of 'out of centre' is:

A location which is not in or on the edge of a centre but not necessarily outside the urban area.

Out of town: The National Planning Policy Framework (NPPF, 2023) definition of 'out of town' is:

A location out of centre that is outside the existing urban area.

Pitch and Plot (Gypsy and Traveller): The Government's 'Planning policy for traveller sites' (PPTS, 2023) definitions of 'pitch' and 'plot' are:

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

Plan area: The area covered by the Strategic Plan, including the administrative areas of Broxtowe, Gedling, Nottingham City and Rushcliffe.

Planning Inspectorate (PINS): Government agency which examines Strategic Plans (and other Development Plan Documents) to ensure they are sound. Also decides planning appeals for individual planning applications.

Planning Obligation: A legally enforceable obligation entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.

Potential Special Protection Area (pSPA): A site which is undergoing consideration for designation as a Special Protection Area and on which the Government has initiated public consultation on the case for designation. See also possible potential Special Protection Area (ppSPA) below.

Previously Developed Land (PDL – also known as 'brownfield' land): The National Planning Policy Framework (NPPF, 2023) definition of 'previously developed' land is:

Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.

Primary Shopping Area: Defined area where retail development is concentrated.

Possible Potential Special Protection Area: Area put forward by Nottinghamshire Wildlife Trust as having the qualifying characteristics of a Special Protection Area. May be formally proposed as a Potential Special Protection Area in due course. The area is centred on Sherwood Forest and includes land within Gedling's administrative area.

Publication Version: First full draft of the Strategic Plan, prepared for formal representations to be made.

Regeneration: Development which delivers wider benefits such as economic prosperity, improved environmental conditions and enhanced wellbeing. This may be in the context of urban and previously developed sites but also applies to development which helps to sustain and revitalise rural areas and villages.

Renewable and Low Carbon Energy: Renewable energy is generated using those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions, compared to conventional use of fossil fuels.

Robin Hood Line: The passenger railway line developed to connect Nottingham, Hucknall, Kirkby-in-Ashfield, Mansfield and Worksop.

Rural Exception Sites: The National Planning Policy Framework (NPPF, 2023) definition of 'rural exception sites' is:

Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. A proportion of market homes may be allowed on the site at the local planning authority's discretion, for example where essential to enable the delivery of affordable units without grant funding.

Safeguarded Land: Land outside of the main built up area of Nottingham and settlements which are excluded from the Green Belt, but safeguarded from development unless a subsequent Local Plan is adopted that allocates it for development.

Saved Policies: Policies that are retained as adopted policy until they are replaced by the adoption of new Development Plan Documents. Policies within adopted Local Plans which are not superseded by the Strategic Plan, as set out in Appendix D, are 'saved'.

Scheduled Monument: Nationally important monument, usually archaeological remains, that enjoys greater protection against inappropriate development through the Ancient Monuments and Archaeological Areas Act 1979.

Section 106 Agreement (S106): Section 106 of the Town and Country Planning Act 1990 allows a Local Planning Authority to enter into a legally binding agreement or planning obligation with a landowner in association with the grant of planning permission. This agreement is a way of addressing matters that are necessary to make a development acceptable in planning terms and secures the provision of essential services and infrastructure, such as highways, recreational facilities, education, health and affordable housing.

Sequential Test / Approach: A systematic test or approach to planning decisions which requires certain sites or locations to be fully considered for development before consideration then moves on to other sites or locations. This test or approach is used for retail development, the use of

previously developed land or the use of land at risk of flooding.

Setting of a Heritage Asset: The National Planning Policy Framework (NPPF, 2023) definition of 'Setting of a heritage asset' is:

The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.

Significance of a Heritage Asset: The National Planning Policy Framework (NPPF, 2023) definition of 'significance (for heritage policy)' is:

The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.

Site of Special Scientific Interest (SSSI): A site designated by Natural England under the Wildlife and Countryside Act 1981.

Smarter Travel Choices: See Demand Management.

Soundness: As part of the process of preparing the Strategic Plan, the document is examined by the Planning Inspectorate to make sure it is legally compliant and sound. There are four 'tests of soundness' as set out in paragraph 35 of the National Planning Policy Framework (NPPF, 2023):

Positively prepared – providing a strategy which, as a minimum, seeks to meet the area's objectively assessed needs, and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development;

Justified - an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence;

Effective – deliverable over the plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground; and

Consistent with national policy - enabling the delivery of sustainable development in accordance with the policies in the Framework and other statements of national planning policy, where relevant.

Spatial Objectives: Principles by which the Spatial Vision will be delivered.

Spatial Planning: Spatial planning goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they function.

Spatial Portrait: A description of the social, economic and environmental characteristics of a local authority's area.

Spatial Vision: A brief description of how an area will be changed by the end of a Plan period.

Special Protection Area (SPA): An area which has been identified as being of international

importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds. They are European designated sites, classified under the Birds Directive.

Statement of Community Involvement (SCI): A document which sets out how a council will involve the community on planning applications and in the preparation of planning documents.

Strategic Environmental Assessment (SEA): A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.

Strategic Flood Risk Assessment (SFRA): Assessment used to refine information on areas that may flood, taking into account all sources of flooding and the impacts of climate change. Used to determine the variations in flood risk from all sources of flooding across and from each local authority area. SFRAs should form the basis for preparing appropriate policies for flood risk management.

Strategic Housing Land Availability Assessment (SHLAA): Document with the role of identifying sites with potential for housing, assessing their likely housing capacity and assessing when they are likely to be developed.

Strategic Housing Market Assessment (SHMA): A high-level assessment of the likely profile of future household needs for a local authority. For the Strategic Plan, the Greater Nottingham and Ashfield Housing Needs Assessment was published in October 2020 and updated in March 2024, with an associated First Homes Assessment published in September 2022.

Strategic Sites: Strategically important employment or housing sites, for which site-specific boundaries are provided as part of the Policies Map.

Student Households: Households which can claim student council tax exemption including those within halls of residence.

Submission Draft: Final draft of the Strategic Plan, submitted to the Secretary of State for Housing, Communities and Local Government, subject to independent examination by the Planning Inspectorate, which includes public hearings and the subsequent Inspector's report.

Sub Regional Centres: Towns which are large enough to contain a critical mass of services and employment. For Greater Nottingham these are Hucknall and Ilkeston.

Supplementary Planning Document (SPD): A document which adds further detail to the policies in the Local Plan. Can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary Planning Documents are capable of being a material consideration in planning decisions but do not form part of the development plan. SPDs are to be replaced by Supplementary Plans. Details of Supplementary Plans are awaited; however, they will be subject to examination and will form part of the development plan. Design codes will take the form of Supplementary Plans; however, it appears that Supplementary Plans will otherwise only be able to deal with site- or area-specific issues.

Sustainability Appraisal (SA): Examines the social, environmental and economic effects of strategies and policies in a Local Development Document from the outset of its preparation.

Sustainable Development: The National Planning Policy Framework (NPPF, 2023) refers to Resolution 42/187 of the United Nations General Assembly which defined sustainable development as meeting the needs of the present without compromising the ability of future generations to meet their own needs. The NPPF states that the planning system therefore has

overarching and interdependent economic, social and environmental objectives.

Sustainable Drainage System (SuDS): The system of control of surface water runoff, designed to reduce the potential impact on new and existing development with respect to surface water drainage discharge.

Sustainable Urban Extension (SUE): An extension to the built up area of a town or city, built in line with sustainable development principles, aimed at creating a mixed and balanced community, integrating the extension with the existing urban fabric, including the provision of necessary infrastructure such as public transport, parks and open spaces etc, whilst also providing for the needs of the new community in terms of jobs and social infrastructure such as education.

Town Centre (within retail hierarchy): The National Planning Policy Framework (NPPF, 2023) definition of 'town centre' is:

Area defined on the local authority's policies map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance. Unless they are identified as centres in the development plan, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres.

For the Strategic Plan, they are the second level of centres after Nottingham City Centre.

Transport Assessment (TA): The National Planning Policy Framework (NPPF, 2023) definition of 'transport assessment' is:

A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies measures required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport, and measures that will be needed [to] deal with the anticipated transport impacts of the development.

Travel Plan: The National Planning Policy Framework (NPPF, 2023) definition of 'travel plan' is:

A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed.

Travelling Showpeople: The Government's 'Planning policy for traveller sites' (PPTS, 2023) definition of 'travelling showpeople' is:

Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily or permanently, but excludes Gypsies and Travellers.

Use Classes Order: The Town & Country Planning (Use Classes Order) 1987 (as amended) specifies various classes of use for buildings or land. Within each class the use for another purpose of the same class does not require planning permission.

Waste Local Plan: Prepared jointly by the County and City Councils acting as the authorities responsible for waste-related issues including disposal, treatment, transfer and recycling within the County.

Windfall Site: A site which has not been specifically identified as available in the Local Plan process. Normally comprises a previously developed site that has unexpectedly become available.

Workplace Parking Levy (WPL): A council levy on parking spaces at places of work aimed at raising resources to fund more sustainable transport and behavioural change measures, notably the Nottingham Express Transit (tram). The levy was introduced within Nottingham City Council area in October 2011 with eligible employers being required to pay WPL charges from April 2012.

Appendix C: Housing Trajectories

Housing trajectory for Broxtowe Borough Council

	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2036/37	2037/38	2038/39	2039/40	2040/41	Total
Completions on non-allocated sites and identified SHLAA capacity	444	619	405	94	64	93	101	77	5	0	0	0	0	0	0	0	0	0	1,902
Toton SLG and Chetwynd Barracks	0	0	0	100	100	100	200	200	200	200	200	200	200	200	200	200	200	200	2,700
Field Farm Stapleford	31	31	31	31	31	31	31	31	31	31	10	0	0	0	0	0	0	0	320
Boots	0	100	100	100	97	0	0	0	0	0	0	0	0	0	0	0	0	0	397
Local Plan Part 2 sites	114	145	97	84	84	223	156	129	129	66	50	50	50	50	20	0	0	0	1,447
Windfall	0	0	0	219	219	219	219	219	219	219	219	219	219	219	219	219	219	219	3,285
Lapse Rate	-13	-25	-15	-12	-11	-13	-14	-12	-10	-8	-8	-8	-8	-8	-7	-6	-6	-6	-190
Projected completions	576	870	618	616	584	653	693	644	574	508	471	461	461	461	432	413	413	413	9,861
Cumulative Completions	576	1,446	2,064	2,680	3,264	3,917	4,610	5,254	5,828	6,336	6,807	7,268	7,729	8,190	8,622	9,035	9,448	9,861	9,861

Housing trajectory for Gedling Borough Council

	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2036/37	2037/38	2038/39	2039/40	2040/41	TOTAL	
Completions on non-allocated sites and identified SHLAA capacity	232	52	28	17	10	206	186	154	109	88	77	56	54	52	52	48	37	32	1490	
Teal Close	102	100	104	95	75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	476
Gedling Colliery/Chase Farm	110	102	90	90	95	16	0	0	0	0	0	0	0	0	0	0	0	0	0	503
Top Wighay Farm (allocation and extension)		100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	15	0		1515
Local Plan Part 2 (2018)	425	359	232	186	109	267	224	175	108	100	88	75	9							2357
Windfall allowance				138	138	138	138	138	138	138	138	138	138	138	138	138	138	138	138	2070
Lapse Rate	-11	-6	-5	-3	-2	-3	-4	-3	-1	-1	-1	-1	0	0	0	0	0	0	0	-41
Total Projected Completions (net)	858	707	549	623	525	724	644	564	454	425	402	368	301	290	290	286	190	170		8370
Cumulative Completions	858	1565	2114	2737	3262	3986	4630	5194	5648	6073	6475	6843	7144	7434	7724	8010	8200	8370		8370

Housing trajectory for Nottingham City Council

	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2036/37	2037/38	2038/39	2039/40	2040/41	Total
Completions on non-allocated sites and identified SHLAA capacity	1505	1865	1698	265	253	995	611	255	165	0	0	0	0	0	0	0	0	0	7612
Broad Marsh	0	0	0	0	0	0	0	125	125	125	125	125	125	125	125	0	0	0	1,000
Boots Campus	0	70	70	67	0	0	0	0	0	0	0	0	0	0	0	0	0	0	207
Stanton Tip	0	0	0	0	0	100	100	100	100	100	0	0	0	0	0	0	0	0	500
Local Plan Part 2 sites	923	651	2,583	825	710	636	381	450	228	120	120	7	0	0	0	0	0	0	7,634
Windfall allowance inc less than 5 dwellings	108	108	108	650	650	650	650	650	650	650	650	650	650	650	650	650	650	650	10,074
Demolitions	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	180
Lapsed Rate	-14	-27	-36	-9	-7	-20	-14	-12	-8	-5	-3	-2	-2	-2	-2	0	0	0	161
Projected completions	2,512	2,657	4,413	1,788	1,596	2,351	1,718	1,558	1,250	980	882	770	763	763	763	640	640	640	26,686
Cumulative Completions	2,512	5,169	9,582	11,370	12,966	15,317	17,035	18,593	19,843	20,823	21,705	22,475	23,239	24,002	24,765	25,405	26,045	26,686	26,686

Housing trajectory for Rushcliffe Borough Council

	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2036/37	2037/38	2038/29	2039/40	2040/41	Total
Completions on non-allocated sites and identified SHLAA capacity	116	213	273	51	15	94	85	0	0	0	177	18	0	0	0	0	0	0	1,042
Land at Melton Road, Edwalton	132	132	132	43	0	12	44	44	0	0	0	0	0	0	0	0	0	0	539
Land at former Cotgrave Colliery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Land at Former RAF Newton	88	88	88	88	61	0	0	0	0	0	0	0	0	0	0	0	0	0	413
Land north of Bingham	132	132	132	132	93	0	0	0	0	0	0	0	0	0	0	0	0	0	621
Land south of Clifton	22	44	176	250	250	250	250	250	250	250	250	250	250	250	8	0	0	0	3,000
East of Gamston / North of Tollerton	0	0	0	0	0	88	176	220	220	220	220	220	220	220	220	220	220	220	2,684
Local Plan Part 2 sites	482	402	410	363	253	269	308	106	38	0	25	44	26	0	0	0	0	0	2,726
Windfall	0	0	0	210	210	210	210	210	210	210	210	210	210	210	210	210	210	210	3,150
Lapse Rate	-1	-3	-5	-1	-1	-2	-2	-1	-1	-1	-6	-1	-1	-1	-1	-1	-1	-1	-31
Projected completions	971	1,008	1,206	1,136	881	921	1,071	829	717	679	876	741	705	679	437	429	429	429	14,144
Cumulative Completions	971	1,979	3,185	4,321	5,202	6,123	7,194	8,023	8,740	9,419	10,295	11,036	11,741	12,420	12,857	13,286	13,715	14,144	14,144

Appendix D: Superseded or Withdrawn Policies within adopted Local Plans

Broxtowe Part 2 Local Plan:

- Policy 3.1: Chetwynd Barracks
- Policy 3.2: Land in the vicinity of the HS2 Station at Toton (Strategic Location for Growth)
- Policy 3.6: Beeston Maltings
- Policy 3.7: Cement Depot Beeston
- Policy 13: Proposals for Main Town Centre Uses in Edge-of-Centre and Out-of-Centre Locations
- Policy 15: Housing Size, Mix and Choice
- Policy 16: Gypsies and Travellers

Gedling Part 2 Local Plan:

- LPD 36 - Affordable Housing
- LPD 37 - Housing Type, Size and Tenure
- LPD 38 - Gypsy and Traveller Provision
- LPD 50 - Development within Town and Local Centres
- LPD 52 - Impact Assessment Threshold
- LPD 57 - Parking Standards
- LPD 59 - Park and Ride
- LPD 60 - Local Transport Schemes
- LPD 63 - Housing Distribution

Nottingham City Local Plan Part 2:

- Policy CC1: Sustainable Design and Construction
- Policy CC3: Water (Part 3 and Part 4 only)
- Policy SH1: Major Retail and Leisure Developments within the City Centre's Primary Shopping Area
- Policy SH4: Development of Main Town Centre Uses in Edge of Centre and Out of Centre Locations (Part 1 and Part 2 only)
- Policy RE6: The Boots Site
- Policy RE7: Stanton Tip
- Policy RE8: Waterside
- Policy HO3: Affordable Housing
- Policy HO4: Specialist and Adaptable Housing (Part 1 only)
- Policy HO7: Gypsies and Travellers and Travelling Showpeople
- Policy EN6: Biodiversity
- Policy SA1 - Site Allocations:
 - SR11 Stanton Tip - Hempshill Vale
 - SR45 Boots
 - SR57 Castle Quarter, Maid Marian Way - College Site
 - SR58 into Broadmarsh Centre and surrounding area

Rushcliffe Local Plan Part 2:

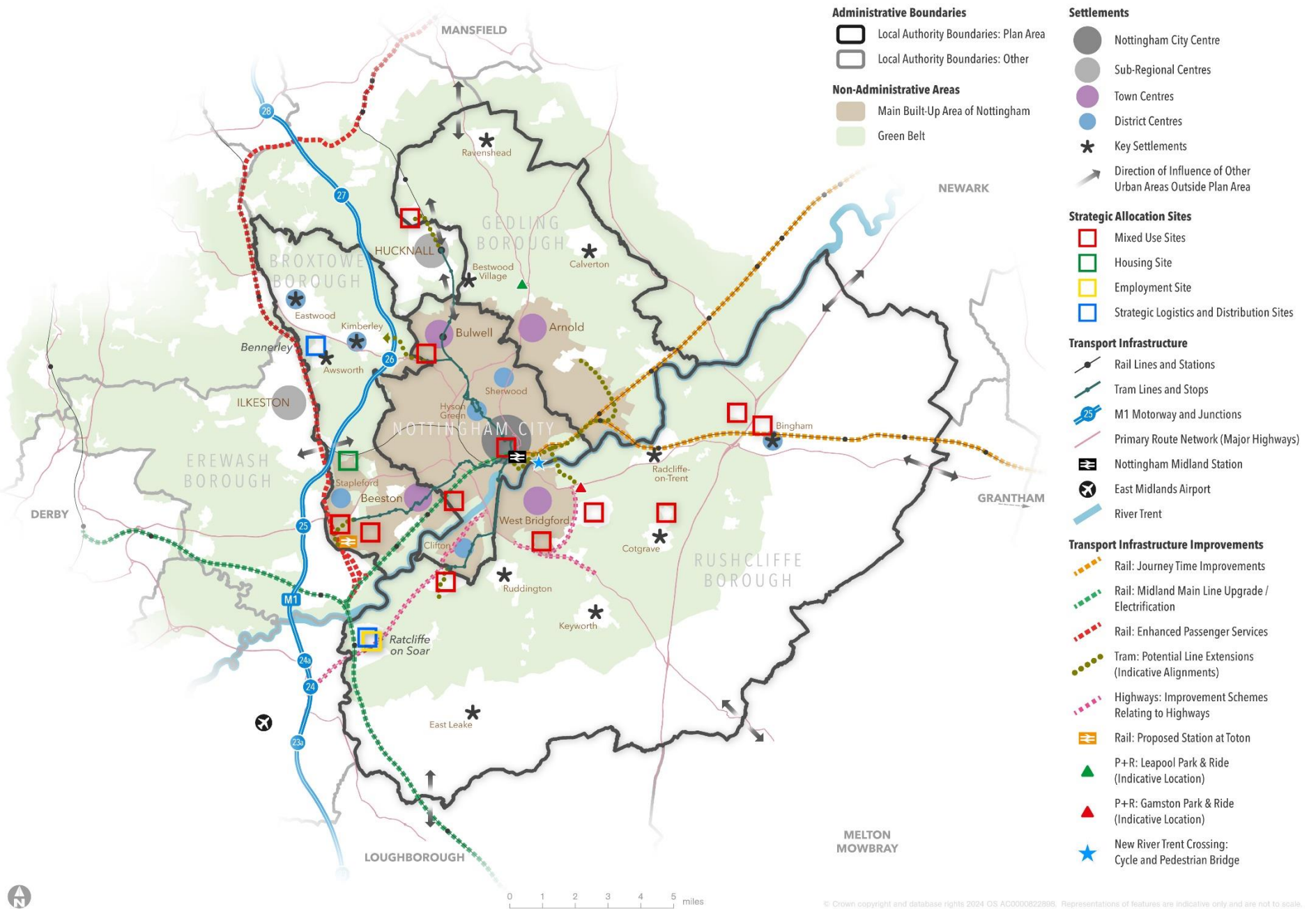
- Policy 4.2: Land between Platt Lane and Station Road, Keyworth
- Policy 5.2: Land adjacent Grooms Cottage, Radcliffe on Trent
- Policy 6.2: Land south of Flawforth Lane, Ruddington

Appendix E: List of extant Supplementary Planning Documents

Local Authority	SPD Title	Date SPD Adopted	Applicable GNSP Policy 'Hook'
Broxtowe Borough Council	Houses in Multiple Occupation (HMOs) SPD	July 2022	Policy 8: Housing Size, Mix and Choice
Broxtowe Borough Council	Toton and Chetwynd Barracks Strategic Masterplan Supplementary Planning Document	February 2023	Policy 21: Strategic Allocation Toton Strategic Location for Growth and Chetwynd Barracks (Broxtowe)
Broxtowe Borough Council	Reduction of Carbon in New Development SPD	Currently in production	Policy 1: Climate Change
Broxtowe Borough Council	Residential SPD	Currently in production	Policy 8: Housing Size, Mix and Choice
Gedling Borough Council	Open Space Provision for New Housing Development Supplementary Planning Guidance	November 2001	Policy 16: Blue and Green Infrastructure and Landscape
Gedling Borough Council	Affordable Housing SPD	December 2009	Policy 8: Housing Size, Mix and Choice
Gedling Borough Council	Parking Provision for Residential and Non-Residential Developments SPD	February 2022	Policy 14: Managing Travel Demand
Gedling Borough Council	Low carbon planning guidance	May 2021	Policy 1: Climate Change
Gedling Borough Council	Interim Planning Policy Statement – first Homes	October 2022	Policy 8: Housing Size, Mix and Choice
Gedling Borough Council	Top Wighay Farm Development Brief	February 2017	Policy 24: Strategic Allocation Top Wighay Farm
Gedling Borough Council	Air Quality and Emissions Mitigation	2019	Policy 1: Climate Change
Nottingham City Council	Affordable Housing and Developer Contributions	August 2006	Policy 8: Housing Size, mix and Choice
Nottingham City Council	Affordable Housing contributions arising from Purpose Built Student Accommodation	May 2021	Policy 8: Housing Size, Mix and Choice
Nottingham City Council	The Provision of Open Space in New Residential and Commercial Development	November 2019	Policy 16: BGI and Landscape
Nottingham City Council	Education Contributions from Residential Development	November 2023	Policy 18: Developer Contributions

Local Authority	SPD Title	Date SPD Adopted	Applicable GNSP Policy 'Hook'
Nottingham City Council	Biodiversity (and subsequent update)	February 2020	Policy 17: Biodiversity
Nottingham City Council	Eastside	July 2023	Policy 3: Housing
Nottingham City Council	Island Site	May 2016	Policy 3: Housing
Nottingham City Council	Waterside	June 2019	Policy 3: Housing
Nottingham City Council	Park Conservation Area Appraisal and Management Plan	March 2023	Policy 10: Design Policy 11: The Historic Environment
Nottingham City Council	Management of Caves in Nottingham	November 2019	Policy 11: The Historic Environment
Nottingham City Council	Reduction in Carbon in New Development	Currently in production	Policy 1: Climate Change
Nottingham City Council	Design of Purpose Built Student Accommodation	Currently in production	Policy 10: Design
Rushcliffe Borough Council	Residential Design Guide SPD	10 February 2009	Policy 10: Design
Rushcliffe Borough Council	Wind Energy SPD	9 June 2015	Policy 1: Climate Change, Sustainable Design, Construction, Energy and Managing Flood Risk
Rushcliffe Borough Council	Melton Road Edwalton Development Framework SPD	13 October 2015	Policy 26 Strategic Allocation at Melton Road, Edwalton
Rushcliffe Borough Council	Affordable Housing SPD	8 February 2022	Policy 8 Housing Size, Mix and Choice
Rushcliffe Borough Council	Low Carbon and Sustainable Design SPD	11 July 2023	Policy 1: Climate Change, Sustainable Design, Construction, Energy and Managing Flood Risk

Appendix F: Key Diagram



- Administrative Boundaries**
- Local Authority Boundaries: Plan Area
 - Local Authority Boundaries: Other
- Non-Administrative Areas**
- Main Built-Up Area of Nottingham
 - Green Belt

- Settlements**
- Nottingham City Centre
 - Sub-Regional Centres
 - Town Centres
 - District Centres
 - Key Settlements
 - Direction of Influence of Other Urban Areas Outside Plan Area

- Strategic Allocation Sites**
- Mixed Use Sites
 - Housing Site
 - Employment Site
 - Strategic Logistics and Distribution Sites

- Transport Infrastructure**
- Rail Lines and Stations
 - Tram Lines and Stops
 - M1 Motorway and Junctions
 - Primary Route Network (Major Highways)
 - Nottingham Midland Station
 - East Midlands Airport
 - River Trent

- Transport Infrastructure Improvements**
- Rail: Journey Time Improvements
 - Rail: Midland Main Line Upgrade / Electrification
 - Rail: Enhanced Passenger Services
 - Tram: Potential Line Extensions (Indicative Alignments)
 - Highways: Improvement Schemes Relating to Highways
 - Rail: Proposed Station at Toton
 - P+R: Leapool Park & Ride (Indicative Location)
 - P+R: Gamston Park & Ride (Indicative Location)
 - New River Trent Crossing: Cycle and Pedestrian Bridge



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This document is available in large print upon request.

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General queries about the process can also be made to:

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Loxley House, Station Street Nottingham NG2 3NG Tel: 0115 876 2561
E-mail: info@gngrowthpoint.com
www.gngrowthpoint.com

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**Appendix 2: Greater Nottingham Strategic Plan Publication Draft
(Regulation 19) Statement of Consultations**

Greater Nottingham
Planning Partnership



Greater Nottingham Strategic Plan

Publication Draft (Regulation 19)

Statement of Consultation

September 2024



Broxtowe
Borough
COUNCIL

Gedling
Borough Council

page 292



Nottingham
City Council


Rushcliffe
Borough Council

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1. Introduction

1.1 This Statement of Consultation sets out the details of publicity and consultation undertaken to prepare and inform the Publication Draft of the Greater Nottingham Strategic Plan. This Statement will be updated prior to submission of the Strategic Plan to fulfil the requirements of Regulation 22 of the Town and Country Planning (Local Planning) (England) Regulations 2012, as amended, which requires a statement setting out the following:

- a) Which bodies and persons were invited by the Council to make representations,
- b) How those bodies and persons were invited to make representations,
- c) A summary of the main issues raised by the representations; and
- d) How any representations have been taken into account.

1.2 The consultations which have been undertaken to inform the Publication Draft are listed below:

- Growth Options (July 2020 and February 2021)
- Preferred Approach (January 2023)
- Distribution and Logistics Preferred Approach (September 2023).

Growth Options (July 2020 and February 2021)

1.3 The Growth Options consultation asked questions on housing growth, employment growth and economic development, climate change and carbon neutrality, Green Belt, city and town centres, the natural environment, urban design, the historic environment, safe and healthy communities and infrastructure provision. This consultation also invited views on potential broad areas for growth and sites.

1.4 The first consultation was undertaken for 10 weeks between 6th July and 14th September 2020. 4,228 individual comments were submitted from 627 respondents.

1.5 From 10th February 2021 to 24th March 2021 an extended consultation period was carried out after the Councils were made aware that some comments submitted by email had been blocked by security software and had not been received. 893 individual comments were submitted from 272 respondents.

Preferred Approach (January 2023)

1.6 The Preferred Approach consultation focused on the distribution of housing and employment provision and identified strategic sites. The document included a proposed vision, objectives relating to housing and employment and a planning strategy. It also included details of the housing and employment supply and identified strategic site allocations to meet any remaining need.

- 1.7 The consultation ran from 4th January 2023 to 14th February 2023. 830 individual comments were received from 184 respondents.

Distribution and Logistics Preferred Approach (September 2023)

- 1.8 This consultation focused on the approach to strategic distribution and logistics. The consultation provided detail regarding the need for distribution and logistics development, identified existing and future supply and also identified two new allocations which would help to meet the unmet need.
- 1.9 The consultation ran between 26th September and 7th November 2023. 134 individual comments were received from 53 respondents.

Which bodies and persons were invited by the Councils to make representations and how were they invited to make the representations

- 1.10 The Councils consulted a variety of organisations and individuals. The Councils hold a joint database, hosted by 'Inovem' which currently has over 3,000 members. The database can be viewed: www.gnplan.inconsult.uk
- 1.11 The Councils sent emails to everyone on the joint database notifying them of each consultation and inviting them to make comments.
- Growth Options Consultation (July 2020): 1,626 emails.
 - Growth Options Consultation (February 2021): 2,116 emails.
 - Preferred Approach (January 2023): 2,425 emails.
 - Strategic Plan: Distribution and Logistics Preferred Approach (September 2023): 3,041 emails.

The joint database includes individuals and organisations who have registered an interest in the Strategic Plan or who have responded to a previous consultation and have given permission for the Councils to contact them in respect of future consultations. It also includes statutory consultees, key organisations, infrastructure providers and duty-to-cooperate partners:

- All Parish Councils, Town Councils and Neighbourhood Forums in the Greater Nottingham Strategic Plan area
- Amber Valley Borough Council
- Ashfield District Council
- Bassetlaw District Council
- British Waterways
- BT
- Cadent Gas
- Canal & River Trust
- Central Networks
- Charnwood Borough Council

- Civil Aviation Authority
- Coal Authority
- D2N2
- Defence Infrastructure Organisation (DIO)
- Derby City Council
- Derbyshire County Council
- Environment Agency
- Erewash Borough Council
- Forestry Commission
- HS2 Limited
- Historic England
- Homes England
- Leicester City Council
- Leicestershire County Council
- Mansfield District Council
- Melton Borough Council
- Ministry of Defence
- National Grid
- National Highways
- Natural England
- NET (Tram)
- Network Rail
- Newark and Sherwood District Council
- NHS and Clinical Commissioning Groups
- North West Leicestershire Council
- Nottinghamshire County Council
- Office of Rail and Road
- Severn Trent Water
- South Derbyshire District Council
- Sport England
- The Gardens Trust
- The Theatres Trust
- Western Power Distribution

1.12 Letters were sent to individuals or organisations who were held on the database but did not provide an email address.

1.13 The majority of comments were submitted via the online consultation portal. This allows individuals or organisations to make multiple comments against the relevant part of the consultation document. This results in a number of responses being recorded against one respondent.

1.14 The Councils publicised the consultations using social media including the Greater Nottingham Strategic Plan 'X' (Twitter) page, and each Council's own social media feeds which includes X and Facebook. A YouTube video was also

prepared for the Growth Options consultation and a [‘story map’ consultation summary](#) was provided for the Preferred Approach.

- 1.15 Individual Councils also publicised the consultations through their own newsletters or email circulations.
- 1.16 Copies of the consultations were held on the Greater Nottingham Partnership’s website, on the online consultation portal and paper copies were provided in libraries. Details of how people could access the documents were provided within the emails and letters sent out as part of the consultation.
- 1.17 The consultations were undertaken in accordance with each Council’s Statement of Community Involvement:
 - Broxtowe Borough Council: <https://www.broxtowe.gov.uk/for-you/planning/planning-policy/statement-of-community-involvement/>
 - Gedling Borough Council: <https://www.gedling.gov.uk/media/gedlingboroughcouncil/documents/planningpolicy/documents/GBC%20SCI%20FINAL%202019.pdf>
 - Nottingham City Council: <https://www.nottinghamcity.gov.uk/media/3d1a44wt/statement-of-community-involvement-june-2023.pdf>
 - Rushcliffe Borough Council: <https://www.rushcliffe.gov.uk/planning-growth/planning-policy/local-plan/community-involvement/>

2. Growth Options (July 2020 and February 2021)

- 2.1. Broxtowe Borough, Gedling Borough, Nottingham City and Rushcliffe Borough Councils published the Greater Nottingham Strategic Plan (GNSP) Growth Options document in July 2020. The consultation documents also included the Growth Options Study (produced by AECOM) and the Sustainability Appraisal Scoping Report.
- 2.2. This was the first stage of producing the Strategic Plan and asked a series of questions on topics including housing growth, employment growth and economic development, climate change and carbon neutrality, city and town centres, the natural environment, urban design, the historic environment, safe and healthy communities, Green Belt and infrastructure provision.
- 2.3. The first consultation was undertaken for 10 weeks between 6th July and 14th September 2020. 4,228 individual comments were submitted from 627 respondents. Two petitions were received relating to R05 South of Orston and R07.1 Land at Regatta Way.
- 2.4. From 10th February 2021 to 24th March 2021 an extended consultation period was carried out after the Councils were made aware that some comments submitted by email had been blocked by security software and had not been received. A further 893 individual comments were submitted from 272 respondents.

Chapter	Question	Number of Comments
Chapter One Introduction and Vision	INT1: Vision and Spatial Objectives INT2: Evidence Base INT3: Strategic Issues	593
Chapter Two Overall Strategy	OS1: Urban Intensification Growth Strategy OS2: More-Dispersed Growth Strategy Option OS3: Green and Blue Infrastructure-Led Growth Strategy Option OS4: Transport-Led Growth Strategy Option OS5: Climate change OS6: Amount of New Housing OS7: Growth Options OS8: Other Growth Strategy Options OS9: Site Assessments OS10: Safeguarded Land	2,352
Chapter Three Green and Blue Infrastructure and the Natural Environment	GBI1: Strategic Green and Blue Infrastructure Assets GBI2: Strategic Allocations and Policies GBI3: Biodiversity Net Gains	294

Chapter	Question	Number of Comments
Chapter Four Green Belt	GB1: Principle of the Nottingham-Derby Green Belt GB2: Approach to the Green Belt GB3: Offsetting Losses to the Green Belt	402
Chapter Five Working in Greater Nottingham	EMP1: Employment Land and Office Space EMP2: Office Development EMP3: Driving Innovation and Supporting Business Growth EMP4: Regeneration Priorities EMP5: Climate Change EMP6: Safeguarding Employment Land EMP7: Rural Area	437
Chapter Six Living in Greater Nottingham	H1: Affordable Housing H2: Housing Size, Types and Tenure H3: Meeting the Needs of Different Groups H4: Gypsies and Travellers	337
Chapter Seven The City and Town Centres	CTC1: The Network and Hierarchy of Centres CTC2: Nottingham City Centre and the Town and District Centres CTC3: Acceptable Uses on the Edge or Outside of Centres	183
Chapter Eight Designing Good Places	D1: Achieving Well Designed Places D2: Conserving and Enhancing the Historic Environment	169
Chapter Nine Infrastructure to Support Growth	IN1: Infrastructure to Support Growth IN2: Priorities for Development-Funded Infrastructure IN3: Timely Provision of Infrastructure	241
Chapter Ten Any Other Issues	OI1: Any Other Issues	113
Total		5,121

2.5. The Report of Consultation Responses was published in February 2022 and provided a summary of the comments received as part of the consultations.

- **Report of Consultation Responses (February 2022):**
<https://www.gnplan.org.uk/media/mnco0kmt/report-of-consultation-responses-growth-options.pdf>

2.6. A “Preferred Approach: Response to the Growth Options Consultation” was published in September 2022 and provided the Councils’ response to the consultation comments.

- **Preferred Approach: Response to the Growth Options Consultation:** <https://www.gnplan.org.uk/media/w25l02xx/preferred-approach-response-to-the-growth-options-consultation.pdf>

3. Preferred Approach (January 2023)

- 3.1. Broxtowe Borough, Gedling Borough, Nottingham City and Rushcliffe Borough Councils published the Greater Nottingham Strategic Plan Preferred Approach document in January 2023. The consultation was supported by a number of evidence documents including a Sustainability Assessment, Site Selection Report, a number of background papers and other documents.
- 3.2. This was the second stage of producing the Strategic Plan and focused on vision and objectives, and the strategic distribution of housing and employment, including the identification of strategic sites that are essential to the delivery of the strategic plan.
- 3.3. The consultation took place over 6 weeks between 4th January and 14th February 2023. 830 individual comments were received from 184 respondents.
- 3.4. The sections below provide a summary of the comments received as part of the consultation and the Councils' response to these comments. It is structured according to the six chapters within the Preferred Approach and its appendices followed by comments made on supporting evidence. Any comments on the evidence base have been organised according to the document. Not all respondents are individually referenced. However, a list of the respondent organisations has been included at the start of each chapter, appendix, or supporting document.

Chapter/Document	Number of Comments
1. Introduction	39
2. Background	27
3. Vision and Objectives	82
4. Proposed Planning Strategy	106
5. Approach to Housing Need	120
6. Approach to Employment Need	47
Appendix A: Preferred Sites	190
Appendix A: Additional or Alternative Sites	89
Appendix B: Housing Trajectory	27
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Chapter One: Introduction

Comments on Chapter One: Introduction were received from the following:

AA Homes and Housing Ltd, Barratt David Wilson Homes, Barwood Land, The Toton and Chilwell Neighbourhood Forum, Davidsons Developments Limited, Havenwood Construction Limited, Hallam Land Management, Mrs Hill and Mrs Plummer, JG Woodhouse & Sons, Marrons Planning, Mather Jamie, Metacre, The Nottingham Council of Mosques, Nottingham City Council, Omnivale Pension Scheme, Peveril Securities, Ruddington Parish Council and Taylor Wimpey.

One Rushcliffe Borough Council (RBC) member for the Leake Ward.

Four local residents also submitted comments on this chapter.

Summarised comments from statutory organisations

Ruddington Parish Council supports the Preferred Approach.

Nottinghamshire County Council welcomes the fact that the Councils have come together to prepare a single Strategic Plan to support the sustainable growth in the Nottingham area. This will help plan for appropriate infrastructure which often crosses local authority boundaries.

Summarised comments from developers

A significant proportion of comments from developers on the Introduction stated that the plan period should be a minimum of 15 years following adoption. Consideration should therefore be given to extending "the plan period" to 2040 or 2041 and thereby amending the housing need and supply figures. This would ensure greater flexibility - in the event of slippage. One housing developer suggested that an early review should be committed to if the current proposed end date of "2038" is retained.

Davidsons Developments Limited and others noted that the LDS for Rushcliffe indicates plan adoption in 2021 and is therefore out of date.

One developer commented that the Strategy should meet the needs of Greater Nottingham's diverse communities and identify places of worship and provide burial spaces within Greater Nottingham, reflecting that 12.2 % of the City of Nottingham's population comes from Islamic communities.

Another stated that although they supported the overarching strategy, the housing requirement identified in the Preferred Approach is insufficient. They also believed that there was no detail within the Preferred Approach in relation to how the Green Belt is to be addressed.

One requested clarification on whether a Preferred Approach consultation will be held on other key matters, such as climate change. It is also not clear whether this Preferred Approach consultation is a formal Regulation 18 Consultation, or an informal consultation outside of the Regulations.

A significant number of developers and landowners promoted their sites within their comments on the Introduction. Their detailed promotion of these sites is summarised alongside other representations on the preferred approach sites or additional or alternative sites (see summarised responses on Appendix A).

A developer with land in Erewash believed that GNSP should not ignore the role Erewash could play in meeting the strategic housing needs of the HMA. Focusing only on the Nottingham Main Urban Area in the current consultation overlooks the role Erewash could play in meeting housing needs in the HMA and fails to address the importance of the inter-functionality and connectivity between Nottingham and Derby. If Erewash is to be fully excluded from the GNSP, justification will need to be provided as to the rationale for this approach.

Summarised comments from other organisations

The Nottingham Council of Mosques noted the lack of reference to identifying places of worship or burial space which risks inadvertent discrimination against various communities (12.2 % of the City's population comes from Islamic communities according to the recent census).

The promotion of 52,500 jobs creation is welcomed. However, there should be reservations about some jobs coming from the drinks sector in light of alcohol related illnesses, dependencies and conditions.

A RBC Leake Ward member suggested that logistics sites should have been included at this stage to understand the cumulative impacts of development. Additionally, they noted that consideration has not been given to land to be used for energy generation and expressed concerns about solar farms and their cumulative effects.

This councillor also highlighted implications of revisions to the NPPF, specifically that changes to Green Belt policy do not preclude amending Green Belt boundaries to provide other, non-housing needs, such as employment land and open space. These changes would apply to plans that do not reach Regulation 19 within three months.

Summarised comments from local residents

One resident was surprised that energy generation from renewables isn't included.

Another suggested that the documents mentioned in paragraph 1.6 should be dated.

One used this section to critique the Consultation Portal as they were unable to submit comments.

Finally, one resident noted that for RBC, the plan shows sites already identified within its adopted Local Plan. Many of the sites are currently/potentially good agricultural land and/or Green Belt. Development will benefit the current landowners and house building companies. The Green Belt and in some cases the ribbon status seems to be of lesser importance to RBC than on the less intrusive 1–3-hectare sites within the existing settlements.

Councils' Response

In terms of the Plan meeting the diverse needs of Greater Nottingham the Infrastructure Delivery Plan will support the plan and identify initial requirements and expectations to support housing, economic growth and leisure activity for the area.

The specific needs for places of worship and burial are more a matter for Councils to address in their future plan preparation. Support towards the aim of creating around 52,500 jobs is noted. The aim of the Greater Nottingham Plan is to support the food and drink sector in general through its employment land provision which is an important sector in the local economy. Noting that the specific issue raises reservations about the alcohol related illnesses in connection with the alcoholic drinks sector, this is not a matter than can be addressed through the strategic plan preparation process as it is more of a public health issue.

With respect to the extending the Plan period it is agreed that the Plan period should be extended from 2038 to 2041 to enable the Plan to look forward 15 years from the predicted date of adoption. The Councils' Local Development Schemes will also be updated.

With respect to the role that Erewash Borough Council can play in meeting housing need it was Erewash that decided to proceed with its own Core Strategy Review. As part of the Duty to Cooperate we continue to discuss housing issues through the Greater Nottingham Partnership and the Joint Planning Advisory Board.

In terms of insufficient housing to meet identified need, the Plan's housing target's are above the standard method figure for Broxtowe, Gedling and Ruschcliffe and is based on the supply figure for Nottingham City. Further detail is provided in the Housing Background Paper.

Note support for overarching strategy and principles of 20-minute neighbourhood PA document focuses only on the vision and objectives, planning strategy, the approach to housing need and the approach to employment. Other matters including the Green Belt and low carbon issues are included in this stage of plan preparation. The Councils consulted on the Preferred Approach to strategic logistics between September and November 2023.

In terms of the sources of information such as housing needs and other documents it is confirmed that dates will be provided where documents are listed as part of the evidence base.

Site specific comments are dealt with later within this document

Changes Made

The Plan period has been extended from 2038 to 2041 to enable the Plan to look forward 15 years from the anticipated date of adoption.

Housing targets have been updated and are now above the standard method figure for Broxtowe, Gedling and Rushcliffe.

Chapter Two: Background

Comments on Chapter 2: Background were received from the following:

Ashfield District Council, Barratt David Wilson, Barton in Fabis Parish Council, Bellway Homes, Bloor Homes, Davidsons Developments Limited, Gladman Developments Limited, Hammond Farms, Havenwood Construction Limited, IM Land, Langridge Homes Ltd, Mather Jamie, Metacre, Nottingham Council of Mosques, Taylor Wimpey and West Bridgford Hockey Club.

Two local residents submitted comments on this chapter.

Summarised comments from developers

A majority of developers noted that there are a number of documents missing from the evidence base with no anticipated publication date provided. Barratt David Wilson specifically requested a comprehensive Green Belt Review be undertaken to form part of the evidence base. Questions were raised by the developers over how the Strategic Plan can be considered deliverable when significant parts of the evidence base are missing. A number of developers encouraged flexibility to be built into the Strategic Plan to ensure deliverability.

Multiple developers commented that there had been no updated Local Development Scheme published, but that it seemed unlikely for the Strategic Plan to be adopted by the end of 2024. It was recommended that to reflect the lengthening consultation process, the plan period be extended until 2040/41.

One developer suggested that the proposed changes to the National Planning Policy Framework and its potential impacts be addressed within future versions of the Strategic Plan.

Summarised comments from other organisations

Ashfield District Council noted that a number of documents are missing from the evidence base and stated that the conclusions of these studies are an important aspect of understanding the implications to Hucknall. The studies will also need to take account of the development that Ashfield District Council is proposing in their emerging Local Plan. Ashfield District Council raised concerns that mitigation measures for any new allocations around the built-up area of Hucknall have not been addressed, which has implications for the future infrastructure in and around Hucknall, including cross boundary issues in relation to Top Wighay Farm.

West Bridgford Hockey Club requested a Leisure Facilities Strategy and Playing Pitch Strategy to be provided as part of the evidence base. Nottingham Council of Mosques requested the Strategic Plan to include provision for burial spaces, or a policy which aids communities to secure places of worship.

Barton in Fabis Parish Council welcomed the progress made on the Strategic Plan and gave their support to the Strategic Plan.

Summarised comments from local residents

One local resident noted that the Strategic Flood Risk Assessment was missing from the evidence base, and queried who decides on the National Planning Policy Framework. The other local resident commented that the Strategic Plan should be

abandoned, with each Local Planning Authority preparing individual Local Plans, as they believe the Part 1 and Part 2 Plan approach causes delays to the plan making process.

Councils' Response

The Strategic Plan's evidence base is published on the Greater Nottingham Planning Partnership website. The policies of the Strategic Plan are developed in tandem with the emerging evidence base. The emerging evidence does not become publicly available until the documents are finalised, but they do contribute to the drafting of the Strategic Plan to ensure the policies are deliverable and informed by up-to-date evidence. In conjunction with consultation of the Publication Draft Strategic Plan, all evidence base documents will be published on the Greater Nottingham Planning Partnership website for the public to view.

The Councils agree that the Plan period should be extended, and this change has been made.

Ashfield District Council's comments are noted. The full evidence base will be published in tandem with the Publication Draft GNSP. Account has been taken of ADC's proposals where possible. Mitigation measures in relation to the proposed extension to the Top Wighay Farm site are addressed in the site-specific policy and through the determination of any planning application.

The individual Local Authorities will decide during future plan preparation whether a new Leisure Facilities Strategy and Playing Pitch Strategy is required. The Strategic Plan will include a policy that supports communities to secure places of worship.

The Strategic Flood Risk Assessment is published in the evidence base on the Greater Nottingham Planning Partnership website under 'Climate Change (including flooding)'. The National Planning Policy Framework is decided by Central Government. An SFRA Review has been completed and this determines that the SFRA remains up to date. This has been agreed by the Environment Agency and the Lead Flood Authorities.

Working on a joint Strategic Plan has numerous benefits and it is the Partnership's intention to progress with the Strategic Plan.

Changes Made

The plan period has been extended to 2041.

Policy 12: Local Services and Healthy Lifestyles of the Strategic Plan supports the delivery of new community facilities where they meet a local need. This includes Places of Worship and religious instruction.

Chapter Three: Vision and Objectives

Comments on Chapter Three: Vision and Objectives were received from the following:

Ashfield District Council, Barratt David Wilson Homes, Barwood Land, Barton in Fabis Parish Council, Bloor Homes, Ceylon Tea Growers Association, Cora (Stantec), The Crown Estate, David Wilson Homes, Davidsons, Defence Infrastructure Organisation, Derbyshire County Council, Elton Garden Village landowners, Environment Agency, Gladman Developments, Historic England, Homes England, Kingston on Soar Parish Council, Natural England, Nottingham County Council, Persimmon Homes, Ratcliffe on Soar Parish Council, Sports England and Thrumpton Parish Meeting.

Two RBC members (Gotham and Leake Wards)

In addition to the above stakeholders six local residents submitted representations on Chapter Three.

Summarised comments from statutory organisations

Ashfield District Council acknowledged the Vision set out in the Plan and supports the majority of the Vision. However, they did raise issues regarding the focus of development adjoining the built-up area of Hucknall and at Key Settlements. In this context and the emphasis placed on 20-minute neighbourhoods it would have been useful to understand the objectives in relation to infrastructure, education and how the Plan objectives relate to the Hucknall Town Centre Masterplan.

The Parish Councils within Rushcliffe's Gotham Ward and the RBC member for this ward all support the vision, its emphasis on sustainable development and 20-minute neighbourhood concept, the need to promote economic activity and redevelopment of Ratcliffe on Soar Power Station and welcome environmental net gains to be delivered alongside development. They encourage the Plan to enhance the natural environment regardless of other forms of development. They believe the housing objective is difficult to deliver and monitor and should be more specific. Support equitable economic growth and enhancing Core City role and providing new and protecting existing local employment opportunities. Consider objective should be strengthened by discouraging development which might draw investment away from local employment.

Derbyshire County Council believe the housing objectives should refer to the importance of low or zero carbon housing which is resilient to the impacts of the changing climate.

Environment Agency welcomed and supported the proposals as laid out in the document especially with the focus on sustainable development within the Vision.

Historic England welcomed the inclusion of heritage within the vision for the wider area. Recommend amending "preserved" to "protected" in para 3.1.2 to mirror NPPF terminology.

For para 3.1.5 would welcome inclusion of sentence relating to historic environment and need to protect and enhance significance of the historic environment, heritage

assets and their setting and providing the opportunity to 'better reveal' heritage within the community and heritage tourism.

Homes England and DIO think that an encouragement to 'maximise' the amount of employment land at the Barracks is counter to the expectation throughout adopted and emerging policy that only a small amount of employment land will be provided. In contrast, the aspiration of 'maximising' employment land opportunities has more application to the Toton Strategic Location for Growth, where a significant quantum of employment land is proposed. Homes England and DIO therefore request that reference to the Barracks is removed from Paragraph 3.2.3.

EMDC is a stakeholder who is being appropriately engaged and consulted by the applicant as it develops its proposals. Homes England and DIO therefore request that the wording at Paragraph 3.2.3 (and similar instances elsewhere in the document) is amended so that the Barracks is not described as 'Development Corporation site'.

Nottinghamshire County Council notes that the Vision and Objectives for the Plan reflect existing plans for the Greater Nottingham area. Such plans include the development of HS2, the formation of a Development Corporation to support redevelopment of Toton/Chetwynd and Ratcliffe on Soar power station and major development proposals at land east of Gamston and south of Clifton (Fairham).

Natural England generally welcomes the Vision acknowledging that it places the tackling and adaptation of the impacts of climate change at the forefront of the Plan. It is also pleased to note that aspirations to enhance natural resources, biodiversity, blue & green infrastructure and landscapes are included within the Vision.

Sports Council state that it is important that all authorities are on the same time frame for evidence - Para 98 of NPPF.

Summarised comments from developers

Developers broadly welcomed the vision as it seeks to secure a more sustainable and prosperous Greater Nottingham, however significant number of developers have referred to the requirement to increase the housing figures (see comments on Chapter 5: Approach to Housing Need) (meeting the City's 35% uplift and buffer) and the need to reflect this within a positive vision and objectives, which should be more ambitious and place a greater emphasis on opportunities for sustainable economic growth that will help 'level up' the Greater Nottingham area.

One landowner believed the vision and spatial strategy are too narrowly focussed, they do not adequately set out a clear long-term and effective spatial strategy and are therefore not compliant with the National Planning Policy Framework (NPPF).

Multiple developers and landowners generally supported the overarching vision for achieving sustainable development, particularly the creation of 20-minute neighbourhoods. However, according to Gladman Developments, the concept of a 20-minute neighbourhood should not be used as an arbitrary tool to restrict or limit development from happening in locations where this is not possible. For example, clusters of villages may be considered suitable and sustainable based on the available services but not meet the principles of the 20-minute neighbourhood.

A number of developers supported the settlement hierarchy but considered certain key settlements had been overlooked despite being in sustainable locations and

capable of accommodating additional housing. One supported the commitment to achieve a sustainable distribution of development by seeking sites firstly within the main built-up area of Nottingham and to a lesser extent adjoining it. However, the Vision would be strengthened by stating the importance of locations benefitting from public transport connections in the spatial distribution of future development. Another made similar comments and recommended that the Vision is amended to ensure that it recognises the important role which surrounding settlements, such as Ruddington and Gamston play in meeting the needs of the area and delivering sustainable development.

One landowner believed the allocation of their sites could assist with the GNSP, meeting its vision for growth and contributing to a sound Plan. They also align with the vision for the creation of 20-minute neighbourhoods. This is in contrast to the GNSP which does not propose any allocations within sustainable settlements that are capable of delivering the aspirations for 20-minute neighbourhoods. A re-evaluation of the distribution of growth is required to ensure the Councils are able to maintain a 5-year housing land supply and meet the housing needs of the Plan area in the period to 2038.

A landowner promoting a Sustainable Urban Extension in Broxtowe argued the emerging Vision should also include and reference Sustainable Urban Extensions to the main built-up urban area of Nottingham and the significant contribution these make to create and support existing communities by improving and delivering facilities and infrastructure. Similarly, another also supported the Vision's reference to the principles of 20-minute neighbourhoods, and believe that their site in Ruddington could enable Ruddington to become a self-sufficient 20-minute neighbourhood. Similar comments were made in respect of sites at Trowell and Cotgrave.

In relation to their land at Ruddington, a landowner noted that paragraph 3.1.2 implies that a sequential approach to distribution has been followed, however, in the majority of cases, the Preferred Approach is largely carrying forward existing housing allocations and commitments in the areas surrounding Nottingham City. As a consequence, it is recommended that the Vision be amended to ensure that it recognises the important role which surrounding settlements, such as Ruddington, play

One developer was supportive of the overall vision but noted it only includes two housing objectives to deliver high quality new housing and rebalance housing mix to create balanced communities. Emphasising the need for a clear strategy to ensure housing targets are met and concluding the Preferred Approach is neither pro-growth nor aspirational. Should include objective to comprehensively review the Green Belt boundaries and set an increased housing target that reflects Standard Method and meet need to provide for 35% Nottingham City uplift in adjoining areas which can accommodate such growth in sustainable locations.

Another developer supported the objective to support economic growth, however they recommended that the Plan period is extended in accordance with the NPPF. This comment was also made by five other landowners/developers. One of which encouraged taking a 20-year approach to ensure that future strategic scale growth is properly planned for, another quoting the NPPF considered that the Greater Nottingham Vision should look beyond the current commitments and consider a 30-year time horizon to ensure sustainable delivery of the Ratcliffe on Soar growth area.

A number of developers and landowners also advocated allocating a wide portfolio of sustainably located development sites across the plan area which have good access to local services, amenities and transport links. Many questioned the absence of allocations at Key Settlements. This will allow a greater number of areas across the borough to benefit from the local economic benefits generated from new housing developments. One noted that larger sites carry greater risk of delay and slow build out rates and should be supported by a portfolio of medium size and immediately realisable sites to guarantee the housing supply. One specifically advocated the removal of “first” from the vision in order to facilitate a wider spread of development.

One developer specifically recommended self-build housing is provided on self-build specific sites or individual plots.

A number of developers believed that the allocation of their sites would help the Greater Nottingham Authorities to meet their vision, and also help to deliver the strategy. Some requested that their site is recognised in the vision and objectives. Specific comments, promoting their sites, are summarised alongside other comments on Appendix A.

A developer highlighted the reference to “rebalancing of the housing mix”, believing the housing mix should be determined on a site-by-site basis and be reflected by market demand at the time of the application rather than any onerous policy requirements within this plan.

One city centre landowner welcomed the revised target for the Councils to be carbon neutral before the Government’s target of 2050 and the ambition to minimise the areas carbon footprint subject to any emerging policies not becoming too onerous and consequently deter investors or visitors to the City. They also stated the Plan recognises the role specialist housing such as Build to Rent (BtR) and Purpose-Built Student Accommodation (PBSA) plays in meeting an identified need. Residential uses (including BtR and PBSA), alongside office, commercial, leisure and entertainment uses located within Nottingham City Centre will provide a rich mix of uses that will promote the vitality and viability of the City Centre. Rentplus UK stated there is an urgent need for Local Policies to be refreshed to accommodate diverse affordable mixes including those such as Rent to Buy and to enable other than registered providers access to provision.

One representation of the development industry felt that paragraph 3.1 was unclear in that it is not evident what unique abundant natural resources are available in Greater Nottingham or as to who would be able to capitalise on such resources. They added that it does not seem realistic to increase the provision of landscapes or heritage in Greater Nottingham.

Another referred to the Vision recognising the need for economic development to facilitate a HS2 station at East Midlands Parkway and realise the economic growth potential of Ratcliffe on Soar Power Station but considered there was a need to balance this economic growth with housing growth and promoted their site as a new settlement at Kingston on Soar.

In relation to employment sites one representation noted that the Plan relies on existing allocations and there is a requirement for the Council(s) to consider additional sites to meet a wider range of employment needs within the study area. Another supported the economic aspirations of the Vision noting that there is a net

over-provision of 70 ha, but approach is inequitable and not aligned with the employment objective. Individual land supply needs of all four LPAs represented in this Plan should be met appropriately.

Furthermore, one developer raised concerns that paragraph 3.1.3 does not recognise the crucial role which the housebuilding sector and the strategic allocations can play in supporting the economic development of Greater Nottingham. Omnivale Pension Scheme thought that the growth potential of the M1 corridor should be recognised and supporting with Park and Ride schemes.

Four representations made similar comments that strategic logistics and distribution is not reflected in vision and importance of supporting a sub-regional economy. Two developers considered that the economic situation and changing circumstances would impact on delivery of key sites identified in the Plan including Ratcliffe on Soar Power Station and the Strategic Growth Location at Toton and advised that growth potential of larger A roads should be recognised within the vision to support strategic logistics and role in providing opportunities for new jobs.

One landowner stated the Vision recognises that the importance of cycling and walking networks and their role in connecting homes and jobs which is supported and considered that new strategic route via Bennerley Viaduct is reflected in the Vision and Objectives.

A developer felt it was unclear whether the Greater Nottingham Strategic Plan is intending to exceed such requirements set out in the Environment Act for a mandatory net gain of 10% BNG.

Summarised comments from other organisations

Nottingham Council of Mosques and AA Homes and Housing Ltd. commented that the Strategy needs to meet the needs of Greater Nottingham's diverse communities. The Plan should make reference to assistance in identifying places of worship or to providing burial spaces within Greater Nottingham for those communities and people who prefer such usage. Noting deprivation scores and overcrowding, it is disappointing that the government target for housing is being ignored in the City and appropriate intensification techniques left unused. They also considered that social deprivation needs must also be addressed within the aspiration for all services to be available within 20-minute neighbourhoods. Indeed, such attention to social infrastructure is more acute in areas of higher deprivation including locations for GP services and places of voluntary sector support like places of worship.

The Nottingham Local Access Forum (NLAF) supports the vision and objectives for sustainable development to 2038 as set out in Chapter 3 particularly the reference to new cycling and walking networks and referred to the D2N2 Local Cycle and Walking Infrastructure Plan (LCWIP) which should be taken into account.

Nottingham Students Partnership felt there was a lack of planning for student expansion throughout the document despite the Vision and Objectives which seek to 'encourage the further expansion of the Universities and other higher education

establishments'. Consideration should be given to how the increase in students (a necessary part of university expansion) will be housed.

West Bridgford Hockey Club refer to the 20-minute neighbourhood concept and stated aim that certain services and provisions are provided within 20 minutes of residents. The provision of sports, leisure and recreation services and facilities is a key part of this sustainable aim and should include "sport, recreation and leisure" as a key part of the vision. Fully support the area becoming a pre-eminent sporting centre. There is a need to enhance the evidence base to include a Sports, Leisure and Recreation Needs Assessment, inclusive of a Leisure Facilities Strategy and Playing Pitch Strategy to cover the whole Strategic Plan area.

Woodland Trust considered the GNSP should include environmental principles including 50 m separation buffers between ancient woodland and new development and the protection of ancient woodland through a strong policy in the Plan.

The GNSP should require development projects to deliver 20 per cent BNG and to be maintained for a minimum of 50 years. Strong weight should be given to Local Nature Recovery Strategies.

The GNSP should set standards for high-quality green infrastructure for development. Consideration should also be given to the Woodland Trust's Access to Woodland Standard.

Summarised comments from local residents

Local residents made various points including objections to housing on greenfield sites which are Grade 1, 2 or 3 agricultural rating as this does not support food independence for the UK. One resident considered the Vision was not justified and meaningless.

A number of comments related to the need to provide sufficient infrastructure including provision for education, health care, public transport including extensions of the tram. One local resident considered that a Local Cycling and Walking Infrastructure Plan (LCWIP) should be produced for the area.

Comments also included that houses especially in Rushcliffe are generally not affordable, high quality, eco, attractive or enhance the community.

Councils' Response

The site selection document provides the justification for proposing additional land at Top Wighay Farm for development. The site is considered against a series of criteria embracing the GNSP strategy and infrastructure, including education. The Hucknall Town Centre Masterplan is noted. The masterplan is intended to provide a framework for future investment and recognises opportunities for regeneration and redevelopment. It is considered that the Top Wighay Farm site will support the role of Hucknall town centre.

The Housing Objective will be monitored through the use of agreed indicators and the results published annually in each authority's Authority Monitoring Report.

The Employment Objective needs to be positively worded and cannot discourage certain types of development.

In relation to the point about the Housing Objective referring to the delivery of housing which is low-carbon and resilient to the impacts of climate change. This will be covered in Objective 1 Environmentally responsible development addressing climate change – where all development would be expected to reduce causes of climate change and to minimise its impacts and contribute towards carbon neutrality. The Greater Nottingham Planning Partnership (GNPP) has procured a low carbon study which provides the evidence to support a low carbon policy. In addition, Gedling and Rushcliffe have adopted a Low Carbon and Sustainable Design Supplementary Planning Document which is a material planning consideration and will provide further guidance on the application of relevant policies. Broxtowe and Nottingham City are also currently preparing a Low Carbon SPD. In addition, Nottingham City Council's Design Quality Framework, which is a material planning consideration, contains Carbon Neutrality Criteria against which planning applications are assessed.

The Employment Objective has been updated to remove reference to Chetwynd and only refer to Toton Strategic Location for Growth.

The Plan's Vision to lead sustainable development in the region and secure a more prosperous Greater Nottingham inherently supports the Government's urban regeneration agenda.

Comments noted regarding the need for a wider range of employment. The Employment Land Study (Lichfields, 2021) recommended that further consideration be given to assessing the need for major logistics and the GNPP consulted on this in September 2023. The Strategic Plan allocated two strategic sites for logistics – at the Former Bennerley Coal Disposal Point and at the Ratcliffe on Soar Power Station.

It is recognised that in rural areas, the achievement of compact and connected neighbourhoods is not always possible. A review of Key Settlements has been carried out that includes existing Key Settlements and other potential Key Settlements. This assesses 20-minute neighbourhoods as well as a broader assessment of the availability of services and facilities within a 30-minutes travel time via sustainable transport. This has provided a fuller picture of the level of service provision in the rural area. The D2N2 Local Cycling and Walking and Infrastructure Plan was also consulted upon between December 2022 and March 2023. This plan will increase connectivity of populations to services and facilities. Allocations in Key Settlements and other sustainable settlements will be addressed in future plan preparation.

The GNPP carried out a Green Belt Review in December 2022. There is no requirement for the Boroughs to accommodate the City's 35% uplift but Broxtowe's, Gedling's and Rushcliffe's housing targets are now above the standard method.

The Plan period has been extended to 2041.

The allocation of specific self-build plots will be considered in future plan preparation.

The Vision is a high-level statement, and the identification of specific sites is more appropriately set out in the Housing Strategy.

The Greater Nottingham and Ashfield Housing Needs Assessment Update (2024) provides the evidence for the housing mix. This takes market demand into account, however market demand does not equate to housing need and the needs of all groups, including in respect of affordable housing, should be provided for by the Plan. The GNPP is required to carry out an Equality Impact Assessment of its housing policies. A housing policy which relies solely on market factors to determine housing mix is unlikely to deliver housing which meets the evidenced need or meet the requirements of the Public Sector Equality Duty.

The Greater Nottingham and Ashfield Housing Needs Assessment Update (2024) assessed the Build for Rent Sector and has been used to inform the Plan's housing policies.

Regarding student accommodation, the City Council has worked alongside the University of Nottingham and Nottingham Trent University to develop a Student Living Strategy. The Strategy focusses on ensuring that student accommodation need can be met in the City as a result of the significant increase in student numbers that the City has experienced and will continue to experience. The Strategy plans for a 2.8% per annum increase in student numbers until at least 2030. Part of the Strategy is also aimed at addressing the undersupply of student accommodation that has happened as a result of student accommodation units not matching the significant increase seen in student numbers over the last decade. The City Council rigorously monitors student development that has occurred and is in the pipeline. The Council also carries out an annual occupancy survey of student accommodation to keep an overview of accommodation in the City to ensure that its planning policies in relation to student housing are effective. To date vacancy levels in student accommodation have been low. The City Council contends that it has a robust evidence base relating to student accommodation.

The Plan does not over-provide for employment land.

Noted with regards to reference to Park and Ride sites to serve the M1, however this matter would be dealt with in the Local Transport Plan prepared by the relevant Highway Authority.

Reference to the Bennerley Viaduct cycle path is too detailed a matter for the Vision statement.

Noted with regards to housing supply, however this will be dealt with in the Housing section of the Strategic Plan.

The evidence to support sports facilities and playing pitches will be updated as part of future plan preparation. There is no plan to carry out an area-wide Playing Pitch Strategy and this would be a matter for each authority.

Standards for woodland and trees would be adopted in draft policies on Biodiversity and/or Green Infrastructure and not specifically referred to in the

Vision. The importance of Nature Recovery Strategies will be addressed in the draft Biodiversity policy and not specifically referred to in the Vision.

Noted with regards to objections to developing land which is of high agricultural quality.

Noted with regards to the delivery of infrastructure, including that for walking and cycling. This will be addressed in a specific policy and also in the site-specific policies.

Noted with regards to the design quality and affordability of Rushcliffe's housing. Rushcliffe Borough Council adopted an Affordable Housing SPD in 2022 to provide further guidance on the application of affordable housing policy and is in the process of developing an Authority-wide Design Code whose aim is to improve design quality in the Borough.

Nottingham Council of Mosques and AA Homes and Housing Ltd comments are noted. When planning for community facilities this includes places of worship or providing burial spaces.

The City Council are considering appropriate intensification techniques for housing development.

Changes Made

The Vision and Objectives have been updated through the production of the plan and to update references to proposed allocated sites.

Housing targets have been updated and are now above the standard method figure for Broxtowe, Gedling and Rushcliffe.

Chapter Four: Proposed Planning Strategy

Comments on Chapter Four: Proposed Planning Strategy were received from the following:

AA Homes & Housing Ltd, Aldergate Properties Ltd, Andrew Granger & Co, Ashfield DC, Ashfield Independent Councillors, Barratt David Wilson Homes, Barratt David Wilson Homes, Barton in Fabis Parish Council, Barwood Development Securities, Barwood Land, Bellway Homes, Bloor Homes, C E, Canal & River Trust, CEG Land Promotions (UK) Ltd, Ceylon Tea Growers Association, Cora, The Crown Estate, David Wilson Homes, Davidsons Development Limited, East Leake Parish Council, Elton Garden Village Landowner, Erewash Borough Council, Gladman Developments Ltd, Gotham Parish Council, Conlon Construction Ltd, Hall Construction Services Ltd, Hallam Land Management Limited, Hammond Farms, Harworth Group, Harworth Group Plc, Havenwood Construction Limited, Havenwood Construction Limited, Historic England, Home Builders Federation, Homes England, Homes England and the Defence Infrastructure Organisation, John A Wells Ltd, Keepmoat Homes, Kingston on Soar Parish Council, Langridge Homes Ltd, Lidl GB LTD, Mansfield District Council, Marrons Planning, Mather Jamie Ltd, Metacre, Midlands Land Portfolio Ltd, Mulberry Land, National Highways, Natural England, Newton Nottingham LLP, Nottingham Council of Mosques, Nottingham Local Access Forum, Nottinghamshire County Council, Oxalis Planning, Parker Strategic Land Limited, Persimmon Homes, Radcliffe on Trent Parish Council, Ratcliffe on Soar Parish meeting, RBC Leake Ward members, RBC Gotham Ward member, Ruth Edwards MP, Samworth Farms Ltd, Sport England, Stagfield Group, Strawson Group Investments Ltd, Taylor Wimpey, Thrumpton Parish meeting, Trinity College Cambridge, Victoria Centre, West Bridgford Hockey Club, Wheatcroft Farm Ltd, William Davis, and Woolbro Morris.

Representations on Chapter Four were also received from two RBC Councillors (Gotham and Leake Wards) and from nine local residents.

Summarised comments from statutory organisations

Natural England and the Canal and River Trust highlight the importance of maximising opportunities to enhance blue & green infrastructure and of incorporating it into new developments. Natural England suggest that the plan should also reference Natural England's Green Infrastructure Framework. The Canal and River Trust state that towpaths are an integral element of the infrastructure needed to encourage and achieve greater connectivity and that waterside area-based regeneration schemes can support quality of life and encourage sustainable transport. The water network has biodiversity and historic value and all of the canals in the Plan area should be acknowledged as being non-designated heritage assets.

Nottinghamshire County Council (NCC) and Sport England support the 20-minute neighbourhood approach and highlighted the important connection to health. NCC state that a reference should be included to supporting development which can best support improvement of the Greater Nottingham transport network.

Erewash Borough Council and Mansfield District Council support the approach. Ashfield District Council support the strategy and settlement hierarchy but do not consider that it is reasonable to continue to allocate additional sites on the edge of Hucknall due to the distance from services and the infrastructure constraints.

National Highways state they have no objections in principle to any of the preferred sites but highlight the need for a robust transport evidence base to determine the cumulative traffic and transport impacts of proposed allocations, and the identification of the necessary highway infrastructure to accommodate this growth.

Historic England state that it would be beneficial for a clause to be included in paragraph 4.2 to maximise the value of the historic environment, heritage tourism and protecting/enhancing the significance of heritage assets including their setting.

A number of parish councils in Rushcliffe support the preferred approach for sustainable development and the settlement hierarchy and support the plan to transform Ratcliffe on Soar Power Station into an international centre for the development of zero carbon technology. However, Radcliffe Parish Council raise concerns regarding the existing level of development in the village without adequate infrastructure to support the expansion in population. It is stated that new development should be close to areas of industry and where there are employment opportunities, to reduce the carbon footprint, reduce the likelihood of dormitory estates and thereby minimise congestion on main roads.

Summarised comments from developers

Overall Strategy

A number of developers support the approach of making the most of existing infrastructure and public transport through concentrating development in or adjoining the main built-up area of Nottingham and at key settlements. However, some representations did not support development adjacent to the sub regional centre of Hucknall due to infrastructure constraints and as Hucknall was outside of the Strategic Plan area. A developer also considered that there is no clear evidence available which supports the approach that urban areas of Nottingham should be prioritised over other locations within Greater Nottingham.

Responses objected to the strategy, stating it is too narrowly focussed and fails to identify a sufficient mix and supply of sites for housing. Other responses objected and stated the strategy should pursue a more dispersed approach, allowing development to be located across the region, including at other settlements, rather than solely concentrating on existing urban areas. Other responses stated that the strategy would fail to increase the supply of affordable homes.

A number of responses supported reference to 20-minute neighbourhoods. One response stated that there should be specific reference to food stores and the concept of neighbourhoods needs to be defined. However, other responses questioned how the 20-minute neighbourhood approach would be achieved without providing further allocations and also stated that the 20-minute neighbourhood approach should be considered as an aspiration in appropriate locations, rather than as a requirement to enable a site to be considered suitable for development.

A developer considered that, with high deprivation scores and overcrowding, it is disappointing that the government target for housing is being ignored in the City and appropriate intensification techniques left unused.

A response considered that the absence of a strategy for logistics does not represent a 'joined up' approach to planning for the Greater Nottingham area and does not encourage sustainable economic growth.

Settlement Hierarchy

Responses stated that the Settlement Hierarchy should be amended to reflect the Planning Strategy to read as follows: a) the main built-up area of Nottingham; b) adjoining the main built-up area of Nottingham; c) adjacent to the Sub Regional Centre of Hucknall; and d) Key Settlements. Other responses also highlighted that the settlement hierarchy at paragraph 4.2.2 does not clearly reflect paragraph 4.2.1 of the consultation document or paragraph 3.1.2.

The restricted future role of Key Settlements was raised as a significant concern, and it is suggested that Broxtowe and Rushcliffe should have the same approach to Key Settlements as Gedling.

A response considered that housing requirements should be set for Key Settlements and for small scale sites which would be identified at Part 2 Local Plan stage. A response suggested that the wording in paragraph 4.2.3 (development to be defined in subsequent Local Plans will be "smaller scale") should be clearly defined to avoid misinterpretation of what type of site it considered smaller scale. Another response considered that key settlements closest to Nottingham, and with better public transport access, should be prioritised in the settlement hierarchy, over key settlements without such benefits.

A response also highlighted the importance of rural settlements to meeting the overall housing need.

Need for Additional Sites

A significant number of responses expressed concern regarding the approach to allocating sites and considered that additional land or sites needs to be identified in order to meet housing need. Reference was also made to the need for the Borough Councils to meet Nottingham City's unmet need.

The representations propose sites either on the edge of the existing urban area, on the edge of key settlements, at smaller settlements or proposed new settlements. Responses highlighted how sites they were promoting accorded with the overall strategy, particularly in respect of sustainability, 20-minute neighbourhoods and enhancing blue and green infrastructure.

A number of responses considered that relying solely on existing committed sites and on large sites with delivery challenges would result in uncertainty regarding housing delivery and therefore there is a requirement for a larger contingency buffer and that new allocations should be considered. This should include a range of large and small sites, including greenfield sites, which can help meet housing needs. Challenges of developing urban sites was also raised.

Responses stated that there is no mechanism for future Green Belt release as part of Part 2 Local Plans in order to allocate new sites. The need for a wider Green Belt review was also raised.

Other Matters

A developer highlighted that, whilst currently safeguarded land is to be released, no replacement safeguarded land is proposed.

In respect of Broxtowe, a number of developers raised concern that there is an overreliance on sites in the south of the borough which will limit the provision of new affordable homes in the north.

A developer considered that there should be a wider range of employment sites included. Concern was also expressed that the strategy would direct residential development onto existing employment sites. Another response considered that there is no indication of how this significant economic development at Ratcliffe will contribute to long term sustainable development without also planning for residential development alongside it.

The role of new development to support local public services was also highlighted.

A developer raised concerns that none of the council plans within Greater Nottingham make reference to assistance in identifying places of worship or to providing burial spaces for those communities and people who prefer such usage.

Summarised comments from other organisations

A group of Ashfield Independent Councillors objected to several aspects of the consultation including identifying Hucknall as part of Greater Nottingham which results in additional housing and pressures on the Hucknall infrastructure at the expense of other areas in the Strategic Plan area.

A number of Rushcliffe Borough Councillors supported the preferred approach for sustainable development and the settlement hierarchy. However, they suggested that housing needs, such as for the elderly, could be addressed at key settlements. The importance of safe foot and cycle connectivity was also highlighted. Ruth Edwards MP is broadly supportive of the Plan but raised concerns that previously there had been an unacceptable level of housing being pushed onto Rushcliffe due to Duty to Cooperate and that there should be stronger language in the Planning Strategy to make sure that any shortfall should not be pushed onto neighbouring authorities.

The Nottingham Council of Mosques stated that the growth strategy is supported but housing targets in the City should be in line with government targets and the omission of places of worship needs addressing as places of worship provide valuable support for communities. Burial spaces should also be within easy reach within the City for those who wish to mourn lost relatives.

West Bridgford Hockey Club state that the strategy should also include specific reference in relation to access for residents to sport, leisure and recreation. Nottingham Local Access Forum request that, whilst generally supportive of the strategy, the potential harmful effects of town cramming should be more clearly articulated, and measures should be included to avoid these.

Summarised comments from local residents

Two residents state that there should be clarity regarding development at other settlements outside of key settlements. Paragraph 4.11 should state that

development at these settlements should be at a smaller scale to meet local needs as defined in currently adopted Part 2 Local Plans. A resident also raised concern regarding excessive housing targets which do not reflect the latest Office for National Statistics projections.

A resident stated that the approach to growth should also support specific housing needs of other settlements and that the strategy should be amended to include a proportionate re-distribution of the housing figures across a greater range of settlements and sites.

A resident stated that the Councils currently do not follow the aims of the 20-minute neighbourhood approach and new developments may be supported if there is greater engagement with communities. The historic approach to identifying and developing sites, and the quality of the developments, is questioned.

A resident stated that Green Belt land should be protected, and brownfield land should be prioritised for development and raised concern regarding building on flood plains. They also stated that more green spaces should be made available. A resident also stated that prime agricultural land needs to be protected.

A number of residents stated that greater action is required to address climate change and air quality and highlighted the importance of wildlife and biodiversity.

A number of residents raised concerns regarding the impact on roads from new development and the need to discourage car use. The importance of providing sufficient infrastructure was also highlighted.

Councils' Response

The importance of the water network is acknowledged, and it is considered that the strategy highlights the importance of this in relation to blue infrastructure. Reference has been included to Natural England's Green Infrastructure Framework within Policy 16.

In respect of supporting the improvement of the transport network, it is considered that Policies 14 and 15 provide the appropriate mechanisms to secure this.

In response to Hucknall being identified as part of Greater Nottingham, it is noted that the Greater Nottingham Planning Partnership was established in 2008 and includes the Hucknall part of Ashfield District, in recognition of the long history of joint working on planning matters. The Nottingham Core Housing Market Area Boundary Study (2018) has given consideration to the role of Hucknall as part of Greater Nottingham.

Policy 2 has been updated to clarify the settlement hierarchy. It is considered that the strategy makes clear that any new development adjoining the built-up area of Hucknall, or in or adjoining Key Settlements, must be of a scale and character that supports these as sustainable locations for growth. It is considered that, subject to these requirements, adjoining the built-up area of Hucknall is a sustainable location for potential future growth. Further information to justify the allocation of

additional land adjoining the built-up area of Hucknall is set out in the Site Selection document in relation to the consideration of the Top Wighay Farm site.

The cumulative traffic and transport impacts have been assessed as part of the transport modelling with further work currently being undertaken.

The need to maximise the value of the historic environment has been included in Policy 11.

Comments relating to the need to ensure that new development is close to employment opportunities are noted.

It is considered that an appropriate mix of sites has been identified, noting that this is a Strategic Plan. Further allocations may be made in future plan preparation which will add to the mix of sites. It is considered that a more dispersed development approach would not be as sustainable as the preferred approach and would require significant further Green Belt release. Due to the majority of sites being existing allocations, it is considered that there would not be exceptional circumstances which would justify a more dispersed approach. Affordable housing would be delivered as part of the identified allocations.

The support for 20-minute neighbourhoods is noted and the Plan makes reference to compact and connected communities. Further clarification regarding how the approach will be applied has been added.

The approach to housing numbers in Nottingham City is clearly stated within Chapter 5.

The Councils commissioned additional work in relation to logistics and have identified sites at Ratcliffe on Soar and Bennerley to meet a significant amount of the wider need which extends beyond the Strategic Plan area.

The settlement hierarchy has been amended to reflect the planning strategy.

Additional sites are not currently required at key settlements in Broxtowe and Rushcliffe to meet the identified housing requirement. Notwithstanding this, future plan preparation can consider if there are specific housing needs which need addressing. In Gedling, future plans will identify housing requirements within and adjoining Key Settlements. Analysis of Key Settlements has been undertaken to ensure that the settlements identified are sustainable and benefit from good accessibility. Future plans will set appropriate thresholds in relation to 'smaller scale' development. This will include considering the role of rural settlements in meeting the housing need.

In relation to allocating additional sites, it is considered that the sites allocated align with the proposed strategy to meet the identified housing need and there is evidence to support their delivery. The allocated sites include a range of greenfield and brownfield sites. Issues relating to housing need and housing numbers are dealt with in Chapter 5. Responses to individual sites are included separately within this document.

It is considered that there is not a need for additional safeguarded land to be identified as part of the Strategic Plan.

The Strategic Plan focuses on strategic employment sites. Future plan preparation will identify a range of smaller employment sites which contribute to the overall mix.

In relation to places of worship, Policy 12 recognises the importance of community level culture. The Strategic Plan makes clear that this includes places of worship. Existing Part 2 Local Plans include identifying burial places. Policy 13 also identifies the importance of sport, leisure and recreation.

The potential harmful impacts of “town cramming” have been considered as part of assessing the level of housing which can be accommodated with Nottingham City.

Policy 1 specifically includes measures to address climate change. The importance of wildlife and biodiversity are identified in Policy 17. The need to protect Green Belt land, prime agricultural land and avoid building on flood plains are noted.

The impact of development on the road network has been considered as part of the transport modelling. Policy 14 sets out requirements relating to modal shift.

Changes Made

Reference has been included to Natural England’s Green Infrastructure Framework within Policy 16.

Further clarification has been provided regarding how the compact and connected communities principles have been applied. The Strategic Plan refers to compact and ‘connected communities’ rather than a strict rule regarding travel times.

The settlement hierarchy has been amended to reflect the planning strategy.

Places of worship are included within the definition of Community Facilities in the justification text of Policy 12.

Chapter Five: Approach to Housing Need

Comments on Chapter 5 were received from the following:

AA Homes & Housing Ltd, Aldergate Properties, Ashfield DC, Ashfield Independent, Avant Homes, Barratt David Wilson Homes, Barton in Fabis Parish Council, Barwood Land, Bellway Homes, Bloor Homes, CEG Land Promotions (UK) Ltd, Ceylon Tea Growers Association Ltd, Cora, Conlon Construction Ltd, The Crown Estate, Davidsons Developments Limited, David Wilson Homes, Defence Infrastructure Organisation, Derbyshire County Council, Ruth Edwards MP, Erewash Borough Council, Elton Garden Village landowner Consortium, Gladman, Gotham Parish Council, Greasley Parish Council, Hall Construction Services Ltd, Hallam Land Management, Hammond Farms, Harworth Group, Havenwood Construction Ltd, Historic England, Home Builders Federation, Homes England, IM Land, John A Wells Ltd, John Breedon, Keepmoat Homes, Kingston on Soar, Langridge Homes, Lidl GB Ltd, Linby Parish Council, Mansfield District Council, Marrons, Mather Jamie, McCarthy Stone, Metacre, Midlands Land Portfolio Ltd, National Grid Electricity Distribution, Newton Nottingham LLP, Nottingham Council of Mosques, Nottinghamshire County Council, Nottingham Students' Partnership, Nottinghamshire County Council, Oxalis Planning, Papplewick Parish Council, Parker Strategic Land Limited, Persimmon Homes, Radcliffe on Trent Parish Council, Ratcliffe on Soar Parish Council, RBC Leake Ward members, Redrow, Richborough Estates, RBC Gotham Ward member, Rentplus UK, Richborough Estates, Samworth Farms, Savills, Stagfield Group, Strawsons Group, Taylor Wimpey, Tejpartap Singh Sahota, Thrumpton Parish Meeting, Trinity College, Victoria Centre Ltd, Wheatcroft Farm Ltd, William Davis Homes and Woolbro Morris.

In addition to the organisations and representations from those within the development industry, 15 local residents submitted comments on Chapter Five.

Summarised comments from statutory organisations

Ashfield District Council (ADC) supported councils within the Plan area meeting their own housing need. However, in relation to Gedling BC the allocation extension is not justified. ADC considered that the proposed additional requirement at Top Wighay Farm goes beyond a complementary role for Hucknall in relation to Nottingham.

Derbyshire County Council (DCC) considered it justified and sound not to apply a buffer to the City's housing target, as the target is the available housing supply. Although the housing target for Nottingham City does not fully meet the requirements of the standard methodology, it is considered that exceptional circumstances clearly exist to justify the approach. The City Council has undertaken an urban capacity assessment and accommodating this shortfall would entail development in the Green Belt. DCC would strongly support the principle of the Nottingham-Derby Green Belt being maintained and not being compromised to accommodate any potential unmet need within Nottingham City.

The shortfall in the City is expected to only arise towards the end of the Plan period, which allows the opportunity for housing delivery and supply to be monitored. Further, DCC noted that notwithstanding the inability of Nottingham City to meet

some of the 35% uplift to its housing need, the Plan's housing provision compares with the standard need figure (including 35% uplift) across the four HMA authorities. The level of provision therefore is sufficient to meet the vast majority of the objectively assessed housing need of the area as a whole and will allow for a significant contribution to affordable housing need.

Ruth Edwards MP commented that she was extremely supportive of the plan for no more land adjoining large settlements in Rushcliffe to be earmarked for housing development during the period. She strongly approves of the preferred approach where councils only accommodate their own housing targets.

Erewash Borough Council has no objections to the approach. They support the evidence-based housing need figure for Nottingham City and do not consider that any strategic cross boundary planning issues have emerged as a result of the Preferred Approach document.

Greasley Parish Council are pleased to note the assurance that no new allocations or Green Belt releases are proposed in Broxtowe. They welcome the statement that no other Councils will be called upon to accommodate any of the City of Nottingham's housing needs.

Historic England have made site-specific comments on Ratcliffe on Soar Power Station and an extension to Top Wighay Farm as these are not existing allocations.

Homes England and the Defence Infrastructure Organisation support the delivery of homes adjacent to and within the main built-up area. They also both support the identification of the Barracks which will deliver 1,500 dwellings.

Linby Parish Council commented that the NPPF review has implications upon the delivery of housing.

Mansfield District Council supports the settlement hierarchy, the 20-minute neighbourhood approach, and the proposed approach to delivering the housing and employment needs within the Nottingham Core Area. In relation to Gedling, whilst they do not have any objections to the principle of further growth in Ravenshead; this will be subject to further clarification should proposals come forward as part of the Gedling Part 2 Local Plan.

National Grid Electricity Distribution Plc (NGED) commented that where land allocations affect lines supported by steel lattice towers, the LPA are advised to engage with NGED at the earliest opportunity in the plan-making process. In allocating land affected by high voltage power lines, the LPA should take into account the additional costs. NGED does not object to the allocation of land upon which its infrastructure is present, subject to the 4 steps detailed in the full response being taken by the LPA in preparing the Local Plan.

Nottinghamshire County Council (NCC) supports the allocation of those sites already allocated, subject to agreement and inclusion of appropriate infrastructure requirements (particularly transport and education).

Papplewick Parish Council have objected to further housing development that will be dependent on services in Hucknall, which doesn't form part of the core housing

market area and is therefore excluded from this plan. This will also impact on the overall traffic volumes.

Radcliffe on Trent Parish Council commented that Radcliffe has already experienced a large number of new properties without the infrastructure in place, and more housing is planned. It is their opinion that any new developments should be close to areas of employment. They highlighted that migration from urban areas cannot be accommodated by planned growth.

The Parish Councils of Gotham, Barton in Fabis, Kingston on Soar, Parish Meetings of Thrumpton and Ratcliffe on Soar, and the RBC Gotham ward member recognised that the over-allocation in Rushcliffe can be delivered from existing sites and supports this approach. They support the approach for none of the City's shortfall to be redistributed to surrounding Boroughs.

RBC Leake ward members are concerned that Rushcliffe could fail to meet the 5-year housing land supply towards the end of the plan period. Any failure to meet the 5-year housing land supply is likely to result in the return of rampant speculative development at East Leake and other key settlements just outside the Green Belt.

They would like to see considerable strengthening of the commitment to stringent monitoring and early review. They have concerns that the "windfall" figure for Rushcliffe has not taken into account the fact that Rushcliffe's 5-year housing land supply was not met at times during the past 10 years. As the unallocated speculative medium size sites, approved because of "tilted balance" included in the windfall calculations, this gives an over-optimistic figure. They list several avenues to be explored to try to improve accuracy in estimating of housing numbers a site will deliver.

Summarised comments from developers

Those within the development industry and their representatives provided a range of comments on housing need figures.

Marrons on behalf of several developers underlined the requirement to establish housing need on an unconstrained basis prior to and separate from establishing a housing requirement. It noted that in seeking to ensure that housing targets meet forecast economic growth no account has been taken of expected development and job growth created by the Freeport and HS2. Equally, it pointed to the provision of affordable housing as an important and pressing issue in the GNSP area but that this will not, by some margin, be addressed by the housing targets in the emerging Plan.

One response commented that the Plan fails to meet the test of soundness set out in the NPPF as: the proposed adoption of a housing requirement below LHN; there is a lack of evidence to justify the components of supply related to 'windfall development' and 'student accommodation'; there is no explanation of what would trigger a review (they suggest a comprehensive review of the Plan, including a Green Belt assessment); and allocated housing sites should be identified to meet the full level of market and affordable housing needs over the entire Plan period.

Another response commented that at the very least there should be a trigger within the Plan which would allow additional sites to come forward in the Part 2 Plans. This clause would provide additional flexibility for further development within key

settlements if other strategic developments do not come forward or if, as is likely to be the case, more housing sites are required. Alternatively, the GNSP should look to provide safeguarded land on which development can come forward in the future.

Nottingham City – 35% uplift

A significant number of developers were concerned about the City not meeting the 35% uplift and thought that the Standard Method should be the starting point and minimum housing need figure, and that the City's unmet need should be met within Gedling, Broxtowe and/or Rushcliffe i.e. 52,508 dwellings (2,608 + 49,900). A number of other developers and their agents commented that there was a shortfall of 5,445 if the full Standard Methodology figure and a 10% buffer were applied to the whole plan area and the minimum housing target should be set at 57,760 (52,318 + 5,445).

Two responses comment that the question of whether the unmet needs can be met by the neighbouring authorities, within Greater Nottingham, has not even been asked. Instead, as a matter of principle and in objection to the 35% uplift applied to the City, the authorities have put to one side this unmet need. This fails the positively prepared test of soundness.

One developer commented that it isn't clear that the "housing target" has any significance, other than as a step in calculating housing numbers required. The table should show the Plan "need". There has been a historical under-delivery of housing in Nottingham City when compared to the current Standard Method requirement.

Another landowner expressed concerns that the shortfall between the Standard Method and the self-prescribed housing target that Nottingham City have applied will become more pronounced later in the Plan period, resulting in a considerable constraint to the supply of homes. They considered that the alternative approach proposed in the GNSP is not justified as it has not been sufficiently supported by evidence nor does it accord with the aspirations of Paragraph 60 of the NPPF. Furthermore, it does not comply with PPG which requires exceptional circumstances to deviate from the Standard Method.

The Home Builders Federation and others recognised that whilst the Government expects that the city uplift will be met in the urban area it does not prevent these needs from being met elsewhere. The HBF would therefore suggest that the unmet needs arising in Nottingham are addressed elsewhere in the Greater Nottingham area.

Buffer

A significant number of developers considered that buffers should be larger to ensure sufficient sites are allocated to account for non-delivery, or slower delivery rates than anticipated within the strategic allocations (notably Gamston, Toton and Chetwynd).

Several developers noted that by not providing a buffer to Nottingham City this in effect results in an overall buffer of 5-6% across the plan area. Developers considered that this approach does not represent sound plan-making, as the GNSP has not been positively prepared in the context of seeking to significantly boost the

supply of housing. This departure is not justified, nor effective, nor consistent with national policy.

The HBF and others suggested a minimum of 10% across the Greater Nottingham area, as where the housing land supply is highly dependent upon one or relatively few large strategic sites for locations of supply then greater numerical flexibility is necessary than if supply is more diversified.

A response from a landowner commented that the authorities should plan so that the housing needs are met in full. Experience shows that not all sites are delivered and not all sites proceed as expected. As a minimum the flexible allowance should be 10% applied to the whole OAN for the housing market area, although 15% is more appropriate. There are no fundamental constraints to growth in Greater Nottingham. Indeed, growth is required to address needs and help to address the economic disadvantages experienced in the area.

Research undertaken by the Lichfields consultancy (Start to Finish (Feb 2020)) was highlighted by developers, particularly its conclusion that the average build for sites of over 2,000 dwellings was 160 homes a year. The authorities should allocate more sites to provide a greater level of flexibility to the supply of housing. This should also include more homes specifically for the elderly.

One response considered that the buffer should be added to the “target provision” and to the 5-year land calculations and should be 20%. Several developers commented that in the case of Rushcliffe, there is a reliance on a small number of very large sites to meet housing need requirements in the MBUA. Reflecting this they suggest a higher buffer, closer to 20%. To allow for this, further allocations (including small and medium scale sites adjacent to and well related to the MBUA), that can come forwards quickly, should be included in the Plan.

A planning consultant commented that the delivery rates demonstrate that the authorities have over-estimated delivery on sites and failed to recognise that some sites would, for whatever reason, stall. The housing need provision must therefore build in significant levels of flexibility to ensure delivery – planning for significantly more, including a range of sites and planning early and comprehensively for strategic sites.

Affordable Housing

A significant number of developers highlighted that in order to deliver the affordable housing requirements identified in the housing need assessment (2,107 dpa) more sites need to be allocated. The affordable housing need would represent 68% of the housing target being planned for in the Draft Plan (3,119 dpa). If the need for affordable home ownership is also included this should increase. Affordable need accounts for 79% of Broxtowe’s housing target, 79% of Gedling’s, 69% of Nottingham City’s and 47% of Rushcliffe’s. If the affordable housing policy is similar to that of the adopted Core Strategy development will be able to viably deliver 10-30% affordable housing depending on its location. This is significantly below what is needed, and a higher affordable housing requirement would render the plan undeliverable.

The development industry does not advocate that affordable need necessarily be met in full. However, the need should be considered in the context of PPG which

states “An increase in the total housing figures included in the plan may need to be considered where it could help deliver the required number of affordable homes”.

Economic Growth

Several developers commented that increased job creation resulting from the Freeport and HS2 will increase housing demand. A number of responses commented that the evidence base of the Draft Plan states how the housing targets will meet forecast economic growth based on the ‘regeneration’ scenario in the Employment Land Study (May 2021). However, this scenario does not take account of and is unlikely to support expected development and subsequent job growth created by the Freeport and HS2.

Marrons on behalf of several developers commented that the Freeport and HS2 developments have the potential to increase job growth in the Nottingham HMA from the 58,608 jobs to 77,300 jobs. This equates to 3,401 jobs per annum; a significant increase on the 2,619 jobs per annum that the draft GNSP is based on supporting.

Another response commented that the level of net commuting in Greater Nottingham had an estimated ratio of 1.28 in 2021 suggesting a notable level of net in-commuting, which has increased since 2011. Consideration should be given to whether the current level of net in-commuting is sustainable and whether future economic growth would exacerbate this. As a net importer of labour, one developer believed an objective assessment of economic growth aspirations should be tested to understand whether there are exceptional reasons for an uplift in housing to be applied.

Broxtowe Borough’s Housing

One developer noted that a large proportion of supply relies on two strategic sites to deliver – this is considered unsound, particularly given that the sites are complex and there has already been significant delay in their delivery.

Another response has also highlighted the reliance on the Toton site and its dependence on forthcoming Government decisions on the provision of transport infrastructure, including potential new rail. They highlighted that the Government announced in November 2021 that the HS2 station at Toton would be scrapped and therefore the question arises as a result of this shift, should the land at Toton be allocated for the full 1,400 homes originally proposed.

One landowner at Toton supported the reference to minimum levels of housing in the approach, including both the total and the distribution to Broxtowe. They also supported the identification of the strategic location for growth of between 1,400 and 1,700 homes.

Gedling Borough’s Housing

Two responses from developers commented that Gedling should ensure that as a minimum the proportion of new housing to be built in the Borough over the Plan period should equate to 75% (the current proportion of the Borough's population which lies in the MBUA) not 50% (the emerging GNSP). By removing the extension to Top Wighay (640 dwellings) and by making adjustments to existing small site allocations based on actual completions (a difference of 777), then the total housing supply in Gedling Borough is only 5,903.

To address the gap between housing supply and housing provision will require at least one new strategic site allocation on the edge of Arnold/Carlton. It is their firm opinion therefore that the GNSP, particularly in the case of Gedling, needs to identify future strategic allocation sites now, so that they can be brought forward in a timely manner, and thus avoid housing land shortages during the second half of the plan period. They do not consider that the designation of safeguarded land is an appropriate mechanism for dealing with the flexibility buffer. Safeguarded land should be identified in addition to reserve allocation sites.

One response commented that their clients maintain that the GNSP in its current form would not provide sufficient flexibility in land supply to meet the needs of the Borough.

Two developers commented that it is not considered appropriate to delay the allocation of further sites to meet the shortfall to the Local Plan Part 2. To do so would result in uncertainty for developers and local communities alike and would stymie housing delivery and the sustainable growth of the Key Settlements.

Another alongside the HBF commented that the Plan does not seek for the Housing Market Area to accommodate Gedling's shortfall but states that further sites will be allocated in future part 2 local plan. However, the constraint of Green Belt will not be removed in the next plan, therefore it is likely that Gedling will continue to struggle in meeting its minimum housing need. They therefore consider that the plan should be seeking for adjacent authorities, without significant Green Belt constraints to meet the housing shortfall from Gedling.

Nottingham City's Housing

The HBF and others commented that it is notable that delivery in Nottingham relies heavily on windfall development (32%). Whilst the latest permitted development rights and the changing nature of town centres will offer opportunities for new residential development this is by no means certain. It is also the case that Nottingham's windfall assessments are based on only five years of past data. Whilst the HBF appreciate that this is the only data available there is a considerable risk that this level of delivery will not arise across the whole plan period.

One representation stated that concerns about the certainty of these sources of supply are compounded by the lack of buffer applied to the provision figure for the city. Instead, a non-implementation allowance of -186 dwellings is applied to the supply. This is not a sufficient replacement for an appropriate buffer of 10%, particularly in the context of the deliverability concerns in the city.

Another developer commented on the City's windfall allowance, stating that calculating a windfall rate based on historic delivery rates of office conversions is not suitable in this case, given that there will be fewer offices to convert. Accordingly, the windfall rate should be reduced, which will further increase Nottingham's unmet housing need deficit.

A response commented that Nottingham City only projects to deliver (at least) its annual housing requirement in only eight years out of the 16-year plan period. This does not suggest that it is only the 'end' of the plan period which will be affected by the non-provision of the full standard method figure for Nottingham City.

Several developers noted that a number of sources of supply being exhausted (open spaces) or reducing (suitable sites for office conversions).

One city centre landowner commented that in order to make the Plan sound, the GNSP should increase its housing target in line with the housing need identified in the 'Preferred Approach Assessment of Housing Need and Capacity in Nottingham City' paper.

Rushcliffe Borough's Housing

A site promoter commented that, in accordance with the PPG, Rushcliffe should take account of situations when it is appropriate to plan for a higher housing need figure than the standard method indicates. Ratcliffe on Soar Power Station and Toton are key areas identified for economic growth. It is considered important this is considered and the housing requirement for Rushcliffe adjusted up to reflect this significant change.

Two other landowners commented that it was established in the joint evidence base for the Aligned Core Strategies and the Rushcliffe Part 1 Local Plan that Rushcliffe was the most sustainable location to accommodate large scale growth as supported by the evidence base. Whilst the evidence base has been superseded by studies to support the Preferred Approach, the conclusions are largely the same and a higher housing provision (above the standard method) should be adopted within Rushcliffe.

A response from a developer commented that the City's shortfall (2,608 dwellings) should be redistributed to in or adjoining the Nottingham Main Built Up Area (MBUA) within Rushcliffe. Meeting the requirement of 28,368 dwellings or ensuring the residual requirement dwellings is provided and delivered elsewhere in or on the edge of the Nottingham MBUA would assist in the delivery of family housing.

One planning consultant highlighted that within Rushcliffe, outside of its strategic allocations, development will be concentrated at the Key Settlements, however the plan provides no mechanism for such sites to come forward. This provides for no flexibility in housing supply, nor does it enable Rushcliffe to accommodate any of Nottingham City's shortfall. They therefore suggest that restrictions on development within Key Settlements are removed.

Another response commented that there are key settlements beyond the Green Belt which could take more housing growth, such as East Leake, which have public transport links and are locations that people want to live. Directing more growth to key settlements will ensure that housing needs are met whilst according with national policy and the proposed development strategy. In addition to a number of others, this

developer objects to no further allocations being proposed within Rushcliffe. Given the constraints on supply identified in Nottingham City and Gedling and the lack of Green Belt constraints around some of Rushcliffe's key settlements, such as East Leake, they consider that in order to be positively prepared, Rushcliffe should be seeking to accommodate unmet need from these authorities.

Other issues raised by Developers

One developer's response commented that the Strategy needs to meet the needs of Greater Nottingham's diverse communities and cater especially for areas of social need, to put at the forefront a quality of design that aids public safety and refers to an equalities framework that boosts the plan wide performance. With so much social deprivation and overcrowded housing to be addressed, appropriate intensification can address the proposed shortfall in the target e.g. north of Bulwell.

A response commented that it is not considered appropriate to exclude the Hucknall area of Ashfield from the Plan Area on the grounds of "administrative convenience", but it is acknowledged that inclusion in the Plan cannot be forced upon ADC. If Ashfield underprovides for the Hucknall area of the HMA then by default that need will be met by adjacent Councils will face increased demand from the Hucknall area on their site provision, adding pressure to their ability to meet their own needs and to increased housing prices etc.

Another response commented that 24% of housing to be delivered across the Plan period will derive from windfall development. The authorities should look to provide certainty in the plan-making process by instead allocating land for development to deliver a proportion of that currently identified as windfall. 'Plan B' or 'reserve' sites should be allocated to provide an additional buffer of housing land. Such land could be released under specific circumstances such as those tied to the delivery of strategic sites, a deficit of housing land supply, or an increase in the housing requirement. This would create inherent flexibility in the GNSP avoiding the lengthy delays associated with a Local Plan Review or more comprehensive update.

A response from a specialist housing provider commented that the need to provide housing for older people is critical, particularly for the local authority areas outside of Nottingham City itself. The Local Plan should recognise that housing for older people has its own requirements and cannot be successfully considered against criteria for general family housing.

The HBF commented that the delivery of 10% of homes on sites of less than one hectare, as required by the NPPF they would advocate a higher percentage of small sites are allocated if possible.

Summarised comments from other organisations

A group of Ashfield Independent Councillors highlight that the Hucknall part of the District of Ashfield is regarded as part of Greater Nottingham but the District as a whole is in the Nottingham Outer HMA. This is a cause of great frustration as additional housing pressures are being placed on Hucknall's infrastructure. 1,650 dwellings around Hucknall will have a huge impact on Hucknall already struggling from poor

infrastructure. They have already objected to proposals that relate to Top Wighay Farm.

The Nottingham Council of Mosques commented that the decision not to follow government housing targets in the City, unlike in the rest of the planning area is to be regretted with so much social deprivation and overcrowded housing to be addressed. Appropriate intensification can address the proposed shortfall in the target e.g. north of Bulwell.

Rentplus UK urges the contributing Local Authorities to review their own policies more in line with NPPF and the need to address the affordability issues facing aspiration homeowners in this geographical area by embracing flexible tenure policies including Rent to Buy. More detail on affordable housing delivery mechanisms is preferred.

Nottingham Students' Partnership commented that students are increasingly seeing growth in the existing communities in Broxtowe, Rushcliffe and Gedling. There is a specific and growing student housing need in the Greater Nottingham area which should be considered; the continued onus on Nottingham City to provide all vacancies denies the reality of current student behaviour in relation to their community choice.

Summarised comments from local residents

One resident was concerned that the high levels of immigration mean that no amount of house building will provide enough homes.

A significant proportion of comments from residents highlighted that the success of any housing developments will depend on the construction of communities and delivery of infrastructure. Priority should be given to health, education, green infrastructure, leisure facilities, transport and roads. Two local residents stressed the importance of ensuring that networks of cycle paths are integrated into new housing sites. In relation to this, a resident specifically mentioned the Toton/Chetwynd development. Specific comments highlighted the planned developments at Radcliffe on Trent and Bingham as examples of the scale of development and their impacts on small village/town centres.

A resident questioned why site H8 Killisick Lane is identified in the Housing Background Paper Supply for Gedling Borough Council (December 2022) as a source of supply if the council has declared the site will not be sold for development.

A resident objected to the Government's 35% uplift in housing applied to Nottingham, the Government's definition of brownfield sites and infill. They also object to the development of land off Regatta Way and Gamston/Tollerton.

A resident commented that lots of new houses is generally good, but they notice almost all the industry investment is in the south of the county, and the document states "promotion of Nottingham as the primary location for new offices".

A number of residents commented that it is vital that the green belt is maintained. Maintaining the green belt is important for health and well-being, walking along public footpaths maintains physical and mental health. Village life should be maintained, large developments on the doorstep of villages threaten the village

identity and the green belt must be maintained to prevent neighbourhoods merging into one another.

A resident is concerned about the amount of houses that are being built on green spaces and countryside in Gedling and the surrounding areas, Concerned about the impact on wildlife and flooding. Especially concerned about development on land behind Green's Farm and Grange View Road.

One resident is concerned that the housing targets in the GNSP are excessively high and should be reduced to reflect projections produced by the Office for National Statistics (ONS). The ONS are predicting the East Midlands to have the second highest growth rate in the UK over the planning period. As such there should be no need to further inflate ONS housing projections as has been done in earlier GNSPs. They consider the housing provision for the City should be reduced to 14,511 and Rushcliffe's reduced to 7,367.

Councils' Response

Nottingham City – 35% uplift

A range of options for the level of housing growth were tested through the Greater Nottingham Strategic Plan Sustainability Appraisal (2024). The proposed housing targets for Broxtowe, Gedling and Rushcliffe are above the current Standard Method and for Nottingham City match the supply figure. This is considered to be an ambitious approach that meets the area's growth aspirations, and also significantly boosts the supply of homes. There is further information within the Housing Background Paper.

Buffer

It is not a requirement to have a buffer to the housing supply, and the Councils have moved away from this approach within the Publication Draft of the plan. Instead, the supply of housing within the 4 authorities allows for non-implementation of some housing, in line with the agreed methodology of the SHLAAs. It is therefore not considered necessary to identify any 'Plan B' or reserve sites.

Affordable Housing

Several developers pointed to the provision of affordable housing as an important and pressing issue in the GNSP area but that this would not be addressed by the housing targets in the emerging Plan. In response, the Councils consider that the Plan will allow for a significant contribution to meeting affordable housing need. Councils have a duty to meet the needs of those on the housing register, which contains priority bands reflecting different levels of housing need. Accommodating the need of those in the highest priority band is an important element of the councils' allocations policy.

Economic Growth

Several developers noted that in seeking to ensure that housing targets meet forecasted economic growth no account has been taken of expected development and job growth created by the Freeport. In response, the Councils have adopted the 'Regeneration Scenario' for economic growth, which is the highest growth

scenario of the options in the Employment Land Study, and therefore includes an optimistic economic growth rate above past trends. Since consultation on the Preferred Approach, the Government has decided not to progress with HS2 north of Birmingham, including to East Midlands Parkway. Notwithstanding this decision it should be noted that HS2 would not have been operational until after the end of the plan period and consequently the growth associated with HS2 would have happened after services began. As stated above, the regeneration scenario allows for above trend economic growth, which would accommodate any economic growth that may have occurred in advance of HS2 being operational. Should monitoring indicate that economic growth is higher than anticipated by the regeneration scenario, this can be addressed through a review of the Plan.

Broxtowe Borough's Housing

Greasley Parish Council's comments are noted.

Despite the HS2 station at Toton not going ahead, the proposed development site will continue to be allocated, it is an existing allocation, it is still considered to be a sustainable location for growth.

It is noted that a landowner at Toton supported the reference to minimum levels of housing in the approach, including both the total and the distribution to Broxtowe. They also supported the identification of the strategic location for growth of between 1,400 and 1,700 homes.

Gedling Borough's Housing

In Gedling it is viewed appropriate to consider whether to identify additional non-strategic safeguarded land in future plan preparation.

Ashfield District Council considered that the proposed additional requirement at Top Wighay Farm goes beyond a complementary role for Hucknall in relation to Nottingham. It is considered that the strategy makes clear that any new development adjoining the built-up area of Hucknall, or in or adjoining Key Settlements, must be of a scale and character that supports these as sustainable locations for growth. It is considered that, subject to these requirements, adjoining the built-up area of Hucknall is a sustainable location for potential future growth. In response to Hucknall being identified as part of Greater Nottingham, it is noted that the Greater Nottingham Planning Partnership was established in 2008 and includes the Hucknall part of Ashfield District, in recognition of the long history of joint working on planning matters. The Nottingham Core Housing Market Area Boundary Study (2018) has considered the role of Hucknall as part of Greater Nottingham. Further information to justify the allocation of additional land adjoining the built-up area of Hucknall is set out in the Site Selection document in relation to the consideration of the Top Wighay Farm site.

Papplewick Parish Council state that they have objected to further housing development that will be dependent on services in Hucknall, which doesn't form part of the core housing market area and is therefore excluded from this Plan. This will also impact on the overall traffic volumes. In response, the Greater Nottingham

Strategic Plan is informed by an Infrastructure Delivery Plan which sets out the infrastructure needed to support new development. GBC have published a Planning Obligations Protocol (June 2014) which supports the use of contributions to fund necessary infrastructure where development in Gedling Borough impacts on an adjoining Council's services. Transport modelling of the proposed strategic allocations has been undertaken and will be published alongside the Plan.

In response to a resident's issue regarding H8 Killisick Lane, Gedling Borough previously consulted with residents in August 2022 and made the decision, at the time, not to proceed with the sale of council owned land near Killisick Lane. Since then, the Council has reviewed this decision and agreed at Cabinet in October 2023 to dispose of the site. As such it is considered appropriate to continue to include the site (which was allocated for housing in the Council's Part 2 Local Plan) in the supply figure.

It is noted that a resident is concerned about the number of houses that are being built on green spaces and countryside in Gedling and the impacts on wildlife and flooding. They were especially concerned about development on land behind Green's Farm Lane and Grange View Road. In response, the land behind Green's Farm Lane and Grange View Road is allocated in the Part 2 Local Plan and known as Willow Farm and the general principle of developing housing on the site has therefore already been established. Conditional planning permission has been granted for development on part of the site at Grange View Road (application 2021/1398). A planning application for the remainder of the site has not yet been received and the application process would consider relevant issues raised.

In terms of the general approach to new housing, as much development as possible is being accommodated on sites within the urban area, including brownfield sites. However, to meet our housing need, sites on the edge of the urban area are needed to be allocated necessitating their removal from the Green Belt. This approach was endorsed by the independent planning inspector of the Core Strategies.

Rushcliffe Borough's Housing

Ruth Edwards (MP at the time of the consultation) supportive comments, that no more land adjoining large settlements in Rushcliffe is earmarked for housing development during the period and that councils only accommodate their own housing targets, is noted.

One planning consultant highlighted that within Rushcliffe, outside of its strategic allocations, development will be concentrated at the Key Settlements, however the Plan provides no mechanism for such sites to come forward. In response, Para 5.34 of the preferred options document – Rushcliffe is already providing significantly above its housing requirement. There's no need for further housing delivery on top of the large number of sites already allocated and which are delivering or will be delivering shortly. These sites, plus the major urban extensions allocations, already provide flexibility.

Other issues

The support of Nottinghamshire County Council, Derbyshire County Council, Erewash Borough Council, Ashfield District Council and Mansfield District Council, to the approach to housing need is noted.

It is noted that several Parish Councils also support the approach for none of the City's shortfall to be redistributed to surrounding Boroughs.

Several responses were concerned that sufficient infrastructure provision should be provided alongside housing developments. In response, an Infrastructure Delivery Plan has been produced alongside the plan, and each allocation in the plan will include infrastructure requirements

In response to requests to extend the Plan period, the Plan period has been extended from 2038 to 2041 to enable the Plan to look forward 15 years from the predicted date of adoption. Despite the extension of the Plan period, no further new allocations have been made over and above the sites in the previous Preferred Approach.

In response to requests for an early review of the Plan, there will be a statutory five-year review of the Plan.

It is noted that a number of residents commented that it is vital that the Green Belt is maintained. Maintaining the Green Belt is important for health and well-being, walking along public footpaths maintains physical and mental health. Village life should be maintained, large developments on the doorstep of villages threaten the village identity and the Green Belt must be maintained to prevent neighbourhoods merging into one another.

It is noted that one resident is concerned that the housing targets in the GNSP are excessively high and should be reduced to reflect projections produced by the Office for National Statistics (ONS).

One response commented that the Plan fails to meet the test of soundness set out in the NPPF as: the proposed adoption of a housing requirement below LHN; there is a lack of evidence to justify the components of supply related to 'windfall development' and 'student accommodation'. In response, the Government are encouraging residential development in urban areas and have set a 35% uplift for Nottingham.

Given the state of flux in the office market due to increased homeworking there is likely to continue to be a supply of offices for conversion and redevelopment. Although several pieces of open spaces have been redeveloped for residential, they were allocations and were never considered to be windfall sites and are not considered in the previous years of windfall trends.

Due to an interruption in data collection, the City Council's windfall figures for 2021/22 were based on a five-year period commencing in 2017/18. The intention is to extend this period to ten years, as data becomes available. As there is now an extra year of windfall data (2022/23), the windfall rates in the City are now based on 6 years of past trends and may be based on a longer trend before adoption of the Strategic Plan.

The City Council has worked alongside the University of Nottingham and Nottingham Trent University to develop a Student Living Strategy. The Strategy focusses on ensuring that student accommodation need can be met in the City as a result of the significant increase in student numbers that the City has experienced and will continue to experience. The Strategy plans for a 2.8% per annum increase in student numbers until at least 2030. Part of the Strategy is also aimed at addressing the undersupply of student accommodation that has happened as a result of student accommodation units not matching the significant increase seen in student numbers over the last decade. The City Council rigorously monitors student development that has occurred and is in the pipeline. The Council also carries out an annual occupancy survey of student accommodation to keep an overview of accommodation in the City to ensure that its planning policies in relation to student housing are effective. To date vacancy levels in student accommodation have been low. The City Council contends that it has a robust evidence base relating to student accommodation.

Changes Made

The Plan period has been extended from 2038 to 2041 to enable the Plan to look forward 15 years from the predicted date of adoption. Despite the extension of the Plan period, no further new allocations have been made over and above the sites in the Preferred Approach.

The windfall calculations for the City are now based on 6 years of figures rather than 5, as there is an extra year of data available ie 2022/23.

Chapter Six: Approach to Employment Need

Comments on Chapter Six: Employment Need were received from the following:

AA Homes and Housing Ltd., Ashfield District Council, Barton in Fabis Parish Council, Barton Wilmore, Boyer Planning, CEG, Councillor Rex Walker, Davidsons Developments, Defence Infrastructure Organisation, Global Mutual, Gotham Parish Council, Harworth Group, Havenwood Construction, Homes England, Kingston on Soar Parish Council, LIDL, Mansfield District Council, Marrons Planning, Mather Jamie, Metacre, Mulberry Land, Nexus Planning, Nottingham Council of Mosques, Nottingham Students Partnership, Nottinghamshire County Council, Ratcliffe on Soar Parish Meeting, RBC Leake Ward members, Omnivale Ltd., Oxalis Planning, Q+A Planning, Taylor Wimpey, Thrumpton Parish Meeting, Savills, Wilson Bowden, West Bridgford Hockey Club, WSP.

In addition to the above stakeholders one local resident submitted representations on Chapter Six.

Summarised comments from statutory organisations

The five Parish Councils in Rushcliffe and the RBC ward member for Gotham stated that they supported the strengthening and diversification of the economy but considered this objective was not supported by the spatial allocation of employment space. They raised concern that the allocation of 81ha of employment land at Ratcliffe on Soar (which they thought did not appear to have been included in the provision) will act as a draw away from the objectives. Whilst supporting aspirations for development of zero carbon technology at the site, the respondents commented that there needs to be safeguards ensuring that the land doesn't fall into general industrial use and undermine the employment objectives of this plan. They added that demonstrating sufficient very special circumstances capable of justifying development in the green belt involves using the site in a way that significantly contributes to addressing the climate emergency. They also stated that the site does not meet the criteria in the Icen Study for its consideration as a strategic distribution site.

Ashfield District Council considered it is important that the findings of the Logistic Studies are fully considered as part of the emerging Greater Nottingham Strategy as otherwise this places increased pressure on employment sites in Ashfield District for logistics. Ashfield District Council also noted that no additional employment land requirements are proposed at the Top Wighay Farm location.

Mansfield District Council stated they had no objection to the strategy for employment as set out in the consultation document.

Rushcliffe Borough Council Leake ward members stated it is disappointing that this consultation covers allocation of employment land, but not at this stage land for logistics, which could be added at a later stage, rather than being included in the list of site assessments at Appendix A. In order to understand the cumulative impacts of development, logistics sites should be included at this stage. The impact of all employment developments, including logistics, on nearby settlements and housing allocations needs to be understood before allocations can be made, and any assessment of the impact on highways should take account of logistics at the same time as employment and housing. They also recommended a correction to the

references to "Universities and Higher Education" in 3.2.4 and 6.5.5 so that they encompass Further Education as well as Higher Education establishments.

Nottinghamshire County Council supports the allocation of Toton, Ratcliffe on Soar Power Station site and existing strategic development sites (e.g. Top Wighay) subject to ensuring appropriate infrastructure requirements. In relation to Ratcliffe on Soar power station they referred to minerals and waste safeguarding issues and in this context the need to align the strategic allocation policy with the emerging Local Development Order (LDO). They also referred to the opportunity for a local heat network at this site which can provide low carbon heat for the entire allocation and request that a local heat network is made a specific requirement or consideration as part of the utilities needed for the strategic allocation.

Homes England and the Defence Infrastructure Organisation referred to inconsistencies in the document about Chetwynd Barracks where the site is referred to as a location where only smaller scale employment land provision will be delivered (as described on page 39 which they agree is correct) as opposed to paragraph 6.14 which describes both the Toton site and the Barracks, under the sub-heading 'strategic locations for business' implying a more major scale of employment development at the Barracks which the consultee do not agree with. Homes England and DIO also repeat their request that the next version of the Plan makes clear that it is Homes England, acting in its role as lead developer in a partnership with DIO that will be responsible for the delivery of development at the Chetwynd Barracks, and not East Midlands Development Corporation.

Summarised comments from developers

Quantity of employment land and labour supply and demand

A number of developers considered that the emerging Strategic Plan's strategy for meeting objectively assessed needs for employment is unsound and that the Preferred Approach does not make sufficient allowance to plan for all types of objectively assessed needs for employment land. One developer considered the general employment land figures set out in paragraph 6.4 to be inaccurate and require review and also raised an issue of "double counting" in relation to general employment land supply and the potential supply of strategic distribution sites. Developers considered the vision and spatial strategy to be too narrowly focussed and does not set out a clear long term spatial strategy which is inconsistent with the NPPF, failing to capitalise on growth opportunities.

Two responses commented that the Preferred Approach does not take account of the prospect of existing and proposed employment uses being lost to other uses, such as residential.

A number of responses noted that the evidence base states how the housing targets will meet forecast economic growth based on the 'regeneration scenario' set out in the May 2021 Employment Land Study. Marrons demographic forecasting indicates the housing targets will broadly support the job growth in the regeneration scenario. However, an element of the housing target is intended to address affordability issues rather than population growth. Removing the affordability uplift from the housing targets would result in average job growth only marginally higher than the regeneration scenario. This means that the housing targets are unlikely to support

any economic growth which exceeds the assumptions of the regeneration scenario. Based on their assessment of East Midlands Freeport and HS2 these developments have the potential to increase job growth in the Nottingham Housing Market Area from the regeneration scenario of 58,608 jobs between 2018 - 2038 to 77,300 jobs between 2018 and 2038. Allowing for a reduction for Erewash a Greater Nottingham job growth figure equating to 3,401 jobs per annum a significant increase on the 2,619 jobs per annum on which the draft plan is based. There is therefore clear economic justification to make provision for additional homes higher than the standard method in order to address the expected jobs growth over the plan period.

Distribution of employment

Four developers objected to the distribution of employment land, referring to constraints in Nottingham City which has displayed a negative net delivery rate across all employment floorspace in comparison to the HMA authorities which make a modest positive net rate. The various constraints within the City means additional land requirements would have to be fulfilled elsewhere within the surrounding authorities. They referenced ONS data on job density arguing there is a strong rationale on the basis of the data, to provide for new economic development and job generating opportunities within Broxtowe and Rushcliffe.

Three respondents commented that whilst the Preferred Approach identified an overall surplus of employment land in the HMA as a whole there were significant shortfalls in the surrounding Boroughs especially in Broxtowe. One developer considered Broxtowe has a significant need of 31 ha against a supply of 6 ha leaving a minus 25 ha shortfall and in their view this would not provide for the range and choice of sites up to 2038. They considered their view reflects the evidence presented in the 2012 Lichfield study which highlighted a need for 200,000 to 500,000 sq. feet during the Plan period. They urged that a more even distribution of employment land is required and an increase for Broxtowe.

Ratcliffe on Soar and Toton strategic allocations

A number of developers and landowners considered there was over reliance or over concentration on the Ratcliffe on Soar strategic employment allocation with some developers urging the authorities to reconsider the allocation of such a large amount of land at Ratcliffe on Soar Power Station. They considered that focusing on one large allocation risks constricting the supply of employment land, and by consequence economic growth, particularly in the event that decommissioning of the power station is delayed further or if development does not materialise. One considered that the Preferred Approach's trajectory of 2025 for redevelopment of the site is highly unlikely to be achievable, with estimations that this site will not come forward until significantly later in the plan period, if at all. Due to this uncertainty the consultee considered that there is an additional requirement for at least 121 ha of employment land to be found and allocated across the HMA that is deliverable early on in the plan period. Another consultee considered the Ratcliffe on Soar Power Station site to constitute a special case with complex and timely remediation required which will take a long time to come forward and that this site should be considered independently of (and in addition to) the Plan's wider employment need and supply balance. It was noted by one respondent that new economic development will be promoted at Broxtowe and Ratcliffe on Soar, on employment allocations within

existing strategic sites and called for additional strategic residential sites that would also meet employment needs.

In addition, one landowner also thought similar issues relating to delivery are likely to apply to the sites at Toton and Chetwynd Barracks.

Strategic Distribution

Numerous developers stated that the omission of a strategy to meet the needs of the strategic distribution sector renders the Preferred Approach unsound. Developers referred to the Icen Study and the views of property agents as providing robust evidence that there is a clear and demonstrable need for B8 logistics and distribution sites of a strategic scale across the HMA. One consultee commented that the urgency of the issue is highlighted by Icen who note the extremely low vacancy rates in Greater Nottingham and note this shows complete undersupply/failure of the market. One respondent was unclear whether the Councils are likely to identify additional preferred sites to cater for strategic distribution.

Another response referred to losses of industrial warehousing land over the previous 10 years as set out in the Lichfields Study and that these had not been taken into account and referred to there being an identified additional need for 34 – 48 ha. This was considered to be especially important as the Icen Study on p.10 states that “From 2019 –2039, employment in the logistics sector is forecast to experience growth of 19%”.

Developers argued that the M1 corridor is a key location for new strategic logistics development including various sites around Junction 26. Some developers noted that the M1 corridor is heavily restricted by the Green Belt which needed to be reviewed as there were exceptional circumstances to release Green Belt land in suitable locations for strategic distribution sites along this corridor including at Junction 26. Other locations considered highly suitable included sites especially in Broxtowe and Rushcliffe along A roads including the A453, A52, A46, A606, A60 and arguments were also put forward about the need to review Green Belt for relevant sites and for the release of such land from Green Belt as the exceptional circumstances required could be justified for strategic distribution needs.

Strategic Employment Allocations

One developer supported the allocation of the Toton Strategic Location for growth including for employment but raised concerns about the lack of detail in terms of master planning for the site. Another’s consultant supported the allocation at RAF Newton although they argued the case for more land to be allocated at this location.

Alternative sites

Developers promoted various sites on the grounds that these would be consistent with the economic aspirations and objectives set out in the Vision for the Plan, balance housing allocations and meet the needs for general employment and / or strategic distribution demand. One argued for additional sites to meet housing needs to be identified and that consideration is given to additional strategic residential sites which can equally meet the above employment needs and not left

for part 2 Local Plans. These site-specific representations are set out in the Appendix.

Employment land protection, retail uses and town centres

A national retailer requested that paragraph 6.8 should be amended to recognise that retail uses should be considered as an alternative and complementary use on employment sites (as per paragraph 120 of the NPPF). Paragraph 6.21 relating to the management of employment sites, should be amended so the uses that would be considered acceptable are explicitly referenced. Noting there is a surplus of employment land, they considered the approach to the protection of employment land contradicts paragraph 123 of the NPPF. They recommended amendments to paragraphs 6.8 and 6.21 to ensure that where proposals come forward for alternative uses on existing employment land, a balanced consideration is given to the economic merits of the scheme, the degree of alignment with the 20-minute neighbourhood concept and the availability of surplus employment land, and a decision is made on planning balance (when weighed against the benefits of protecting under-utilised previously developed land).

A city centre landowner noted that the Preferred Approach places strong emphasis on the need to promote office development as well as having sites up to 2038 for new and relocating industrial and warehouse uses. Therefore, the Greater Nottingham Strategic Plan should support town centre uses and be clear in its indication of where main town centre uses will be focused. New retail uses should be concentrated within the designated boundaries of city, town, district and local centres. It is paramount that the application of the sequential approach and impact test to assess out of centre proposals is applied.

One respondent noted the lack of reference to identifying places of worship or burial space which risks inadvertent discrimination against various communities (12.2 % of the City's population comes from Islamic communities according to the recent census). The promotion of 52,500 jobs creation is welcomed. However, there should be reservations about some jobs coming from the drinks sector in light of alcohol related illnesses, dependencies and conditions.

Summarised comments from other organisations

West Bridgford Hockey Club referred to the focus being on employment provision for office and industrial/warehousing uses whereas employment should be considered in a wider sense that just focussing on the needs of traditional industrial, office and warehousing. Other uses, including sport and leisure can also be large employment providers and as the stated vision is for the area to be "*the pre-eminent sporting centre in the region (Paragraph 2.12)*", they would expect to see reference to this under the Preferred Approach to Employment Need.

Nottingham Students Partnership considered that it is not possible to consider the economic impact of the Universities nor plan for their expansion without factoring in the important contribution that students themselves make to that; through the tuition fee income which is the largest bulk of university funding, through the money students themselves spend in the city, and that they earn as employees (often in difficult to fill part-time positions). They highlighted the importance of current students to the local economy, in addition to the universities' staff and graduates. They referred to the key importance of retaining graduates as part of the local

community and considered it surprising that this hasn't been considered in this Strategic Plan. They also referred to the need to specifically address the housing needs of students.

Nottingham Council of Mosques agrees that the approach for extra jobs and upskilling is to be encouraged, particularly in the context of addressing social deprivation needs in the City. The support for the drinks sector in 5.9 should be deleted so as to protect the interests and health of Greater Nottingham residents as well as their taxes when it is remembered that in the year before COVID struck a shocking 25,000 residents were admitted to City and County hospitals for alcohol related illnesses, dependencies and conditions.

Summarised comments from local residents

A local resident referred to industry investment being in the south of the county including at Nottingham City Centre as the primary location for new offices. The respondent raised concerns that this would encourage car-based trips and traffic from the north to the centre and from the south with additional traffic. In this context, Kimberley and Watnall are not well served by integrated public transport. It would ease congestion to have offices at edge of town locations. Also refers to the lack of integrated ticketing systems between different bus operators.

Councils' Response

Quantity of employment land and labour supply and demand

Developers considered that the employment provisions were insufficient and do not make sufficient allowance for all types of objectively assessed needs for employment land. In response to this point, the employment provisions set out in the Preferred Approach are based on the Lichfields Employment Land Study 2021 (ELS) which has been prepared in accordance with national planning policy and guidance. The Councils have opted to base the employment land provisions on the regeneration scenario in the ELS which gives the highest estimate of jobs to plan for.

ELS also recommended a separate study be carried out to assess the need for large scale strategic distribution facilities which has been prepared and provides an indication of demand for large scale distribution which would be additional to the general needs set out in the ELS 2021. The Councils have carried out a Preferred Approach consultation on strategic distribution sites in order to make specific allocations for this particular sector (see section on strategic distribution sites below).

The ELS makes recommendations about the likely level of general employment land for uses that typically require specific provision in the Local Plan (being offices and general industrial & warehousing). Emerging Policy 5 is also permissive of other uses being located on employment sites of a similar nature. Other employment sectors such as retail and leisure, sport and recreation will be guided to appropriate locations by other policies in the Plan.

The issue raised about the risk of "double counting" sites as supply for both general employment purposes and for strategic distribution sites has been

addressed by disaggregating the identified supply of large-scale strategic distribution sites including allocations or planning permissions from the general supply of employment land. More details are set out in the Publication Draft Employment Land Background Paper.

In relation to the arguments put forward by Marrons et al arguing that there is likely to be jobs growth far higher than anticipated in the ELS study, it is considered that the job generation figures relied on by the consultees are somewhat aspirational in nature and that generally planning policy should not rely on these. Marrons refer to a report The HS2 Station at Toton - An Assessment of the Economic Development Opportunities dated November 2016 which indicates HS2 led growth of between 33,000 to 91,000 jobs. This work focusses on opportunities and may be viewed as aspirational as evident in the sheer range of jobs potentially created. However, the Government announced on 4th October 2023 the scrapping of the proposed route for HS2 north of Birmingham including the proposed link to East Midlands Parkway (HS2 Leg 2B). Given the significant announcement of the scrapping HS2 2B north of Birmingham meaning the HS2 high speed line will no longer serve Nottingham and the aspirational nature of the job figures quoted, the Councils consider such job figures as set out in the 2016 report cannot be relied on.

Reference is made to the East Midlands Freeport website which refers to creating 60,000 jobs although the Planner Magazine in its issue dated 3rd April 2023 reporting that the Freeport has got the go head from Government in March 2023 refers to 28,000 jobs at the Freeport although this may be a reference to direct jobs. However, it has not been possible to examine any assumptions or the calculations underpinning these figures which appear to originate from the detailed business case for the Freeport which are not publicly available presumably due to their sensitive commercial nature. Given that there is no information there is no way of knowing how many jobs at the Freeport would be additional. This is a particularly pertinent issue in this case as most new strategic distribution floorspace provided (which is likely to make up a high percentage of floorspace being delivered) is to replace older warehouse space (see Icen Strategic Distribution Study for the Nottingham Core and Outer HMA (2022) paragraph 11.32 drawing on conclusions from their Leicester and Leicestershire Study). In any case it is quite likely that many of the jobs would be taken up by residents already living in the area as evidence in support of the Ratcliffe on Soar Local Development Order shows which is considered further below.

In addition, there has also been considerable progress in terms of implementing one of the three key sites within the Freeport at the East Midlands Gateway (SEGRO) site where over 370,000 sq. m of warehousing has been developed and these jobs already exist. The East Midlands Intermodal Park is listed as a national infrastructure project registered during 2014 but at the time of writing remains at the pre-application stage and therefore subject to some uncertainty. It is also located close to Burnaston to the southwest of Derby some distance from Greater Nottingham and likely to predominantly draw its labour from South Derbyshire, Derby and North Staffordshire.

Ratcliffe on Soar Power Station is now subject to an approved Local Development Order with planning permission for 810,000 square metres of commercial space.

Supporting evidence has been prepared as part of the Environmental Impact Assessment July 2022 chapter 16 socio-economic analysis which includes estimates of jobs for the construction and operational phases of the development. This analysis indicates that the operational phase of the project could result in approximately 6,000 jobs. However, the report states that much of the work force are expected to be already residents of the study area travelling from their permanent residence (the study area is extensive covering Broxtowe, Charnwood, Erewash, North West Leicestershire, Nottingham City and Rushcliffe Councils). The report goes on to explain that this is because there is a wide range of workers within multiple industries and at varying occupational levels within the study area.

It is worth bearing in mind that the ELS 2015 study took the then proposed HS2 Hub at Toton into account and uplifted the employment forecasts accordingly - the so called Policy-on scenario - which the Councils accepted as the basis for future planning for growth and which was used as evidence to support Part 2 Local Plans in preparation at that time. Accordingly, sufficient provision for employment and housing growth has been made in the adopted Broxtowe Borough Part 2 Local Plan (2019) at the Toton Strategic Location for growth and this provision has been effectively rolled forward into the emerging strategic plan. Further details on the homes and jobs balance are set out in the Employment Background Paper.

Distribution of employment

In relation to the point made by the Rushcliffe Parishes about the amount and nature of the strategic allocations at Toton and particularly at Ratcliffe on Soar being inconsistent with regeneration objectives, the Councils consider that overall, the strategy is one of urban concentration that prioritises sites within and to a lesser extent adjoining the built-up area which would encourage regeneration. It is also the case that most job growth would take place on new and existing sites in the City Centre, town centres and on existing sites within the urban areas again supporting regeneration. However, both locations at Toton and at Ratcliffe on Soar provide particular advantages and opportunities to support job growth including in the more innovative sectors and are highly accessible to the local labour force.

Developers also made points in connection with the distribution of employment land referring to constraints in Nottingham City and where take up was negative for office and general employment over the monitoring period in contrast to the surrounding Boroughs where past trends indicated positive take up. Developers argued for more provision in Broxtowe and Rushcliffe. In addition, it was suggested that ONS data indicates jobs density to be low in both Broxtowe and Rushcliffe and in the case of Rushcliffe mention was made of high levels of commuter outflows to Nottingham in particular in the context that more jobs located within Rushcliffe Borough would reduce out commuting.

The Councils consider that the distribution of employment space is best considered across the Greater Nottingham area. The Councils refer to the Lichfields Employment Land Study 2021, which concludes that the Greater Nottingham area is a coherent Functional Economic Market Area (FEMA) where over 80% of residents live and work in the same area. The ELS 2021 includes an adjustment to compensate for “losses” of employment land which makes up a

substantial proportion of the assessed need. In the case of Nottingham City, it is accepted that the administrative boundaries mean that its potential supply of general industrial land is finite, and it must rely on the surrounding Boroughs to meet its needs for general employment land. Conversely Nottingham City Centre has the largest stock of office space and by far the largest supply of new office space and therefore the surrounding Boroughs rely on the City Centre for office-based jobs to a high degree.

In this context, it is to be expected that there will be relatively high levels of commuting into Nottingham from Broxtowe, Gedling and Rushcliffe Boroughs but given the accessibility of the City Centre especially by public transport this is considered sustainable.

The strategy is to focus most new jobs in the City Centre and town centres. However, significant provisions of employment are in strategic allocations in sustainable locations. Within Broxtowe provision is made for the strategic allocation at Toton which is expected to deliver 10,000 sq. m. of office and a significant amount of general employment land and a large employment opportunity exists involving the redevelopment of the former Ratcliffe on Soar Power Station site within Rushcliffe Borough. Overall, it is considered that there is more than enough general employment land and sufficient office space provision to meet the need across the HMA.

Ratcliffe on Soar and Toton strategic allocations

Concerns were raised about the proposed allocation at Ratcliffe on Soar both in terms of its impact on the Green Belt (Rushcliffe Group of Parish Councils) and about the prospect of this large site not coming forward over the Plan period (various developers). Nottinghamshire County Council supported the proposed strategic allocation (PA/157). This site is now subject to an adopted Local Development Order (LDO) which grants automatic planning permission for specified development subject to conditions. The LDO is intended to speed decision making and help bring forward this site quickly. The site is located within the East Midlands Freeport, promoted by the East Midlands Development Company and the Councils consider that there are no undue constraints that would prevent this site coming forward over the plan period.

Broxtowe Borough Council adopted a Strategic Masterplan Supplementary Planning Document (SPD) for the Toton and Chetwynd Barracks Strategic sites in February 2023. These sites are currently allocated in the Broxtowe Borough Council Part 2 Local Plan which covers the period up to 2028 and required masterplans to be drawn up for the two sites. This combined Strategic Masterplan (SPD) is intended to help site promoters, developers and landowners create a successful place, to develop the sites comprehensively and to guide more detailed master planning of them. This site is also being promoted by the East Midlands Development Company and the Councils consider there are no undue constraints that would prevent the two sites coming forward and they are deliverable and developable. The Toton location has potential for creating a significant number of innovative jobs and includes proposals for an Innovation Campus. Smaller scale employment development is planned at the Chetwynd Barracks.

Strategic Distribution

The Councils consulted on proposed sites for strategic distribution and logistics facilities between 26th September and 7th November 2023 (GNSP Strategic Distribution and Logistics: Preferred Approach Consultation). The site selection process was set out in the Strategic Distribution Background Paper which considered sites promoted through the preparation of the GNSP and from a “call for sites” exercise. The Publication Draft Strategic Plan retains the Former Bennerley Coal Disposal Point and Ratcliffe on Soar Power Station (Freeport) as locations for strategic logistics development and this is justified in the Site Selection Report and Employment Plan Background Paper.

Whilst employment land losses are accounted for in the ELS Study, it is not relevant to the Strategic Distribution study which uses different methodology, and this is clearly set out in the report.

Strategic Employment Allocations

The support for the allocation at the Toton Strategic Location for growth is noted, a Masterplan SPD covering both the Toton and Chetwynd Barracks sites has now been adopted (February 2023). The support from the developer for the allocation at RAF Newton is also noted but there is no need for additional employment land at this location at present.

Alternative sites

Site specific comments are dealt within the response to representations on Appendix A of the Preferred Approach (Preferred, Additional and Alternative Sites).

Employment land protection, retail uses and town centres

In relation to the point about employment land “losses” by Boyer Planning, ELS 2021 has considered the issue of losses and taken these into account by including a replacement factor within the calculations of future employment needs for general industrial and warehousing land. This is set out in the Employment Background Paper, paragraphs 5.10 - 5.12.

The Councils agree with the West Bridgford Hockey Club (PA/523) that other uses including sport and leisure are significant in terms of the local economy and in employment terms. The employment chapter focusses on those land uses for which specific provision is made namely office, industrial and warehousing sectors based on evidence set out in the ELS 2021 study. However, other policies in the Greater Nottingham Strategic Plan will encourage the provision of sport and leisure facilities and set out criteria for guiding these to sustainable locations.

The point raised by LIDLs GB Limited (PA/607) that the Plan should specifically include a reference to retail uses being acceptable uses on former employment sites is not accepted. The location of new retail development requiring planning permission should be guided by the retail sequential test set out in national planning policy and national planning guidance which prioritises town centre

locations first. It is considered that the emerging employment policy is balanced in the context of protecting local employment opportunities and allowing for the appropriate change of use under certain conditions. The employment policy does recognise that some employment uses that are not within classes E(g), B2 and B8 may be suitable on protected employment sites if they are compatible.

It is accepted that university students do make an important contribution to the local economy both directly and indirectly. The importance of retaining graduates from the area's universities is recognised in paragraph 6.19 of the Preferred Approach.

Whilst the Greater Nottingham Strategic Plan will seek to encourage a range of housing types and tenures for all sections of the population, the provision of student housing is more a matter for future plan preparation, for example, the adopted Nottingham City Council Local Plan Part 2 includes specific policies. In addition, Nottingham City Council during July 2023 adopted The Nottingham Student Living Strategy 2023 - 2028 in partnership with the two Universities. This document sets out how partners can support students with their housing needs, improve the choice and quality of student accommodation, maximise the benefits of having a large student population and help to tackle any negative impacts this can have on local communities, businesses, and services.

The specific needs for places of worship and burial are more a matter for Councils to address in their future plan preparation.

The consultees support towards the aim of supporting the creation of around 52,500 jobs in noted. The aim of the Greater Nottingham Strategic Plan is to support the food and drink sector in general through its employment land provisions which is an important sector in the local economy. Noting that the specific issue raises reservations about alcohol related illnesses in connection with the alcoholic drinks sector, this is not really a matter than can be addressed through the Strategic Plan preparation process as it is more of a public health issue.

In response to the concerns raised by the local resident about increasing commuting to employment sites in Nottingham and Nottingham City Centre it is considered that these are the most sustainable locations. Transport policies in the plan seek to prioritise more active modes of transport and public transport ahead of road improvements by securing developer contributions towards these measures as part of any necessary mitigation works necessary to allow development to go ahead.

Changes Made

The Plan period has been extended from 2038 to 2041 to enable the Plan to look forward 15 years from the anticipated date of adoption. The base date for the employment land provisions has been updated to 2023 and completions between 1st April 2018 and 31st March deducted. Details are set out in the Employment Background Paper.

Preferred Approach Strategic Distribution Consultation was undertaken in September 2023 and sites allocated in the Publication Draft GNSP.

Disaggregation of strategic distribution sites from the general supply of employment land to avoid “double counting” as recommended in the Icen Report. Details are set out in the Publication draft Employment Background Paper.

Preferred and Additional or Alternative Sites in Broxtowe

Preferred Sites

Field Farm (B08.4PA)

Comments on this site were received from the following:

Sport England, Environment Agency and National Highways

Summarised comments from statutory organisations

Sport England stated that care should be taken with regard to the shared boundary with the playing field at Pit Lane and that the potential conflict between the football use and residential properties should be assessed.

The Environment Agency stated that they have no comment to make as they have provided extensive responses on this site previously. The majority of the site lies within flood zone 1 with a small amount lying within flood zones 2 and 3 however this has been assessed and mitigated.

National Highways has carried out a high-level assessment of the site. They identified that the site has a medium potential impact on the strategic road network, but the impacts are likely to be acceptable as the site already has planning consent.

Councils' Response

The above comments are noted. As the site already has planning consent, any issues raised will already have been considered and addressed through the grant of planning permission.

Changes Made

None

Toton Strategic Location for Growth (B09.3PA)

Comments on this site were received from the following:

The British Horse Society, Environment Agency, Natural England, National Grid, Chetwynd: The Toton and Chilwell Neighbourhood Forum, Lidl GB Ltd, The Crown Estate, Elton Garden Village Landowner Consortium, Strawson Group Investments, Taylor Wimpey, National Highways and Bloor Homes.

In addition to the above stakeholders four local residents submitted representations on this site.

Summarised comments from statutory organisations

The Environment Agency stated that they have no further comment to make as they have provided extensive guidance in respect of previous applications.

Natural England stated that good quality Green & Blue Infrastructure should be incorporated across the site connecting to both the adjacent Chetwynd site and the River Erewash valley to maximise both biodiversity value and public accessibility to nature. A long-term Green Infrastructure management and delivery plan should be provided and implemented.

National Grid highlighted that high voltage overhead power lines which cross the southern portion of the site. Due to National Grid's licence obligations and known engineering constraints with this particular site, the opportunities to divert or underground the line are extremely limited and the optimum solution may be to retain the lines in situ. In this context, National Grid raises no objection to the stated "preference" for the lines to be undergrounded but would object to any "requirement" for the allocation to include diversion/undergrounding of the lines.

National Highways has carried out a high-level assessment of the site. They identified that the site would have a high impact on the strategic road network and mitigation is likely to be required.

Chetwynd: The Toton and Chilwell Neighbourhood Forum query whether the 'Innovation Campus' is included in the Employment area figure as post the IRP announcement and loss of HS2 as an economic driver, this may need updating as part of a new growth strategy for the Strategic Location for Growth, to ensure major development can be delivered.

Summarised comments from developers

The landowner with significant land interest at Toton Sidings (adjacent to the railway covering the southern end of the strategic location) states that it should be identified for residential and employment uses. The site was safeguarded as a potential site for the HS2 station, with flexibility on the allocation to allow for ancillary uses to be developed around the station on the residual land. They object to the site being used as a nature reserve as they consider that it is undeliverable and unsuitable use of this sustainable previously developed site. They express concern regarding a lack of engagement with landowners and highlight a need for further consultation and master planning.

One developer states that further land to the east of Toton Lane is required to achieve the ambitions for the Toton area. This additional site could facilitate the delivery of infrastructure, particularly the Toton Link Road, which would help with the development of housing and employment in the area.

A national retailer states that significant allocations, such as Toton, should include retail and amenity uses, including food store provision.

A number of responses state that, following the publication of the Integrated Rail Plan, there will be less economic investment and therefore it is questioned whether Toton should be allocated for the full 1,400 homes originally proposed. The responses state that the previous allocation should not be rolled forward due to the change of circumstances. The transport model will also require re-basing taking into account the Integrated Rail Plan proposals before it can be used to assess accurately the transport impacts of new development.

Responses also state that it is unrealistic to assume that delivery will begin in 2024 and the scale of delivery, particularly at the beginning is also unrealistic. They state that it is also not clear from the trajectory whether the reserved matters application for 282 dwellings is already accounted for in commitments.

Summarised comments from other organisations

The British Horse Society state that the bridleways and quiet roads in the vicinity would be affected by a development. They request that the public rights of way will be at least protected and preferably extended (along the green corridors mentioned) for all vulnerable road users including equestrians.

Summarised comments from local residents

A resident raises concern regarding the relationship with development sites and D2N2 "Local Cycling & Walking Infrastructure Plan" (LCWIP) which fails to adequately plan for cycling/ walking infrastructure which is needed to underpin development. In parallel with master planning of the Toton/Chetwynd development there should be production of an LCWIP for the area within 5 miles of the development (or an equivalent update to the D2N2 LCWIP). There should be a forward-looking LCWIP which shows safe cycle-routes between the Toton Development and Ratcliffe-on-Soar, and between the Chetwynd Development and Ratcliffe-on-Soar.

One resident stated that consideration should be given to moving the substation (west of Toton Lane) and the Water Treatment works.

Another stated that the employment units' section requires clarity as it is unclear whether the innovation campus forms part of the mixed employment use.

Councils' Response

Comments from the Environment Agency, National Grid and Natural England are noted. The enhancement of blue and green infrastructure forms a key part of the development requirements for the site. In respect of the comments from National Highways, detailed transport modelling, in consultation with National Highways, has been undertaken.

The housing and employment figures have been reviewed as part of the changes which have taken place to the site, including the loss of HS2. The policy includes provision for a range of uses on the site. It also sets out the infrastructure requirements which are based on updated transport modelling and viability work. The delivery assumptions have also been reviewed.

Additional land has also been allocated to facilitate the delivery of key road infrastructure.

Public rights of way and walking and cycling infrastructure form an important element of the connectivity and movement framework and the wider blue and green infrastructure strategy for the site.

The site has also been combined with Chetwynd Barracks to form a single policy to enable a coherent and comprehensive approach to development, in accordance with the adopted Toton and Chetwynd Barracks Masterplan SPD.

Changes Made

The policy reflects updated housing and employment figures and includes development requirements, including the provision of infrastructure.

Additional land has been allocated and removed from the Green Belt.

The site has been combined with Chetwynd Barracks to form a single policy.

Chetwynd Barracks (B09.4PA)

Comments on this site were received from the following:

The British Horse Society, Environment Agency, Natural England, Homes England and the Defence Infrastructure Organisation, Chetwynd: The Toton and Chilwell Neighbourhood Forum, Strawson Group Investments, Elton Garden Village Landowner Consortium, Taylor Wimpey, The Crown Estate and National Highways.

In addition to the above stakeholders three local residents submitted representations on this site.

Summarised comments from statutory organisations

The Environment Agency stated that the proposed development is located fully within Flood Zone 1 and lies outside of the modelled breach events. Given the previous use of the site as an army barracks there is a possibility that land contamination may be present and future development will need to demonstrate that contamination risks will be adequately addressed. The site is situated on a secondary aquifer and care needs to be taken to protect the groundwater resource.

Natural England stated that Blue & Green Infrastructure should be incorporated across the site and connecting to the nearby Toton site. A long-term Green Infrastructure management and delivery plan should be provided and implemented.

National Highways has carried out a high-level assessment of the site. They identified that the site would have a high impact on the strategic road network and mitigation is likely to be required.

Chetwynd: The Toton and Chilwell Neighbourhood Forum stated that there needs to be clarity regarding how much of the site will be brought forward for development as the DIO are not including the land owned by Annington Homes in their master planning work (approximately 15/16ha). Under enhancements to open space and green infrastructure, the barracks playing fields & pavilion should be included to be retained and improved. Hobgoblin Wood should also be named as part of the green infrastructure to be retained and maintained.

Summarised comments from developers

Homes England and the Defence Infrastructure Organisation stated that, whilst they welcome the inference that the site is one that ought to begin delivering new housing quite swiftly once it becomes available for development, the publication of Future Soldier in 2021 indicated that the site will be vacated in 2026, so that it is not likely to

be until then that works can begin on site. Whilst they are confident that the site is one that can begin delivering housing in the first five years of the Plan, they think that the partner authorities would be best served if they were to indicate delivery commencing in year 4 or 5 onwards. They raise concerns regarding unclear wording relating to secondary education provision and to heritage assets which needs clarifying within the site pro-forma.

A number of responses from developers stated that the start year and rate of delivery are not considered to be justified or realistic. This will reduce the Council's supply in the Plan period which should result in additional sites being allocated. A response also highlights the infrastructure challenges of delivering the site.

Summarised comments from other organisations

The British Horse Society highlighted that Beeston bridleways 21, 27 and 28 are in the vicinity and therefore seek assurance that the public rights of way will at least be protected and preferably extended.

Summarised comments from local residents

A resident raised concern regarding the relationship with development sites and D2N2 "Local Cycling & Walking Infrastructure Plan" (LCWIP) which fails to adequately plan for cycling/ walking infrastructure which is needed to underpin development. In parallel with master planning of the Toton/Chetwynd development there should be production of an LCWIP for the area within 5 miles of the development (or an equivalent update to the D2N2 LCWIP) (PA/81). There should be a forward-looking LCWIP which shows safe cycle-routes between the Toton Development and Ratcliffe-on-Soar, and between the Chetwynd Development and Ratcliffe-on-Soar.

One resident stated that there needs to be clarity that the area occupied by Ministry of Defence Housing (Annington Homes) is not part of the Chetwynd Barracks area and therefore the total area of land is 75ha and that the playing fields in the south-west of Chetwynd Barracks should be retained and improved.

Councils' Response

Comments from the Environment Agency and Natural England are noted. The enhancement of blue and green infrastructure, including wider connectivity, forms a key part of the development requirements for the site. In respect of the comments from National Highways, detailed transport modelling, in consultation with National Highways, has been undertaken.

The trajectory has been updated based on the comments provided. Clarification has also been provided within the policy regarding infrastructure requirements. Analysis has also been undertaken to identify total site capacity, which includes existing areas of housing within the barracks being retained.

Public rights of way and walking and cycling infrastructure form an important element of the connectivity and movement framework and the wider blue and green infrastructure strategy for the site.

The site has also been combined with Toton SLG to form a single policy to enable a coherent and comprehensive approach to development, in accordance with the adopted Toton and Chetwynd Barracks Masterplan SPD.

Changes Made

Delivery trajectory has been updated.

The site specific policy has been produced to reflect the above response and has been combined with Toton SLG.

Boots (B11.1PA/NC1.5PA)

Comments on this site were received from the following:

Environment Agency and National Highways.

Summarised comments from statutory organisations

The Environment Agency state they have no further comment to make in addition to those already supplied under 14/00515/OUT and 14/02038/POUT and the subsequent requests for discharge of conditions.

National Highways has carried out a high-level assessment of the site. They identify that the site has a medium potential impact on the strategic road network, but the impacts are likely to be acceptable as the site already has planning consent.

Councils' Response

The above comments are noted. As the site already has planning consent, any issues raised will already have been considered and addressed through the grant of planning permission.

Changes Made

None

Additional or Alternative Sites

Representations promoting or commenting on additional or alternative sites were received from the following:

Brinsley Land Trust, Mulberry Land, Bloor Homes, Mr R Taylor, R Salmon, Hall Construction Services, Omnivale Pension Scheme and Peveril Securities, Parker Strategic Land Ltd, Harworth Group PLC, MyPad 2020 Limited, Parker Strategic

Land Limited and William Davis Homes, Permission Homes, Peveril Securities Limited, Mr M Hodgkinson, Taylor Wimpey and Strawson Group Investments.

Land East of Church Lane, Brinsley

Brinsley Land Trust propose an additional site allocation in Brinsley at Land East of Church Lane. The land is situated south-west of land allocated under Policy 5.1 in the Broxtowe Part 2 Local Plan. The site has a sustainable access point from the public highway and is considered to be available, able to deliver the provision of additional homes anticipated for Brinsley, able to provide sustainable access, would link to and help masterplan the long term preservation of the allocated open space, preserve the open vista between the headstocks and St James The Great Church, and provide an enhanced environment and amenities for inhabitants of the settlement of Brinsley.

Councils' Response

It is considered that the site does not meet the strategic threshold required for further consideration in the Strategic Plan.

Changes Made

None

Shilo Way, Awworth

Mulberry Land propose an additional site approximately 11.3ha to the north-east and south-west of Shilo Way, Awworth. The land is currently vacant, used as pasture land and is within the Green Belt. It has direct access from Shilo Way, and it is stated that it has good connectivity and is available for immediate development.

Councils' Response

It is considered that the site does not meet the strategic threshold required for further consideration in the Strategic Plan. A separate exercise has been undertaken to assess whether the site is suitable for logistics development.

Changes Made

None

Mansfield Road, Eastwood

Bloor Homes propose a site at east of Mansfield Road, Eastwood (16.69ha). The site is 16.7ha and an initial masterplan shows a capacity for circa 280 new homes. They state that the site is in a sustainable location and is available and deliverable. Provision of open space and connectivity links are highlighted.

Councils' Response

It is considered that the site does not meet the strategic threshold required for further consideration in the Strategic Plan.

Changes Made

None

Hill Top Farm, Stapleford

Mr R Taylor proposes a site at Hill Top Farm, to the east of Stapleford. They highlight the relationship of the site to the development at Toton and provide a concept masterplan showing that residential development would be delivered on part of the site with other parts providing open space and protecting the Prominent Area and existing public rights of way.

Councils' Response

The response is noted. The proposed approach to housing provision and distribution within Broxtowe is outlined in the Publication GNSP and Housing Background Paper. It is proposed that strategic sites allocated by the existing Aligned Core Strategy should be carried forward as part of the GNSP, in addition to sites allocated within the Broxtowe 2 Part Local Plan and therefore there is no requirement for the allocation of any new strategic housing sites. The site would require Green Belt land release and the exceptional circumstances do not exist to justify this.

Changes Made

None

East of Toton Lane

Bloor Homes also propose a site to the east of Toton Lane. They state that the site will help to meet the ambitions and emerging plans for development at Toton which would include delivery of the Toton Link Road. A concept masterplan is provided which includes 1000 new homes and a new country park.

Councils' Response

The response is noted and part of the site East of Toton Lane has been allocated to facilitate the delivery of transport infrastructure. However, it is considered that significant Green Belt release is not required to meet the Council's housing need and therefore exceptional circumstances to release Green Belt do not exist and it is not proposed to allocated all of the proposed site being promoted.

Changes Made

Additional allocation on part of the site being promoted to facilitate the delivery of transport infrastructure.

Nottingham Business Park and East of Woodhouse Way

R Salmon propose a 12ha site at land at M1, J26 to provide a sustainable extension to existing built form at Nottingham Business Park and east of Woodhouse Way. They state that the site should be considered as a reasonable alternative, particularly in the context of the site's ability to come forward on a strategic scale in collaboration with the neighbouring sites.

Councils' Response

The response is noted. The proposed approach to housing provision and distribution within Broxtowe is outlined in the Publication GNSP and Housing Background Paper. It is proposed that strategic sites allocated by the existing Aligned Core Strategy should be carried forward as part of the GNSP, in addition to sites allocated within the Broxtowe 2 Part Local Plan and therefore there is no requirement for the allocation of any new strategic housing sites. The site would require Green Belt land release and the exceptional circumstances do not exist to justify this.

A separate exercise has been undertaken to assess whether the site is suitable for logistics development.

Changes Made

None

Land to the east of Awsworth

Hall Construction Services propose a site at land to the east of Awsworth. The site is 33.7 ha and would ensure that housing, including affordable housing, is provided in the north of Broxtowe. They highlight that the site has defensible features which could be used to define the boundary to the Green Belt and could incorporate significant landscape elements.

Councils' Response

The response is noted. The proposed approach to housing provision and distribution within Broxtowe is outlined in the Publication GNSP and Housing Background Paper. It is proposed that strategic sites allocated by the existing Aligned Core Strategy should be carried forward as part of the GNSP, in addition

to sites allocated within the Broxtowe 2 Part Local Plan and therefore there is no requirement for the allocation of any new strategic housing sites. The site would require Green Belt land release and the exceptional circumstances do not exist to justify this.

Changes Made

None

Land at Low Wood Road, Nuthall

Omnivale Pension Scheme and Peveril Securities propose a site at Land at Low Wood Road, Nuthall. The site is identified as having the capacity to deliver up to 1,850,000 sq. Ft. of premium logistics and distribution space within close proximity to the strategic transport network and local labour force. They state that the site would be particularly well suited for much needed 'final mile' logistics requirements given the location close to the urban edge of Nottingham.

Councils' Response

The response is noted. A separate exercise has been undertaken to assess whether the site is suitable for logistics development.

Changes Made

None

Land at Nottingham Road, Trowell

Parker Strategic Land Ltd propose an additional site for land at Nottingham Road, Trowell. The site is 14ha and has the capacity to deliver approximately 500 dwellings. The submission includes a masterplan, detailed analysis of landscape, visual impact and Green Belt and highways access strategy.

Councils' Response

The response is noted. The proposed approach to housing provision and distribution within Broxtowe is outlined in the Publication GNSP and Housing Background Paper. It is proposed that strategic sites allocated by the existing Aligned Core Strategy should be carried forward as part of the GNSP, in addition to sites allocated within the Broxtowe 2 Part Local Plan and therefore there is no requirement for the allocation of any new strategic housing sites. The site would require Green Belt land release and the exceptional circumstances do not exist to justify this.

Changes Made

None

Former Bennerley Coal Disposal Point

Harworth Group PLC have submitted the Former Bennerley Coal Disposal Point site for consideration as an employment development. The site is previously-developed, and they consider there are exceptional circumstances that justify the site being removed from the Green Belt. The wider area provides the flexibility to meet Broxtowe's employment needs.

Councils' Response

The response is noted. A separate exercise was undertaken to assess whether the site is suitable for logistics development which has resulted in the site being proposed for allocation.

Changes Made

None

Coventry Lane, Bramcote

MyPad 2020 Limited propose an additional site for land off Coventry Lane, Bramcote. They state that the site is available, suitable and deliverable and that access can be provided off Coventry Lane. Reference is also made to engaging with Parker Strategic Land who are promoting the adjacent land to the north-west.

Councils' Response

The response is noted. The proposed approach to housing provision and distribution within Broxtowe is outlined in the Publication GNSP and Housing Background Paper. It is proposed that strategic sites allocated by the existing Aligned Core Strategy should be carried forward as part of the GNSP, in addition to sites allocated within the Broxtowe 2 Part Local Plan and therefore there is no requirement for the allocation of any new strategic housing sites. The site would require Green Belt land release and the exceptional circumstances do not exist to justify this.

Changes Made

None

Catstone Green

Parker Strategic Land Limited and William Davis Homes propose a site to the west of Nottingham, referred to as Catstone Green. As a sustainable urban extension, they state the site could provide up to 2,200 new homes of mixed tenure, community benefits and more than 100ha of green infrastructure. Various supporting evidence reports are included including a vision document, a landscape report and a transport strategy.

Councils' Response

The response is noted. The proposed approach to housing provision and distribution within Broxtowe is outlined in the Publication GNSP and Housing Background Paper. It is proposed that strategic sites allocated by the existing Aligned Core Strategy should be carried forward as part of the GNSP, in addition to sites allocated within the Broxtowe 2 Part Local Plan and therefore there is no requirement for the allocation of any new strategic housing sites. The site would require Green Belt land release and the exceptional circumstances do not exist to justify this.

Changes Made

None

Land West of Moorgreen, Eastwood

Permission Homes propose a site at land West of Moorgreen on the eastern edge of Eastwood. They state that Eastwood is a Key Settlement for growth (as identified in the Aligned Core Strategy) containing the widest range of facilities and services in Broxtowe borough outside of the main built-up area of Nottingham. The site has a capacity of circa 500-750 homes which have the potential to be delivered over the Plan period and/ or beyond.

Councils' Response

The response is noted. The proposed approach to housing provision and distribution within Broxtowe is outlined in the Publication GNSP and Housing Background Paper. It is proposed that strategic sites allocated by the existing Aligned Core Strategy should be carried forward as part of the GNSP, in addition to sites allocated within the Broxtowe 2 Part Local Plan and therefore there is no requirement for the allocation of any new strategic housing sites. The site would require Green Belt land release and the exceptional circumstances do not exist to justify this.

Changes Made

None

Japanese Water Garden site and land adjacent Bardills Garden Centre

Peveril Securities Limited propose that the Japanese Water Garden site, together with the adjacent Bardills Garden Centre site, should be removed from the Green Belt. It is a brownfield site within the Green Belt and should score zero against each of the 5 Green Belt criteria. Inclusion of the site can ensure comprehensive planning with the wider Toton and Chetwynd Barracks sites.

Councils' Response

The response is noted and this site has been included in the Toton SLG and Chetwynd Barracks allocation in order to facilitate the delivery of key transport infrastructure.

Changes Made

Proposed to be included within the Toton SLG and Chetwynd Barracks allocation.

Land west of Hucknall

Mr M Hodgkinson proposes a site at west of Hucknall which has the capacity to deliver in excess of 1000 dwellings, including community facilities, infrastructure and strategic open space. The site is in Green Belt, but they consider that there are exceptional circumstances which justify the sites removal and that the site is in an optimal location for growth.

Councils' Response

The response is noted. The proposed approach to housing provision and distribution within Broxtowe is outlined in the Publication GNSP and Housing Background Paper. It is proposed that strategic sites allocated by the existing Aligned Core Strategy should be carried forward as part of the GNSP, in addition to sites allocated within the Broxtowe 2 Part Local Plan and therefore there is no requirement for the allocation of any new strategic housing sites. The site would require Green Belt land release and the exceptional circumstances do not exist to justify this.

Changes Made

None

Chilwell Lane, Bramcote

Taylor Wimpey propose a site at Chilwell Lane, Bramcote. The site is close to the NET network and is adjacent to Chilwell where there are a number of existing

services. They state that the site could be brought forward as part of a more strategic urban extension or in isolation as a smaller contained development.

Councils' Response

The response is noted. The proposed approach to housing provision and distribution within Broxtowe is outlined in the Publication GNSP and Housing Background Paper. It is proposed that strategic sites allocated by the existing Aligned Core Strategy should be carried forward as part of the GNSP, in addition to sites allocated within the Broxtowe 2 Part Local Plan and therefore there is no requirement for the allocation of any new strategic housing sites. The site would require Green Belt land release and the exceptional circumstances do not exist to justify this.

Changes Made

None

Land at Cossall Road, Trowell

Strawson Group Investments Ltd propose at site at Land at Cossall Road, Trowell. They state that the site was identified in the Growth Options Study as a potential area for strategic growth and that it could deliver between 400-500 dwellings, including social infrastructure and a sufficient green buffer to prevent coalescence with Cossall.

Councils' Response

The response is noted. The proposed approach to housing provision and distribution within Broxtowe is outlined in the Publication GNSP and Housing Background Paper. It is proposed that strategic sites allocated by the existing Aligned Core Strategy should be carried forward as part of the GNSP, in addition to sites allocated within the Broxtowe 2 Part Local Plan and therefore there is no requirement for the allocation of any new strategic housing sites. The site would require Green Belt land release and the exceptional circumstances do not exist to justify this.

Changes Made

None

Preferred and Additional or Alternative Sites in Gedling

Preferred Sites

Teal Close (G11.2PA)

Comments on this site were received from the following:

British Horse Society, Environment Agency, Hammond Farm, Langridge Homes, Midlands Land Portfolio and National Highways.

Summarised comments from statutory organisations

The Environment Agency have no further comments to make regarding Teal Close as the previously proposed extension to the housing allocation has since been removed.

National Highways noted that the Teal Close site is identified as a site that already has planning consent, that is likely to have a medium impact on the strategic road network and is likely to be acceptable.

Summarised comments from developers

Two developers promoting sites elsewhere in in Gedling Borough support this existing strategic allocation and also Gedling Borough Council's decision to remove the proposed extension to the Teal Close allocation, originally planned for 360 new homes, which is in Flood Zone 2 where a sequential test would have been required to justify its allocation.

Midlands Land Portfolio considered the removal of the site requires a full understanding and balancing of a number of relevant considerations. It is not considered that the decision reflects a sufficiently broad judgement that is required. The published consultation documents provide no indication where the dwellings lost from this allocation will be redistributed as part of a robust consideration of alternative scenarios and their environmental credentials. Rather, it appears to arbitrarily remove the site from the overall housing figure to be provided in Gedling and potentially undermines the spatial strategy which underpins plan making.

The Plan in its current form would not provide sufficient flexibility in land supply to meet the needs of the Borough. Furthermore, the site is located within a highly sustainable location, on the edge of the urban area of Nottingham, in accordance with the settlement hierarchy. The NPPF requires taking account of 'reasonable alternatives' in forming an appropriate strategy based on proportionate evidence. This has yet to be demonstrated.

Summarised comments from other organisations

The British Horse Society note that green infrastructure (GI) includes accessible paths. These should be futureproofed by being multi-user to include pedestrians, cyclists, horse riders, users of mobility scooters and wheelchairs.

Councils' Response

The above comments are noted. As the site already has planning consent, any issues raised will already have been considered and addressed through the grant of planning permission.

Additional land at Teal Close was considered as a reasonable alternative through the site selection process and an area of land was assessed as suitable for allocation. The Cabinet meeting on 8th December 2022 approved the Greater Nottingham Strategic Plan Preferred Approach document and Sustainability Appraisal in so far as it related to Gedling Borough 'with the exception of proposals to release Green Belt land at Teal Close, in light of the Ministerial Statement made on 6th December 2022 and to be made clear in an updated National Planning Policy Framework'. The National Planning Policy Framework states at paragraph 145 that there is no requirement for Green Belt boundaries to be reviewed as part of plan preparation and the principle of only altering boundaries in exceptional circumstances remains unchanged. By allocating existing safeguarded land to extend the Top Wighay Farm site, no change to the Green Belt boundary is proposed by the Greater Nottingham Strategic Plan.

Changes Made

None.

Gedling Colliery/Chase Farm (G09.3PA)

Comments on this site were received from the following:

British Horse Society, Environment Agency, Hammond Farms, Langridge Homes, and National Highways.

Summarised comments from statutory organisations

The Environment Agency have provided feedback previously on the Gedling Colliery/Chase Farm site and have no further comments to make regarding this site allocation.

National Highways commented that the Gedling Colliery/Chase Farm site is identified as a site that already has planning consent, that is likely to have a medium impact on the strategic road network and is likely to be acceptable.

Summarised comments from developers

Two responses from developers support this existing strategic allocation which now benefits from access to the Gedling Access Road (GAR). Based on the Housing Trajectory they noted that this site will be complete by 2029/30.

Summarised comments from other organisations

The British Horse Society is aware that access on and off road in the area is limited and requests formal assurance of how any proposed development would mitigate risk to vulnerable road users in the vicinity as a development would increase the volume and frequency of motorised traffic in the area.

Councils' Response

The above comments are noted. As the site already has planning consent, any issues raised will already have been considered and addressed through the grant of planning permission.

Changes Made

None.

Top Wighay Farm (G03.1/G03.2PA)

Comments on this site were received from the following:

Ashfield Independent Hucknall Councillors, British Horse Society, Councillor Martin Smith, Environment Agency, Hammond Farms, Hayden Lester, Historic England, Langridge Homes, Linby Parish Council, Natural England, National Highways, Papplewick Parish Council, Pegasus, Savills, Sports Council and WSP.

In addition, eight comments on this site were received from local residents.

Summarised comments from statutory organisations

The Environment Agency have no comment to make with regard to this proposed extension given that the site lies within flood zone 1.

Natural England suggest that appropriate green buffers should be incorporated into the TWF development to mitigate impacts on both the LWS and the Sherwood possible potential Special Protection Area (ppSPA).

Historic England has concerns regarding the proposed extension at the Top Wighay Farm site given its potential impact on the Grade II* Annesley Hall Registered Park and Garden and associated historic landscape and relationship with other assets in this setting. They are also concerned about the potential cumulative impact considering the proposed site allocations within the Ashfield Local Plan across the border on the significance of this heritage asset, including its setting. Noting the initial assessment information within the Site Selection Report, they do not consider it is a sound approach to propose the site for allocation at this time and rely on the heritage policy during the planning application stage. The principle of development is being established through the Local Plan, and as such the appropriate evidence should be available to justify its inclusion. Historic England consider that further assessment is required.

Linby Parish Council suggest that the TWF site should link to the Linby-Newstead disused railway as an active travel route, in accordance with the Blue-Green Infrastructure Strategy and given capacity issues on the highway network. The SFRA does not take account of recent development and noted that Linby Parish is susceptible to groundwater flooding. Concern regarding encroachment on Linby Quarries SSSI was raised. The safeguarded land has not been released as a strategic allocation. Therefore, the presumption to demonstrate it as a proposed sustainable urban extension that is being masterplanned is premature. It identifies the sites as 'urban extension', without the land being released from the green belt. To pre-empt the outcome of green belt review is potentially unlawful.

Papplewick Parish Council noted the plan proposes major housing development around Papplewick of around 1,600 homes which will create additional road journeys. New residents will look to Hucknall for their needs and the plan will not contribute to provision of these services. There is no mention of how the 20-minute neighbourhood approach impacts on the proposed plans for Top Wighay. There are no recommendations to mitigate impacts or enhance the public transport network.

National Highways note the Top Wighay Farm site is identified as a site that is likely to have a medium impact on the strategic road network and is likely to be acceptable subject to mitigation.

Summarised comments from developers

Two developers supported the implementation of the existing strategic allocation site for 805 dwelling units, but do not support the extension. They consider the housing trajectory for the site optimistic given that Reserved Matters need to be submitted and approved.

Nottinghamshire County Council as landowner and Hallam Land Management welcome the proposed allocation of Top Wighay Farm. However, the Preferred Approach consultation includes a proposed allocation of part of this safeguarded land for 640 dwellings. This is a missed opportunity, as the site can sustainably accommodate up to 900 dwellings with associated infrastructure and should be allocated in full to avoid piecemeal development of this site. The safeguarded land at Top Wighay provides a more sustainable and logical alternative for meeting the needs not met by the Teal Close extension and should be considered ahead of the proposed approach which redirects this number of homes to Key Settlements.

The technical reports accompanying this representation have found no evidence or other justifiable reason to discount part of site G03.1/G03.2PA due to landscaping/visual impacts, heritage impacts or ecological impacts.

Another landowner raised concerns regarding focussing development on Hucknall being outside the plan area and the focus of development in the Ashfield plan. Delivery of the Top Wighay Farm site should be moved back by at least two years to account for the time taken to gain an implementable planning approval.

A national supermarket recommended that the strategy for housing in the plan area takes greater account of the 20-minute neighbourhood and ensuring that communities have access to facilities and amenities, such as food stores. They propose and support that the allocation includes reference to retail and amenity uses (to ensure they are consistent with the Plan's vision regarding the 20-minute neighbourhood).

Summarised comments from other organisations

The British Horse Society requested formal commitment to providing solutions for safe access for horse riders and other vulnerable road users across the A611 to public rights of way.

Summarised comments from local residents

Ashfield Independent Councillors object to the site. It was highlighted that the Development Brief 2017 noted that any future development on the safeguarded land may require the provision of a third access to Hucknall Road to facilitate connections

to Newstead railway station and it is unclear whether this further access is being considered. Extending the Top Wighay site to the north means it is increasingly disconnected from the services and infrastructure of Hucknall. Providing 1,650 dwellings adjacent to Hucknall does not assist in the regeneration of Arnold and Carlton. Hucknall infrastructure cannot cope with the additional housing, despite the plans for a new health centre. Major development in Hucknall must be supported by improvement in healthcare. There is a lack of detail about the plans to integrate the development into the wider community of Hucknall, in relation to transport and other infrastructure.

One GBC Councillor stated that consideration should be given to the extra vehicles that will travel through Linby and Papplewick as there are currently far too many vehicles travelling through these two small communities.

Local residents raised concerns about the impact of the site on local services and infrastructure with a number commenting that Hucknall infrastructure cannot cope with the additional housing for example, schools are oversubscribed. Provision from S106 and CIL to fund infrastructure improvements needs to be in place before houses are occupied. One resident mentioned that the ACS inspector capped development adjacent to Hucknall at 1300 dwellings due to concerns of the impact on Hucknall. The existing allocation provides 17% affordable housing on viability grounds, how does extending the allocation provide affordable housing in a timely manner?

Local residents also raised concerns about loss of wildlife, Green Belt and risk of flooding.

Councils' Response

The above comments are noted. In relation to that part of the site which has planning consent subject to S106, any issues raised will already have been considered and addressed through the grant of planning permission.

In relation to the extension to the allocation proposed through the Preferred Approach consultation, the comments raised are addressed through the updated site selection document which also explains how the site accords with the spatial strategy. Clarity regarding supporting infrastructure is provided by the site-specific policy in the publication draft Greater Nottingham Strategic Plan.

It should be noted that the site selection document has been updated to reflect that the boundaries of the proposed extension to the allocation have been amended.

It is noted that Ashfield District Council are no longer proposing to allocate land for development to the west of the A611.

The trajectory for the Top Wighay Farm site will be updated to reflect the information from the 2022/23 SHLAA. The 2022/23 SHLAA will be based on information provided by housebuilders and developers and in accordance with the common SHLAA methodology.

Changes Made

None. Note the amended boundary to the proposed extension to the existing allocation.

North of Papplewick Lane (G03.4PA)

Comments on this site were received from the following:

Environment Agency, Friends of Moor Pond Woods, Hammond farms, Langridge Homes, National Highways and Papplewick Parish Council.

In addition, one comment was received from a local resident on this site.

Summarised comments from statutory organisations

The Environment Agency had no further comment to make regarding the allocation as they provided detailed guidance on the planning application.

National Highways noted that the site is identified as a site that already has planning consent, that is likely to have a low impact on the strategic road network and is likely to be acceptable.

Papplewick Parish Council were concerned that major house building around Papplewick will create additional road journeys. They estimated that the total of more than 1600 new homes will realistically house between three and four thousand new residents who will look to Hucknall for their healthcare, leisure, education and other needs. This plan will not contribute to provision of those services. The background documentation to these planned proposals provides no assessment of present provision nor of proposed future needs. It is disappointing that the impact of the plans on that infrastructure are not considered nor are there suggestions for mitigation of the impact. For example, in Table 2.13 seven key topics are down as 'TBA'. These include important basics including water.

It is not explained how consideration of the 20-minute neighbourhood has been made in the proposed plans for Top Wighay.

Summarised comments from developers

Two developers supported the completion of this existing allocation.

Summarised comments from other organisations

Friends of Moor Pond Woods noted the recognition of the Moor Pond Woods site as strategic green infrastructure. They raised a concern about increased pressure on the site and its facilities from visitors and seek clarification on whether the developers and/or Local Authority contribute in future - to offset the impact of their plans and mitigate the more intensive use of the site.

Councils' Response

The above comments are noted. As the site already has planning consent, any issues raised will already have been considered and addressed through the grant of planning permission.

Changes Made

None.

Additional or Alternative Sites

Land south of Oxtan Road (G06.1PA)

Bellway Homes, Metacre and Persimmon are promoting sites on land off Oxtan Road. The site is assessed as being 'suitable' for development (The Greater Nottingham Growth Options Study (July 2020)) and is safeguarded by the Gedling Local Plan Part 2 and identified as the "North-West Quadrant Urban Extension" in the Calverton Neighbourhood Plan (2017). Bellway Homes consider that the site represents an opportunity for a mixed-use scheme, incorporating approximately 555 dwellings, a food store, Public Open Space, green infrastructure, landscaping and biodiversity enhancements and pedestrian, cycle, and vehicular access. Persimmon consider that there is no sound reason that the safeguarded land should not be allocated. The site can accommodate up to 650 dwellings as supported by the conclusion of the 2022 SHLAA.

Bellway Homes referred to a shortfall of housing in Gedling Borough by 2041 of around 632 homes and also raised concerns over the deliverability of the Top Wighay Farm site within the timescales assumed. Consideration should be given as to whether the plan should focus growth elsewhere instead of relying on the extension of an allocation to deliver around 18% of Gedling Borough's housing needs. No further sites would be needed through the Part 2 Local Plan process, allowing the comprehensive strategic planning of the Greater Nottingham area. The land off Oxtan Road is therefore in a highly accessible location for local services and benefits from sustainable public transport access.

A local landowner agreed with assessments of the six reasonable alternatives apart from this site. Capacity is 450 dwellings and adjoins existing site, so should be considered strategic. Unclear how the capacity of site has been assessed. Propose new strategic allocation at G06.1PA to include a minimum of 450 homes and a food store. Site is safeguarded land and as much housing as possible should be provided on non-Green Belt sites in light of NPPF revisions to be adopted by March 2023.

Councils' Response

The site has been considered through the site selection process which concludes that the site is not being considered for allocation as a strategic site. Further consideration will be given as to whether part of the site is appropriate for allocation within the subsequent Local Plan.

The site adjoins an existing allocation adjoining the Key Settlement of Calverton and comprises most (but not all) of the existing area of safeguarded land. The area of safeguarded land which is not included within this reasonable alternative site is identified as Local Green Space in the Calverton Neighbourhood Plan. Development of the site would encroach upon the rural and open landscape setting and have an impact on the setting of the Scheduled Monument Roman Camp on Whinbush Lane and setting of grade II Listed Lodge Farm. The level of impact would be high. Account would need to be taken of the ppSPA and potentially the need for some landscape buffers.

Changes Made

None.

284 Longdale Lane, Ravenshead

The landowner identifies this 9-acre site as a location for affordable housing and or council housing built on it.

Councils' Response

This site is not considered to be strategic and will be considered through the preparation of the subsequent Local Plan.

Changes Made

None.

Land at Middlebeck Farm, Mapperley (G07.2/G07.3PA)

Barwood Land consider this site suitable for housing as it meets the overall strategy and contributes towards the additional housing need identified by them. Submissions have previously been made, and the site was assessed under 2022 SHLAA.

Conlon Construction Ltd support paragraph 4.4 and the concept of the 20-minute neighbourhood. It is considered that the GNSP and the subsequent Gedling Local Plan should focus on the Mapperley/Mapperley Plains area for new growth, being sustainable and generating land values to support investment. Two masterplans are provided showing how 500 and 1000 homes could be delivered north of Spring Lane and east of the B684.

Councils' Response

The site has been considered through the site selection process, which concludes that site is not being considered for allocation as a strategic site. Further consideration will be given as to whether part of the site is appropriate for allocation through the subsequent Local Plan

The site adjoins the main urban area to the east, although is separated from the urban area to the south. Development would be likely to impact on the landscape character area of the Lambley Dumble and encroach into views of the Dumbles from Mapperley Plains. Consequently, the capacity of the site would be reduced to a level which is not considered to be strategic in scale.

Changes Made

None.

Land at Stockings Farm, Redhill (G07.1PA)

Duplicate comments submitted by Langridge Homes and Hammond Farms as joint owners of the site. This site accords with the planning strategy and could accommodate 700 dwellings (plus a P&R site and employment park) or 1000

dwellings (with a reduced employment area and no P&R). Other facilities would include a primary school, neighbourhood centre, health centre, library, community centre and sports fields. Access would be from Leapool Island and Lime Lane. Mansfield Road is a well-served public transport corridor. Bestwood Country Park could be extended through the development to connect with the NTWT LWS along Calverton Road. Development could commence in 2028/29 and completion is anticipated in around 10 years. However, it is acknowledged that the site would be partly dependent on a very congested section of the A60 Mansfield Road between Leapool Island and Oxclose Lane.

Councils' Response

The site has been considered through the site selection process which concludes that the site is not being considered for allocation as a strategic site. Further consideration will be given as to whether part of the site is appropriate for allocation through the subsequent Local Plan.

The site adjoins the main urban area. The southern part of the site south of the ridgeline has planning permission for 148 homes. Additional development to the north would add traffic to the heavily congested A60 corridor. The extension to the north would encroach onto and go beyond the ridgeline north of Arnold into open countryside.

Changes Made

None.

New Farm, Redhill (Formally Land to the west of the A60) (G05.1/G05.2PA)

Trinity College promote New Farm for strategic residential led growth. The site accords with the proposed settlement hierarchy. Housing and employment growth in this location, with land for a park and ride, a primary school, a mixed-use centre, open space and GI would represent sustainable development. A reduced area is now promoted, addressing concerns around heritage and landscape. The site has a low Green Belt score. Development could help deliver a park and ride and a spine road to priorities bus use as well as GI benefits.

Councils' Response

The site has been considered through the site selection process which concludes that the site is not being considered for allocation as a strategic site. Further consideration will be given as to whether part of the site is appropriate for allocation through the subsequent Local Plan.

The site adjoins the main urban area, and the Green Belt is of relatively low value in this location. However, the site would add traffic to the heavily congested A60 corridor. Alternative means of transport in the form of a park and ride would be required in the vicinity of the A60 Leapool roundabout to encourage more sustainable modes of transport with routes through the development site and extensive improvements to existing junctions are likely to be required. The site is extensive and breaches the ridgeline north of Arnold encroaching into open

countryside. Significant adverse impacts on the landscape would result from development extending into countryside beyond the ridge line. Development in the vicinity of Bestwood Pumping Station would have a major impact on the setting of the Bestwood Pumping Station Grade II Listed Building and historic Registered Park and Garden.

In response to the representations submitted on the Preferred Approach, County Highways have commented that *'The surrounding road network is already heavily congested and any further traffic will not be acceptable for any safe movement of traffic in the area. Alternative means of transport in the form of a park and ride would need to be considered in the vicinity of the A60 Leapool roundabout to encourage more sustainable modes of transport with route/s through the development site to alleviate any further congestion on the A60 traffic corridor which cannot accept any further significant traffic impacts. Surrounding roads would also need to be assessed to ensure that they could accommodate any additional traffic. The site would require **a revised Transport Assessment and traffic modelling in support of any application to assess the traffic impacts in the area.** If the site is pursued then the development would need to have **multiple junctions** onto the highway network. Junctions would need to be designed to Nottinghamshire County Councils Highway Design Guide. Due to the scale of development, significant highway and transport infrastructure improvements would be required. Please note that there are two points of access from Queens Bower Road onto Bestwood Lodge Drive which is a cul de sac and due to the capacity of the existing residential estate roads in this area a max of 400 dwellings could be served from the south western boundary of the site but this should include any other committed developments and existing housing leading up to the site.'*

Changes Made

None.

North of Killisick Lane (part)

The landowner is promoting part of the North of Killisick Lane site which is allocated in the Local Planning Document for non-strategic development. It is noted that the land has already been removed from the Green Belt and a development brief proposes that the principle vehicular access into the wider H8 allocation is from Killisick Lane and the GBC land to the south-east of the site. Given that Gedling Borough Council has announced that it has scrapped plans to sell its land within the allocation, the client's land is still available for development and can be accessed from Strathmore Road. The capacity of the site is 55 dwellings at 23 dwellings per hectare.

Councils' Response

Noted. The site is already allocated in the Local Planning Document for non-strategic development. Gedling Borough Council agreed at Cabinet on 5th October 2023 to dispose of the land at Killisick Lane.

Changes Made

None.

Preferred and Additional or Alternative Sites in Nottingham City

Preferred Sites

Boots - Nottingham

Comments were received from the following:

Environment Agency (EA) and Nottingham Students' Partnership.

Summarised Comments from statutory organisations

The EA has supplied detailed consultation responses to ensure that the Boots site can be made viable. The EA have no further comment to make in addition to those already supplied under 14/00515/POUT and 14/02038/POUT and the subsequent requests for discharge of conditions.

Summarised Comments from other organisations

Nottingham Students' Partnership commented that care should be taken to ensure routes from the Boots site to University Park are maintained and allow for safe crossing of roads including University Boulevard. Some thought should be given to how students with various needs can be included in the mix of housing, to maximise their integration in the communities whilst minimising the risks of higher-density areas.

Councils' Response

The above comments are noted. As the site already has planning consent, any issues raised will already have been considered and addressed through the grant of planning permission.

Changes Made

None

Broad Marsh

Comments on this site were received from the following:

Elton Garden Village Landowner Consortium, The Environment Agency, Lidl GB Ltd, National Highways, Natural England, Nottingham Local Access Forum and Global Mutual (on behalf of Victoria Centre Ltd).

In addition to the above stakeholders one local resident submitted representations on this site.

Summarised Comments from statutory organisations

The Environment Agency commented that the site lies primarily within flood zone 1 with a small section of the red line boundary located within flood zone 2. Any development proposed within FZ2 the LPA should apply National Flood Risk Standing Advice (NFRSA).

Natural England advised that a comprehensive approach to green infrastructure should be taken across the site, connecting the Green Heart of the proposed development with the wider green infrastructure network across the city. A long-term GI management and delivery Plan should be agreed and implemented.

National Highways advise that development at Broad Marsh is likely to have a low impact on the Strategic Road Network and is likely to be acceptable to National Highways.

Summarised Comments from developers

One landowner commented that using their knowledge of the housing market, the numbers attributed to the Broad Marsh site between 2028/29 to 2032/33 seem inflated. Failure to gain Government funding as part of the Levelling Up Fund Initiative may have significant consequences on the delivery of the site. To take account of these funding issues, they would recommend that the trajectory is revised.

Another response highlighted that the strategy for housing in the plan area takes greater account of the 20-minute neighbourhood and ensuring that communities have access to facilities and amenities. As such, the 7 allocations (including Broad Marsh) should include reference to retail, and amenity uses.

Another landowner within the City Centre commented that it is crucial that all site allocations being brought forward should be the subject of appropriate transport assessments and parking surveys to ensure that they do not result in parking stress and harmful highways impacts.

Summarised Comments from other organisations

Nottingham Local Access Forum commented that 'Other uses' should include 'routes for active travel'. The site encompasses the location of several historic routes and its permeability is important to access throughout the city centre.

Summarised Comments from local residents

A local resident is concerned that the homes built at the Broad Marsh will be flats or student accommodation.

Councils' Response

National Highways comments are noted.

The redevelopment is likely to incorporate more green spaces than the previous development and be more permeable.

Changes Made

The trajectory for dwelling development has been put back.

Stanton Tip - Hempshill Vale

Comments on this site were received from the following:

Environment Agency (EA), Flood Risk Management Officer at Nottingham City Council, National Highways, Nottingham Local Access Forum and Omnivale Ltd / Newsholme Developments.

Summarised Comments from statutory organisations

Nottingham City Council commented that early engagement would need to be undertaken with the Flood Risk Management team due to complexities of draining this site, downstream impacts and consideration of existing watercourses and ditches on site which all feed into the River Leen.

The EA commented that the site lies fully within flood zone 1 therefore the EA have no fluvial flood risk concerns associated with the site. Given the previous use of the site there is a possibility that land contamination may be present. Policy RE7 point 3.183 of the Adopted Local Plan Part 2 requires that the development of the site provides suitable remediation of the land. The site is situated on a secondary aquifer and care needs to be taken to protect the groundwater resource. Given the previous use, future development will need to demonstrate that contamination risks will be adequately addressed through the course of the development.

National Highways advise that development at Stanton Tip is likely to have a medium impact on the Strategic Road Network and is likely to be acceptable to National Highways.

Summarised Comments from developers

Omnivale Ltd / Newsholme Developments are part owners of the Stanton Tip (with the balance owned by Nottingham City Council). They fully supported the regeneration of Stanton Tip but do not wish to end up in a situation where the physical site characteristics and economic circumstances (including the approach to Homes England) confirm that the site is not viable for housing development, yet a reversion to employment-led development (for which the site is eminently suitable) would be considered as a policy departure. The respondents commented that the current strategic proposals for Stanton Park are for housing-led mixed development and includes 5-10 hectares for employment use. This element could however be significantly increased up to 25ha and identified as a strategic distribution site.

Summarised Comments from other organisations

Nottingham Local Access Forum commented that 'Other uses' should include green infrastructure and open spaces, and routes for active travel. Re 'Transport'. The Forum welcomes the acknowledgement of existing informal rights of way, but these need to be accommodated in the planned development.

Councils' Response

Omnivale Ltd / Newsholme Developments have confirmed that they are in further negotiation with Homes England, who they believe may be able to assist meet the Council's aspirations of the development of housing on the site.

Changes Made

None

Alternative or Additional Sites

Victoria Centre, Nottingham City Centre

Victoria Centre Ltd commented that this site should be allocated within the Greater Nottingham Strategic Plan for a suitable mix of uses, including retail and complementary uses such as residential, employment, office, commercial, leisure and entertainment, to promote a diverse and vibrant City Centre, assist Nottingham City Council in meeting its total housing need and in accordance with national planning.

Councils' Response

Site wasn't a Growth Options site. Development is likely to be incremental unlike a total redevelopment of the Broad Marsh
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Changes Made

None

Former City College

Keepmoat Homes consider that the Former City College, Carlton Road site is suitable and deliverable for residential development of circa 150 family homes for the following reasons and should be reassessed as part of the GNSP. The site whilst currently allocated as open space is largely not accessible to the public particularly the northern field due to the lack of public rights of way running through the site and it being fenced off to the north. The site is therefore underused and in particular the northern field does not form a recreational function to the wider community. There is potential for a cohesive masterplan to deliver family homes and other enhancements such as biodiversity and improved open space. The site is deliverable and under option to a developer and can be delivered early in the plan period to meet immediate need.

Councils' Response

Site wasn't a Growth Options site. It is not considered strategic based on the number of dwellings.

Changes Made

None

North Ruddington

The site is being promoted for 500 dwellings. The northern area of this site is within Nottingham City; however, the majority is within Rushcliffe. See summary of comments within Additional or Alternative Sites in Rushcliffe.

Councils' Response

The site is strategic in scale and located adjacent to Ruddington, which is identified as a Key Settlement the GNSP Preferred Approach. While it is proposed that all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP, there is no requirement for the allocation of any new strategic housing sites in Rushcliffe. The part which lies in the City is not of a strategic scale, and development is not feasible separately from the part lying within Rushcliffe Borough. The site is located within Green Belt in a sensitive location preventing coalescence of the principal urban area and Ruddington. The site is in the Open Space Network and a SSSI and LWS abuts the site and is neither deliverable nor developable at present.

Changes Made

None.

Preferred and Additional or Alternative Sites in Rushcliffe

Preferred Sites

Former RAF Newton (R02.2PA)

Comments on this site were received from the following:

Ceylon Tea Growers Association, Environment Agency, Harworth Group, National Highways, Newton Nottingham LLP, Elton Garden Village Landowner Consortium. Harworth Group and Lidl GB Ltd.

In addition to the above stakeholders one local residents submitted representations on this site.

Summarised comments from statutory organisations

The Environment Agency has no comments to make as it provided extensive comments at outline application stage.

National Highways has assessed the site as having a Medium potential impact on the Strategic Route Network.

Summarised comments from developers

Three developers noted that the site is allocated in the Rushcliffe Local Plan Part 1: Core Strategy in 2014 and the approach to include it in the CS Review is not 'pro-growth'. It would be more appropriate to include this development as a committed development to allow other strategic sites to be considered.

Newton Nottingham LLP supports the retention of the allocation and has made representations to expand the allocation to the west. The Green Belt boundary at RAF Newton should be reviewed to allow for future expansion of the allocation. The size of the allocation does not support the delivery of other uses and is reason to consider an expansion of the site to the west. Please note a reserved matters application has been submitted for commercial space.

Summarised comments from other organisations

A major retailer proposed that the allocation include a reference to retail, and amenity uses to ensure they are consistent with the Plan's vision of the 20-minute neighbourhood.

Summarised comments from local residents

Comments from one local resident highlighted: pressure on local services in Radcliffe-on-Trent and Bingham, especially secondary schools, where sites at Toothill and Radcliffe-on-Trent are already cramped with no possibility for expansion without building on school sports fields; the impacts on limited parking in Bingham and Radcliffe-on-Trent as people are unlikely to make trips by foot or cycle; and that it is unlikely that the developer would use local builders.

Councils' Response

As the site already has planning consent and is under construction, many of the issues raised have already been considered and addressed through the grant of planning permission.

The proposed approach to housing provision and distribution within Rushcliffe is outlined in the Publication draft of the GNSP and Housing Background Paper. While it is proposed that all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP, there is no requirement for any of the allocations to be enlarged. In this case it would require land to be released from the Green Belt and exceptional circumstances do not exist to justify this.

It is necessary to carry the strategic allocation forward from the previous local plan as its delivery is still ongoing and could be the subject of further planning applications.

Changes Made

The site's policy is carried forward from the Rushcliffe Local Plan Part 1: Core Strategy without any substantive changes.

North of Bingham (R03.3PA)

Comments on this site were received from the following:

Elton Garden Village Landowner Consortium, Environment Agency, National Highways and Harworth Group.

In addition to the above stakeholders three local residents submitted representations on this site.

Summarised comments from statutory organisations

The Environment Agency have supplied extensive comments on this site and have no further comments to make.

National Highways has assessed the site as having a high potential impact on the Strategic Route Network.

Summarised comments from developers

Developers highlighted that the site was allocated in the Rushcliffe Local Plan Part 1: Core Strategy in 2014 and the approach to include it in the CS Review is not 'pro-growth'. It would be more appropriate to include this development as a committed development to allow other strategic sites to be considered.

Summarised comments from local residents

Comments from local residents opposed further development of the site, due to the increased traffic that would occur and the limited parking within Bingham. This is compounded by the absence in improvements to public transport, active travel options in the town.

Environmental concerns were raised, notably the loss of agricultural land. Laos that the country park and lake had not yet been delivered.

There were a number of comments regarding the impacts on character and that the development so far is over crammed, could be anywhere and that further development undermines the market town character.

Concerns were also raised regarding pressure on local services in Bingham, especially health services and the secondary schools.

Finally, that it is unlikely that the developer would use local builders.

Councils' Response

As the site already has planning consent and is under construction, many of the issues raised have already been considered and addressed through the grant of planning permission. It is necessary to carry the strategic allocation forward from Rushcliffe Local Plan Part 1: Core Strategy as its delivery is still ongoing and could be the subject of further planning applications.

Changes Made

The site's policy is carried forward from the Rushcliffe Local Plan Part 1: Core Strategy without any substantive changes.

Cotgrave Colliery (R08.5PA)

Comments on this site were received from the following:

Environment Agency, National Highways, Elton Garden Village Landowner Consortium and Lidl GB Ltd.

In addition to the above stakeholders one local residents submitted representations on this site.

Summarised comments from statutory organisations

The Environment Agency has no comments to make as it provided extensive comments at outline application stage.

National Highways assessed the site as having a Low potential impact on the Strategic Route Network and likely to be acceptable to National Highways.

Summarised comments from developers

Elton Garden Village Landowner Consortium: It is noted that the site was allocated as part of the Rushcliffe Part 1 Local Plan, which was adopted in 2014.

Summarised comments from other organisations

Lidl GB Ltd proposes that the allocation include a reference to retail, and amenity uses to ensure they are consistent with the Plan's vision of the 20-minute neighbourhood.

Summarised comments from local residents

The site needs to be connected to Cotgrave precinct via a proper cycle path.

Councils' Response

The above comments are noted. The site already has planning consent and is substantially built out, with all residential development completed.

It is appropriate to carry the site forward as a strategic allocation from the Rushcliffe Local Plan Part 1: Core Strategy. While residential development on the site has been completed, delivery of part of the employment land remains outstanding.

Changes Made

The site's policy is carried forward from the previous plan except for those elements of the policy relating solely to the delivery of residential, which are now superfluous and need not be repeated.

Melton Road, Edwalton (R10.5PA)

Comments on this site were received from the following:

Environment Agency, National Highways, Harworth Group, British Horse Society, Ceylon Tea Growers Association and Elton Garden Village Landowner Consortium

Summarised comments from statutory organisations

The Environment Agency has no comment to make on this site.

National Highways has assessed the site as having a medium potential impact on the strategic route network.

Summarised comments from developers

Three developers/landowners stated that the site was allocated in the Rushcliffe Local Plan and the approach to include it in the CS Review is not 'pro-growth'. It would be more appropriate to include this development as a committed development to allow other strategic sites to be considered.

Summarised comments from other organisations

The British Horse Society has concerns that the PROW BR2 is directly impacted by the development. The Active Travel Partnership (Ramblers, British Horse Society, cycle and inclusion groups) notes that equestrians are not included in the 'Transport' section of the site information. Equestrians should be included in all active travel routes and a Walking, Cycling, Horse-riding Assessment and Review (WCHAR) should be carried out on all trunk roads.

Councils' Response

The above comments are noted. As the site already has planning consent for most parts of the site and is under construction, many of the issues raised have already been considered and addressed through the grant of planning permission.

It is necessary to carry the strategic allocation forward from the Rushcliffe Local Plan Part 1: Core Strategy as its delivery is still ongoing and could be the subject of further planning applications.

Changes Made

The site's policy is carried forward from the Rushcliffe Local Plan Part 1: Core Strategy but with changes to it to reflect latest circumstances. This includes that housing delivery will be for around 1,800 homes in order to reflect how many homes have been built to date and those planning permission still to be delivered.

East of Gamston/North of Tollerton (R11.5PA)

Comments on this site were received from the following:

Barratt David Wilson Homes, Canal and River Trust, DAQS Ltd, Elton Garden Village landowner consortium, Environment Agency, Grantham Canal Society, Harworth Group, Lidl GB Ltd, Radcliffe on Trent Residents' Association, Sport England and National Highways.

In addition to the above stakeholders nineteen local residents submitted representations on this site.

Summarised comments from statutory organisations

The Environment Agency had no concerns regarding fluvial flood risk. They advised that future development would need to demonstrate that contamination risks will be adequately addressed through the course of the development. Guidance on managing risks from land contamination can be found at [Land contamination risk management \(LCRM\) - GOV.UK \(www.gov.uk\)](http://www.gov.uk).

National Highways confirmed their acceptance of the principle of the allocation. They reaffirmed that any scheme coming forward would be required to provide highways infrastructure and developer contributions to the A52 Nottingham junctions.

Summarised comments from developers

A majority of developers noted that there have been delays to the delivery of this site since its allocation in the Local Plan Part 1, with the availability and deliverability of the site being questioned. The developers noted that no dwellings have been built, and no planning permission has been granted either. It was noted that an outline planning permission has been submitted on part of the site. Yet concerns were raised due to the inability of the landowners to collaborate on a comprehensive application for the entire site, the lack of a political appetite for the application until a comprehensive masterplan is approved for the entire allocation, and that there is no indication of a decision being reached since the applications validation two years ago, given the outstanding objection from National Highways. DAQS Ltd were specifically concerned with the inadequate infrastructure in the area, particularly at Wheatcroft roundabout and the poor planning for pedestrian/cycle routes through Tollerton and crossing the A52.

It was suggested by Barratt David Wilson Homes and Harworth Group that the site could be safeguarded for future development within the Strategic Plan so that it can

come forward when and if it is deliverable. The Elton Garden Village landowner consortium stated that the site should not be allocated within the Strategic Plan and should be replaced by more suitable and deliverable alternative sites until the challenges facing the site have been overcome.

Lidl GB Ltd suggested that to be consistent with the Strategic Plan's vision of a 20-minute neighbourhood, the allocation should reference retail and amenity uses.

Summarised comments from other organisations

The Canal and River Trust own and maintain the Grantham Canal that adjoins the northern boundary of the allocation and requested that the allocation does not adversely affect the future restoration of the canal. They noted the canal's designation as a Local Wildlife Site and stated that the creation of a green corridor along the canal would support the value of the canal as a wildlife habitat. They stated that the canal towpath has the potential to provide a leisure and recreational resource for future residents as well as an active travel link to Cotgrave and Gamston.

The Grantham Canal Society and the Radcliffe on Trent Residents' Association suggested that the Grantham Canal is referred to as a blue-green corridor to recognise the water element of the Canal. They both referenced the benefit that improvements to the canal would have to wildlife and the public's health and wellbeing.

Sport England provided their comments that they had submitted to the outline application that covers part of the site. They currently do not support the development as there remains a number of unanswered questions regarding the design, quantity, type and location of the onsite provision for sport and more generally connectivity.

Summarised comments from local residents

A majority of comments from local residents discussed the Grantham Canal, with many requesting that the canal is referred to as a blue-green corridor to recognise the water element. It was suggested that the canal was connected back to the national canal network. One comment specifically requested restoring the canal up to the River Trent, and one comment specifically requested restoring the canal under Gamston Lings Bar Road. One comment was disappointed that the Strategic Plan did not include investment into re-watering the canal. It was suggested that a Section 106 agreement is used to require the developers of the site to restore the section of the canal running alongside the land to a useable state.

Multiple comments discussed the benefits restoring the canal could have, including increasing tourism to the area, improving the recreational offerings such as paddle boarding, improving the wellbeing of the local residents and enhancing the canal as a wildlife habitat.

A few comments opposed the allocation of the site. It was raised that currently the site is good agricultural land, supports a variety of wildlife, and currently provides an emergency refuel station for helicopters. One comment suggested that the allocation of the site would enable the creation of a single West Bridgford-Edwalton-Tollerton suburban sprawl.

Four comments criticised the infrastructure provision, stating that there is not suitable provision for cycling and walking. Suggestions included the need for off road access to West Bridgford, traffic calming measures in Gamston and the need to connect the canal to both sides of the A52, possibly via a new footbridge or tunnel.

Councils' Response

Since the site was allocated for mixed use development within the Rushcliffe Local Plan Part 1: Core Strategy in 2014, its delivery has been significantly delayed. This, principally, has been due to a lack of agreement or collective endeavour between the various landowners in bringing development forward. However, more recently, progress has been much more positive and there is confidence now that delivery on site can start over the next few years without any further significant delays.

The Council is currently preparing a site-wide masterplan and development framework for the site, which it expects to adopt as a Supplementary Planning Document (SPD) within the next 12 months. The SPD will shape and support site delivery, including the provision of on and off-site infrastructure, and establish a framework to enable separate planning permissions to be approved for different parts of the site.

There are currently two major applications, which have been submitted to Borough Council for determination, covering around 80% of the strategic allocation's overall site area. It is expected that each will be determined once the SPD has been adopted.

The latest expectations in respect of site delivery are considered realistic based on current circumstances. As it is, no allowance is made for the first homes to be delivered on site until 2028/29. Thereafter, it is expected that the site will make a sizeable contribution to overall housing delivery on an annual basis.

Many of the detailed points made in the comments to the GNSP's preferred approach are being considered and addressed as part of the SPD's preparation.

Changes Made

The site's policy is carried forward from the Rushcliffe Local Plan Part 1: Core Strategy but with some changes to the site-specific policy to reflect latest circumstances. It is proposed the site will accommodate around 4,000 homes.

South of Clifton (R15.5PA)

Comments on this site were received from the following:

Barratt David Wilson, Ceylon Tea Growers Association, Crown Estate, Elton Garden Village Landowner Consortium, Environment Agency, National Highways, Oxalis and Lidl GB Limited.

Summarised comments from statutory organisations

The Environment Agency have no further comment to make on this application in addition to those supplied on the outline application.

National Highways has no objection as the site already has planning consent.

Summarised comments from developers

One response considered that the projection of 250 dwellings being completed per annum from 2025 is unrealistic based upon the position in relation to the amount of detailed planning applications in the planning process at the moment, and that the forward delivery rates do not appear to account for the fact that detail planning permission has not yet been granted for over 80% of the total allocation in terms of housing.

Four responses from developers and landowners stated that based upon Lichfield's 'Start to Finish' Report (February 2020), the full 3,000 dwellings expected from the site will not be delivered in the plan period. In addition, one response stated that high design code standards will also hamper delivery.

One planning consultant disagreed with the Green Belt Review in respect of area FAR/A compared to the results of the previous green belt review.

Lidl GB Limited consider that given the 20-minute neighbourhood concept, reference to retail should be made within the South of Clifton strategic allocation (R15.5PA).

Councils' Response

As the site already has planning consent and is under construction. It is necessary to carry the strategic allocation forward from Rushcliffe Local Plan Part 1: Core Strategy as its delivery is still ongoing and could be the subject of further planning applications.

The site has made considerable progress since planning permission was granted in 2019, with substantial parts of the site now under construction. The delivery of an average of 250 dwellings per annum is considered realistic for a site with multiple points of access across the site and multiple developers involved in delivering the site.

Changes Made

The site's policy is carried forward from the Rushcliffe Local Plan Part 1: Core Strategy without any substantive changes.

Ratcliffe on Soar Power Station (RBC-EMP-01)

Comments on this site were received from the following:

Barton in Fabis Parish Council, Gotham Parish Council, Kingston on Soar Parish Council, Ratcliffe on Soar Parish Council, Thrumpton Parish Meetings, Historic England, Environment Agency, Natural England, Nottinghamshire County Council, British Gypsum and Hallam Land Management.

Comments were received from two RBC Council members for Gotham and Sutton Bonington.

In addition to the above stakeholders two local residents submitted representations on this site.

Summarised comments from statutory organisations

Historic England have no objections to the proposed Local Development Order at the Power Station. They stated that the redevelopment will involve changes to the setting of designated heritage assets from the loss of the existing power station (a prominent landmark) and the construction of new structures. They confirmed that impacts will need to be addressed as part of any future planning application.

The Environment Agency have no objections to the proposed Local Development Order at the Power Station. They have provided comments, as part of their formal response to the consultation of the Order, which recommended conditions related to Groundwater & Contaminated Land, Biodiversity, Fisheries & Geomorphology and Water Quality and provided advisory comments related to Flood Risk and Regulated Industry.

Natural England have stated that blue and green infrastructure should be integral to the development at the Power Station. They recommended that opportunities to make green connections to the Trent Valley should be taken by enhancing and creating natural habitats and improve accessibility.

Summarised comments from developers

One response from the development industry was supportive of the redevelopment of the Power Station. The site promoter, in this instance, requested that the next version of the Strategic Plan include a site allocation boundary which confirms the sites removal from the Green Belt.

British Gypsum stated that whilst they were not initially consulted on the Local Development Order, they have now been involved. They consider that the safeguarded mineral could be extracted, and the Local Development Order implemented to the benefit of all parties. They stated that appropriate remediation of the site could offer substantial benefits to the Ratcliffe-on-Soar Local Development Order.

Summarised comments from other organisations

Two RBC Councillors, Gotham Parish Council, Kingston on Soar Parish Council, Ratcliffe on Soar Parish Council and Thrumpton Parish Meetings were supportive of the redevelopment of the Power Station as an international centre for the development of zero carbon technology. They requested that a condition be imposed so the site cannot be used for general industrial uses, which would undermine the employment objectives of the Strategic Plan. They stated that in order to demonstrate the exceptional circumstances needed to remove the Power Station from the Green Belt, the site must be used in a way that significantly assesses the climate emergency.

In terms of the Green Belt, they stated that there is a significant difference between land north and south of the Power Station. Land to the north is previously development land, land to the south is not. They therefore advised that the site be

treated as two distinct areas, with tighter land and design controls for development to the south.

The RBC councillor for Sutton Bonington was supportive of the above comments. They also recommended the inclusion of Winking Hill Farm within the Freeport/Local Development Order development as it would enable a more appropriate access to the land south of the A453, as well as the intolerable impacts to the residents of the farm. They also requested that development on the entire Winking Hill Farm site should be allowed only if RBC-EMP-01 is developed.

Nottinghamshire County Council requested that the Strategic Plan and its allocation of the Power Station takes full account of mineral safeguarding issues. They also requested that the Strategic Plan requires the development of a local heat network to serve the Power Station, using waste heat that will be generated from the EMERGE energy from waste plant (which benefits from full planning permission).

Summarised comments from local residents

One local resident requested that Winking Hill Farm is included as part of the proposed Local Development Order for the Power Station. They stated that, as currently proposed, the farm is to have buildings (up to 40m high) on 3 sides and a proposed battery development on the remaining side. They commented that this is unacceptable and that it is ridiculous that the farm has not been included in the Local Development Order site area.

The other local resident requested that a Local Cycling and Walking Infrastructure Plan is created for safe cycle routes between the Power Station and settlements within a 5-mile radius of the site. They specifically requested a cycle/foot bridge across the River Trent (near Red Hill & Cranfleet Farm).

Councils' Response

The site already has planning consent following approval of the Ratcliffe on Soar Local Development Order (LDO) in July 2023. Many of the issues raised have already been considered and addressed through the grant of planning permission.

It is appropriate, following approval of the LDO, for the site to now be allocated within the GNSP for employment, including an element of potential strategic distribution and for the land to be removed from the Green Belt. The proposed approach to employment and strategic distribution within Rushcliffe, and this site specifically, is outlined in the Publication GNSP and Employment Background Paper.

No further land is required to support delivery of the Power Station's redevelopment and, due to this, further Green Belt release cannot be justified.

Changes Made

The site's proposed allocation for employment, with an element of potential strategic distribution, was outlined at the Preferred Approach stage. This is still considered a valid approach. A suitably worded policy is included in the GNSP to support the delivery of appropriate mix of employment uses on site and levels of

development overall. The site's allocation and policy within the GNSP accords with the approved LDO.

Additional or Alternative Sites

Land north of Abbey Lane, Aslockton

The site is being promoted by Davidsons Developments and Avant Homes for residential development delivering a proportionate village extension outside of the Green Belt that would help meet local housing needs. The proposed development would provide the opportunity for younger residents (and older people wishing to downsize) with links to the village to access local housing and will help to maintain a balanced community.

There are no environmental constraints, and the site would be designed to conserve the setting of the Conservation Area. The site is well served by existing infrastructure and services.

Councils' Response

The proposed approach to housing provision and distribution within Rushcliffe is outlined in the Publication GNSP and Housing Background Paper. While it is proposed that all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP, there is no requirement for the allocation of any new strategic housing sites.

Changes Made

None.

Bingham North and East (R03.1PA)

The Crown Estate believes that the preferred approach should identify this site as either a preferred location or a reserve site as: it is the only location identified in the Growth Options Study as suitable, which is outside of the Green Belt; Bingham is a key rural services centre, avoiding longer trips to Nottingham; it is within a Multi-modal transport corridor: A46; A52; Nottingham-Grantham railway line; bus network; it is in single ownership of the Crown Estate; it would reduce reliance on windfall sites; is consistent with 20-minute neighbourhood approach; and site is available, suitable, and achievable.

Para. 5.7 of the Plan wrongly states that no such opportunities exist to meet growth needs outside the Green Belt, an error that should be addressed by considering Bingham as a growth location or for allocation.

The Crown Estate submitted two concept plans in 2019: Option 1 – 800 homes; and Options 2a 2b – 2,500-2,700 new homes. These options need to be assessed as reasonable alternatives in the Sustainability Appraisal.

Councils' Response

The proposed approach to housing provision and distribution within Rushcliffe is outlined in the Publication GNSP and Housing Background Paper. While it is

proposed that all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP, there is no requirement for the allocation of any new strategic housing sites.

Changes Made

None.

Land north of Bunny C of E Primary School, Bunny

The site is being promoted for 50 dwellings by Metacre, including the provision of affordable housing, or an 100% affordable housing scheme. Metacre suggested that the development of the site could provide the opportunity for the expansion of the existing school and provide a drop off/set down area for the school. They also suggested that it could provide an opportunity for a community parking area to serve the nearby Church and Village Hall.

Metacre stated that the site is located within the Green Belt, adjoins the Conservation Area and is located near designated heritage assets. They stated that the site is not at risk from fluvial flooding, and there are no statutory or non-statutory wildlife sites within or adjoining the site.

Councils' Response

The proposed approach to housing provision and distribution within Rushcliffe is outlined in the Publication GNSP and Housing Background Paper. While it is proposed that all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP, there is no requirement for the allocation of any new strategic housing sites. Moreover, the site is not strategic in scale and would require Green Belt land release when the exceptional circumstances do not exist to justify this.

Changes Made

None.

Hollygate, Cotgrave

Cora considered that, based on representations made to the overall strategy, technical reviews and its vision for the site, that its land at Hollygate Lane, Cotgrave is suitable for development for up to 80 new homes

The identification of Cotgrave as a key settlement is supported and thus the site should be allocated.

Councils' Response

The proposed approach to housing provision and distribution within Rushcliffe is outlined in the Publication GNSP and Housing Background Paper. While it is proposed that all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP, there is no requirement for the allocation of any new strategic housing sites. The site would require Green Belt land release and the exceptional circumstances do not exist to justify this.

Changes Made

None.

Colston Gate, Cotgrave

Parker Strategic Land considered that, based on representations made to the overall strategy, technical reviews and its vision for the site, that its land at Colston Gate, Cotgrave is suitable for development.

The identification of Cotgrave as a key settlement is supported and thus the site should be allocated.

Councils' Response

The proposed approach to housing provision and distribution within Rushcliffe is outlined in the Publication GNSP and Housing Background Paper. While it is proposed that all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP, there is no requirement for the allocation of any new strategic housing sites. The site would require Green Belt land release and the exceptional circumstances do not exist to justify this.

Changes Made

None.

Land west of Cotgrave

IM Land considered that, based on representations made to the overall strategy, technical reviews and its vision for the site, that its land to the west of Cotgrave is suitable for development.

The identification of Cotgrave as a key settlement is supported and thus the site should be allocated.

Councils' Response

The proposed approach to housing provision and distribution within Rushcliffe is outlined in the Publication GNSP and Housing Background Paper. While it is proposed that all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP, there is no requirement for the allocation of any new strategic housing sites. The site would require Green Belt land release and the exceptional circumstances do not exist to justify this.

Changes Made

None.

Owthorpe Road, Cotgrave

CEG Land Promotions (UK) Ltd stated that given the lack of provision for strategic distribution across the plan area, there should be allocations provided for such uses. They consider that this site is of a size to contain strategic distribution uses and is in an appropriate location on the strategic road network with an access to markets.

Councils' Response

The proposed approach to employment and strategic distribution within Rushcliffe is outlined in the Publication GNSP and Employment Background Paper. The employment elements of all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP and the Ratcliffe on Soar Power Station site should be allocated for employment development, including strategic distribution. There is no further requirement for the allocation of any new strategic distribution sites. The site would require Green Belt land release and the exceptional circumstances do not exist to justify this.

Changes Made

None.

Land at Cropwell Bishop

The site is being promoted by Samworth Farms Ltd for 450-650 dwellings and 47 hectares of employment land to the west of Cropwell Bishop. The site is adjacent to the A46, providing easy access to the strategic highway network. Samworth Farms Limited stated that the site is suitable for release from the Green Belt, particularly as there is already significant development east of the A46 which urbanises the area. They identified no other constraints to development.

Councils' Response

In terms of the residential element on the proposal, the proposed approach to housing provision and distribution within Rushcliffe is outlined in the Publication GNSP and Housing Background Paper. While it is proposed that all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP, there is no requirement for the allocation of any new strategic housing sites.

In respect of new employment development, the proposed approach to employment and strategic distribution within Rushcliffe is outlined in the Publication GNSP and Employment Background Paper. The employment elements of all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP and the Ratcliffe on Soar Power Station site should be allocated for employment development, including strategic distribution. There is no further requirement for the allocation of any new strategic distribution sites.

The site would require Green Belt land release and the exceptional circumstances do not exist to justify this.

Changes Made

None.

Land north of Memorial Hall, Cropwell Bishop

The site is being promoted by Davidsons Developments Ltd for the development of 115 dwellings. The site was previously identified as a possible housing allocation

within the Rushcliffe Local Plan Part 2 but was not taken forward as part of the adopted Local Plan Part 2.

The site is located within the Green Belt, but Davidsons Developments Ltd concluded that the development of the site would not have significant harm in respect of the five purposes of the Green Belt. They stated that there are no other significant environmental constraints to the site.

Councils' Response

The proposed approach to housing provision and distribution within Rushcliffe is outlined in the Publication GNSP and Housing Background Paper. While it is proposed that all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP, there is no requirement for the allocation of any new strategic housing sites. The site would require Green Belt land release and the exceptional circumstances do not exist to justify this.

Changes Made

None.

Land North of Butt Lane, East Bridgford (R01.1PA)

The Stagfield Group commented that the site is a logical addition to the existing allocations in the Rushcliffe Local Plan Part 2 at East Bridgford. Alternatively, a smaller site at this location would be a suitable allocation or a reserve site in a review of Rushcliffe Local Plan Part 2.

Furthermore, a Green Belt Review is required to enable Nottingham City to meet its need and the 35% uplift – would provide exceptional circumstances for the release of land from the Green Belt. Logical to extend the village to the east as far as the A46 and the existing Green Belt boundary.

Councils' Response

The proposed approach to housing provision and distribution within Rushcliffe is outlined in the Publication GNSP and Housing Background Paper. While it is proposed that all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP, there is no requirement for the allocation of any new strategic housing sites. The site would require Green Belt land release and the exceptional circumstances do not exist to justify this.

Changes Made

None.

Stonebridge Drive, East Leake

Gladman Developments promotes its site off Stonebridge Drive based upon representations to overall strategy. East Leake is a key settlement suitable for further growth and there are no known constraints to the site's development.

Councils' Response

The proposed approach to housing provision and distribution within Rushcliffe is outlined in the Publication GNSP and Housing Background Paper. While it is proposed that all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP, there is no requirement for the allocation of any new strategic housing sites.

Changes Made

None.

West Leake Road, East Leake

Bloor Homes is promoting a site off West Leake Road for around 500 dwellings. It considers that the site is close to a range of facilities and is deliverable.

Councils' Response

The proposed approach to housing provision and distribution within Rushcliffe is outlined in the Publication GNSP and Housing Background Paper. While it is proposed that all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP, there is no requirement for the allocation of any new strategic housing sites.

Changes Made

None.

South of Rempstone Road, East Leake

David Wilson Homes is promoting Land South of Rempstone Road for around 500 dwellings. In its submission, it states that the majority of the site is within 1.25km of the village centre and that there are no constraints to development that cannot be overcome. In addition, it disagrees with the conclusion of the Borough Council's SHLAA the site would have a detrimental impact on the ridgeline is defined in the East Leake Neighbourhood Plan. It does not agree that the ridgeline in the neighbourhood plan is correct and has provided a landscape analysis in support of its argument.

Councils' Response

The proposed approach to housing provision and distribution within Rushcliffe is outlined in the Publication GNSP and Housing Background Paper. While it is proposed that all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP, there is no requirement for the allocation of any new strategic housing sites.

Changes Made

None.

Land between Elton and Orston ("Elton Garden Village")

The site is being promoted by the Elton Garden Village landowner consortium for a new mixed-use settlement which would include 3,000 dwellings. Elton Garden

Village landowner consortium suggested that the site could make a significant long-term contribution to Greater Nottingham's housing need.

The site lies outside of the Green Belt. The developable area is located within flood zone 1. The landowner consortium stated that future master planning will ensure that biodiversity enhancements and ecological mitigation are made to the landscape, respecting the Local Wildlife Site (LWS), adjacent SSSI site, trees and hedgerows. Master planning will also ensure that an appropriate buffer is kept in order to maintain the separation of Elton and Orston.

Elton and Orston railway station is located centrally within the site, running from east to west, and Station Road runs from north to south. The landowner consortium suggested that the presence of the rail station would help to support a new sustainable development in this location and allow the concept of a walkable neighbourhood to take form.

Councils' Response

The proposed approach to housing provision and distribution within Rushcliffe is outlined in the Publication GNSP and Housing Background Paper. While it is proposed that all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP, there is no requirement for the allocation of any new strategic housing sites.

Changes Made

None.

Land north-east of Gamston

The site is located to the north of the Gamston/Tollerton Sustainable Urban Extension and is being promoted for residential development by Taylor Wimpey and Barwood Land. The site is located within the Green Belt, but Taylor Wimpey stated that the site does not perform the purposes of the Green Belt. They therefore believe the site is in a suitable location to accommodate growth.

Councils' Response

The proposed approach to housing provision and distribution within Rushcliffe is outlined in the Publication GNSP and Housing Background Paper. While it is proposed that all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP, there is no requirement for the allocation of any new strategic housing sites. It is already the case that the adjacent existing strategic allocation will take well beyond the plan period to be fully completed, even without taking in any additional land. The site would require Green Belt land release and the exceptional circumstances do not exist to justify this.

Changes Made

None.

Land south-east of Gamston

The site is being promoted for residential development by Davidsons Developments Ltd. Alternatively, Davidsons Developments Ltd have suggested that the site could be identified as a reserve site or safeguarded for development beyond the Strategic Plan period.

Davidsons Developments Ltd have stated that they have an agreement in place with the landowner, enabling the land to come forward quickly, which could help facilitate the delivery of the Sustainable Urban Extension. They have also confirmed that their land has road frontage with the A52 and could provide one of the two junctions onto the A52 that is required to deliver the Sustainable Urban Extension.

Davidsons Developments Ltd stated that the site would adjoin the proposed Sustainable Urban Extension which has been removed from the Green Belt, and the design of the scheme would include a significant buffer between the site and West Bridgford and Tollerton to prevent coalescence. Apart from this, Davidsons Developments Ltd did not identify any other significant constraints to development.

Councils' Response

The proposed approach to housing provision and distribution within Rushcliffe is outlined in the Publication GNSP and Housing Background Paper. While it is proposed that all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP, there is no requirement for the allocation of any new strategic housing sites. It is already the case that the adjacent existing strategic allocation will take well beyond the plan period to be fully completed, even without taking in any additional land. The site would require Green Belt land release and the exceptional circumstances do not exist to justify this.

Changes Made

None.

Land off Gypsum Way, Gotham

Davidsons Developments is promoting a site to the south of its existing allocation off Gypsum Way. It considers that the site can be accessed through the allocated site, that there are no constraints to development and that the site is in a sustainable location benefiting from services and facilities.

Councils' Response

The proposed approach to housing provision and distribution within Rushcliffe is outlined in the Publication GNSP and Housing Background Paper. While it is proposed that all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP, there is no requirement for the allocation of any new strategic housing sites. The site would require Green Belt land release and the exceptional circumstances do not exist to justify this.

Changes Made

None.

Nicker Hill, Keyworth

CEG Land Promotions (UK) Ltd submitted this additional site, highlighting: its location adjacent to an existing Local Plan allocation and a logical extension; its capacity for 200-250 dwellings and open space; is deliverable within 5 years - suitable, available and achievable; would address deprivation issues since colliery closure; is within good commuting location for Nottingham; has a good range local services; the site has a low-medium importance for Green Belt; is well-enclosed by Stanton-on-the-Wolds golf course to the east; and the land to the north-east is also controlled by GEC and together could form a strategic allocation.

Councils' Response

The proposed approach to housing provision and distribution within Rushcliffe is outlined in the Publication GNSP and Housing Background Paper. While it is proposed that all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP, there is no requirement for the allocation of any new strategic housing sites. The site would require Green Belt land release and the exceptional circumstances do not exist to justify this.

Changes Made

None.

Land East of Willow Brook, Keyworth

Mather Jamie promoted this site, noting the site would provide sustainable housing growth of c.45 dwellings at Keyworth requiring release of Green Belt land identified as of low/medium importance in the Council's Green Belt review.

Any potential coalescence with Stanton-on-Wolds could be addressed through sensitive design.

Councils' Response

The proposed approach to housing provision and distribution within Rushcliffe is outlined in the Publication GNSP and Housing Background Paper. While it is proposed that all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP, there is no requirement for the allocation of any new strategic housing sites. The site would require Green Belt land release and the exceptional circumstances do not exist to justify this.

Changes Made

None.

'New Kingston'

The site is being promoted by Hallam Land Management Limited for a new mixed-use settlement which would include 6,000 dwellings. The site is located adjacent Ratcliffe on Soar Power Station, which is earmarked for significant employment development, as well as East Midlands Parkway, which is included as part of the HS2 route. Hallam Land Management Limited suggested that the site provides an

opportunity for the Strategic Plan to safeguard land or highlight a Direction for Growth for a new settlement which would complement the proposed economic growth in the area.

The site lies within the Green Belt. Hallam Land Management Limited believe that given Ratcliffe on Soar Power Station is to be removed from the Green Belt, removing New Kingston from the Green Belt would allow for the creation of a new defensible Green Belt boundary using the West Leake Hills as a recognisable physical feature. The developable area of the site would be located within flood zone 1, and Hallam Land Management Limited stated that sensitive master planning would seek to protect existing landscape features and wildlife sites.

Councils' Response

The proposed approach to housing provision and distribution within Rushcliffe is outlined in the Publication GNSP and Housing Background Paper. While it is proposed that all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP, there is no requirement for the allocation of any new strategic housing sites.

In respect of new employment development, the proposed approach to employment and strategic distribution within Rushcliffe is outlined in the Publication GNSP and Employment Background Paper. The employment elements of all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP and the Ratcliffe on Soar Power Station site should be allocated for employment development, including strategic distribution. There is no further requirement for the allocation of any new strategic distribution sites.

The site would require Green Belt land release and the exceptional circumstances do not exist to justify this.

Changes Made

None.

Land at Owlthorpe Lane, Kinoulton

The site is being promoted by Mather Jamie who highlighted that the site consists of several agricultural field parcels and allotment gardens. It would provide sustainable housing growth and could be offered as an urban extension on the north-eastern edge of the village of Kinoulton.

Councils' Response

The proposed approach to housing provision and distribution within Rushcliffe is outlined in the Publication GNSP and Housing Background Paper. While it is proposed that all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP, there is no requirement for the allocation of any new strategic housing sites.

Changes Made

None.

Former RAF Newton

The Ministry of Defence promoted its landholding west of former RAF Newton. It considers that development could be expanded to include areas to the west, north and south which could potentially provide up to 25 ha of additional employment land, an additional 3,000 dwellings, together with open space and green infrastructure. Its co-dependent relationship with Bingham means there is an opportunity to create a critical mass of over 5,000 new dwellings around 60 ha of additional employment land in this broad strategic location which is in close proximity to the A52 and A46. This would reduce pressure on higher value Green Belt locations and enable the delivery of infrastructure improvements, including transport and environmental improvements.

Newton Nottingham LLP considers that an expanded allocation would enable the delivery of other uses to create a sustainable settlement. The size of the overall development at Newton thus far has compromised the ability to deliver certain uses on site. This is on account of the quantum of residential and, as such the population yield, being insufficient to support infrastructure.

Councils' Response

The proposed approach to housing provision and distribution within Rushcliffe is outlined in the Publication GNSP and Housing Background Paper. While it is proposed that all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP, there is no requirement for the allocation of any new strategic housing sites.

In respect of any new employment development, the proposed approach to employment and strategic distribution within Rushcliffe is outlined in the Publication GNSP and Employment Background Paper. The employment elements of all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP and the Ratcliffe on Soar Power Station site should be allocated for employment development, including strategic distribution. There is no further requirement for the allocation of any new strategic distribution sites.

The site would require Green Belt land release and the exceptional circumstances do not exist to justify this.

Changes Made

None.

Land at Radcliffe on Trent

The site is being promoted by Samworth Farms Ltd for 700 dwellings as an eastern extension to Radcliffe on Trent. The site was previously assessed as having a high potential for strategic growth in the Greater Nottingham Growth Options Study. The site is located within the Green Belt but has previously been assessed as suitable for release from the Green Belt.

The site is located adjacent to the railway and the A52. Samworth Farms Ltd stated that recent applications have demonstrated how new development can mitigate adverse impacts. Samworth Farms Ltd stated that the development of the site will

have no adverse impacts on the Upper Saxondale conservation area and has less of an impact to Upper Saxondale compared to other sites, particularly with regards to coalescence.

Samworth Farms Ltd stated willingness to explore connectivity over the train line as part of any development proposals. They suggested development proposals could assist in funding a footbridge over the railway line or upgrading the existing vehicular connection over the railway line, which is under their control.

Councils' Response

The proposed approach to housing provision and distribution within Rushcliffe is outlined in the Publication GNSP and Housing Background Paper. While it is proposed that all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP, there is no requirement for the allocation of any new strategic housing sites. The site would require Green Belt land release and the exceptional circumstances do not exist to justify this.

Changes Made

None.

East of Ruddington

The site is being promoted by JG Woodhouse & Sons and Hickling for a mixed-use development including 2,000 dwellings, creating a self-sufficient community. JG Woodhouse & Sons and Hickling have proposed that the site could provide an opportunity to extend the Ruddington Fields Business Park and expand Rushcliffe Country Park across the A60.

The site is located within the Green Belt, but JG Woodhouse & Sons and Hickling advised that the site does not have any other significant constraints.

Councils' Response

The proposed approach to housing provision and distribution within Rushcliffe is outlined in the Publication GNSP and Housing Background Paper. While it is proposed that all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP, there is no requirement for the allocation of any new strategic housing sites. The site would require Green Belt land release and the exceptional circumstances do not exist to justify this.

Changes Made

None.

Land south of Flawforth Lane, Ruddington

The site is being promoted for 400-500 dwellings. Barwood Development Securities Ltd stated that the site is largely unconstrained, can achieve a suitable access, and is located within walking distance of facilities and services.

Councils' Response

The proposed approach to housing provision and distribution within Rushcliffe is outlined in the Publication GNSP and Housing Background Paper. While it is proposed that all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP, there is no requirement for the allocation of any new strategic housing sites. The site would require Green Belt land release and the exceptional circumstances do not exist to justify this.

Changes Made

None.

Land at North Road, Ruddington

The site is being promoted for 250 dwellings, including provision for affordable housing. Andrew Granger and Co stated that the site lies within the Green Belt, but otherwise remains unconstrained. They stated that the site is in a sustainable location with good access to a variety of local services and employment opportunities within Ruddington.

Councils' Response

The proposed approach to housing provision and distribution within Rushcliffe is outlined in the Publication GNSP and Housing Background Paper. While it is proposed that all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP, there is no requirement for the allocation of any new strategic housing sites. The site would require Green Belt land release and the exceptional circumstances do not exist to justify this.

Changes Made

None.

North Ruddington

The site is being promoted for 500 dwellings. William Davis stated that the site is in a sustainable location with good accessibility. The developable area of the site is located within flood zone 1. William Davis suggested that the Fairham Brook on the western boundary and the Packman Dyke beyond the southern boundary would be incorporated into the design of the site to enhance the blue infrastructure network.

The site is located within the Green Belt. William Davis stated that the design approach will result in permanent robust and long-term Green Belt boundaries being created. Considered design could minimise the perception of encroachment with West Bridgford and Clifton.

Councils' Response

In relation to that part of the site within Rushcliffe, the proposed approach to housing provision and distribution within Rushcliffe is outlined in the Publication GNSP and Housing Background Paper. While it is proposed that all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should

be carried forward as part of the GNSP, there is no requirement for the allocation of any new strategic housing sites.

The site would require Green Belt land release and the exceptional circumstances do not exist to justify this.

Changes Made

None.

Land west of Pasture Lane, Ruddington

The site is being promoted for residential development. The site is located within the Green Belt, but Taylor Wimpey stated that the site does not perform the purposes of the Green Belt. They therefore consider the site appropriate for development in a logical location where appropriate master planning could provide a permanent buffer to maintain the separation between Ruddington and Nottingham City.

Councils' Response

The proposed approach to housing provision and distribution within Rushcliffe is outlined in the Publication GNSP and Housing Background Paper. While it is proposed that all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP, there is no requirement for the allocation of any new strategic housing sites. The site would require Green Belt land release and the exceptional circumstances do not exist to justify this.

Changes Made

None.

Jerico Farm, East of Stanton-on-the-Wolds

Herrick and Mattock promoted this site during the consultation period. They highlight the opportunity for a strategic B8 and residential site of 75 hectares, with a local centre and primary school. It is in a good location on the highway network – enclosed by A606 and traversed by A46 east of Stanton-on-the-Wolds, with existing access onto the A46. Should be assessed as a reasonable alternative in the Sustainability Appraisal. It can utilise strong Green Belt boundaries.

Exceptional circumstances for Green Belt release - the significant shortfall in the availability of strategic land for logistics and distribution within Greater Nottingham and the high levels of market demand for sites of this scale.

Councils' Response

The proposed approach to housing provision and distribution within Rushcliffe is outlined in the Publication GNSP and Housing Background Paper. While it is proposed that all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP, there is no requirement for the allocation of any new strategic housing sites. The site would require Green Belt land release and the exceptional circumstances do not exist to justify this.

Changes Made

None.

Land north-west of 130 Melton Road, Stanton-on-the-Wolds

The site promoter (Mr Wilson) has been promoting this site through the SHLAA, highlighting that this is infill land too small for agricultural production, which has been unused for over 50 years. As per the Government's provision within the National Planning Policy Framework, this and similar sites should be granted planning permission up to the SHLAA-assessed dwelling capacity.

Councils' Response

The proposed approach to housing provision and distribution within Rushcliffe is outlined in the Publication GNSP and Housing Background Paper. While it is proposed that all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP, there is no requirement for the allocation of any new strategic housing sites.

Changes Made

None.

Land south of Landcroft Lane, Sutton Bonington

The site is being promoted by Mather Jamie as a small-scale extension to Sutton Bonington which meets local housing needs. Mather Jamie did not identify any significant constraints to development. They stated that the site is well served by existing services and facilities proportionate with the scale of Sutton Bonington.

Councils' Response

The proposed approach to housing provision and distribution within Rushcliffe is outlined in the Publication GNSP and Housing Background Paper. While it is proposed that all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP, there is no requirement for the allocation of any new strategic housing sites.

Changes Made

None.

Land east of Tollerton Lane, Tollerton

The Harworth Group is the promoter of land east of Tollerton Lane which is identified as site reference R11.2PA with a capacity of 475 dwellings in the evidence base. It considers that a full and comprehensive Green Belt review should take place with consideration of the inability for Nottingham City to meet its own housing need and the 35% uplift as required by the Government using the Standard Method. Further strategic sites should be allocated such as this one or at the very least a minimum number of dwellings should be distributed to specifically identified sustainable settlements, particularly within Rushcliffe that have capacity to accommodate growth. Any such minimum provisions could then be distributed to specific sites through any subsequent Rushcliffe Part 2 Local Plan Review.

The Ceylon Tea Growers Association conclude that based upon its representations to the overall strategy of the plan their site is suitable at Tollerton Lane for around 70 dwellings. Its initial analysis of the site's technical considerations demonstrates there are no insurmountable constraints to development coming forward on the site therefore the site can be considered as deliverable and developable.

Councils' Response

The proposed approach to housing provision and distribution within Rushcliffe is outlined in the Publication GNSP and Housing Background Paper. While it is proposed that all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP, there is no requirement for the allocation of any new strategic housing sites. The site would require Green Belt land release and the exceptional circumstances do not exist to justify this.

Changes Made

None.

Wilford Road, West Bridgford

West Bridgford Hockey Club is promoting land east of Wilford Road for Hockey Pitches, other sporting activities and ancillary facilities.

There have not been any specific sports, leisure and recreation evidence documents prepared or planned to be prepared to date. These would include Leisure Facilities Strategy and Playing Pitch Strategy to cover the Strategic Plan area.

Given the scale of the Strategic Plan area, we would urge an up-to-date review of the sports, leisure and recreation facilities available and the associated needs for the whole Strategic Plan area.

Councils' Response

In order to remove the site from the Green Belt and allocate it for sports, leisure and recreation provision this would need to be justified on the grounds that exceptional circumstances exist to do so. It is not considered there is the evidence to justify that exceptional circumstances do exist to justify that such development needs to take place in this location.

Changes Made

None.

West of Sharphill Wood, West Bridgford

John A Wells consider that there is a need to plan for the elderly and their site west of Sharphill Wood is suitable and available for the development of a retirement village.

Councils' Response

The proposed approach to housing provision and distribution within Rushcliffe is outlined in the Publication GNSP and Housing Background Paper. While it is

proposed that all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP, there is no requirement for the allocation of any new strategic housing sites. The site would require Green Belt land release and the exceptional circumstances do not exist to justify this.

Changes Made

None.

Edwalton Triangle, West Bridgford

Mrs Hill and Mrs Plummer consider that the site at Edwalton Triangle meets many of the criteria outlined in the Strategic Distribution study for such uses.

Councils' Response

The proposed approach to employment and strategic distribution within Rushcliffe is outlined in the Publication GNSP and Employment Background Paper. The employment elements of all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP and the Ratcliffe on Soar Power Station site should be allocated for employment development, including strategic distribution. There is no further requirement for the allocation of any new strategic distribution sites. The site would require Green Belt land release and the exceptional circumstances do not exist to justify this.

Changes Made

None.

Land south of Greenacre Park, West Bridgford

The site is being promoted by Havenwood Construction Ltd for residential development to meet the needs of specific groups, such as later living accommodation or self-build units. The site is located within the Green Belt, and within flood zones 2 and 3. Havenwood Construction Limited stated that there are no sensitive environmental designations on or adjacent to the site, but any development proposal would be designed to relate well to the existing Greenacre Park development. They stated that there are a number of services and facilities close to the site.

Councils' Response

The proposed approach to housing provision and distribution within Rushcliffe is outlined in the Publication GNSP and Housing Background Paper. While it is proposed that all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP, there is no requirement for the allocation of any new strategic housing sites. The site would require Green Belt land release and the exceptional circumstances do not exist to justify this.

Changes Made

None.

Regatta Way, Lady Bay, West Bridgford

The local resident challenged the site 'Lady Bay Regatta Way' as a suitable alternative site. They stated that the site is at a high flood risk. They also stated that there is a conflict of interest as the Council that would grant permission is also the landowner of the site.

Councils' Response

The comments of the resident are noted. There are no proposals by the Borough Council to allocate within this area land for new development.

Changes Made

None.

Land at Simkins Farm, Adbolton, West Bridgford

The site is being promoted by Havenwood Construction Ltd for 35-40 dwellings, providing a smaller scale residential development opportunity. The site is located within the Green Belt, but Havenwood Construction Ltd stated that the site is located in an area less valuable in terms of Green Belt. The land is located within flood zone 1, compared to the wider area which is in flood zone 3. Havenwood Construction Ltd therefore identified the site as one of the only areas in the vicinity that is not at a heightened flood risk.

Councils' Response

The proposed approach to housing provision and distribution within Rushcliffe is outlined in the Publication GNSP and Housing Background Paper. While it is proposed that all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP, there is no requirement for the allocation of any new strategic housing sites. The site would require Green Belt land release and the exceptional circumstances do not exist to justify this.

Changes Made

None.

Land south of Wheatcroft Island, Flawforth Lane, West Bridgford

Comments on this site were received from the site promoter Barratt and David Wilson Homes. They believe consideration should be given alongside Gamston – or instead of Gamston - to this site as an SUE comprising approximately 2500 dwellings. Located on the edge of West Bridgford/Edwalton, the site is available and capable of being planned comprehensively and delivered on a phased basis, with the first phase coming forward for around 1000 dwellings.

Councils' Response

The proposed approach to housing provision and distribution within Rushcliffe is outlined in the Publication GNSP and Housing Background Paper. While it is

proposed that all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP, there is no requirement for the allocation of any new strategic housing sites. The site would require Green Belt land release and the exceptional circumstances do not exist to justify this.

Changes Made

None.

Land at Old Grantham Road, Whatton

Hallam Land Management promoted this site, highlighting that the reasons for the site's refusal of planning permission can be overcome with opportunities for new pedestrian and cycle routes; biodiversity mitigation through replacement planting of native hedgerow and new access; section of site in Flood Zone 3 would not be developed; and impacts on conservation area and landscape and visual amenity mitigated through design and landscaping. The site is suitable, available and achievable and in single ownership.

Councils' Response

The proposed approach to housing provision and distribution within Rushcliffe is outlined in the Publication GNSP and Housing Background Paper. While it is proposed that all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP, there is no requirement for the allocation of any new strategic housing sites.

Changes Made

None.

Land at Whatton, south of A52 (RBC-EMP-07)

The site is being promoted by Knightwood Developments Ltd as a 20 ha strategic logistics site on the strategic road network – A52, 12 miles west of mainline rail at Grantham. They highlight a shortage of logistics for Nottingham conurbation, the site's location outside the Green Belt, its good score within the SA, the strong transport connections identified in Rushcliffe East in the Growth Options Study, and employment benefits.

Councils' Response

The proposed approach to employment and strategic distribution within Rushcliffe is outlined in the Publication GNSP and Employment Background Paper. The employment elements of all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP and the Ratcliffe on Soar Power Station site should be allocated for employment development, including strategic distribution. There is no further requirement for the allocation of any new strategic distribution sites.

Changes Made

None.

Appendix B: Housing Trajectories

Housing Trajectory for Broxtowe Borough

Comments on Broxtowe's housing trajectory were received from the following:

Homes England and the Defence Infrastructure Organisation, Bloor Homes, Chetwynd: The Toton and Chilwell Neighbourhood Forum, Elton Garden Village Landowner Consortium, The Crown Estate and David Wilson Homes East Midlands.

In addition to the above stakeholders, one local resident submitted a representation on Broxtowe's trajectory.

Summarised comments from statutory organisations

Chetwynd: The Toton and Chilwell Neighbourhood Forum state that Chetwynd Barracks is not going to be vacated by the MOD/DIO until at least 2026 and therefore the table should be amended to 150 p.a. from 2027/28 onwards to achieve 1500 homes by 2038. For Toton Strategic Location for Growth, 100 homes p.a. from 2024/25 seems overly optimistic. This needs to be reviewed as part of a new economic growth strategy for the SLG post the IRP.

Summarised comments from developers

Homes England and the Defence Infrastructure Organisation also state that the start date within the trajectory for the Chetwynd Barracks site needs to be reviewed, given that the site is not due to become vacant until 2026. Homes England and the Defence Infrastructure Organisation will provide a more informed view on delivery rates.

Elton Garden Village Landowner Consortium state that, following the publication of the Integrated Rail Plan, there will be less economic investment at Toton and therefore it is questioned whether land at Toton should be allocated for the full 1,400 homes originally proposed. It is also stated that the proposed development start date at Chetwynd Barracks should be moved back by at least three years. David Wilson Homes East Midlands also state that the proposed trajectory of the proposed strategic sites needs to be revised and the housing needs base is also questioned.

The Crown Estate state that there is a significant step change in the number of homes expected to be delivered per annum compared to the Aligned Core Strategy and compared to current delivery. The delivery assumptions at Toton and Chetwynd are questioned.

Bloor Homes state that the schemes brought forward from the Local Plan Part 2 have taken a significant time to develop and that the trajectory relies on a small number of strategic sites, which usually take longer to permission and develop. A greater range of sites, including in Key Settlements, should be used to ensure housing delivery and land supply over the medium term.

Summarised comments from local residents

One resident stated that the Integrated Rail Plan has had an impact on housing developments for Land at Toton and more realistic projections need to be included.

This also needs to reflect the land ownership position for the land and that no submissions have yet been made for land to the East of Toton Lane. The trajectory for the Chetwynd Barracks site also needs to be reviewed to reflect that Chetwynd Barracks will not be vacated before 2026.

Councils' Response

The comments related to the trajectories for Chetwynd Barracks and Toton Strategic Location for Growth are noted. The trajectory has been updated to reflect the responses, updates to the SHLAA and the extension of the plan period. The delivery assumptions are based on up-to-date evidence. Smaller sites are included within the trajectory as there are existing allocations within the Part 2 Local Plan.

Changes Made

The trajectory has been updated.

Housing Trajectory for Gedling Borough

Comments on Gedling's housing trajectory were received from the following:

The Crown Estate, David Wilson Homes, and Elton Garden Village landowner consortium

Summarised comments from developers

Elton Garden Village landowner consortium suggested that the delivery of the Top Wighay Farm should be moved back by at least two years to account for the time it will take to gain an implementable planning approval on site.

The Crown Estate notes the shortfall of 620 dwellings to be addressed through the part 2 local plan. The anticipated delivery rate of 497 homes pa is a big step change compared to the 278 homes delivered 2011/12 to 2021/22. Under the HDT, the number of homes required for 2018/19 to 2022/21 was 1,147 but only 978 were delivered.

David Wilson Homes (DWH) objected to the approach to housing need, referring to the consultation response from Marrons Planning which has been undertaken on behalf of a consortium of house builders. DWH consider the trajectory unlikely to be deliverable. The shortfall should be accommodated by adjacent authorities.

Councils' Response

The trajectory for the Top Wighay Farm site has been updated to reflect the information from the 2022/23 SHLAA. The 2022/23 SHLAA is based on information provided by housebuilders and developers and in accordance with the common SHLAA methodology.

Changes Made

Trajectory reflects 2022/23 SHLAA.

Housing Trajectory for Nottingham City

Comments on Nottingham's City housing trajectory were received from the following:

Comments were received from Aldergate Properties Ltd, The Crown Estate, David Wilson Home East Midlands, and Elton Garden Village Landowner Consortium.

Summarised comments from developers

Two developers/landowners both commented that the City anticipates 1,000 homes on the Broad Marsh site but there is no evidence to show that this is feasible or viable given the recent refusal of Government Funding. Delivery here at the level suggested appears uncertain and at best will not happen until much later in the plan period.

Another response noted that the average housing delivery in Nottingham City 2011-22 of 1,128 dwellings falls short of the current minimum standard method need for the City of 1,773 homes per year. The City Council is projecting a very significant increase in delivery across the next 5 years. In 2022/23, delivery will be almost 3,000 dwellings. The Councils should confirm in the next stage of the plan whether the 2022 projection was achieved. DWH consider the trajectory to be very ambitious but unlikely to be deliverable.

Comments were made on the reliance on student accommodation, stating that it is not realistic to expect purpose-built student accommodation to increase in the future.

Furthermore, responses highlighted the results of the Open and Green Space Quality Audit (2021) which states that open space standards per population will less likely be met over time and that therefore the remaining open spaces within the city should be protected.

It was requested that the Councils review the proposed trajectory of the proposed strategic sites across Nottinghamshire against the Lichfields Report.

One landowner commented that it is evident there has been historic under-delivery with all but two of the last twenty years seeing net completions below the current Standard Method requirement.

They also noted that Nottingham is geographically the smallest of the eight core cities identified for the 35% uplift and the 2nd highest in terms of density. It is therefore heavily constrained in its ability to significantly increase delivery itself.

Whilst they recognized that the Assessment of Housing Need and Capacity in Nottingham City report refers to 11 action steps that Nottingham City intend to implement to significantly increase its supply of housing, if successful the actions would only result in modest increases in supply, but not in the short term and not close to the extent which is projected within the City's housing trajectory.

Another response commented that windfalls contribute 32% of housing supply within the city in the period 2022 to 2038. The significance of this source of supply over the plan period highlights the need for additional work to justify the assumptions that underpin the assumed windfall rate. Factors that might reduce the rate of windfall

comprise: changes of use from office to residential peaked in 2016/17; redevelopment of employment is likely to diminish as the need to safeguard existing employment sites increases; and open spaces as a source of sites are diminishing and there is a need to protect remaining sites in order to avoid access to open space being further reduced.

The high rate of allowance for windfalls in the city may not therefore be evidence based and it is suggested that to be consistent with paragraph 71 of the NPPF, further evidence is required in relation to future trends (rather than reliance on historical data). The annual target of 1,610 that is proposed for 2022/3 to 2037/8 was only reached twice in the period 2011/12 to 2021/2. This emphasises the need to ensure a sufficient supply and mix of housing sites within the plan area.

Councils' Response

The trajectory timescales for residential development at the Broad Marsh have been reassessed and pushed back.

The Government are encouraging residential development in urban areas. The windfalls are based on past trends.

The Universities project that there will be a 2.8% per annum increase in student numbers until at least 2030.

Changes Made

Trajectory reflects 2022/23 SHLAA.

Housing Trajectory for Rushcliffe Borough

Comments on Rushcliffe's housing trajectory were received from the following:

Aldergate Properties, Crown Estate, David Wilson Homes East Midlands, Elton Garden Village Landowner Consortium and IM Land.

Summarised comments from developers

A number of developers considered the trajectory overly optimistic, noting that Rushcliffe is heavily reliant upon large sites and has previously over-estimated delivery of RAF Newton, South Clifton & East of Gamston/North of Tollerton. Delivery of these sites should be revised and based on reasonable assumptions. Another specifically stated that Land East of Gamston/North of Tollerton should not form an allocation, whilst one believed the numbers attributed to these sites seem inflated as market saturation is likely to occur to slow delivery.

Another considered the windfall figures unjustified and that trend data may not be appropriate. An analysis of historic sources of windfall would be helpful.

Entire trajectory should be reviewed against the Lichfields Report (2020): Start to Finish – What factors affect the build-out rates of large housing sites? This is likely to show a significant undersupply of housing within Rushcliffe against the trajectory.

Two developers noted that trajectories rely on high delivery rates in the early years and assumes a robust housing market until 2038 – in reality there will be peaks and troughs.

One also noted that completions proposed for 2023/4 are 3 x the average over the last 20 years

Another state that the trajectory needs to be revised to be more realistic and more housing allocations/reserve sites are required.

One questions why Cotgrave Colliery appears in the trajectory, given the homes have been delivered.

The next stage of the Plan should confirm whether the 2022/3 projection was achieved.

Councils' Response

The latest trajectory to 2041 reflects the 2022/23 Strategic Housing Land Availability Assessment (SHLAA) and, where relevant, appropriate assumptions for delivery in the plan period 2023 to 2041. The trajectory has been prepared in accordance with the SHLLA methodology and the assumptions made, including for individual sites, are realistic based on past performance and detailed assessment to determine realistic future delivery rates on sites.

Changes Made

The trajectory has been updated to reflect 2022/23 SHLAA.

General Comments on Preferred Approach Evidence Base

General comments on the evidence base were received from the following:

Bloor Homes, Coal Authority, Hallam Land Management Ltd, Harworth Group Plc, Grantham Canal Society, Mr Michael Lyons, Ministry of Defence, National Highways and West Bridgford Hockey Club

Summarised comments from statutory organisations

Advice from minerals authorities should determine whether surface coal resources are present. If new sites are being considered for allocation these should be assessed against the downloadable GIS data they provide to coalfield authorities in respect of Development Risk plans.

The MOD advise that it should be consulted on any potential development within the Aerodrome Height and Birdstrike safeguarding zones surrounding RAF Syerston, or any development which includes schemes that might result in the creation of attractant environments for large and flocking bird species hazardous to aviation.

National Highways (NH) expect that a robust transport evidence base is undertaken which is shared with them for their review and comments. NH encourage the establishment of a transport working group to include ourselves and the local highway authorities. This will help to ensure that development is located in the best possible place, whilst understanding the likely residual transport infrastructure needs, timescales and potential funding requirements.

Summarised comments from developers

A number of stakeholders representing interests in the development industry highlighted that an up-to-date Local Development Schemes must be published before the final plan is published for pre-submission consultation.

Summarised comments from other organisations

There have not been any specific sports, leisure and recreation evidence documents prepared or are planned to be prepared. These would include Sport Facilities Needs Assessments, Leisure Facilities Strategy and Playing Pitch Strategy to cover the Strategic Plan area. Those in Rushcliffe are several years old.

"Think Canal" when considering any strategic planning initiatives and evaluating site selection. Insufficient focus has been given to the benefits of having a linear biodiverse green space to enhance the wellbeing of both existing and new residents. Recent government guidelines say everyone should be within 15 minutes of a blue/green space.

Summarised comments from local residents

Natural England's new Green Infrastructure Framework and Standards should be adopted by the Greater Nottingham Strategic Plan.

Councils' Response

The minerals authorities and MOD have and will, where necessary, continue to be consulted regarding draft allocations within the Strategic Plan.

The Partnership Authorities, National Highways and local transport authorities have and will continue to cooperate with the consultants undertaking the transport modelling work. These statutory consultees have also been consulted on and provided comments on draft versions of the plan and the supporting Infrastructure Delivery Plan (IDP).

Regarding comments on the LDS, an updated LDS has been published by all Councils and will be updated again prior to submission of the Strategic Plan.

In response to comments on sports, leisure and recreational evidence, the Strategic Plan is supported by a Blue and Green Infrastructure Strategy and if required further work will be undertaken to inform non-strategic policies in future plan preparation.

Following adoption of Natural England's Green Infrastructure, the principles have been incorporated within Policy 16.

Changes Made

Policy 16 reflects Natural England's Green Infrastructure Strategy and it is referred to in the supporting text.

Sustainability Appraisal

Comments on the Methodology and Appraisal of Preferred Approach Options

General comments on the Sustainability Appraisal were received from the following:

Ashfield District Council, Barratt David Wilson, Environment Agency, Hallam Land Management, Harworth Group, Mrs Hills & Plummer, Historic England, Herrick & Mattock, Knightwood Developments Ltd, Natural England, Omnivale Pension Scheme and Peveril Securities, Persimmon Homes and Strawson Group Investments Ltd.

Summarised comments from statutory organisations

The Environment Agency previously submitted comments on the SA at the scoping stage. They welcome the inclusion within SA Objective 5 regarding accessibility to green and blue infrastructure and have made no further comments.

Historic England support the specific objective for the historic environment and welcome the amendments in Table 3 on page 22. It is noted in Section 4 that the majority of tables have an ‘?’ an uncertain for Objective 15 and that makes it difficult.

Natural England welcomes the inclusion for SA Objective 5 regarding accessibility to green and blue infrastructure.

Ashfield District Council believe that an alternative consideration in the SA should have been the implication of not including Hucknall as a sub-regional centre which can accommodate more development. Ashfield considers that it has not been demonstrated that there are no reasonable alternatives to expanding the Top Wighay site for housing.

Summarised comments from developers

Four stakeholders have questioned the site assessment and selection as not all the evidence has been considered, especially the strategic scale of development required, post Covid.

Comments on Appraisal Objectives

Four landowners and agents suggested Objective 2 (Employment and Jobs) include scoring against the proximity and access to the strategic highway network. This would reflect the needs of occupiers and is suggested as criteria for strategic logistics in the Icen Study. It is also suggested that sustainable transport connections to employment sites should be included as part of this objective alongside and the level of public transport provision that serves the location.

They suggested that Objective 3 (Economic Structure and Innovation) also score sites which support decarbonisation (harnessing low carbon technologies) in line with economic innovation as these are linked. Criteria should include assessment of adaptability – whether there are opportunities for adaptable office/industrial/logistics facilities.

Comments on the Selection of Alternatives

One developer believes the SA is not legally compliant. 1) The reasons for selecting the preferred land use allocations and the rejection of alternatives are not given, nor is the Council's site selection process in doing so; 2) the public must be presented with an accurate picture of what reasonable alternatives there were to the proposed policies and why they were not considered to be the best option; and 3) the SA must refer to, summarise or repeat the reasons that were given for rejecting the alternatives at the time when they were ruled out and those reasons must still be valid. There are no reasons for alternative sites being rejected at this stage or an earlier stage.

Another developer is concerned that the SA Report does not explain why the option of a new settlement was discounted. Removal at odds with Ratcliffe on Soar. The SA does not pick up the implications of locating significant employment development at the Ratcliffe on Soar Power Station without any complementary housing development, despite being one of only a few key strategic sites to be newly identified in the plan. Despite the need to reduce the need to travel.

R15.2PA East of Kingston on Soar should have been assessed and not discounted purely on the basis that new settlements were discounted at an earlier stage.

Comments on Appraisals of Housing Requirement Options (Stage B2)

Within the housing requirement appraisal, two landowners supported the approach taken to Objective 1. Option C should be selected.

Comments on Appraisals of Growth Strategy Options (Stage B2)

The same four stakeholders commented on the Strategy Growth Appraisal, noting that Option A and D scored most highly in terms of the positive impact on new housing and economic development due to the connections to the labour market and transport infrastructure. However, B8 uses cannot be located within the main built up area. Furthermore, Nottingham City Centre is facing a net loss of employment space, and this loss should be off-set in surrounding authorities. Option D would deliver benefits and compliment B8 development that require access to the strategic road network.

They suggest that Option C (BGI) can be delivered through B8 development as this can deliver BGI on a meaningful scale.

Comments on Appraisals of Housing Distribution Options (Stage 2)

Another developer is concerned that at Stage B2 there was no scenario that considers Gedling failing to make provision in accordance with minimum annual local housing need. There is also no consideration given to the approach to distributing unmet needs, if undertaken, or the implications for the removal of the proposed Green Belt site at Teal Close prior to consultation.

Option A, in relation to meeting full LHN plus the urban uplift in Nottingham also takes no account of the uncertainty of proposed delivery and the risks of non-delivery and reliance on unidentified sites. The positive effects for both Options A and C in Table 8 (housing distributions options) of the Main SA Report are markedly overstated, and understated for Option B which is the only distribution option capable

of achieving significant positive effects towards housing delivery. SA should consider distribution of Nottingham City's unmet needs.

One developer believed that Option B should be selected. Restrictions on land supply should be considered against those options that promote directing development to the main urban area.

One developer considered that although Option A of meeting housing need ranked highly against the SA criteria (City meeting need plus 35% uplift), there are a number of advantages to delivering housing under Option B (Rushcliffe, Gedling and Broxtowe meeting the City's unmet need).

Councils' Response

In response to Ashfield District Council's concerns regarding the absence of an alternative approach to development around Hucknall, the SA of the Preferred Approach considered different strategies for the distribution of development, including focussing on the main built up area, expanding existing settlements (Hucknall is a Sub Regional Centre), focusing on blue and green infrastructure, or transport infrastructure.

A broad strategic appraisal of each growth strategy option was not undertaken as it would be unreasonable to assess areas or settlements. Doing so would result in a considerable number of appraisals and would be unlikely to provide an indication of the sustainability of each growth strategy.

Informed by the SA, the Preferred Approach identifies a settlement hierarchy of directing development primarily within the main built-up area, then adjacent to the Sub Regional Centre of Hucknall and finally Key Settlements.

At stages B3 and B4 the SA looked at the Preferred Approach itself, including the strategy and settlement hierarchy and the sites themselves. The benefits of directing some development adjacent to Hucknall are highlighted in the SA Report.

Regarding impact on the historic environment, the conclusion that the effects of the strategic options (appraised in section 4) on the Built and Historic Environment are unknown reflects the broad nature of these appraisals and the fact that effects on this objective will depend on subsequent site selection decisions.

Response to Comments on Appraisal Objectives

Operational requirements of the logistics sector, including access to the strategic road network, are addressed within other evidence. In line with wider environmental objectives, the SA's Transport Objective focusses on sustainable forms of transportation including access to public transport and other services. This will assist decision makers identify the most sustainable locations for logistics.

Including access to the strategic highway network as a criterion for logistics developments within the employment objective may result in more unsustainable patterns of employment land provision.

Response to Comments on the Selection of Alternatives

The reason for selecting the reasonable alternatives is given at the start of each LPA site assessment Appendix (E to H).

Strategic options (which inform the preferred approach) and site options are all set out in Sections 4 and 6.

Sites were discounted as reasonable alternatives where they did not comply with the preceding assessment strategic options and the selected preferred approach.

The decisions and selection of the preferred strategy and sites are still valid.

Regarding the comment on new settlements and why it was not carried forward, the two growth strategy options taken forward have more positives, indicating that the decision to discount new settlements within the Preferred Approach is the more strategically sustainable. Informed by the SA and other evidence, this strategy was selected by the plan making authorities as the Preferred Approach.

Following this, the SA of the Preferred Approach should not look at sites that do not comply with the preferred growth strategy. These are no longer reasonable alternatives.

Response to Comments on Appraisals of Growth Strategy Options (Stage B2)

It is recognised that Strategic Logistics require specific locations that may not conform with the selected growth strategy, given their scale and accessibility requirements.

Separate work has been undertaken to identify those reasonable alternative strategic logistics sites. And they have been assessed independently from other employment sites in the SA. Each has been assessed consistently against the objectives in order to identify sustainability.

Response to Comments on Appraisals of Housing Distribution Options (Stage 2)

The SA cannot assess something that has not been put forward and identified as a reasonable alternative.

Regarding the uncertainty regarding delivery, this will also be tested through examination. The Councils have robustly justified the housing requirement and the supply, including within Nottingham City itself. This is set out within the evidence base.

In respect of supply in Gedling, the spatial strategy provides the scope to consider the expansion of Key Settlements, including Bestwood Village, Calverton and Ravenshead. Strategic opportunities for growth are limited and therefore a reliance on non-strategic sites as allocations through future plan preparation will also be required..

The inclusion of Oxtun Road and others to meet the housing need in full is unlikely to change the appraisal of options A, B or C.

The positive scores for options A and C reflect the sustainability of located development within the main urban area, rather than dispersing the City's unmet need within the Boroughs.

Changes Made

Response to Comments on the Selection of Alternatives

The SA has however been amended to underscore the sustainability benefits of the chosen growth strategy.

The SA main report now refers to Stage B2 assessments in order to emphasise the sustainability of the chosen approach.

Comments on the Site Appraisals of Broxtowe Sites

Comments on the appraisals of sites in Broxtowe were received from the following:

Environment Agency (EA), Homes England and the Defence Infrastructure Organisation, Strawson Group Investments, Omnivale Pension Scheme and Peveril Securities.

Chetwynd Barracks

Homes England and the Defence Infrastructure Organisation state that they welcome the generally positive scoring of the Barracks. They state that the outline planning application will reach more positive conclusions on certain matters. They are unclear why the Appraisal says that the development will have a 'major negative' effect on pollution and air quality. By delivering a development where journeys can be undertaken on foot, by bicycle or by public transport, the effects of development on air quality will be managed. They also do not agree that any part of the site comprises of Grade 2 Agricultural Land and consider that the entirety of the site is classified as 'urban'.

Councils' Response

The site is located within the Nottingham Urban Area agglomeration zone. However, it is uncertain regarding the impact on air quality, although the sustainability of the site in respect of transport options is noted.

Changes Made

Site has been re-scored minor negative (-), rather than major negative (--) against Objective 11.

Requirements to deliver active travel and public transport infrastructure are included in the mitigation against effects on Objective 11.

References to Grade 2 Agricultural Land have been removed from the appraisal of the site against Objective 16.

Land North of Trowell

Strawson Group Investments in relation to the scoring at Land North of Trowell, state that an illustrative masterplan has been prepared which specifically addressed the perceived landscape impact by limiting development to below the ridgeline and proposing landscaping to further reinforce the boundary to the north. This reduction in developable area reduces the scale of housing deliverable but not to the extent that it wouldn't remain strategic in scale.

Councils' Response

The SA cannot assess sites on the basis that development will achieve the SA objectives, as the benefits of development cannot be assured. Rather it appraises sites as they are currently, considering their location and environmental conditions against the objectives.

The information submitted by the landowner can however inform the mitigation measures identified.

Changes Made

Limiting development below the ridgeline and landscaping to reinforce the northern boundary (identified in the masterplan) has been included as mitigation that would help resolve the uncertainty against Objective 14.

East of Nuthall

Omnivale Pension Scheme and Peveril Securities refer to the site East of Nuthall. They state that, if this site was allocated for logistics, it would better support the identified criteria and strengthen the suitability of the site further in terms of Objectives 2 and 3 which under the current Housing designation it scores nothing.

Councils' Response

Whilst the site was promoted for logistics rather than housing, the appraisal of this site has not changed.

The site has been appraised as a logistics site within the SA of Distribution and Logistics Sites Preferred Approach.

Changes Made

None

Appraisal of Sites in Gedling

Comments on the appraisal of sites in Gedling were received from the following:

Persimmon Homes, Trinity College, and one local resident.

Land off Oxtan Road

Persimmon Homes considers the findings for Land off Oxtan Road do not support the Council's conclusions that the land forms a non-strategic role and is only capable of consideration as part of subsequent Part 2 Local Plans. Within Table 16 of the Main Report the site passes the selection criteria for assessment as a reasonable alternative. In relation to housing objectives the site could provide significant positive effects (the same as both Top Wighay Farm and Teal Close). The site also achieves the same assessment for effects in relation to sustainable transport and landscape. Critically, however, there is nothing in the SA process to distinguish the status of safeguarded land where these effects had previously been considered as part of the potential role in meeting future needs.

The local resident commented that two of sustainability appraisal scores need correction/revision for land off Oxtan Road. Economic Structure and Innovation: 0 score requires changing to + minor positive, reflecting its mix use, including employment.

Brownfield Land: 1.3ha of the site is registered as Brownfield Land on the Brownfield register, so the score needs correcting to minor negative 'Site is on predominantly greenfield land' not 'Site is on greenfield land'.

Councils' Response

Comments regarding the conclusions for this site are noted. Whether a site is safeguarded land is not a concern within the SA.

The score for 'Economic Structure and Innovation' should remain a 0 to reflect that the site is not currently allocated for employment, retail or mixed use or specific employment uses.

The whole site is 26.16 ha and consists of several SHLAA sites. SHLAA site G1073 (1.3 ha) is brownfield, the remaining area is greenfield. As such, the major negative score has been changed to a minor negative.

Changes Made

The major negative score against the SA's brownfield objective has been changed to a minor negative.

New Farm, Redhill

Trinity College made the following comments on the SA of their site:

'Flooding' - surface water flooding information has been submitted to the Partnership as part of a previous representation which demonstrates that the site could be brought forward without resulting in harm. Reduction in site area further reduces flood risk.

'Natural Environment, Biodiversity, Blue and Green Infrastructure' – the summary text fails to recognise the scale of the site and that it is predominantly in use as agricultural land as part of its analysis (meaning that it has a low biodiversity value).

'Natural Resources and Waste Management' – no commentary was provided on this criterion and so it is unclear why a negative score was identified.

'Landscape' – the text states that 'the study area has an overall high visual sensitivity, but less so in the immediate context of the urban edge and taking potential mitigation into account'. This representation is supported by a masterplan which has reduced the extent of built form so that it does not extend north of the A60 roundabout, concentrating development closest to the built-up area of Nottingham City.

'Built and Historic Environment' - whilst our client considers that evidence prepared by a heritage consultant and submitted in relation to their site has not been properly considered the extent of the built area being promoted has been reduced in the masterplan forming part of this representation. This has drawn built form further away from Bestwood Pumping Station (there is now a separation of over 700m) and this should therefore have a significant impact on the assessment of harm that has been undertaken previously. Key views to the pumping station have been maintained. Landscape buffers have been included to Bestwood Lodge.

Councils' Response

On flooding it is noted that a reduction in the site area would further reduce flood risk associated with the site.

On natural environment, it is already noted that the current use of the site is agricultural land. The justification for the natural environment score is that the site contains and is adjacent to trees protected by TPOs. Development on site would result in the loss of existing trees and hedgerows. The updated masterplan shows that playing fields/outdoor amenity space are proposed. Unclear whether existing trees and hedgerows would be lost. No change to score.

The reason for the negative score for natural resources is because the area is classified as grades 2, 3, 3a and 3b but also an area has not been surveyed. The score reflects that it is not known whether the unsurveyed area is not best and most versatile and that development on site would likely increase household waste per head.

It is acknowledged that Landscape constraints affect the site, but the masterplan reduces the extent of built form to south of the A60 roundabout, which would reduce perceived landscape harm. Whilst a landscape and visual briefing note has been provided, a full landscape character assessment has not been undertaken. The mitigation column has been amended to confirm that a smaller site may reduce landscape harm. No change to the score.

The mitigation column for the 'Built and Historic Environment' already notes that a reduced site area would minimize impact on Bestwood Lodge and Papplewick Pumping Station.

Changes Made

None

Appraisal of Sites in Nottingham City

No comments received on the appraisal of sites in Nottingham City.

Appraisal of Sites in Rushcliffe

Comments on the sustainability appraisal of site in Rushcliffe were received from the following:

Barratt David Wilson, Ceylon Tea Growers Association, Knightwood Developments, Harworth Group, and Historic England.

Ratcliffe on Soar Power Station

Historic England noted that the assessment within the Sustainability Appraisal for Ratcliffe on Soar Power Station (Table 22, page 83) was listed as 'green'. They stated that they do not consider that a sufficient assessment has been undertaken at this time in order to ascertain what score the site should achieve.

Councils' Response

Table 22 identifies those sites which are reasonable alternatives. The 'Green' outcomes reflect the decision that the site is a reasonable alternative. The Ratcliffe on Soar site has been carried forward for a more detailed appraisal in the SA, where it has been appraised against Objective 15. See Appendix G.

Changes Made

None

Land East of Tollerton

The Harworth Group and the Ceylon Tea Growers Association consider that under the SA's traffic light system of scoring Land East of Tollerton scores 'amber' (ref: R11.2PA). The justification for amber rather than green was as a result of Tollerton not being identified as a Key Settlement. They consider that Tollerton has the characteristics to be a Key Settlement and even as an Other Settlement is sustainable and capable of delivering high levels of growth.

Councils' Response

In determining which sites are reasonable alternatives for assessment, the SA has not assessed those sites that would not comply with the strategic distribution of development as set out in the Preferred Approach. This distribution and other reasonable alternative strategies were assessed at Stage B2. Should the

overarching strategy change, and development is directed towards other settlements, 'amber' sites such as this one may be assessed.

Changes Made

None

Land South of Wheatcroft Island

Barratt David Wilson provided detailed comments against the SA undertaken for its site. They highlight that their proposal will address unknown effects on objectives relating to retail, health and well-being and community safety.

Furthermore, the score negatively in red against transport is incorrect as the site is located adjacent the A52 which forms part of the strategic highway. It is also adjacent to the MUA, where there is excellent public transport bus provision that could be extended to the site.

Overall, if the above points had been considered and scored positively rather than put with a '?' Land South of Wheatcroft Island would have scored better overall than other sites that have been carried forward.

Councils' Response

The SA cannot assess sites on the basis that development will achieve the SA objectives, as the benefits of development cannot be assured. Rather it appraises sites as they are currently, considering their location and environmental conditions against the objectives.

The information submitted by the landowner can however inform the mitigation measures identified.

Changes Made

The provision of a Local Centre (identified in the submitted masterplan) has been included as mitigation that would resolve the uncertainty against Objective 4.

This applies to the appraisal of the site against the transport objective, where in this case a number of mitigation measures are identified to address the existing paucity of public transport and active travel infrastructure.

Site Selection Report

Assessment of Sites in Broxtowe

Comments on the assessment of sites in Broxtowe within the Site Selection Report were received from the following:

Homes England and the Defence Infrastructure Organisation, Parker Strategic Land, Omnivale Pension Scheme and Peveril Securities and R Salmon.

Chetwynd Barracks

Homes England and the Defence Infrastructure Organisation refer to the Chetwynd Barracks site and state that the evidence base should be amended to make clear that it is only primary education that will be served by a new school on the site, clarification is required regarding existing areas of open space within the site which are to be retained, the reference to BMV agricultural land appears to be incorrect and needs reviewing and clarification is required in respect of the references to heritage assets.

Councils' Response

The response is noted. The policy specifies the infrastructure requirements.

Changes Made

The Site Selection Document has been updated.

Land south of Nottingham Road, Trowell

Parker Strategic Land refer to the assessment of land to the south of Nottingham Road, Trowell. They highlight that the site represents an opportunity to extend the main built up area of Nottingham and that technical work has been undertaken in relation to design, transport, landscape impact and the impact on Green Belt to demonstrate that the development would be acceptable. The Masterplan demonstrates that approximately 500 dwellings together with a community/ retail use could be accommodated within the site. They state that there are significant concerns that the site has not been adequately assessed within the site selection report, as the conclusion is simply that no additional sites are required. Given the need to find additional sites to address the pressing housing need, this site should be given full consideration.

Councils' Response

The detailed submission is noted. However, strategic sites at Field Farm, Stapleford; Boots; Toton Strategic Location for Growth; and Land at Chetwynd Barracks are being carried forward as part of the GNSP. These sites are existing

allocations either within the Aligned Core Strategy or within the Broxtowe Part 2 Local Plan. Due to these allocations, there is no requirement for the allocation of any new strategic housing sites.

Changes Made

None

East of Nuthall

Omnivale Pension Scheme and Peveril Securities refer to the site east of Nuthall. They consider the site is supported against the assessment criteria as the site is better suited to a strategic logistics hub than for a housing/residential scheme due to the clear accessibility of the site to Junction 26 of the M1 and its strong physical containment. The site is proposed to incorporate significant levels of blue-green infrastructure and therefore this supports the environmental growth objectives and has strong existing connections to the bus and tram network. The site topography enables landscape and visual impact to be mitigated the design will enable objectives surrounding flooding and biodiversity to be met, boosting the overall suitability of the site.

Councils' Response

The response is noted. A separate exercise has been undertaken to assess whether the site is suitable for logistics development.

Changes Made

None.

Junction 26, Nuthall

R Salmon refers to the assessment of site at M1, J26, Nuthall and queries why the site has not been taken forward for further consideration for either employment or residential development. They consider that the next stage of the plan should take forward more detailed analysis of "reasonable alternatives" such as this site, particularly in the context of the site's ability to come forward on a strategic scale in collaboration with the neighbouring sites. They highlight the benefits of the site's location in relation to connectivity and the limited impact on the Green Belt.

Councils' Response

The response is noted. However, strategic sites at Field Farm, Stapleford; Boots; Toton Strategic Location for Growth; and Land at Chetwynd Barracks are being carried forward as part of the GNSP. These sites are existing allocations either within the Aligned Core Strategy or within the Broxtowe Part 2 Local Plan. Due to these allocations, there is no requirement for the allocation of any new strategic housing sites. A separate exercise has been undertaken to assess whether sites are suitable for logistics development.

Changes Made

None

Catstone Green

Parker Strategic Land Limited refer to the site assessments for the Catstone Green site. They provide detailed information in respect of flood risk, education need, ecology, landscape impact, Green Belt, heritage and archaeology, contamination and transport. An analysis of existing facilities and accessibility is also provided.

Councils' Response

The detailed submission and supporting documents are noted. However, strategic sites at Field Farm, Stapleford; Boots; Toton Strategic Location for Growth; and Land at Chetwynd Barracks are being carried forward as part of the GNSP. These sites are existing allocations either within the Aligned Core Strategy or within the Broxtowe Part 2 Local Plan. Due to these allocations, there is no requirement for the allocation of any new strategic housing sites.

Changes Made

None

Assessment of Sites in Gedling

Comments on the assessment of sites in Gedling within the Site Selection Report were received from the following:

Barwood Land, Midlands Land Portfolio, Trinity College, and two local residents.

General Comments

It was noted that the Site Selection Report: Appendix B (Gedling) makes frequent mention of BMI The Park Hospital as being a provider of acute medical services (which it is) however it is a private hospital which is mentioned once so not relevant in terms of emergency care. The proximity or not of a private hospital should not be a consideration for provision of medical services to a development.

Councils' Response

Noted. BMI The Park Hospital being a private hospital will be taken into account through the assessment of the site and the conclusion reached.

Changes Made

For clarity, references to BMI The Park Hospital will be amended to refer it being a private hospital.

Top Wighay Farm

One local resident stated that the Site Selection Report Appendix B identifies Hucknall has a full range of services and facilities and provides scope for sustainable travel/energy reduction. It is considered that the proposed development is a long walk from Tram/Train services at Hucknall. Congested area at peak times with car journeys heading towards Gedling involving travel through conservation villages of Linby and Papplewick.

Another resident noted that the assessment of Carbon Neutrality refers to the potential to reduce energy use and Green House Gas emissions from more sustainable means of travel. However, the site is a long walk from the Tram/Train Services at Hucknall, car park is full, and not all will work in Nottingham. Accessing the urban areas in Gedling via the A60 and M1 (N) impacts on Linby/ Papplewick and route is at capacity. Moor Bridge and Bestwood Village to the south are both gridlocked.

Councils' Response

Noted. Part of the site benefits from outline planning permission granted in March 2022 however, a variation to the Section 106 Agreement is currently outstanding, therefore comments will be dealt with through the Reserved Matters process. The proposed extension to the site will be within 30 minutes travel time by public transport, walking and cycling to key local services. Any planning applications relating to the proposed extension to the site will be supported by a transport assessment.

Changes Made

None. Note that the Site Selection Document has been updated to reflect the amended boundary of the area proposed for allocation (the sliver adjoining the A611).

Land at Middlebeck Farm, Mapperley

The land promoter stated that the site was discounted in the Site Selection evidence base report as landscape mitigation reduced capacity below a strategic scale. It is therefore stated that further consideration is to be given to whether the site is appropriate for allocation through the Part 2 Local Plan.

However, it is noted that the conclusion in relation to this site conflicts with the Site Selection Report methodology which states that the "thresholds will be applied flexibly and sites which are just under the threshold may be included." In this regard, we note that the Gedling Borough 2022 Strategic Housing Land Availability Assessment (SHLAA) considers the Site (under site reference G1194) has capacity for 450 dwellings, which is marginally below the threshold. It is also included within the Sustainability Appraisal as a reasonable alternative as G07.3PA.

Site reference G07.3PA (Extension to Land at Middlebeck Farm, Mapperley) is located directly to the south of the Site, and the Sustainability Appraisal concluded

that it could have an indicative capacity for 40-60 dwellings. The Appraisal also confirmed that this site was a realistic option adjacent to the main built-up area of Arnold and that when grouped together with our client's Site, would exceed therefore exceed the 500-dwelling threshold for a strategic site. As such, it is considered that the conclusion that the site cannot be considered strategic in scale within the Site Selection Report is incorrect and that the Site should be reconsidered for inclusion as a strategic site as part of the GNSP.

Councils' Response

The site selection process is a more detailed assessment than that undertaken through the SHLAA and has concluded that the area of land which is more likely to be suitable for development is not considered to be strategic in scale. The site will be reviewed through future plan preparation. Site G07.3PA has planning permission for a single dwelling, although the SHLAA recognises that the capacity of the site could potentially be higher.

Changes Made

None

Land East of Teal Close

The promotor of this site states that it contains defensible boundaries on all sides and could be easily developed to ensure that development does not encroach into the countryside. It could be sensitively developed to ensure that a meaningful gap between Stoke Bardolph and wider development is maintained. It has no intervisibility or relationship with the heritage assets and conservation areas and does not help to contribute towards preserving the setting of historic towns. The site will support the regeneration of Netherfield and Colwick. In this instance, exceptional circumstances for Green Belt release are established as Gedling and the Greater Nottingham Strategic Planning Partnership has a pressing housing need.

Councils' Response

The Cabinet meeting on 8th December 2022 approved the Greater Nottingham Strategic Plan Preferred Approach document and Sustainability Appraisal in so far as it related to Gedling Borough 'with the exception of proposals to release Green Belt land at Teal Close, in light of the Ministerial Statement made on 6th December 2022 and to be made clear in an updated National Planning Policy Framework'. The National Planning Policy Framework states at paragraph 145 that there is no requirement for Green Belt boundaries to be reviewed as part of plan preparation and the principle of only altering boundaries in exceptional circumstances remains unchanged. By allocating existing safeguarded land to extend the Top Wighay Farm site, no change to the Green Belt boundary is proposed by the Greater Nottingham Strategic Plan.

Changes Made

None

New Farm, Red Hill

The site promotor states that the site selection process has failed to allocate sites that are in line with the Settlement Strategy and meet all necessary criteria, specifically New Farm, Redhill. The site is immediately adjacent to the urban boundary of Nottingham, a priority location for development. Key changes have been made to the scheme – the development now does not extend further north than Leapool Roundabout and the majority of the site is located within the existing landscape ridgeline. This has helped to draw development over 700m away from heritage assets located at Bestwood Pumping Station and the proposal's impact on the wider landscape has been reduced.

The Sustainability Appraisal scored the site very positively in terms of the potential for 'Housing' and that the conclusions would have been even more favourable had the assessment recognised the proposed on-site delivery of employment uses, shops, a primary school and open space as part of a strategic development site and 'Transport'. Information provided by the consultee demonstrates that the proposal is acceptable from a highways perspective.

Councils' Response

The above comments are noted in relation to the sustainability of the site. The SA assessment reflects the methodology as explained in the SA Report.

In response to the representations submitted on the Preferred Approach, County Highways have commented that *'The surrounding road network is already heavily congested and any further traffic will not be acceptable for any safe movement of traffic in the area. Alternative means of transport in the form of a park and ride would need to be considered in the vicinity of the A60 Leapool roundabout to encourage more sustainable modes of transport with route/s through the development site to alleviate any further congestion on the A60 traffic corridor which cannot accept any further significant traffic impacts. Surrounding roads would also need to be assessed to ensure that they could accommodate any additional traffic. The site would require a revised Transport Assessment and traffic modelling in support of any application to assess the traffic impacts in the area. If the site is pursued, then the development would need to have multiple junctions onto the highway network. Junctions would need to be designed to Nottinghamshire County Councils Highway Design Guide. Due to the scale of development, significant highway and transport infrastructure improvements would be required. Please note that there are two points of access from Queens Bower Road onto Bestwood Lodge Drive which is a cul de sac and due to the capacity of the existing residential estate roads in this area a max of 400 dwellings could be served from the south western boundary of the site but this should include any other committed developments and existing housing leading up to the site.'*

The site will be reviewed through future plan preparation.

Changes Made

None. Note that the Site Selection Document has been updated to reflect County Highways comments.

Assessment of Sites in Nottingham City

No comments received on Nottingham City sites in the Site Selection Report.

Assessment of Sites in Rushcliffe

Comments on Rushcliffe sites within the Site Selection Report were received from the following:

Barratt David Wilson, Barton in Fabis Parish Council, RBC Gotham Ward Councillor, RBC Sutton Bonington Ward Councillor, Gotham Parish Council, Kingston on Soar Parish Council, Knightwood Developments, Ministry of Defence, Parker Strategic Land, Ratcliffe on Soar Parish Council, Thrumpton Parish Meetings and four local residents.

Colston Gate

Parker Strategic Land has made comments against the site selection report for the site at Colston Gate, in particular in relation to land ownership, and the statement that no additional land is required.

Councils' Response

The proposed approach to housing provision and distribution within Rushcliffe is outlined in the Publication GNSP and Housing Background Paper. While it is proposed that all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP, there is no requirement for the allocation of any new strategic housing sites.

Changes Made

None.

Land South of Wheatcroft Island

Barratt David Wilson states that of the reasonable alternatives assessed, land South of Wheatcroft Island forms one of 22 reasonable alternative sites for housing. The assessment in Appendix D to the Site Selection Report considers that the site has the capacity to deliver 2000 dwellings. Although it has carried out a high-level analysis of the site and considers it could accommodate 2,500 – 2,800 dwellings.

Councils' Response

The proposed approach to housing provision and distribution within Rushcliffe is outlined in the Publication GNSP and Housing Background Paper. While it is proposed that all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP, there is no requirement for the allocation of any new strategic housing sites.

Changes Made

None.

Land West of RAF Newton

The Ministry of Defence remains committed to the disposal of the land to the west of RAF Newton which is no longer required for operational development. It notes that the Council quite rightly attribute high scoring within the sustainability appraisal report and consider the site as a reasonable alternative to the sites identified to meet the future housing needs for the area.

Councils' Response

The proposed approach to housing provision and distribution within Rushcliffe is outlined in the Publication GNSP and Housing Background Paper. While it is proposed that all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP, there is no requirement for the allocation of any new strategic housing sites.

Changes Made

None.

Land South of A52, Whatton

Knightwood Developments commented overall that this site has scored positively as part of this appraisal, if considered for B8 use it believes the site should be strongly considered as a suitable allocation within the Preferred Approach for a strategic logistics site.

One resident refers to the Nottinghamshire Core & Outer HMA Logistics Study, noting that the site does not meet the necessary criteria - it is nowhere near the M1 corridor and is very badly served for road access towards the A1. The stretch of the A52 between Whatton and the A1 is infamous for the dangerous bends which regularly see lorries in the ditch.

Councils' Response

The proposed approach to employment and strategic distribution within Rushcliffe is outlined in the Publication GNSP and Employment Background Paper. The employment elements of all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP and the Ratcliffe on Soar Power Station site should be allocated for employment development, including strategic distribution. There is no further requirement for the allocation of any new strategic distribution sites. The site would require Green Belt land release and the exceptional circumstances do not exist to justify this.

Changes Made

None.

Land south-west of Nottingham

RBC Gotham Ward Councillor, Barton in Fabis Parish Council, Gotham Parish Council, Kingston on Soar Parish Council, Ratcliffe on Soar Parish Council and Thrumpton Parish Meetings all made comments in relation to this site. All respondents did not support the site coming forward as an allocation and considered it unsuitable as a residential site. They stated that the area is particularly sensitive and important in Green Belt terms given the significant quantum of proposed and permitted developments in the area. They also raised concern over the capacity of the strategic and local road network given cumulative impact of other proposed and permitted developments in the area.

Councils' Response
Comments noted.
Changes Made
None.

Nottingham 'Gateway'

RBC Councillors for both Gotham and Sutton Bonington, Barton in Fabis Parish Council, Gotham Parish Council, Kingston on Soar Parish Council, Ratcliffe on Soar Parish Council and Thrumpton Parish Meetings all commented on the assessment of this site. They do not support the site coming forward as an allocation and consider it unsuitable as a strategic distribution site. The Sutton Bonington Councillor stated that the site would encroach on the southern villages, merging them to the City, failing the purpose of the Green Belt. It was also raised that the capacity of the strategic and local road network would be of concern given the cumulative impact of other proposed and permitted developments in the area.

RBC Councillor for Gotham, Barton in Fabis Parish Council, Gotham Parish Council, Kingston on Soar Parish Council, Ratcliffe on Soar Parish Council and Thrumpton Parish Meetings specifically stated that the site does not meet the selection criteria for a strategic distribution site as outlined in the recent logistics study. The site is not a priority in terms of the "sequential order" for site selection, does not suit the occupier demand (close to motorway junctions) and does not perform well against the site selection criteria outlined in the Logistics Study. They stated that there is therefore no rationale for its consideration as a strategic distribution site.

Councils' Response
Comments noted.
Changes Made
None.

North and East of Bingham

A resident considered that it is disappointing that the conclusion ("No Current Need") fails to come out more strongly against the coalescence which is implicit in this proposal.

Councils' Response

Comments noted.

Changes Made

None.

North of Owthorpe Road, South of Owthorpe Road and Colston Gate Cotgrave

One local resident submitted comments on the three above sites at Cotgrave. They highlighted that the sites are well outside of the A52 corridor, would increase Cotgrave by unacceptable amount; the road network is inadequate for increase in housing; they would harm Cotgrave Forest and harm a major foraging area for larger mammals – deer, fox, badger.

Councils' Response

Comment noted.

Changes Made

None.

East of Gamston/North of Tollerton

A resident commenting on the assessment of this site stated that: the road network is already congested; Tollerton Lane/Cotgrave Lane and Cotgrave Road are already 'rat run' routes; it would erode the rural character; and the necessary road improvements, schools and community facilities will not be delivered.

Councils' Response

Comment noted.

Changes Made

None.

Housing Background Paper

Comments on the Housing Background Paper were received from the following: Barwood Development Securities Ltd, Derbyshire County Council, and Rentplus UK

Summarised comments from statutory organisations

Derbyshire County Council considers the approach to housing provision is well justified and soundly based on a range of supporting and up-to-date evidence. Whilst the standard method has been used as the starting point, it has been shown through a capacity assessment that the need for the City cannot be met. Green Belt constraints comprise exceptional circumstances which prevent neighbouring authorities from accommodating this unmet need. The County Council emphasise the strategic importance of the Green Belt between Derby and Nottingham. Furthermore, the shortfall will arise towards the end of the planning period, allowing for monitoring and review within 5 years, and the housing provision figure of 52,300 compares with the need figure of 52,510 across the plan area.

Summarised comments from developers

Failure to meet the combined housing needs of the authorities does not comply with planning guidance which requires that housing needs within joint plans should at least be the sum of the local housing need for each local planning authority within the area. It will be for the relevant strategic policy-making authority to distribute the total housing requirement which is then arrived at across the plan area. Housing need figure should be 57,763.

Delivery rates are over inflated within the paper, especially on the strategic sites that do not yet have planning permission.

The recognition that there is a need for low-cost home ownership and that it should be included in the affordable housing mix is welcomed. However, there is an absence of expanding on other forms of tenure that can satisfy this need including Rent to Buy and others including initiatives that may not even exist yet. Rent to Buy offers an opportunity to provide a wider housing mix.

Councils' Response

The NPPF states that the standard method is the starting point for determining housing need, not the end point. The Councils consider their approach is sound, with further information provided within the Housing Background Paper. Delivery rates are based on the best available knowledge, informed by developers, as set out in the plan making authorities' common SHLAA methodology. Build to rent is supported where appropriate, and housing mix is informed by the latest Housing Needs Assessment, prepared in 2024.

Changes Made

Housing Background Paper has been updated to reflect the latest supply position.

Housing Needs Assessment

Comments on the Housing Needs Assessment were received from the following:

Rentplus UK, and Marrons Planning

Summarised comments from developers

Apart from ONS data it is unclear where the research comes from and what surveys have been done and what questions were asked. Rentplus would encourage all local needs surveys to include all NPPF forms of tenures and housing needs including “other”. Rentplus is wholly supportive of local needs surveys but remains concerned that particular housing needs (including rent to buy) could remain hidden if the questions asked are not inclusive enough. On another note, the affordability work carried out is extremely welcome to see and is even more support for the need for more affordable access to home ownership.

In order to address the limited number of windfalls within villages, housing needs surveys should be updated for rural areas and sites allocated to meet specific local housing needs.

Councils' Response

The Housing Need Assessment's methodology complies with the Government's practice guidance on Housing and Economic Needs Assessments. It includes additional data to the Census, such as house price statistics, ONS income data, Annual Survey of Hours and Earnings, the Housing Register information and data from the Department for Levelling Up, Housing and Communities.

The Census data is critically important as it links local data to national changes and provides information on house types, household composition and housing conditions. Critically, the approach undertaken by Icenl (the consultants who undertook the assessment) has been accepted through a range of Local Plan examinations

The Housing Need Assessment (2020) has been updated as it is over 3 years old and up to date 2021 Census data has been released.

Regarding the needs of specific villages, this will be addressed, if necessary, as part of local authorities' future plan preparation.

Changes Made

The Housing Need Assessment has been updated and informs housing policies within the Publication Draft Strategic Plan.

Green Belt Review and Background Paper

Green Belt Review Methodology

Comments on the Green Belt Review were received from the following:

Barratt David Wilson Homes, Barwood Land, Barwood Development Securities, Mrs Hill and Mrs Plummer, Mr Michael Lyons, and Stagfield Group, William Davis Homes

Summarised comments from developers

A number of developers/landowners highlighted the broad conclusion, within the 2006 Review, that countryside between Nottingham and Derby as well as the north are best functioning areas of Green Belt and that this should remain valid and relevant when assessing sites. The methodology should also remain unchanged. Furthermore, Green Belt policy has not changed since the 2006 Review. Consequently, the only changes that are relevant are physical changes in the Green Belt.

In addition to a Stage 1 assessment of broad areas, further work is required in order to assess how well individual sites, as well as reasonable alternatives, perform in respect of the Green Belt. Stage 2 assessments should not be deferred to the Local Plan Part 2.

The strategic plan should outline its approach to the Green Belt and confirm that a Green Belt Review will take place to accommodate need that cannot be met within urban areas and allocations. It should also outline its approach to safeguarding.

Assessment of broad locations are so large that the scoring becomes meaningless when considering individual housing sites. A more detailed assessment is required to identify additional land (including on the edge of Key Settlements) that will off-set the undersupply of housing land that is proposed in the plan.

William Davis expressed concern over the size of Broad Area of Green Belt considered at Area 3B East of Clifton and commented that the area assessment cannot reflect the contribution that the North Ruddington site for 500 dwellings would make to the Green Belt. They disagreed with the assessment of the area, stating that the site would have limited harm to the Green Belt purposes, and would establish an improved defensible Green Belt boundary.

The criteria provided in the methodologies for this purpose do not just deal with the physical distances between settlements. It is also concerned with the perception of distances between settlements being reduced. However, perception is largely experienced visually. As stated above within the site visibility section, the ZTV shows that the proposed development will only be seen from a very limited number of publicly accessible areas. Furthermore, through careful consideration to the siting of development and the mitigation measures such as the planting of new woodland belts these limited areas from where the proposed development will be seen can be further reduced. Similarly, the Rushcliffe assessment of purpose 1 – sprawl, argues that due to the openness of the site through the lack of internal field boundaries there would be a perception of urban encroachment. Again, the areas from where this

perception can be experienced are limited and can be mitigated through considered design. (PA/280 and PA/732)

Summarised comments from local residents

The Green Belt review should reflect the guiding principles of permanent and a severe restriction on building.

The purpose of the Green Belt is not solely to prevent Nottingham and Derby from merging. This is a distortion of the Green Belt principles and objectives and references to this should be corrected.

Reference to buildings and infrastructure being a negative factor on the function of the Green Belt, ignores the fact that where these existed prior to the formation of the Green Belt, they cannot be judged as somehow weakening the Green Belt, if they didn't detract from its designation in the first place. Such negative marking should be reversed.

Councils' Response

In response to comments regarding the staged approach to the Green Belt assessment, the stage 1 assessment considers broad areas and is considered to be sufficient to inform the allocation of strategic sites. The results of the stage 1 review also provide the wider context for more detailed Stage 2 site specific assessments for non-strategic sites, where required, to support future plan preparation.

The edges of Key Settlements are included within the scope of this Review. However, it is noted that para 2.2 is incorrect (and conflicts with para 2.11). Para 2.2 states that 'The scope of the Stage 1 assessment includes the urban area, key settlements for growth and other villages'. Para 2.11 correctly excludes other villages (which will be considered at future plan preparation stage).

Non-strategic sites will be considered through the preparation of future plan preparation. The Publication Draft Plan includes clear policy provisions for further consideration of Green Belt release as part of future plan preparation. The Preferred Approach focussed on the preferred planning strategy for meeting housing and employment needs based on a defined settlement hierarchy. The strategic plan will ultimately cover all of the matters outlined in the NPPF (para 20).

The methodology for the Green Belt review has been revisited in order to follow the same broad approach as the previous Green Belt assessments, using the same assessment criteria and matrix framework but ensuring that the methodology is transparent and applied consistently across the four authorities. Comments from developers regarding 'mitigation' are noted but the scope for improvements arising from development are not a matter for the Green Belt review which assesses how well broad areas are currently performing against the purposes set out in para 143 of the NPPF.

The purpose of this Review is to assess how well parts of the Green Belt are performing against the purposes set out in paragraph 143 of the NPPF and the conclusions have informed the decisions made about specific sites in the Green Belt through the preparation of the Greater Nottingham Strategic Plan. Further commentary is provided in the Housing Background Paper and decisions regarding site selection, taking account of how well parts of the Green Belt perform against the purposes of including land in the Green Belt are set out in the Site Selection Report.

The Green Belt Assessment Matrix included on page 9 of the Green Belt Review methodology document sets out the 5 purposes of the Green Belt as set out in the NPPF. Each area has been scored against how well the area meets each of these purposes. One of these purposes is to assist in safeguarding the countryside from encroachment. Where encroachment by inappropriate development has taken place, then the Green Belt in that area will score less well for this purpose. However, other purposes may mean the area scores highly overall.

Changes Made

Correct parag 2.2 to read 'The 'Stage 1' Review is targeted in that it focusses on the urban area *and* key settlements for growth ~~and other villages~~'.

Review of land within Broxtowe

Comments on the review of Green Belt Review of land within Broxtowe were received from the following:

Mr M Trought, Strawson Group Investments, Bloor Homes, Mr M Lyons, Omnivale Pension Scheme and Peveril Securities, Parker Strategic Land Limited (Catstone Green site).

Broad Areas 38 and 39

Bloor Homes state that the division of the broad areas does not fully respond to the site topography and proposed nature of development shown in their Concept Masterplan. New built development could respond to and fit within this development line, creating continuity in the extent of the built-up area. The scores, particularly for Broad Areas 38 and 39, would be lower if the development line was factored into the assessment. They state that the tram line is not a strong, permanent and defensible Green Belt or development boundary, the site is entirely surrounded by existing urban land, it will not lead to the coalescence of Chilwell and Stapleford, the development line would therefore be a suitable distance away from the Bramcote Conservation Area to preserve its historic setting and the change of character and appearance of the area from new infrastructure would mean that development around and adjacent to it would be appropriate and sensible.

A resident queried why the Green Belt Assessment scores for Areas 38 and 39 had decreased. The only changes are that the Strategic land for Growth which was previously Green Belt has been allocated which makes these areas even more valuable. With the Integrated Rail Plan and the cancellation of HS2, consideration should be given to redefining the Strategic Land for Growth as Green Belt.

Councils' Response

The methodology for the Green Belt review has been revisited in order to follow the same broad approach as the previous Green Belt assessments, using the same assessment criteria and matrix framework but ensuring that the methodology is transparent and applied consistently across the four authorities.

Scores have changed only marginally in order to reflect the need for a consistent approach across each authority and to accord with the updated methodology.

The scope for improvements arising from development is not a matter for the Green Belt review which assesses how well broad areas are currently performing against the purposes set out in paragraph 143 of the NPPF.

The assessment considers broad areas and is considered to be sufficient to inform the allocation of strategic sites.

Changes Made

Scores have changed in order to reflect the need for a consistent approach across each authority and to accord with the updated methodology.

Broad Area 44

Strawson Group Investments state that, as Trowell falls west of the M1 where the existing village and Ilkeston already erode the Green Belt, any extension to Trowell, so long as it is contained west of the M1 would not have a meaningful impact on the openness between Derby and Nottingham, therefore ensuring the Green Belt fulfils its main function. Comments are made in relation to Broad Area 44 including highlighting the Broad Area has been enlarged since the 2015 review and that scores should be lower in respect of unrestricted sprawl of settlements and encroachment into the countryside.

Councils' Response

The scores are consistent with the approach set out in the methodology and a consistent approach has been taken by each authority.

Changes Made

None

Broad Area 24

Omnivale Pension Scheme and Peveril Securities refer to the site east of Nuthall and state that development would support compensatory improvements to the Green Belt through the delivery of enhanced environmental quality and accessibility to the site. The weight given to the 2015 review, given its age, is questioned. They state that, comparatively to other sites within the Broxtowe Green Belt Review, it is one of the lower ranking sites. It is considered that, by adopting a sensitive approach to the layout, design and landscaping of the proposed logistics park, the proposals would not lead to the coalescence of Nottingham and Nuthall and would ensure that this purpose of the Green Belt is maintained. They consider that the demonstrable and significant shortfall in the availability of strategic land for logistics and distribution and the high levels of market demand for sites of this scale and the high levels of unemployment are exceptional circumstances to justify Green Belt release. Due to the lack of brownfield sites to meet the logistics need, they consider that Green Belt release is required and justified.

Councils' Response

The scope for improvements arising from development is not a matter for the Green Belt review which assesses how well broad areas are currently performing against the purposes set out in paragraph 143 of the NPPF.

Changes Made

None

Broad Area 27

Parker Strategic Land Limited state that the removal of land to the east of Catstone Hill should be reassessed to score 9 as built development would have a much more limited effect on Green Belt purposes. They consider that 'exceptional circumstances' exist to release the site from Green Belt to look towards meeting an evidenced need of Greater Nottingham, including the majority of Nottingham City's shortfall in need.

Councils' Response

Scores are consistent with the approach set out in the methodology and a consistent approach has been taken by each authority. The site is considered further through the site selection work.

Changes Made

None

Broad Areas 36 to 39

One resident states that the Green Belt boundaries have been drawn so as to maintain the open break between Stapleford and the built-up areas from Toton to

Bramcote. Any proposal concerning the release of Green Belt land that brings about the coalescence of these built-up areas must be rejected.

Councils' Response
Noted.
Changes Made
None

Review of Land within Gedling

No comments were received on the Green Belt Review of land within Gedling.

Review of Land within Nottingham City

No comments were received on the Green Belt Review of land within Nottingham City.

Review of Land within Rushcliffe

Comments on the Green Belt Review of land within Rushcliffe were received from the following:

Barratt David Wilson, Barwood Development, Ceylon Tea Growers Association, Haworth Group, Mather Jamie, Oxalis Planning and Mrs Hill & Mrs Plummer.

FAR/A

Oxalis Planning identifies a difference in scoring for the area known as FAR/A between the current green belt review and the previous green belt review.

Councils' Response
The methodology for the Green Belt review has been revisited in order to follow the same broad approach as the previous Green Belt assessments, using the same assessment criteria and matrix framework but ensuring that the methodology is transparent and applied consistently across the four authorities. In addition, since the last strategic review of the green belt, there has been a significant reduction in Green Belt to the South of FAR/A in order to accommodate the South of Clifton SUE. This would have had a bearing on the assessments in that area. (Paragraphs 2.3-2.4 of the Green Belt Review methodology).
Changes Made
None

Tollerton

The Harworth Group state that there is an omission in the Green Belt Review as it only assesses the areas to the north and west of Tollerton, and that there are exceptional circumstances to assess all around Tollerton, based upon their representation when read as a whole. The Ceylon Tea Growers Association provide similar comment and refer to the site-specific assessment undertaken for Rushcliffe's Local Plan Part 2 which concludes that the green belt is of low-medium importance.

Councils' Response

The scope of the strategic green belt review is to undertake strategic assessments around the main built up area of Nottingham, key settlements and regeneration opportunities. The assessment to the north and west of Tollerton is as a result of these broad areas being adjacent to the main built up area of Nottingham. The scope of the green belt review at this stage does not extend to the east and south of Tollerton.

Changes Made

None

WBR/A

Mrs Hill & Mrs Plummer consider that the site known as Edwalton Triangle is suitable for release from the Green Belt, as there are exceptional circumstances to do so, and the land is only of medium importance to the purposes of including land within it as identified by Rushcliffe's 2013 green belt review.

Councils' Response

The methodology for the Green Belt review has been revisited in order to follow the same broad approach as the previous Green Belt assessments, using the same assessment criteria and matrix framework but ensuring that the methodology is transparent and applied consistently across the four authorities (paragraphs 2.3-2.4 of the Green Belt Review methodology).

Changes Made

None

RUD/A

Barratt David Wilson have made comments in relation to the land south of Wheatcroft Island. They note that the site falls within broad area RUD/A in the current green belt review. They consider that there has been a change in the nature of development within the area as previously assessed in the 2013 green belt review. They also make a case for why there should be a full green belt review

Councils' Response

Comment noted. Whether there should be a full Green Belt review would be dependent on the establishment of exceptional circumstances to do so, which is a separate exercise to the green belt review itself.

Changes Made

None

RUD/B and RUD/C

Mather Jamie are promoting Ruddington East. The site falls within areas RUD/B and RUD/C. Mather Jamie Ltd disagreed with the conclusions of the two areas and stated that Ruddington East would have limited harm to the Green Belt purposes, claiming the site could help establish stronger defensible boundaries, improve green infrastructure and enhance accessibility to the countryside.

Barwood Development Securities Ltd are promoting land to the south of Flawforth Lane for 400-500 dwellings. The site falls within area RUD/B. They are concerned over the size of RUD/B and commented that the area assessment cannot reflect the contribution the individual site will make to the Green Belt, and requested the undertaking of a refined assessment of the Green Belt. They disagreed with the assessment of the area, stating that the site would have limited harm to the Green Belt purposes, and would establish an improved defensible Green Belt boundary.

Councils' Response

Comments regarding RUD/B and RUD/C are noted but the scope for improvements arising from development are not a matter for the Green Belt review which assesses how well broad areas are currently performing against the purposes set out in para 143 of the NPPF.

The scope of the strategic Green Belt review is to undertake strategic assessments around the main built up area of Nottingham, key settlements and regeneration opportunities should exceptional circumstances be established to allocate strategic sites. The results of the stage 1 review will also provide the wider context for more detailed Stage 2 site specific assessments for non-strategic sites, where required, to support future plan preparation. The Green Belt review methodology sets out clearly why the broad area approach has been undertaken.

Changes Made

None

Infrastructure Delivery Plan

Comments on Infrastructure Delivery Plan (IDP) were received from the following:

Derbyshire County Council, Grantham Canal Society, and Nottingham Local Access Forum

Summarised comments from statutory organisations

Derbyshire County Council request that they are engaged on the detailed transport modelling that will inform the IDP. Further strategic level transport modelling and planning could fall within the remit of the combined authority.

Summarised comments from developers

Homes England and the Defence Infrastructure Organisation requested clarity on the timescales for the completion of the strategic transport modelling as they are completing their own modelling to support the outline planning application. They also seek clarity regarding any future deficit in primary school education and state that there is nothing in the IDP that says there is a specific secondary capacity issue that must be mitigated by development at the Barracks. Homes England and DIO are engaging with the local Clinical Commissioning Group (CCG) as part of the preparation of the proposed outline planning application to test the detail of the scale of facility that may be required.

Summarised comments from other organisations

Nottingham Local Access Forum endorse the Key Considerations that future development should utilise and enhance the existing walking and cycling network. Walking and cycling forms a critical part of facilitating '20-minute neighbourhoods', which forms a key element of the Preferred Approach Strategy. Links should be explored between the enhancement of Blue and Green Infrastructure and walking and cycling.

Grantham Canal Society ask that attention is given to conditioning any planning permissions to enable funding for canal improvements and also consider using s106 planning gains and CIL funds to not only protect and enhance the canal environment and its surrounds but also to offer a longer term "dowry" to ensure there are sufficient funds for future maintenance, rubbish clearing and planting.

Councils' Response

Transport Modelling, examining the additional traffic generated by the strategic sites and mitigation measures is being undertaken. This has informed site specific development requirements and supporting Infrastructure Delivery Plan and the plan's Viability Appraisal.

Following consultation with the local education authorities and the Integrated Care Board (ICB) (formally CCG), the IDP establishes the additional educational and health provision that occupants within the strategic sites will generate. This includes the infrastructure and service needs generated by the Chetwynd Barracks site.

Regarding blue and green infrastructure, requirements to include walking and cycling routes have been included within the development requirements for

strategic sites. This is informed by the Greater Nottingham Blue and Green Infrastructure Strategy.

Changes Made

None

Heritage Asset Assessment

Homes England and the Defence Infrastructure Organisation, Chetwynd: The Toton and Chilwell Neighbourhood Forum.

Summarised comments from statutory organisations

Chetwynd: The Toton and Chilwell Neighbourhood Forum state that for the site North of Toton (B09.2PA), Wheatgrass farm is included as a 'Local Interest Building' but has been demolished. For Chetwynd Barracks (B09.4PA), Historic Parks and Gardens is stated as 'None'. However, the importance of the Memorial Gardens adjacent to the Grade II listed memorial has been overlooked and should be included.

Summarised comments from developers

Homes England and the Defence Infrastructure Organisation state that the proposed outline planning application masterplan will provide a detailed assessment on heritage assets based on a robust technical assessment of significance. They seek clarification regarding the term heritage-based regeneration and welcome confirmation that “some”, rather than ‘all’ non-designated heritage assets could be capable of re-use. They think that the next version of the Plan should more accurately reflect the conclusion reached in the authorities’ own evidence base about the potential for some assets to be retained and converted, and to emphasise that this will be informed by Homes England and DIO’s assembled evidence base.

Councils’ Response

The comments regarding Wheatgrass Farm are noted. The Memorial Gardens are not a registered Historic Park and Garden (based on Historic England’s registered list), but their importance is noted.

It is noted that a more detailed assessment of heritage assets is being undertaken and will be a consideration as part of any future planning application. The policy will also be based on the most up to date information.

Changes Made

The Heritage Asset Assessment has been updated to remove reference to Wheatgrass Farm.

The site specific policy for Chetwynd Barracks provides clarification regarding the heritage assets on the site.

Employment Background Paper

Comments on the Employment Background Paper were received from the following:

Oxalis Planning Ltd

Summarised comments from developers

The approach to re-basing the requirement to a 2022 start date is fundamentally flawed and is not justified. The Lichfield Employment Land Needs Study assesses the requirements between 2018 and 2038. A simple re-basing of the requirement to a 2022 start date on a pro-rata basis is flawed given the origin of the requirements in the Regeneration Scenario. In order to appropriately adjust the requirement figure, a review of delivery in the past 4 years from 2018 – 2022 should be undertaken and this figure deducted from the overall requirement.

The Background Paper should distinguish between the general needs of employment uses and those of strategic distribution/logistics. Current supply of latter is not appropriate. Key distinctions should be added at para 8.7.

The Background Paper should address the potential double counting of land that is also identified for general employment in the Lichfield Study. Land unsuitable for strategic distribution should be removed. Residual need is 950,000 sqm not 601,000 sqm.

Background Paper should acknowledge that the economic importance of providing strategic distribution provide exceptional circumstances to remove sites from the Green Belt.

Councils' Response

Agreed the Plan has been rebased to 31st March 2023 and annual need extrapolated to 2041. Delivery between 2018 – 2023 accounted for.

The supply of strategic warehousing sites has been reviewed and updated using the same methodology as the Strategic Logistics and Warehousing Study. This is set out in the Publication Draft Employment Background Paper.

Changes Made

Strategic warehousing commitments have been disaggregated from the general supply of employment land.

Employment Land Study (2021)

Comments on the Employment Land Study were received from the following:

Avant Homes, David Wilson Homes, Davidsons, Gladman, Havenwood Construction Ltd, IM Land, Metacre (Calverton) (Bunny), Marrons Planning, Richborough Estates and William Davis Homes

Summarised comments from developers

A number of landowners and developers identified that the housing targets will meet forecast economic growth based on the 'regeneration' scenario set out in the May 2021 Employment Land Study. However, this scenario does not take account of expected development and subsequent job growth created by the East Midlands Freeport, and HS2. These developments will lead to additional employment growth in the Nottingham Housing Market Area (HMA)

Councils' Response
See Chapter 6 response.
Changes Made
See Chapter 6 response.

4. Distribution and Logistics Preferred Approach (September 2023)

- 4.1. This consultation focused on the approach to strategic distribution and logistics. The consultation provided detail regarding the need for distribution and logistics development, identified existing and future supply and also identified two new allocations which would help to meet the unmet need.
- 4.2. The consultation ran between 26th September and 7th November 2023. 134 individual comments were received from 53 respondents.
- 4.3. This section of the Responses to the Preferred Approach Consultations provides a summary of the comments received as part of the consultation and the Council's response to these comments. It is structured according to the four chapters within the Preferred Approach and its appendices followed by comments made on supporting evidence. Any comments on the evidence base have been organised according to the document. Not all respondents are individually referenced. However, a list of the respondent organisations has been included at the start of each chapter, appendix, or supporting document. A complete list of respondents can also be found at the end of this report.

Number of comments received

Chapter/Document	Number of Comments
1. Introduction	11
2. Background	7
3. The Need for Strategic Distribution and Logistics and Site Criteria	23
4. Preferred Sites for Distribution and Logistics	47
5. Appendix A: Preferred Sites	22
6. Appendix B: Glossary	2
Supporting Evidence Documents	22

Chapter One: Introduction

Comments on Chapter One: Introduction were received from the following:

Awsworth Parish Council, C Rochelle, D Rhead, East Leake Parish Council, Hallam Land Management, Harworth Group, House Builders Federation, Local Resident, Mulberry Land, Newark and Sherwood District Council, Ruth Edwards MP for Rushcliffe.

Summarised comments from statutory organisations

Awsworth Parish Council raised a number of concerns about the preferred site allocation at the former Bennerley Coal Disposal Point (site BBC L01). These include some general points about the overall approach towards identifying potential sites summarised in Chapter 2, the lack of justification for Green Belt release at the Bennerley site summarised in Chapter 3 and site-specific comments on the former Bennerley Coal Disposal Point summarised in Chapter 4.

East Leake Parish Council commented that the authorities had not taken into account the Green Belt and historic sites. They also drew attention to the cancellation of HS2 to the East Midlands and queried whether the Park and Ride site (at Clifton) could cope with the number of employees.

Newark and Sherwood District Council support the approach taken by the Greater Nottingham Partnership Councils to identifying preferred sites and the two potential sites would significantly help meet future logistics needs in the Nottingham Core and Outer HMAs. Noting that Newark and Sherwood District Council is at a different stage in plan making to the Greater Nottingham Partnership, given the strategic nature of the logistics need it will be important for all the Nottingham Core and Outer HMAs to work together under the Duty to Cooperate (or successor Alignment Test) to ensure this particular issue is appropriately addressed.

Ruth Edwards, Member of Parliament for the Rushcliffe Constituency, stated that support for logistics or residential buildings on the Ratcliffe on Soar site, was subject to these uses being in support of the energy generation and advanced manufacturing priorities of the East Midlands Freeport as set out in existing plans for the site signed up to by Government and Rushcliffe Borough Council.

Summarised comments from developers

Hallam Land Management noted that the preferred approach consultation document follows a wider focussed preferred approach earlier in 2023. The need to address strategic distribution and logistics employment land needs in addition to local general employment need is supported.

Harworth Group made essentially similar comments supporting the need to address strategic distribution and logistics employment need adding that the National Planning Policy Framework states that planning policies and decisions should recognise the specific locational requirements of different sectors including storage and distribution. The Planning Practice Guidance also recognises the critical role of storage and distribution in the local economy and contribution to local employment. They also highlighted the location of the Greater Nottingham area in the centre of the

country and that the need to respond to the needs of the logistics sector is of national importance.

The Home Builders Federation consider that the consultation highlights the need for the GNP to consider the interaction between employment and housing numbers. In this context, the HBF requests that the GNSP partners considers the annual local housing need assessment as the minimum starting point and fully consider all of the issues that may result in a higher housing requirement including additional housing need generated by additional jobs through strategic distribution. Noting the second preferred site is located within the Green Belt, the HBF would encourage the GNP to consider what other factors may constitute exceptional circumstances to release Green Belt such as the current housing crisis and inability of Nottingham City to meet its own need.

Mulberry Land made representations promoting their site northeast and southwest of Shilo Way, Awsworth.

Summarised comments from local residents

A local resident made a number of comments and suggestions for amending various chapters in the document to promote sustainable transport and promote active travel making references to supporting aims of the NPPF and the D2N2 Local Cycling and Walking Infrastructure Strategy in this context. Another Local Resident welcomed the coordinated approach being taken towards planning for strategic distribution. A further local resident queried the purpose of the consultation.

Councils' Response

The Councils note that the overall approach to address the needs for strategic distribution and logistics facilities was supported by certain developers, Newark and Sherwood District Council and a local resident. In respect to the comments made by Newark and Sherwood District Council, the Councils welcome and commit to continue the close working to ensure this issue is addressed.

Awsworth Parish Council made a number of site-specific points about the Former Bennerley Coal Depot site which are addressed in Chapter 4. In respect of comments made by East Leake Parish Council, the Preferred Approach assessed sites against the full range of planning policies and constraints including potential impacts on the Green Belt and heritage. The Logistics Study is not predicated on HS2 being implemented.

In respect of Ruth Edwards MP (previously Rushcliffe MP) comments, the proposed allocation of part of the Ratcliffe on Soar Power Station site for strategic distribution and logistics for up to 180,000 sq. m. of strategic warehousing on land north of the A453 is consistent with the adopted Local Development Order.

In relation to comments made by the House Builders Federation, the Council consider that the labour supply arising out of the housing provision broadly matches with the employment forecasts set out in the Employment Land Study 2021.

Changes Made

None

Chapter Two: Background

Comments on Chapter Two: Background were received from the following:

Awsworth Parish Council, D Rhead, Hallam Land Management, Hortons' Estate, K Boswell, Mulberry Land.

Summarised comments from statutory organisations

Awsworth Parish Council submitted a number of representations to the various chapters of the consultation document. In general terms they raised concerns that there were insufficient details to assess the environmental impacts resulting from the construction and operation of a strategic warehousing development at the former Bennerley Coal Disposal site and are concerned that a decision to confirm this site for distribution and logistics use will be made in the absence of detailed information about the scale and impact of the development to make an informed decision. The Parish Council also consider that the former Coal Disposal Point land is being promoted because of potential for rail access and that the economic benefits are being given excessive and undue weight at the expense of several significant constraints. The Parish Council also questions the justification for removing this potential site from the Green Belt which is summarised in Chapter 3. Site specific comments made by Awsworth Parish Council are set out in Chapter 4

Summarised comments from developers

Hallam Land Management quote NPPF paragraph 11 which states that strategic policies should as a minimum provide for objectively assessed needs for housing and other uses as well as any needs that cannot be met within neighbouring areas unless application of the policies in the Framework that protect areas or assets of particular importance provides a strong reason a strong reason for restricting the overall scale, type or distribution of development in the plan area; or ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole. The GNSP has stated it is not seeking to provide for identified housing need. It is therefore taking a different approach to meeting distribution in comparison to meeting housing needs and they object to what they consider is an inconsistent approach as it fails the positively prepared and consistent with national policy tests of soundness.

Hortons' Estates confirmed they has no comments on this chapter of the Preferred Approach.

Mulberry Land stated that there is no indication of how the need for distribution land has been split between the authorities and whether this figure has been agreed with Ashfield District, Mansfield District and Newark and Sherwood District Councils. They also considered that it is not made clear how the need of between 131-147ha is apportioned to Ashfield, Erewash, Mansfield and Newark and Sherwood.

Summarised comments from local residents

A local resident suggested that new paragraphs reflecting the NPPF paragraph 104 – 113 covering sustainable transport. A further suggestion is to add a new section about active travel with reference to Department of Transport publications including Local Cycling and Walking Infrastructure Plans and Cycle Infrastructure Design.

Another local resident noted both preferred sites are at the western fringe of the study area and proposals should be coordinated with adjoining boroughs. Suggests the study area be extended west to confirm that there are no better options exist in adjoining authorities or those that may compete and affect viability for example Stanton Ironworks.

Councils' Response

Hallam land Management along with a number of other Developers / Landowners consider that the approach is inconsistent with paragraph 11 of the National Planning Policy Framework. The Councils disagree and consider that the Strategic Distribution and Logistics Study is guidance and the Councils have sought through their Preferred Approach to meet as much of the demand assessed in the Strategic Distribution and Logistics Study as possible and allocated strategic sites in appropriate locations. The Councils consider the approach is consistent with paragraph 11b (i) that planning authorities should meet objectively assessed need for employment related development unless the application of policies in the NPPF that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area. Such policies include land designated as Green Belt as set out in footnote 7 to paragraph 11 of the NPPF.

Regarding the point made by Mulberry and other developers about disaggregating the assessed need between individual local authorities, the study area and estimation of demand for strategic logistics provision extends well beyond the Plan Area. The Strategic Distribution and Logistics Study which adopts a "Policy off" scenario identifies a need for between 1,270,000 sq. metres to 1,486,000 sq. metres or 360 – 425 hectares of strategic distribution and logistics space. There is no accepted basis for disaggregating the estimated need between the constituent Councils. Rather the approach has been to meet as much need as possible in appropriate locations whilst taking into account constraints including in particular the Green Belt.

The Councils agree with the local resident about the need to promote sustainable and active travel and will address this matter in detailed policy wording for the proposed allocations. Sustainable travel will also be addressed at either the planning application stage or in the case of Ratcliffe on Soar Power Station the Local Development Order procedure.

In respect of the point made about extending the study area to the west, the study area includes Erewash Borough and takes into account the potential of the former Stanton Ironworks to contribute to meeting needs for strategic distribution and logistics facilities (now allocated as New Stanton in the Erewash Core Strategy).

Changes Made

Detailed policy wording to be considered for promoting active transport.

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

Comments were received on Chapter Three: The Need for Strategic Distribution and Logistics and Site Criteria from the following:

Ashfield District Council, Awsworth Parish Council, D Rhead, Environment Agency, GLP, Hallam Land Management, Harworth Group PLC, Hortons' Estate, Historic England, Knightwood Plc, Mansfield District Council, Mulberry Land, Newark and Sherwood District Council, North West Leicestershire District Council, Oxalis Planning, Richborough, Ruth Edwards MP, Severn Trent Water, The Gardens Trust, and Wilson Bowden.

Summarised comments from statutory organisations

Ashfield District Council consider that the two preferred sites meet the residual need for strategic distribution and logistics are within the areas of opportunity identified in the Nottinghamshire Core and Outer HMA Logistics Study. They also state that within Ashfield the “pipeline” to meet the need for strategic distribution is the proposed site in the draft Ashfield Local Plan – Land East of Junction 27 M1 Motorway. It is expected that public consultation on the publication version (Regulation 19) of the Local Plan will take place from the end of November 2023 for a period of 8 weeks.

Awsworth Parish Council does not agree that this extensive area (Bennerley site) should be removed from the Green Belt by way of exception and not persuaded that sufficient justification has been demonstrated. Site specific comments on the former Bennerley Coal Disposal site made by the Parish Council are also summarised in Chapter 4.

The Environment Agency made site specific comments in relation to the preferred sites at the Bennerley Former Coal Disposal Point and the Ratcliffe on Soar Power Station Site and these are summarised in Chapter 4.

Historic England have raised concerns about the reference to a “policy off” approach in paragraph 3.4 of the consultation document where issues such as the historic environment were not considered at this stage. The NPPF Section 16 states that local plans must have a positive strategy for heritage with paragraphs 189, 199 – 203 setting out that heritage resource should be protected and enhanced. HE raises concerns about the proposal due to lack of available information about what is proposed at the site and what impact there may be on the significance of the Grade II Listed Bennerley Viaduct. A heritage assessment is required. HE notes that the Bennerley Viaduct is located within both Broxtowe Borough and Erewash Borough and that joint working may be required to ensure an appropriate outcome for the heritage asset. Noting the Council's view that development might potentially harm the significance of the asset and its setting they go on to state that they do not support the view that a heritage

assessment can be delayed to the planning application stage when the principle of development is being established in the Local Plan. HE raised similar points in connection with the Ratcliffe on Soar Power Station site and referred to earlier comments on the Preferred Approach held in February 2023. HE reiterates the need for a heritage assessment as there are a number of heritage assets on the Ratcliffe on Soar Power Station site that could be harmed including the presence of important archaeological remains. They do not support the approach that heritage assessments should be delayed until the planning application stage.

Mansfield District Council consider the evidence base to be up to date and appropriate to determining the approach to this topic within the Greater Nottingham Strategic Plan. The identification of sites for strategic distribution and logistics appears to have been based on a detailed assessment of the Areas of Opportunity and nine specific considerations. The proposed approach does not have any specific impacts on Mansfield District. Subject to detailed comments (relating to identified constraints and need for masterplanning to help address impact through mitigation), it is considered that the two sites identified are appropriate to meet identified need for this type of employment land within the Greater Nottingham Strategic Plan area.

Newark and Sherwood District Council stated that the Councils have correctly identified at paragraph 3.4 that the Logistics Study was undertaken from a “policy off” perspective and that the quantum of space estimated is not viewed as a target but guidance which must be seen in the context of other constraints.

North West Leicestershire District welcome the Partnership approach to addressing the requirements of the strategic B8 sector in terms of quantifying the need for additional land and by identifying sites. This is a growth area and pressure for land is considerable. However, after taking into account the two preferred sites there would be a shortfall of some 26-47 ha and suggest that this needs addressing by the Partnership as a priority. Site specific comments by this consultee in connection with the Ratcliffe on Soar Power Station site are addressed in Chapter 4.

Ruth Edwards MP for the Rushcliffe Constituency made comments solely in respect of the Ratcliffe on Soar site in relation to the evidence of need raising concern about paragraph 3.4 in that need was identified using a “policy off” approach when factors such as road capacity, constraints such as location within the Green Belt and existing plans for the identified and neighbouring sites are all of high importance in determining which sites should be taken forwards.

Severn Trent made site specific comments on the Bennerley Former Coal Disposal Point, and these are summarised in Chapter 4.

Summarised comments from developers

Need

Hallam Land Management referred to the Ratcliffe on Soar Power Station Site Local Development Order which has already identified parts of the site for B8 logistics so this proposed allocation is already counted in the pipeline and will not contribute to meeting the residual 131-147 hectares of need. The consultee also considers it highly unlikely that additional distribution and logistics sites may come forward within the Greater Nottingham Area and those other authorities within the study area. This is for two reasons, firstly because there is no requirement figure for each LPA; and secondly the allocation of further sites is likely to require Green Belt release the justification of which would be difficult to substantiate in absence of evidence that demonstrates a need for Green Belt release. To be found sound the GNSP should identify how it is seeking to fully meet logistics land needs.

Harworth Group stated that the consultation document proposes to allocate two sites to meet needs, including their client's site, Bennerley Coal Disposal Point and an area within the Ratcliffe on Soar Power Station site. However, the consultation document does not make it clear that the Local Development Order at Ratcliffe on Soar Power Station means this proposed allocation is already included in the pipeline sites and therefore will not contribute to meeting the 131-147 hectares of need. The remaining need is to be addressed through the proposed Bennerley Coal Disposal Point allocation and then the residual need through Part 2 Plans or the Local Plans of the Outer Nottingham area. In this context it is important that the full potential of the proposed Bennerley allocation is maximised to ensure this strategic cross boundary issue is addressed as fully as possible in the Strategic Plan, as the appropriate plan for this matter to be dealt with.

Hortons' Estate conclude that the figures identified in the Preferred Approach Consultation are too low. The figures are based on the lowest amount of new floorspace anticipated by the "market signals" model. Furthermore, a significant proportion of the anticipated supply relies on the recycling / redevelopment of existing sites, for which there is no evidence of certainty in delivery. Furthermore, the impact of the loss of recycled employment land on the supply of smaller sites has not been considered. The overall target should be increased substantially and that failure to do so would suppress growth in the Greater Nottingham area to the detriment of its future economic performance. They also comment on the very low density of development assumed for the Bennerley site (below the normally assumed 35% plot ratio) and outline multiple challenges to its development. In respect of Ratcliffe on Soar Power Station they calculate a development density of 5,000 sq. m being above the usual assumption of 3,500 sq. m per hectare. In conclusion they consider such a density would not be attractive to the market and if 35% plot ratio was used then the floorspace delivered would be 127,400 sq. m a further reduction when considered against need.

Iceni for GLP who are promoting land southwest of junction 25 of the M1, consider that remaining unmet need is in the region of 134.5 ha to 150.9 ha excluding Stanton North

which they consider should be discounted along with the two draft allocations in the Regulation 18 draft Ashfield Local Plan. Referring to paragraph 11 of the NPPF they consider that strategic policies should as a minimum provide for objectively assessed needs unless policies in the Framework provide a strong reason for restricting development or any impacts would significantly and demonstrably outweigh the benefits. Given this and the NPPF's requirement for plans to be positively prepared and to support economic growth they consider significant weight should be given to meeting the full objectively assessed need for strategic logistics. Icenl also raise serious concerns about the supply of potential logistics sites set out in the Strategic Background Paper Appendix 1. In this connection the consultee considers that the two allocations in the regulation 18 draft Ashfield Local Plan cannot be relied upon. Progress on the Erewash Stanton North site indicates reserved matters coming forward suggests lower if any contribution to strategic logistics will be brought forward. Icenl also mentioned that reference in the Preferred Approach to Stanton North being more than sufficient to meet Erewash's needs overlooks that the need for strategic distribution is a regional issue and by its nature a cross-boundary issue where need cannot be neatly apportioned to individual authorities. Icenl do not consider that otherwise suitable sites should be discounted on the basis of Erewash considering it is meeting its own needs.

Mulberry Land promoting land at Shilo Way, Awworth made comments in respect of the analysis of residual demand set out in the preferred approach being 131 – 147 ha. They note that the two preferred sites total 104.4 ha which is in their view a long way short of the minimum need (26.6ha short). Mulberry Land calculate that using industry methodology of a 20,000 square feet per acre plot ratio then Bennerley site would result in a developable area of 16.1 ha. When combined with the 36.4 ha at Ratcliffe on Soar they estimate both proposed allocations would total 52.51 ha. Taking the Preferred Approach residual unmet need 131 – 147 ha and using the 131 ha as a minimum Mulberry applied the plot ratios of 35% and 40% giving a net developable area range of 45.85 ha – 58.8 ha. In their view there is a shortfall in the amount of floorspace proposed. In this context they consider that even at the higher end of the delivery scenario, the proposed allocations can only just accommodate this need, but this relies on the Councils delivering all of their pipeline and consented sites. They consider that some of these sites might never come forward for various reasons, some have only outline consent and the two pipeline sites in Ashfield are draft allocations and therefore cannot be relied upon. A range of additional sites is needed to bolster supply.

Oxalis, in relation to need, considered that the preferred approach fails to accord with the Government's requirement to identify strategic sites to meet anticipated needs and in this context the consultee refers to Government policy contained within the publication, The Future of Freight and the NPPF paragraphs 81 and 82. The Icenl study identifies a significant need for provision of strategic logistics and highlights the dire level of current supply. The Background paper includes the authorities' analysis of the residual strategic logistic need. Concerns are raised that the approach to these figures

is predicated on a desire to downplay the importance of meeting that need in full. Key assumptions made together with the judgements reached on the quality and suitability of existing supply is such that the level of residual need is lower than it would be if more balanced assumptions and judgements made. However, the residual figure identified by the authorities is significant and there is no sound explanation to justify such a shortfall. They also considered that an additional 10% should be added to the Icen estimate of need to provide flexibility akin to a 10% additional housing buffer often applied to objectively assessed housing need.

Oxalis considered that a further 10 – 20% of supply coming forward from redevelopment sites does not appear to be reasonable. If it is assumed that 57,136 sq. m. of land will come forward on redeveloped existing employment land, then that loss to the general employment land should be planned for. Also refer to double counting issue raised by Icen in their Study (paragraph 5.6). More specifically they consider that the supply assumed at the Former Horizon Factory should not count as new employment supply as this was existing employment land.

Wilson Bowden promoting land at New Farm Nuthall (BBC-L06) object to paragraph 3.5 which refers to the need for space being not viewed as a target but as guidance. In this context, the consultee refers to NPPF paragraph 11b which states that strategic policies should as a minimum provide for objectively assessed needs for housing and other uses which includes strategic employment. Consider that 425 ha identified in the Logistic Study should be provided as a minimum. Where other authorities bring sites forward then these should be considered at that time. Without clear evidence of why the 425 ha is not being met in accordance with the evidence base, this preferred approach has not taken full account of the reasonable alternatives and therefore not justified.

This consultee also refers to supply side deficiencies referring to the Logistic Study emphasising the supply gap for large scale employment units with vacancies reaching an all-time low of 0.3% in 2021 and that the same study recommends a 5% vacancy rate as the minimum. The Logistic Study also highlights that 75% of the existing stock is dated before 2000 and that historically Green Belt has thwarted delivery in the M1 junctions 25 to 27 area. Referring to NPPF paragraph 81 relating to creating conditions for business to thrive the consultee considers the market need for strategic employment should be given significant weight. In relation to residual needs there is little prospect of the remaining 63 – 79 ha being met by neighbouring authorities and this residual need should be dealt with now as part of the GNP to ensure needs are met in full. In this context the respondent states that the Areas of Opportunity are all within the GNP area focussed on the M1 with the exception of Newark. The consultee also raises concerns over the capacity of the Bennerley site to deliver the assumed quantum of floorspace quickly enough.

Green Belt and Exceptional Circumstances

Hallam Land Management referred to the Green Belt Background Paper (December 2022) and notes at paragraph 7.7 that no Green Belt boundary changes are proposed but this was issued before the Preferred Approach to logistics sites that does propose Green Belt boundary changes and there is a need for a comprehensive Green Belt review to properly evidence the GNSP which should include consideration to identifying safeguarded land.

Iceni commented that whilst Green Belt might in some circumstances be considered a broad policy constraint that could potentially justify not meeting needs in full (as indicated by footnote 7 to paragraph 11 of the NPPF), the extent to which it poses a constraint should be considered carefully and reviewed in the context of the unmet need and the significant negative socio-economic consequences of failing to meet that need. Given Exceptional Circumstances have already been identified in principle in the Greater Nottingham Strategic Plan and in other emerging Plans to release Green Belt to meet identified needs, they do not consider that this would pose an in-principle constraint to identifying additional land across the HMA to meet specific needs.

Oxalis commented on Green Belt issues as summarised: the authorities have implied there are overriding environmental/policy objectives why identified needs cannot be met in full. The Greater Nottingham Growth Options Study identified broad areas with high potential for growth and specific areas were deemed suitable for development including south of Fairham. The NPPF (paragraph 140) states that Green Belt boundaries should only be altered where exceptional circumstances have been fully evidenced and justified. This includes evidence of strategic logistic need, the Lichfields Employment Land Study and the Greater Nottingham Growth Options Study. It is clear that reasonable alternative non-Green Belt options do not exist for meeting strategic logistics need. In accordance with the NPPF there is no justification for identified needs not to be met in full, with additional land identified for flexibility.

Wilson Bowden agree that the Councils' approach of seeking to allocate previously developed sites is in line with the requirements of NPPF Paragraph 141a, however, they object to the overall approach because the identified residual unmet need of 63 – 79 ha should be met through the allocation of sufficient land in this Plan. Given the lack of land outside of the Green Belt which is available and suitable to meet strategic employment needs, it is considered that Green Belt land is released to accommodate this unmet residual need in the right location to support market needs and ensure that the plan provides for the objectively assessed need.

Site Selection Criteria

Boyer Planning on behalf of Richborough promoting land at the Edwalton Triangle, Knightwood Developments for land south of the A 52 at Whatton and for Mattock and Herrick in relation to land at Jericho Farm disagree with how these sites has been assessed in the context they were eliminated at Step 2 of the site selection process

from further consideration. The consultee considers the sites meet a number of the criteria and in the case of the A52 Whatton and Jericho sites are of a strategic scale being over 25 hectares. Boyer Planning made comments on site selection criteria in particular rail freight connectivity. They referred to the site selection criteria as adhering to the Nottingham Core and Outer HMA Strategic Distribution Study with the exception of rail freight access. There is no mention of rail freight connectivity requirements in the selection methodology at Step 2. The aforementioned Logistics Study required sites to be close to the strategic road network. The GNP has viewed this as a desirable criterion due to the aims of the Department of Transport's Decarbonising Transport – A better, Greener Britain Report but this is a topical paper and holds no weight. The Strategic Background Paper appears to consider that the ability to connect to the rail network a significant advantage, however, the evidence base in the form of the Nottingham Core and Outer HMA Strategic Distribution Study suggest otherwise, and market demand does not reflect the need for further Strategic Rail Freight Interchange in the East Midlands.

Iceni were concerned that given the omission of their site (EBC-L02 land south-west of Junction 25 of the M1) from the original assessment that this may have prejudged the conclusions of the Step 3 assessment.

Oxalis promoting land adjacent the A46 east of Cotgrave sets out details of objections in relation to the identification of need and lack of allocations to meet those needs. Whilst the site lies outside of the "areas of opportunity" the site is considered by the consultee to meet the other relevant criteria and should therefore be considered in the same way as other sites identified by the Council as part of the strategic logistic supply. Oxalis also considered that the majority of sites identified in the supply (identified in Appendix 1 of the Strategic Distribution background Paper) fail to meet one or two of the site selection criteria and provided details. In this context, Oxalis considered that the following sites did not meet the minimum size criteria (25 hectares): Castlewood Business Park (planning references V/2018/0652 and V/2021/0362), West of Fulwood (allocation EM1Sb), Land off Brunel Drive (reference 21/02/408/FUL), Blenheim Lane (21/02346/REM), South of Clifton (14/01417/OUT), North of Bingham (allocation), Junction 27 North East (draft allocation), Junction 27 South East (draft allocation). In addition, Oxalis considered that the following did not meet the minimum size criteria or transport connectivity criteria: Harrier Park (allocation), Penniment Farm (2017/0572/RES), Former Horizon Factory (reference 18/01455/POU) and RAF Newton (22/011468/REM). In relation to Stanton North, Oxalis considered this does not have appropriate transport connectivity. In connection with land at Stephenson Way Oxalis considered that there was no remaining land suitable for strategic logistics.

Wilson Bowden refers to the Logistics Study (paragraph 10.12) recommending a sequential order for site selection as follows: extension of existing distribution sites; followed by PDL sites; and finally new greenfield sites which meet the site selection criteria. There are a number of sites which meet the preferred sequence being adjacent

to an existing employment site; are sustainably located and could be extended. This is not justified and is not an appropriate strategy based on the evidence provided.

Summarised comments from other organisations

The Gardens Trust raised site specific concerns about the Ratcliffe on Soar Power Station site which are summarised in Chapter 4.

Summarised comments from local residents

A local resident suggests amendments to paragraph 3.15 "whether the site is ... EITHER accessible by current active travel infrastructure OR could feasibly be made accessible by future active travel infrastructure -- to be completed before the distribution/logistics facility "opens for business" -- to be funded by "developer contributions".

Councils' Response

The Councils note that Newark and Sherwood District Council agree that the quantum of space estimated is not a target but guidance which must be seen in the context of other constraints. In relation to the comments made by North West Leicestershire the study area extends beyond the Greater Nottinghamshire Partnership Area and the issue of meeting any residual need will be explored through the Duty to Cooperate. However, the Greater Nottinghamshire Partnership has sought to meet as much of the identified need as possible given the various constraints. The comments of Mansfield District in relation to the evidence base being up to date, a sound methodology and appropriateness of the proposed sites at Bennerley and Ratcliffe on Soar is welcomed.

In relation to the points made by Historic England, it is not possible at this stage to undertake a detailed heritage assessment as the exact design and layout of the proposed storage and distribution facilities is unknown. It is quite usual for strategic plans to leave detailed planning considerations to be addressed at the planning application stage. A heritage assessment will need to accompany any proposals at the site.

In response to Ruth Edwards (previously Rushciffe MP), the reference to the study being "policy off" in paragraph 3.4 of the Preferred Approach is to the Strategic Distribution and Logistics Study carried out by consultants with a perspective to consider the market demand and operational needs of the distribution sector in an unconstrained way. For clarification the Preferred Approach to site selection has considered sites against the full range of planning policies and constraints.

Need

Developers argued that the Councils' assessment of need is too low and that the Councils were downplaying the importance of the distribution and logistics sector to the economy. The Logistics Study identifies a range of between 1,270,000 sq.

m. to 1,486,000 sq. m. with the upper end of this range favoured by the consultants for planning purposes. The higher end of the range equates to 425 ha and the bottom of the range 362 ha. This figure represents a scenario of increased delivery of the market relative to Nottinghamshire (including Bassetlaw) and Leicester and Leicestershire in an unconstrained way. The Council consider the Policy off estimates by Icenl to be guidelines but nevertheless are planning for a significant increase in market share in relation to a market that extends well beyond the Plan Area and make provision to meet market demand for large scale distribution facilities that is relatively footloose.

Mulberry referred to the use of an industry standard plot ratio of 20,000 square feet to the acre which would result in the Bennerley site achieving a net area of 16.1 ha. The Councils have reviewed the Bennerley proposed allocation and now estimate the capacity of the site to be 124,500 sq. metres on 61 ha. In general, the Councils have used the plot ratio of 0.35 as set out in the Strategic Distribution and Logistics Study as a proxy for estimating residual land needs once supply has been taken into account using actual planning permissions for floorspace granted where relevant. The Councils acknowledge that there will be a residual shortfall once supply and the proposed allocations are taken into account.

The importance of strategic distribution and logistics to the local economy is recognised as evidenced by the Councils commissioning a specialist Strategic Distribution and Logistics Study and has sought to meet as much of the demand assessed as possible and allocated strategic sites in appropriate locations.

A specific query was whether the potential supply of land at Ratcliffe on Soar would meet the residual need for 131 – 147 ha set out in the Strategic Distribution and Logistics Study as this site was already accounted for in the “pipeline” supply. It is acknowledged that the site has been counted as potential pipeline supply in both the Strategic Distribution and Logistics Study and the Strategic Distribution and Logistics Background Paper.

Certain developers (Hortons and Oxalis) objected to the assumptions used for the potential from the redevelopment of existing employment sites coming forward which could make up between 10 – 20% of residual demand as there was little evidence to support this and that such losses to the general supply of employment land should be planned for. In response the Councils refer to the findings set out in the Strategic Distribution Study at paragraph 10.16 which considers this a reasonable assumption. The examples given include Sherwood Business Park, New Stanton and Ratcliffe on Soar. A further example would be the redevelopment of the former Imperial Tobacco Horizon Factory on Thane Road, Nottingham now redeveloped as Power Park - a distribution hub.

Turning to the point about compensating for losses, the change of use / redevelopment of employment sites with an employment end use does not

constitute a loss of employment land. However, the “loss” of employment land to other non-employment uses has been factored into the assessment of general employment land need as set out in the Employment Land Study (Litchfields 2021). The assumption that between 10 – 20 % of potential demand for strategic distribution space being met from redevelopment opportunities results in a fairly modest range of between 16 ha and 33 ha coming from this source as set out in Appendix 4 of the Strategic Distribution and Background Paper. The identified supply of strategic distribution sites and units greater than 9,000 sq. metres within the Plan Area has been deducted from the general supply of industrial and warehousing land. In all 123.5 ha has been discounted from the general supply of employment land which after taking into account this reduction is estimated at around 173.5 ha against a need of about 113 ha (more details are set out in the Employment Background Paper supporting the Publication Draft Greater Nottingham Strategic Plan). Going forward there is more than enough supply of general industrial and warehousing land to provide flexibility in this context.

The Councils consider that the redevelopment of the former Imperial Tobacco Horizon Factory is in effect new supply and should be accounted for in the supply of strategic distribution and logistics sites but is not included within the general supply of industrial and warehousing land.

Warehousing supply

Developers argued both for and against the inclusion of sites of less than 25 ha in either the supply or in terms of meeting future needs. Mulberry Land made the point that site size is not totally relevant in that it is the proposed floorspace of a unit capable of being accommodated that matters most. This point is generally accepted as smaller sites can contribute towards the need for strategic distribution facilities and taken into account in the independent consultant’s Strategic Distribution and Logistics Study. However, for the purposes of allocating new sites, the Councils have followed the recommendations set out in the Strategic Distribution and Logistics Study that sites for allocation should be large – around 25 hectares and sufficiently large and flexible in configuration so it can accommodate the range of sizes of distribution centre warehouse units.

Developers raised general issues about the quantity and quality of the estimated supply of strategic warehousing. It is stressed that the supply of strategic warehousing is based on the findings and assumptions used in the Strategic Distribution and Logistics Study. This supply was updated for the purposes of the Preferred Approach Consultation in November 2023 and has since been revisited. For the Publication GNSP. Developers argued that a number of these sites did not meet the site size criteria of 25 ha and above, however, units of 9,000 sq. m of more or sites with potential to accommodate such large-scale units were included as part of the methodology employed by Icen. In this context, it is noted that the significant levels of supply identified in the Strategic Distribution and Logistics Study is being delivered. This includes sites within the Castlewood Business Park

in Ashfield District, Fairham Business Park in Rushcliffe Borough and Power Park in Nottingham. Progress is also being made at New Stanton where following outline planning permission, reserved matters applications have been approved for the first distribution units and construction on the first of these units now started. In total it is estimated that well over 100,000 sq. metres of warehousing space has been delivered since the publication of the Strategic Distribution and Logistics report August 2022.

Good progress is also being made in terms of progressing planning applications with new permissions granted including reserved matters. In terms of draft allocations identified in the Strategic Distribution and Logistics Study land in the vicinity of M1 junction 27 has been progressed as it is now allocated in the Regulation 19 Publication Draft of the Ashfield Local Plan which has now been submitted for independent examination. New supply not included in the Strategic Distribution and Logistics Study has also been identified with land off the A17 at Coddington near Newark upon Trent has been permitted on appeal.

Comments on the suitability of Bennerley and Ratcliffe on Soar Power Station are set out in sections below.

The Councils have reviewed the supply including the sites identified in the Strategic Distribution and Logistics Study and consider that the assumptions used are proving robust. The assessment is set out in the Employment Background Paper Appendix 2 supporting the Publication Draft Greater Nottingham Strategic Plan. However, land at Stephenson's Way Newark on Trent no longer forms part of the potential supply across the Strategic Distribution and Logistics Study Area as it is accepted that the scale of land available and site configuration is not suitable for strategic warehousing.

This review has identified new supply identified over and above that assumed in the Strategic Distribution and Logistics Study such as the Coddington site near Newark upon Trent and land at Lowmoor Road, Kirkby in Ashfield as a new allocation in the submission version of the Ashfield Local Plan and capable of accommodating a large distribution unit. As stated above, the Councils have sought to identify as much land for strategic distribution as possible given environmental constraints and policy constraints particularly the Green Belt. The Councils consider that there is a strong likelihood of additional supply coming forward within the wider market area beyond the Plan Area.

Site Selection Criteria

The Iceni study is guidance and has been undertaken from a "policy off" perspective. It is within the remit of the Councils to consider relevant planning policies not covered in the Iceni Study. However, the Councils 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.

For new site allocations the initial sieving exercise gave consideration to whether the site is in proximity to Areas of Opportunity amongst other criteria. Sites that did not meet this criterion were not shortlisted for further consideration.

Site specific points including those made by the Environment Agency, Awsworth Parish Council and Severn Trent are considered in sections below.

Green Belt and Exceptional Circumstances

Developers consider that the need to meet what they refer to as the objectively assessed need for strategic warehousing provides the justification for claiming the exceptional circumstances to alter the Green Belt boundaries have been met.

The Councils disagree, it is reiterated that the assessment of need set out in the Strategic Distribution Study is guidance. The Strategic Distribution Study sets out a number of scenarios to gauge future space requirements for distribution and logistics space using different methods as there is no accepted standard method. The recommendation is towards the higher end of the range which would represent a considerable uplift relative to Nottinghamshire (including Bassetlaw) and Leicester and Leicestershire in an unconstrained way. The Councils approach is consistent with the advice in the NPPF paragraph 11 that planning authorities should meet objectively assessed need for employment related development unless the application of policies in the NPPF that protect areas or assets have particular importance provides a strong reason for not doing so. In addition, paragraph 145 of the NPPF outlines it is a policy choice for authorities who may choose to review and alter Green Belt boundaries where exceptional circumstances are fully evidenced and justified, in which case proposals for changes should be made only through the plan-making process. There is no compulsion to alter Green Belt boundaries to meet unconstrained need and in any case the Councils do not consider there are exceptional circumstances to alter Green Belt boundaries in this case.

Changes Made

Remove land at Stephenson’s Way, Newark on Trent from the estimated supply.

Chapter Four: Preferred Sites for Distribution and Logistics & Appendix A Preferred Sites

Responses received on Chapter 4 and Appendix A have been combined as these both comprise comments on the suitability of the Preferred Sites at Bennerley and Ratcliffe on Soar.

Site: BBC-L01 Former Bennerley Coal Disposal Point

Comments on the Former Bennerley Coal Disposal Point were received from the following:

Nottinghamshire County Council, The Environment Agency, National Highways, The Coal Authority, Historic England, Natural England, Nottinghamshire Wildlife Trust, Severn Trent Water, Awsworth Parish Council, Derbyshire County Council, Mansfield District Council, Amber Valley Borough Council, Sport England, Chetwynd: The Toton and Chilwell Neighbourhood Forum, Harworth Group, R Salmon, Hortons' Estate Limited, Wilson Bowden Developments, Knightwood Developments Limited, Mulberry Land, Richborough Estates, Peveril Securities Limited & Omnivale Pension Scheme, Severn Trent Green Power, Openreach, Pedals (Nottingham Cycling Campaign), K Boswell, and D Rhead.

Summarised comments from statutory organisations

Nottinghamshire County Council notes that 4.3 states '*Highways access to the M1 (Junction 26) is via the A610. Access to the site should only be from the A610*'. They state this is only possible if a bridge is to be provided across the A610 – which will not be the case. They therefore request that this reference is removed, as it also contradicts the statement within Appendix A which reflects the County Council advice that access should be via the existing access on the A610 and the roundabout junction on Shilo Way. They request that the “off-site” highway impacts should be determined as part of any future Transport Assessment that should include Giltbrook Interchange. They note that the site boundary does not include the entry/exit slips off the A610 as shown on the OS Map within Appendix A which is assumed a drafting issue and requests for these to be added.

In respect of minerals and waste, Nottinghamshire County Council identify that the site is located within the Mineral Safeguarding Area for coal and is also identified as being a high-risk development area owing to extensive local historic shallow coal workings. The County Council recommends the Coal Authority is contacted for further discussions about the site. The site surrounds the active Newthorpe Sewage Treatment Works. and recommend that the operator of the sewage works, Severn Trent Water, be contacted for comment on the preferred site.

In respect of heritage, Nottinghamshire County Council state that the site has designated heritage issues that require full and proper investigation to establish the nature and levels of harmful impact and whether these can be mitigated. This site wraps around, and to all intents and purposes includes the grade II* listed Bennerley Viaduct. There has been no evidence presented, in the form of indicative designs, mitigation strategies, LVIA or suitable Heritage Impact Assessment work that could confirm that that the 'benefits outweigh the harm'. In the absence of proper, thorough expert analysis of each issue, including the impacts on the setting of Bennerley Viaduct it is not possible to demonstrate that this assertion is correct (that the 'benefits outweigh the harm').

The Environment Agency state that, in respect of flood risk, large parts of the site are at risk of flooding from the Gilt Brook and River Erewash. The south-western part of the site is within Flood Zone 3b (functional floodplain) and only essential infrastructure and water compatible development should be located in this part of the site. They advise that, as the site straddles the Gilt Brook, which is an ordinary watercourse, the Lead Local Flood Authority should be consulted. Additionally, due to the interaction with the larger River Erewash, the applicant should develop a hydraulic model for the Gilt Brook to ensure flood risk is fully understood. The Environment Agency has recently taken receipt of a new River Erewash model, and this should be available from 2024 onwards. They advise that a sequential approach should be taken to the site layout by directing development to the areas of lowest flood risk. The re-development of this brownfield site presents an opportunity to reduce flood risk downstream and the applicant should explore opportunities to reduce flood risk to the wider catchment where possible.

In respect of fisheries, biodiversity and geomorphology, the Environment Agency state that they hold protected species records on site and adjacent to the site including many water vole records, which may still be present. Other protected species have also been recorded within close proximity to the location (within 1km), including adder, common lizard, grass snake, hedgehog, brown hare, badger and slow worm which would need to be taken into account. They suggest conditioning that surveys are conducted, and a protection plan created, particularly for water vole, as a species that the Environment Agency lead on. American mink has been found present and so a conservation management habitat protection plan for water vole would be encouraged. Other important species such as common toad, dingy skipper & small heath and grass snake are found within the proposed site, demonstrating the habitat's importance to several taxonomic assemblages. They highlight the Local Wildlife Sites within the boundary of the site, adjacent to the site or in the wider area and state that these sites should not be adversely impacted, and that development could enhance the condition of these sites through the delivery of 10% biodiversity net gain or greater.

In respect of groundwater and contaminated land, the Environment Agency refers to the potential for contamination and pollution which would need to be addressed including through pollution prevention measures within the surface water drainage solutions.

National Highways state that as the site does not share a common boundary with the Strategic Road Network (SRN) and will be accessed from the local road network, they

have no objections in principle to this proposed site. However, as the development plan progresses, their principal interest will be in understanding the traffic impacts associated with this allocation (and cumulatively with other developments) and ensuring that any unacceptable impacts on the SRN are appropriately mitigated.

The Coal Authority state that there are recorded coal mining features at surface and shallow depth which may pose a risk to surface stability and public safety. The Coal Authority are pleased to see acknowledgement that the site lies in the defined Development High Risk (DHRA). Any formal submission for development proposals within the DHRA should be supported by a Coal Mining Risk Assessment.

Historic England state that they have concerns about the proposal due to the lack of available information about what is proposed at the site and what the level of harm may be to the significance of Grade II* Bennerley Viaduct. A heritage assessment is required to understand what the proposal is, how the significance of the heritage asset will be affected by the proposal, including its setting and how the proposal site contributes to the significance of the heritage asset. When this information is available the assessment will then be able to consider if there are any avoidance/mitigation measures to reduce the harm, if there are any potential enhancement opportunities such as heritage tourism and then the Councils can assess whether there are public benefits which outweigh the identified harm. Depending upon the outcomes of the heritage assessment, either the site should be removed from the Plan, or a site-specific policy prepared to list the planning considerations (including such issues as height/materials/massing/screening/watercourses etc.) and a Masterplan approach required. The Plan should be clear about whether there are reasonable alternative sites that do not harm the historic environment. As the Bennerley Viaduct Grade II* is within the Borough boundaries of both Broxtowe Council and Erewash Council, joint working may be required to ensure an appropriate outcome for this heritage asset. They do not support the view that a heritage assessment can be delayed to the planning application stage when the principle of development is being established through the Local Plan.

Natural England advises that Green and Blue Infrastructure should be considered at the outset of any development in this location. The site is within the River Erewash Valley which is a recognised green infrastructure corridor within the Draft Greater Nottingham Blue-Green Infrastructure Strategy and the adopted Local Plans (part 2) for both Broxtowe and Erewash councils. They recommend that a GI corridor is retained and enhanced alongside the River Erewash with green connectivity throughout the site. The Erewash River corridor is an important pathway for nature and contributes to the wider Nature Recovery Network. The site itself also includes both deciduous woodland and open mosaic on previously developed land which are included in the Priority Habitats Inventory. These priority habitats should be protected and enhanced and where possible linked together to improve ecological connectivity. Details of how Biodiversity Net Gain would be provided for this potential development would also need to be considered. Ideally this should be provided within the site boundary or within the immediate surrounding area to provide maximum benefit for both nature and people.

Nottinghamshire Wildlife Trust object to the inclusion of this site. They state that they consider it is impossible to design the development to adequately address the constraints as it is unlikely that direct impact (loss of a Local Wildlife Site (LWS)) would be avoided because approximately 20ha of this proposed 68ha site (30%) is within the LWS. They state that the loss of a LWS in Broxtowe is unacceptable. The LWS is selected on Botanical, Moth, Butterfly, Odonata, Amphibians and Reptiles criteria, so has significant wildlife interest. The grasslands are highly likely to qualify as priority habitats at county and national level (Section 41 NERC Act), qualifying as lowland wet grassland toward the river or Open Mosaic Habitat on Previously Developed land. If the site was to be taken forward, a full Ecological Impact Assessment, including detailed surveys for range of flora and fauna (bats, birds, riparian mammals, invertebrates, herpetofauna) would be required. Furthermore, a development of this scale will have significant 'off-site' impacts, through noise, lighting, changes in hydrology and other disturbance mechanisms. The habitats present support protected species, such as bats, great crested newt, otter and water vole. Many of these species are mobile and features likely as part of the development (e.g. gully pots, traffic, lighting) will adversely impact on the favourable conservation status of these species. They state that options to 'avoid' impact must be considered first, in line with the 'mitigation hierarchy and the National Planning Policy Framework. In the event of the site being taken forward, in addition to mitigation on species, habitats and LWSs, the proposals would need to deliver BNG of at least 10%, in line with the emerging county-wide framework.

Severn Trent Water note that sections of this site are at risk of flooding from the River Erewash and from surface water (1-in-30) and, whilst the owner(s)/promoter(s) state that flooding risk can be easily managed using SuDS, it would be beneficial to understand if the impact of climate change has been considered in any flood risk management for the site. With the site being located near to the River Erewash, it would be expected that surface water could be drained directly to the watercourse. Discharging to the sewer network would likely result in a high(er) potential risk rating due to the sewer network in this area being a combined system. They state there are 'Very High' Watercourse constraints for the Newthorpe Sewerage Treatment Works. They recommend policy wording is included in the Plan to ensure that surface water discharges are connected in accordance with the drainage hierarchy. SuDS policy wording and supporting text is also proposed, as is policy and supporting text for Blue and Green Infrastructure, Protection of Water Resources, Water Efficiency and Green Open Spaces policies.

Derbyshire County Council state that a key concern with the site is that the proposed site would be located within the Green Belt. In 2006/7, Derbyshire County Council and Nottinghamshire County Council jointly carried out the Review of the Nottingham – Derby Green Belt which identified the area of Green Belt between the two urban areas of Derby and Nottingham as being the most strategically important areas of the whole Green Belt in meeting the main Green Belt purposes, particularly in preventing the uncontrolled sprawl of the two urban areas and preventing the coalescence of the urban areas with each other and the towns in between in Amber Valley, Erewash and

Broxtowe. The proposed Bennerley site is located within a narrow strip of Green Belt that particularly helps prevent the coalescence of the settlements of Ilkeston and Cotmanhay in Derbyshire with Eastwood and Awsworth in Broxtowe Borough in Nottinghamshire. Development of the site must be justified in terms of demonstrating that exceptional circumstances exist to Green Belt policy and that other potential alternative sites have been fully explored and assessed to meet the identified need that may have less or no impact on other areas of Green Belt land. Design, layout and siting of the proposed development and associated landscaping will also be important considerations in mitigating the potential impact of the proposed development on the openness of the Green Belt. The other key cross-boundary concern may relate to the impact on the local highways network, particularly the A610 to the north of the site, which runs into the Derbyshire administrative area to the north-west.

Awsworth Parish Council has raised significant concerns about the proposed allocation. They raise concerns that this is not a meaningful consultation, and that reference has not been made to the adopted Neighbourhood Plan. They state that the proposal is contrary to the Neighbourhood Plan County Park aspirations. They are concerned that the economic benefits combined with the potential for rail connection are being given excessive and undue weight at the expense of several significant constraints, including: Green Belt (insufficient justification for removal of land from the Green Belt); landscape and visual amenity; harmful impacts upon the restored Grade II* listed viaduct (both upon the structure and its setting); flood risk; and three Local Wildlife Sites within the site and one within 250m. They query whether parts of the site will be developable and whether the land proposed for allocation is too large. They also raise significant concerns regarding additional traffic through the village and that it is imperative that road access should be restricted to the existing A610 access. They are concerned that accessibility to the site by public transport is poor. They are also concerned regarding noise and disturbance. They refer to conflicts with the policies of the adopted Awsworth Neighbourhood Plan, including Policy BV 2 and Policy GI 2, BV 1, BCP 1, (in relation to the Bennerley Viaduct and Former Coal Disposal Point), GI 1 (Green and Blue Infrastructure), TT 3 (Sustainable Transport) and GI 3 (Biodiversity). They express concerns in relation to potential harm to biodiversity including protected species. Should the proposed Preferred Approach to allocate land at Bennerley for Strategic Distribution and Logistics be confirmed, it will be imperative that significant community benefit should be delivered alongside the purely economic benefits 'which is the main driver behind this proposal'. They contend that some of the land owned by Harworth (and shown within the red outlined areas) should be allocated and developed as a 'Country Park'.

Mansfield District Council note that the proposed allocation has a number of constraints. To help address / mitigate the issues that will occur, it is recommended that, if the site it is allocated, a masterplan / design code should be prepared.

Amber Valley Borough Council state that, whilst acknowledging the proximity of the proposed site to junction 26 of the M1, they would expect to see consideration given to the impact and required mitigation on road infrastructure in Derbyshire, particularly the

A610 in a north-westerly direction towards the urban areas of Heanor, Langley Mill, Ripley, the A38 and the wider road network. This is in terms of traffic movements generated by users of the site and by employees travelling to the site. The location of the site will also draw on the accessibility of labour supply within Amber Valley, especially from the urban areas of Heanor and Langley Mill. Any allocation should ensure proposals deliver sufficient public transport infrastructure and walking and cycling routes to and from these settlements to reduce dependence on car journeys and mitigate further congestion within the local area.

Sport England note that there are two playing fields located adjacent to the boundary of site BBC-L01: Former Bennerley Coal Disposal Point. The playing fields are located to the north and south-east of the site. The inclusion of reference to these playing fields within the site information would be welcomed to ensure any potential impacts are considered and mitigated as proposals are developed.

Chetwynd: The Toton and Chilwell Neighbourhood Forum state that the two preferred sites lie outside of the Forum Area and do not directly impact it. However, the environmental, heritage and archaeological value of the two sites should be respected, and as much preserved of these assets as possible.

Summarised comments from developers

Harworth Group support the allocation of the site. They refer to wider benefits to the local area, particularly through employment opportunities and wider investment. They refer to the high standard of vehicular access off the A610 which would provide access for HGVs. They also refer to an opportunity for an access from Shilo Way on the eastern boundary of the site which could provide access for non-HGV vehicles. The accessibility to nearby settlements and provision of public transport, walking and cycling routes is referred to. Reference is also made to an existing rail spur from the Midland Mainline which runs into the site with the potential to provide a rail freight interchange point and could remove freight vehicles from the roads.

In respect of Green Belt, they consider that there are clear exceptional circumstances that justify the site being allocated for employment uses and removed from the Green Belt, particularly in the context of the wider regeneration opportunities it offers. They consider that, with careful design, the site can be developed in a way that would not harm the purpose or function of the Green Belt to the west of Awsworth. They state that they will work with the Council to ensure any potential impacts on flood risk, heritage and biodiversity are appropriately mitigated. It is stated that the site layout offers the opportunity to deliver a range of unit sizes which could include both strategic scale distribution and logistics employment units through to starter units if these are required to support local employment needs. The site is located adjacent to the Bennerley Viaduct. They consider that the development of this site would bring significant local regeneration benefits, complementing the planned improvements and significantly improving the context of this Grade II* listed heritage asset. Reference is made to

Harworth specialising in complex and often former industrial sites and transforming them into sustainable industrial & logistics developments.

They state that the current boundary includes an area of flood risk which could be excluded from the site and replaced with land which is not at risk of flooding adjacent to the access point from the A610 which is more suitable for development. The site boundary could also be refined to pull it away from the foot of the Bennerley Viaduct to reflect proposals for a Visitors Centre.

R Salmon states that, although the site has a rail head and good road access, it will require considerable future work to minimise major flooding and drainage issues before it can be used as a logistics site. The suitability of an alternative site (BBC-L08) is made, including its location and lack of significant constraints.

Hortons' Estates Limited highlight the very low density of development due to the significant site constraints. They state that there will be significant infrastructure works required to service the site which will require extensive costs and extensive remediation will also be required. Therefore, they think there are significant doubts regarding the deliverability of the site during the plan period.

Wilson Bowden Developments consider that there are a number of sites (including New Farm, Nuthall) which are located adjacent to existing employment sites, are sustainably located and could be extended to meet this need. In respect of the site at Bennerley, they question the assertion that the site will be able to deliver 74,000 sq. m. of large-scale employment floorspace early in the plan period, given its irregular shape and the likely presence of contaminants relating to the site's former use as a coal disposal point. They also question the drainage capabilities of the site. They refer to a critical mass of development being required to make the road and rail access viable and question whether any feasibility studies have been prepared to support the site's allocation and confirm that the site is deliverable. They also question whether there is heritage-led evidence to support the introduction of major logistics and distribution development in the setting of the viaduct.

Knightwood Developments Limited and Richborough state that no feasibility or viability work has been undertaken in relation to rail access. They highlight the site constraints including the viaduct and flooding. They state that a full Green Belt review should be undertaken and that non-Green Belt sites should be considered more favourably in order to meet the shortfall in land supply, where these sites connect well with the potential for housing development. The feasibility of the proposed access arrangements and the impact of development on open space, flooding, heritage, landscape, visual impact and on local wildlife sites are also questioned.

Mulberry Land highlight that their site at Shilo Way, Awsworth could come forward jointly to provide a comprehensive area of employment land to address the need. They state that the proposed allocation at Bennerley Coal Disposal Point presents a very convoluted land area, bisected by a watercourse and that, if the site will only be accessed from the A610 to the north of the site, just this northern parcel of the site may be delivered.

Peveril Securities Limited & Omnivale Pension Scheme state that there are potential significant barriers to the delivery of the site due to it being a longstanding brownfield site which has naturally regenerated itself with a wide mosaic of vegetation and has likely ground contamination, road access, flood risk, heritage and rail freight infrastructure issues. They state that this raises doubts as to the timing of the site's delivery, its viability and the extent of the land available to accommodate distribution and logistics development. They refer to issues relating to accessing the site, the impact on biodiversity and question the feasibility of the rail access. They also question how the site has been assessed in respect of flooding, also referring to recent flooding which has taken place on the site.

Summarised comments from other organisations

Severn Trent Green Power (STGP) state that part of the allocation lies within 100m of STGP's wind turbine which is located adjacent to the Severn Trent Water (STW) works. It is noted within the draft allocation wording that the wind turbine is not identified as a constraint to development. However, STGP considers it is imperative that the presence of the wind turbine is referenced within the allocation and that there should be a minimum distance of at least 500m between the wind turbine and any new built development, in order to minimise the potential for impacts from the existing wind turbine (such as noise or shadow flicker) being experienced by any new commercial receptors. They consider that the part of the allocation which is nearest the wind turbine and appears to follow the hedge line in-between the wind turbine and STW works should be removed from the allocation. It is considered to be too close to the wind turbine (within 100m) to be developed, and its use would be impractical given its configuration with the existing adjacent land uses.

Openreach, in respect of full fibre infrastructure, state that for commercial/retail developments then the full fibre network will be available to provide either FTTP broadband or faster circuits if the owner/tenant requires this.

Pedals (Nottingham Cycling Campaign) state that they fear that a new distribution and logistics development sited on the former Bennerley Coal Disposal site just north of the Viaduct would be detrimental to the views and amenity of users of this major and increasingly important heritage and tourist attraction. Usage is likely to increase further with the completion of the new eastern ramp and the new Visitor Centre, to be followed also by improved connections further east, all coordinated by Broxtowe Borough Council and the Friends of Bennerley Viaduct, with support from Sustrans and Pedals.

Summarised comments from local residents

A resident considers that hazards and opportunities associated with the former (infilled) Nottingham canal that runs through this site have failed to be identified and the cost of remediation could be significant. They consider that restoration of the canal line could be undertaken as part of a "biodiversity net gain" while also providing surface water attenuation and enhancing local walking and cycling routes.

A resident highlight that it is desirable that a significant proportion of the thousands of new daily trips generated by logistics facilities should be by walking, cycling or public transport. They state that it should be made clear that comprehensive cycling/walking access points should be provided around the site perimeter, to link to the 'active travel' infrastructure (and bus services) that will be provided to enable employees to travel to work. Clarification regarding access only from the A610 only applying to motorised vehicles is also requested. The importance of linking into and updating Local Cycling and Walking Plans (LCWIP) in a timely manner is highlighted. The roles of developer contributions and other active travel funding are also highlighted.

Councils' Response

Nottinghamshire County Council's comments are noted. Further assessment work has been undertaken in respect of access and the access requirements have been reflected within the policy wording. A detailed transport assessment would be required as part of a future planning application. The site boundary has been updated.

The Coal Authority and Severn Trent Water were consulted, and their comments considered.

The Environment Agency's comments are noted, and development will be directed to areas of lowest flood risk. Further detailed flood work is also being undertaken. The comments in respect of protected species are noted. Detailed ecology work is also being undertaken to understand and mitigate any impact on biodiversity and the Local Wildlife Sites. The comments in respect of groundwater and contaminated land are noted and detailed site investigation work would be required as part of a planning application.

The comments of National Highways are noted. The impact on the Strategic Road Network has been considered as part of the transport modelling, with more detailed analysis forming part of a transport assessment.

The comments of the Coal Authority are noted, and any planning application would need to be supported by a Coal Mining Risk Assessment.

The comments of Historic England are noted. Further detailed heritage assessment work is being undertaken which will inform the final site layout. The policy includes a requirement to avoid and mitigate any harm and to also enhance any heritage opportunities.

Natural England comments are noted. Ensuring the development protects, incorporates and enhances blue and green infrastructure is included in the policy. Ecology surveys are being undertaken and priority habitats will be protected where

possible. There are opportunities to provide biodiversity net gain both within the site and adjacent to it.

Nottinghamshire Wildlife Trust's objection is noted. Further detailed ecology work is being undertaken and the site layout will be required to avoid harm to ecology and the Local Wildlife Sites and to provide suitable mitigation if required, including at least 10% biodiversity net gain.

Severn Trent's comments are noted. Further detailed flood modelling work is also being undertaken. Policy wording is included to ensure that surface water discharges are connected in accordance with the drainage hierarchy, measures are taken to protect water resources and SuDS are incorporated within the development.

Derbyshire County Council's comments are noted. A Green Belt Review has been undertaken and the site layout will be required to minimise potential sprawl and potential coalescence. Detailed highways work, including through the Transport Modelling, has considered the impact on the wider highway network.

Awsorth Parish Council's comments are noted and the relevant policies within the Neighbourhood Plan which any proposed application would be assessed against. The Council has undertaken consultation at Regulation 18 stage and comments have been considered accordingly. The country park can be delivered as part of the development. Further rail connection feasibility work is being undertaken. Additional access work has also been undertaken to ensure there is not an unacceptable impact on local roads. The impact on Green Belt, ecology, heritage and flooding has been considered as part of the background evidence work and further work will be required as part of any future planning application. The policy requires ensuring there are not unacceptable noise impacts arising from the development. The need for wider community benefits to be delivered as part of the development are noted.

Mansfield District Council's comments are noted.

Amber Valley Borough Council's comments are noted, including the need to consider the impact on wider road infrastructure and to enhance public transport infrastructure and walking and cycling routes.

The comments of Sport England are noted. The policy includes reference to ensuring that playing fields located to the north and southeast of the site are not adversely impacted by the development.

The comments of the Chetwynd: The Toton and Chilwell Neighbourhood Forum are noted.

The comments of Harworth Group in support of the allocation are noted, including the approach to heritage, flooding, site access and reducing the impact on the Green Belt. The site boundary has been amended to reduce the areas of the site which are at higher risk of flooding.

Comments made by other site promoters in relation to the site's delivery and site constraints are noted. The site has been included within the Strategic Plan's viability work and detailed work has been undertaken in respect of ecology, access and flooding. Further feasibility work in relation to the rail access has also been undertaken. It is considered that other parcels of land being promoted by separate site promoters, not adjoining the site, are not required to create a more comprehensive development. The site selection document details why the site was selected compared to other sites being promoted.

Severn Trent Green Power's comments are noted. The impact on the wind turbine would need to be considered as part of any proposed site layout. Openreach's comments are noted.

The comments of Pedals are noted. Any development proposals would need to consider the impact on the viaduct and its setting and would need to link to and support recreational opportunities offered by the enhancements which have been made to the viaduct.

Detailed land contamination surveys will be undertaken as part of a planning application. The policy includes considering how to enhance blue and green infrastructure assets which will also link to providing biodiversity net gain and enhancing walking and cycling routes.

The need to ensure that the development links to and enhances active travel infrastructure and bus services are noted and this is a requirement within the policy.

Changes Made

Policy wording for the Former Bennerley Coal Disposal Point includes access requirements, the need to avoid or mitigate harm to heritage assets and ecology and the need to enhance blue and green infrastructure. Policy wording is also included related to surface water runoff.

The development must also link to and enhance active travel infrastructure and support public transport improvements.

The policy includes reference to ensuring that playing fields located to the north and southeast of the site are not adversely impacted by the development and that the development should not give rise to unacceptable noise impacts.

The site boundary has been updated.

Site: RBC-L01 Ratcliffe on Soar Power Station

Comments on this site were received from the following:

Environment Agency, Historic England, Natural England, National Highways, Nottinghamshire County Council (Highways, Minerals and Waste and Heritage), North West Leicestershire, Severn Trent Water, Mansfield District Council, Uniper, Peveril Securities Limited, Omnivale Pension Scheme, Hortons' Estate Limited, Hallam Land Management Limited, Richborough, Knightwood Developments Limited, Wilson Bowden Developments, the MP for Rushcliffe, two Councillors for Gotham, Gotham Parish Council, Barton in Fabis Parish Council, Thrumpton Parish Meeting, Kingston on Soar Parish Council, Ratcliffe on Soar Parish Meeting, The Nottinghamshire Campaign to Protect Rural England, Normanton on Soar Parish Council, The Toton and Chilwell Neighbourhood Forum, Pedals and Open Reach.

In addition to the above stakeholders two local residents submitted representations on this site.

Summarised comments from statutory organisations

The Environment Agency had no further comment to make than those already provided in relation to all matters under their remit during the consideration of the Local Development Order. They stated that the Power Station has received planning permission and extensive comments relating to the Local Development Order have been addressed through this process.

Historic England stated that there are a number of heritage assets that could be harmed through the development of the Power Station including the likely presence of important archaeological remains. They raised that a heritage assessment would need to be prepared for the site to understand what the level of harm is to the significance of the heritage assets, including the assets setting and whether any harm could be avoided or mitigated, as well as what contribution the development makes to the significance of heritage assets. They stated that an assessment should consider whether there are enhancement opportunities. Historic England also confirmed that they would expect to see a site-specific policy for this proposed allocation, leading into a Masterplan approach, which would be informed by a heritage assessment.

Natural England advised that the proposed allocation is in proximity to Lockington Marshes and Attenborough Gravel Pits SSSIs. They advised that any development should demonstrate that any potential adverse effects to the SSSIs can be avoided or mitigated. They recommended that opportunities for green infrastructure should be considered at the outset and referred their Green Infrastructure Framework. They also advised that biodiversity net gain and how this will be accommodated should be considered at the earliest stages of the planning process.

National Highways had no objections in principle to the proposal, however they stated that the traffic and transport impacts would need to be fully evidenced and mitigated where necessary. They stated that as the proposed allocation shares a common boundary with the strategic road network, they would require any potential boundary

impacts to be considered and any potential adverse impacts appropriately mitigated. They stated that these can be dealt with at the planning application stage.

Nottinghamshire County Council as highways authority were satisfied that highways implications were adequately captured.

Nottinghamshire County Council as Minerals and Waste Planning Authority stated that there are a number of requirements contained within the Local Development Order relating to Gypsum extraction, the extraction and reuse of fly ash and the reuse of surplus heat generated from Emerge through the development of a local heat network. They considered it appropriate to have these within the Strategic Plan as well to ensure these are considered should the Local Development Order not commence or is amended in any way.

From a heritage perspective, Nottinghamshire County Council stated that consideration should be given to the potential impacts arising from visual intrusion on views from and to Kingston Hall Historic Park and Garden and its setting to ensure that no 'harm' is caused. They commented that large logistics buildings close by at the M1 junction 24 have already impacted on long views from the hall and parkland, and the potential for cumulative impacts arising from further development put forward in the 'Preferred Approach' must be fully and properly considered and accounted. They stated that this is not accounted for in the 'constraints' identified in the report appendix and there is no discussion of this factor. They recommended that if the proposed allocation is to be taken forward into the final Strategic Plan, heritage impacts are recognised as a constraint and an appropriate assessment undertaken.

North West Leicestershire District Council noted that the redevelopment of the Ratcliffe on Soar Power Station site, as permitted through the Local Development Order, will have a 'severe' impact on the strategic road network including, but not limited to, M1 junction 24. They suggested that a joined-up approach is required to measure the cumulative impacts and then to identify and find means to deliver mitigation for the totality of development at the Power Station. They confirmed that they commissioned transport modelling to assess the implications of all of these developments.

Severn Trent Water stated that the background information for the proposed allocation suggested that it has its own water treatment capabilities which need assessing prior to development. However, they highlighted that if the treatment facility is found not to be suitable and would need to discharge into the Severn Trent network, there would be a high risk of impact on local sewage treatment works. They confirmed there is a low risk arising from surface water discharge due to the presence of watercourses. They outlined their policies relating to blue and green infrastructure and SuDs amongst other matters.

Mansfield District Council recommended a masterplan/design code to be prepared for the proposed allocation to set out the detailed design parameters to address/mitigate any harm to arise from the development.

Summarised comments from developers

Uniper (the site owner) confirmed that the distribution and logistics element of the Local Development Order is fairly and accurately presented, and expressed their full support for the proposed allocation as it relates to Uniper's Ratcliffe on Soar site.

Peveril Securities Limited and Omnivale Pension Scheme stated that the timescale for the availability of the Power Station for redevelopment is unclear, as the Background Paper stated "2030s" i.e. a 10-year span which could change given the ongoing uncertainty in the global energy markets. They suggested that this level of uncertainty would be unattractive for future occupiers. In this regard, they noted that the parent company of the Ratcliffe-on-Soar Power Station (Uniper UK Limited) sought two bailouts from the German Government in 2022.

Hortons' Estate Limited suggested that the floorspace estimate for the site is too high, once you consider the assumptions in the logistics study and ancillary requirements such as SuDs, parking, loading and landscaping. They suggested reducing the floorspace from 180,000m² to 127,400m².

Hallam Land Management Limited supported the proposed allocation of the Power Station in principle but raised concern over the distance of the site from the existing built-up area, and therefore local labour. They commented that employees of the proposed allocation would be highly reliant upon the private car, and therefore the location is unsustainable. They raised that any new Green Belt boundary should have regard to the NPPF and delivering a long-term vision for the area. The landowner promoted the delivery of a new settlement, New Kingston, alongside the proposed allocation at the Power Station to enable future employees to live in proximity to their jobs, in turn reducing the reliance on the private car.

Richborough and Knightwood Developments Ltd raised concern over the deliverability of the allocation given that the Power Station remains operational, and the Government's potential decision to extend the life of the Power Station as a back-up coal power station to meet essential energy supply.

Wilson Bowden Developments queried the deliverability of the proposed allocation to meet the identified employment need given the decontamination works required, which could take years. The landowner raised that the Local Development Order did not confirm timescales for delivery and suggested that greater detail should be provided within a delivery plan to ensure the deliverability of the proposed allocation within the plan period.

Summarised comments from other organisations

The MP for Rushcliffe stated that they only support logistics on the site which would support the energy generation and advanced manufacturing priorities of the East Midlands Freeport.

Two RBC Councillors for Gotham, Gotham Parish Council, Barton in Fabis Parish Council, Thrumpton Parish Meeting, Kingston on Soar Parish Council and Ratcliffe on Soar Parish Meeting stated their support for the proposed allocation of the Power Station on the basis that it accords with the approved Local Development Order. They commented that the area to be allocated for strategic distribution and logistics purposes

was unclear on the site map and reiterated that they do not support the allocation of land for strategic distribution and logistics purposes beyond what has been agreed within the Local Development Order. They suggested amending the proposed allocation red line to align with what is permitted within the Local Development Order, to exclude land south of the A453. They raised uncertainty over whether the proposed allocation would remove land from the Green Belt and commented that warehousing would not be appropriate development within the Green Belt. They queried the deliverability of the proposed allocation with regards to the impact on the strategic and local road network and raised concern over the impact of the proposed allocation on the strategic road network.

The Nottinghamshire Campaign to Protect Rural England objected to the proposed allocation of the Power Station and commented that they could not find evidence of the opportunities to enhance the landscape and openness or how the development would improve the landscape and visual amenity as suggested in the proposed allocation of the Power Station.

Normanton on Soar Parish Council commented that the Green Belt should be protected, they raised concerns over the amount of traffic on the A453, and they stated that there was too much warehousing which should where possible be located on brownfield sites.

The Toton and Chilwell Neighbourhood Forum stated that the environmental, heritage and archaeological value of the proposed allocation should be respected and preserved as much as possible.

Pedals recognised advantages of the proposed allocation as part of the wider plans for the regeneration of the Power Station. They recommended combining the proposed allocation with improved active travel provision and suggested a new foot-cycle bridge across the River Trent to and from the north bank near the Chetwynd Barracks regeneration site.

Openreach commented that for commercial/retail developments full fibre network will be available to provide either fibre to the premise broadband or faster circuits if the owner/tenant required it.

Summarised comments from local residents

One local resident commented that the proposed allocation of the Power Station is logical for re-development. They raised that they would not want land to the south of the A453 to be developed for logistics. They questioned if the re-development of the site for logistics would prevent the site being used for power production from solar or nuclear in the future. They queried how increased traffic generated by the proposed allocation will be managed in the long term, as they do not want the A453 to get congested and local roads are already used as a rat run. They also questioned what would be done to minimise the visual impact of the proposed allocation.

One local resident suggested amendments to the table on page 18 of the consultation document. They suggested adding a paragraph to the commentary on Strategic

Highway Connections to highlight how connectivity to settlements north of the River Trent to the Power Station via public transport and bicycle is unlikely. They also suggested adding a paragraph to the commentary of Accessibility of Labour to cover active travel.

Councils' Response

The site has been assessed as part of the Greater Nottingham Heritage Impact Assessment as part of Employment Background Paper. In addition, the site has an approved Local Development Order, which is akin to having the status of Outline Planning Permission. Having regard to comments received, and any evidence-based documents, consideration will be given as to what criteria will need to be included in a site-specific policy.

It is envisaged that a site-specific policy will include an indicative masterplan for the development of the site. This will be produced having regard to the Local Development Order. This will minimise the potential of conflict between the parameters of the Local Development Order, and the parameters of the site-specific policy within the Strategic Plan

In regard to the development of the site, the approved Local Development Order demonstrates how the site can be developed within the timeframes of the strategic plan. A significant part of the site can be developed prior to the closure and decommissioning of the power station itself.

When considering floorspace capacity, the Borough Council has had regard to the latest source of information, which is the consented Local Development Order. The site area cited in the background paper is an estimate of what proportion of the power station site, which is part of a much wider development. Ancillary requirements, such as SuDs and Parking would fall outside of this.

The Councils consider that outside of the power station site itself, there are no exceptional circumstances to justify the further release of land from the green belt in the wider area.

Changes Made

Consideration has been given as to what criteria should be contained in a site-specific policy within the Publication Strategic Plan.

Alternative and Additional Sites

Broxtowe

Representations promoting or commenting on additional or alternative sites in Broxtowe were received from the following:

Environment Agency, R Salmon, Hortons' Estate Limited, Wilson Bowden, Mulberry Land and Peveril Securities Limited & Omnivale Pension Scheme.

Gilt Hill (smaller site) BBC-L02a

Comments on this site were received from the following:

Environment Agency

Summarised comments from statutory organisations

The Environment Agency state that the western edge of the site bounds the Gilt Brook which is designated as an ordinary watercourse and therefore the Lead Local Flood Authority would need to be consulted. The area around the Gilt Brook also falls within Flood Zone 3 so any proposals should take a sequential approach to site layout by directing development to the areas of lowest flood risk within the site boundary. In respect of Fisheries, Biodiversity and Geomorphology, the Environment Agency state that based on biodiversity value and risk of damage to important/protected habitats or species, this is a preferred site.

There are historic protected species records of water vole on the Gilt Brook, which borders the site. Whilst this is not a statutory main river, they would like to see a minimum of 8m undeveloped buffer zone, ideally 10m to avoid encroachment and help protect the water vole which might still be present. They advise that site A would be selected in preference to site B to protect water voles possibly being abundant more upstream adjacent to site B and site A being located further away from the SSSI site Sledder wood. Site A also does not border as many LWS's as site B or include deciduous woodland within the proposed development boundary as site B does, which is protected under the NERC Act 2006.

Councils' Response

The comments are noted.

Changes Made

Additional mitigation text has been added to the Sustainability Appraisal.

Gilt Hill (larger site) BBC-L02b

Comments on this site were received from the following:

Environment Agency

Summarised comments from statutory organisations

The Environment Agency state that the western edge of the site bounds the Gilt Brook which is designated as an ordinary watercourse and therefore the Lead Local Flood Authority would need to be consulted. The area around the Gilt Brook also falls within Flood Zone 3 so any proposals should take a sequential approach to site layout by directing development to the areas of lowest flood risk within the site boundary.

There are historic protected species records of water vole on the Gilt Brook, which borders the site. Whilst this is not a statutory main river, they would like to see a minimum of 8m undeveloped buffer zone, ideally 10m to avoid encroachment and help protect the water vole which might still be present. They advise that site A would be selected in preference to site B to protect water voles possibly being abundant more upstream adjacent to site B and site A being located further away from the SSSI site Sledder wood. Site A also does not border as many LWS's as site B or include deciduous woodland within the proposed development boundary as site B does, which is protected under the NERC Act 2006.

<h4>Councils' Response</h4>
The comments are noted.
<h4>Changes Made</h4>
Additional mitigation text has been added to the Sustainability Appraisal.

Land at Kimberley Eastwood Bye Pass BBC-L04

Comments on this site were received from the following:

Environment Agency

Summarised comments from statutory organisations

The Environment Agency identify the site as being located within Flood Zone 1. In respect of Fisheries, Biodiversity and Geomorphology, the Environment Agency state that based on biodiversity value and risk of damage to important/protected habitats or species, this is a preferred site.

There are no statutory main rivers or watercourses are present within this site boundary and no protected species records that the Environment Agency leads on within the boundary or nearby. However other protected species records exist nearby. Part of verge wood LWS is included within the site boundary, so they would encourage this habit be retained as part of designs, as well as the deciduous woodland to the south of the site, protected under the NERC Act 2006 and near to another ancient woodland site. There is an opportunity to enhance the LWS through biodiversity net gain.

Councils' Response

The comments are noted. As detailed in the Strategic Distribution Background Paper (2023), 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.

Changes Made

Additional mitigation text has been added to the Sustainability Appraisal.

Land at Low Wood Road, Nuthall BBC-L05

Comments on this site were received from the following:

Environment Agency, Peveril Securities Limited & Omnivale Pension Scheme

Summarised comments from statutory organisations

The Environment Agency identify the site as being located within Flood Zone 1. Despite no statutory main rivers occurring within the site boundary or any other watercourses, the location is directly adjacent to important habitats such as the Sellers Wood SSSI, ancient woodlands and LWS. This is in unfavourable recovering condition. Low Wood LWS has also partly been included within the boundary. Other LWS border or are near to the proposed site as well as deciduous woodland protected under the NERC Act 2006.

Summarised comments from developers

Peveril Securities Limited & Omnivale Pension Scheme highlight that the location of the site close to the strategic motorway network, with access to East Midlands rail freight terminal and airport, would lower transport emissions. The site can accommodate clear landscape buffers, retain and enhance woodland, achieve biodiversity net gains and can be designed to incorporate low carbon technology in order to support the national decarbonisation strategy. They refer to carbon zero specialists being involved to advise

on the scheme to ensure it achieves a low carbon footprint and high levels of thermal performance. Key sustainability measures are listed which includes electric vehicle parking, safeguarding for a future tram extension and park and ride, renewable energy generation, high levels of insulation, sustainable construction and blue and green infrastructure. In respect of the tram, they state they would work closely with NET to establish the potential for an extension and a park and ride facility would be provided to further encourage sustainable patterns of travel. They highlight other benefits of the site including access to a skilled labour supply, proximity to a major urban area, ability to operate a 24/7 operation and sufficient energy capacity. They consider that the impact on the Green Belt could be limited. Previous projects the site promoters have been involved in are also highlighted.

Councils' Response

The comments, including highlighting the site's sustainability credentials, and other potential benefits of the site, are noted.

Changes Made

No changes made.

Land at New Farm Nuthall BBC-L06

Comments on this site were received from the following:

Environment Agency and Wilson Bowden

Summarised comments from statutory organisations

The Environment Agency identify the site as being located within Flood Zone 1.

Despite there being no statutory main rivers or watercourses directly within the site, there is a watercourse inhabited by the protected species white clawed crayfish which are sensitive to water quality. This location also borders Bulwell Wood SSSI, Bulwell wood and pond LWS and Bulwell Wood ancient woodland. There is therefore likely impact to these protected sites, unless careful design and biodiversity net gain can be considered to improve the part of the site that is in unfavourable declining condition. This site is also adjacent to important habitats such as the Sellers Wood SSSI, ancient woodlands and LWS, which is in unfavourable recovering condition.

Summarised comments from developers

Wilson Bowden question why the smaller 25Ha site was not considered. They state that the site is available and suitable for general employment development to complement the existing Blenheim Industrial Estate located to the north-east of the site. They make a number of comments in relation to the assessment of site BBC-L06, highlighting that the site is sequentially preferable when compared with the alternative sites as the development of this site would constitute an extension of the existing Blenheim

Industrial Estate and that exceptional circumstances exist to remove the site from the Green Belt. They highlight that the development could contribute to highway improvements at Junction 26, a further assessment of agricultural land classification would be undertaken, the part of the site in the NO2 Agglomeration Zone could be removed, mitigation could be provided in respect of ecology and the groundwater flood risk data is queried. In respect of the SA scoring, they state that the site was the third most favourable site.

Councils' Response

The Environment Agency's comments are noted.

The comments are noted. The smaller site was considered as part of the larger site assessment. For all of the sites considered, developing smaller parcels may have been options or required to mitigate other impacts. As detailed in the Strategic Distribution Background paper (2023), the site is considered less preferable than site BBC-L01 because of the absence of potential rail access. The comments related to highway improvements and agricultural land classification are noted. Mitigation text has been added to objective 11 to avoid the NO2 agglomeration zone but the scoring has not changed. There is existing mitigation text related to ecology, including a reference to Biodiversity Net Gain. It has been identified that the site is at low risk of flooding.

Changes Made

Mitigation text has been added to Sustainability Appraisal objective 11 to avoid the NO2 agglomeration zone.

Land at Shilo Way, Awworth BBC-L07

Comments on this site were received from the following:

Mulberry Land

Summarised comments from developers

Mulberry Land state that land at Shilo Way in combination with Bennerley, could come forward jointly to provide a comprehensive area of employment land to address the need. They state that land at Shilo Way performs no worse than the constraints listed for the former Bennerley Coal Disposal Point, and performs better when considering impacts from flood risk, and a greater distance from the Grade II* listed Bennerley Viaduct. They state that site is identified as being within an Area of Opportunity around junction 26 of the M1, and therefore it has strong strategic connections. They consider

the site should have been subject to further assessment as a masterplan demonstrates that the site could comfortably accommodate a GIA of 327,000sqft developable employment land.

Councils' Response

The site was not identified as a reasonable alternative for further consideration because its limited size appears to make it unsuitable for large-scale logistics development. It is separated from the Bennerley site by approximately 900m and is not physically connected to the site. It is considered that including the site would not result in a comprehensive development.

Changes Made

No changes made.

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

Comments on this site were received from the following:

Environment Agency, Hortons' Estate Limited, and R Salmon

Summarised comments from statutory organisations

The Environment Agency identify the site as being located within Flood Zone 1. In respect of Fisheries, Biodiversity and Geomorphology, the Environment Agency state that based on biodiversity value and risk of damage to important/protected habitats or species, this is a preferred site, provided that the ancient woodland was retained as an irreplaceable habitat.

There are no statutory main rivers or watercourses directly within the site or protected species that the Environment Agency lead on. However, there is an ancient woodland site located within the site boundary 'M1 woodland LWS'. If this site was selected as a preferred alternative, then they would advise that the ancient woodland be retained.

Summarised comments from developers

R Salmon states that it would appear there is still a shortfall of 50 ha, after allocating the two preferred sites. BBC-LO8 is classed as a reasonable alternative site, having the best score in the Sustainability Appraisal. The site can be used as a logistics and distribution site without the need for major preparatory work, is level with no flood risk, is close to Broxtowe and Bilborough, where employment deprivation is high, enabling employees to either walk, cycle or use the local bus service to work. An adjacent landowner has recently made their land available for development which could be added to the site. They also consider that the recent cancellation of HS2b means that there is approximately double the area of developable land now available in BBC- L08.

Hortons' Estates Limited propose that a third strategic logistics site should be allocated with the ability to deliver significant new floorspace immediately. They consider that the land controlled by Hortons at Junction 26 of the M1 fits these requirements. Both parcels of land are located adjacent to the strategic motorway network and are free from any significant constraint, are not contaminated, have very little ecological potential and are not at risk of flooding. They also refer to highway improvement works to the network in the area and the proximity to a large potential work force which can access the site via sustainable and active travel modes.

Councils' Response

The Councils consider that the site is not a preferred site for logistics development for the reasons outlined in the Strategic Distribution Background Paper (2023).

Changes Made

No changes made.

Erewash

Although the Strategic Plan does not include land within Erewash, the Background Paper was produced in conjunction with Ashfield and Erewash Councils, and as a result commentary was received on two sites outside the plan area, both within Erewash.

Representations promoting or commenting on additional or alternative sites in Erewash were received from the following:

GLP

Land South-West of Junction 25 of the M1 EBC-L02

Comments on this site were received from the following:

GLP

Summarised comments from developers

GLP (the landowner) disagree with the analysis of the site at Step 3, and object to the conclusion that this site should not be identified as a proposed strategic logistics site, notably that the site is not required to meet Erewash's employment needs (being met at Stanton North) and no exceptional circumstances to release the site from the Green Belt.

The reference in the assessment to Stanton North being more than sufficient to meet Erewash's needs overlooks the fact that the need for strategic logistics development is assessed on a regional basis across the HMA, and by its very nature this is a cross-boundary issue where the need cannot be neatly apportioned to individual authorities.

Councils' Response

Comments have been forwarded to Erewash Borough Council for consideration as part of their Core Strategy Review.

Changes Made

No changes proposed within the Greater Nottingham Strategic Plan.

Stanton North EBC-L01

Comments on this site were received from the following:

GLP

Summarised comments from developers

GLP (the landowner of EBC-L02) consider this site is not a strategic site. The size of the units within extant permissions are below the warehouse sizes defined in the Icen

Study of 100,000. Furthermore, the Stanton North site is relatively poorly located in terms of its access to the strategic road network. Consequently, we anticipate that this site will not be considered a prime location for strategic logistics operators, given the importance of good road access, as highlighted in the 2022 Icen Logistics Study.

Councils' Response

Comments have been forwarded to Erewash Borough Council for consideration as part of their Core Strategy Review.

Changes Made

No changes proposed within the Greater Nottingham Strategic Plan.

Gedling

Representations promoting or commenting on additional or alternative sites in Gedling were received from the following:

Trustees of Hammond Farms

Land at Stockings Farm, Redhill, Arnold

Comments on this site were received from the following:

Trustees of Hammond Farms

Summarised comments from developers

Geoffrey Prince Associates promoting a mixed-use scheme at Stockings Farm, Arnold which would provide 10 ha of land for distribution, logistics and general employment purposes. The consultee considers that the Preferred Approach is flawed as it does not recognise the growing demand for smaller distribution and logistics hubs which the consultee considers is a strategic planning issue. There is growing demand for strategically located sites ranging from 5 ha to 20 ha with floorplates between 1,000 to 10,000 sq. m located within and adjoining the main built-up area of Greater Nottingham. Comments that the north and east of Greater Nottingham are devoid of such sites. Land at Leapool island is well located to meet this need and has good road connections to the north and the northern and north-eastern parts of Greater Nottingham. The consultee refers to high commuter flows from Gedling, the age of the existing employment space, low take up and loss of existing employment land to residential uses as reasons for providing additional distribution floorspace in Gedling. This is considered a strategic planning issue requiring Green Belt release where the land at Leapool Island was of limited value in meeting the purposes of the Green Belt according to the Gedling green belt review (December 2022). This matter should be addressed through the GNSP and not left for consideration in the Part 2 Local Plan.

Councils' Response

The ELS assesses the general need for industrial and warehousing sites and there is more than enough general employment land to meet needs including for smaller scale distribution and logistics facilities provided across the Greater Nottingham Plan Area.

The site was assessed and 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.

Changes made

None

Rushcliffe

Representations promoting or commenting on additional or alternative sites in Rushcliffe were received from the following:

Richborough, Herrick and Mattock, Knightwood Developments Ltd and Oxalis Planning.

Land to the north of Melton Road, Edwalton (Edwalton Triangle) (RBC-L10)

Comments on this site were received from the following:

Richborough

The consultation document considered the site and concluded that the site would not be put forward as a reasonable alternative. Richborough commented that the site should not be disregarded because the A52 is not dualled in the site’s location, as works are taking place to improve the overall A52 route, and the A52 connects to the A1 and A46 which provides a regional link. Richborough commented that within the consultation document, the site was not viewed as strategic scale, but Richborough highlighted that the site is located within a high development area with close proximity to the strategic allocations. Richborough suggested that the site could be considered suitable as part of the future Part 2 Rushcliffe Local Plan.

<p>Councils’ Response</p> <p>As recognised by the site promoter, the site is not strategic in scale, therefore the Councils consider that the proposal is beyond the scope of the strategic plan. This, however, would not preclude further consideration as a non-strategic allocation in a future Plan.</p>
<p>Changes Made</p> <p>None</p>

Land at Jerico Farm, A46 (RBC-L07)

Comments on this site were received from the following:

Herrick and Mattock

The consultation document considered the site and concluded that the site would not be put forward as a reasonable alternative. Herrick and Mattock commented that the site should not be discarded because it is outside the Area of Opportunity at Newark. They stated that the site is within close proximity to the Area of Opportunity, has a suitable connection to the A46 and is unconstrained. They highlighted that Highways England has funded and committed to an improvement scheme to the A46 to Newark which will

provide a dual carriageway route through to the A1. Herrick and Mattock raised that Jerico Farm would access an untapped workforce that live in proximity to the A46, given that the proposed allocations and reasonable alternatives are typically located in proximity to the M1 between Nottingham and Derby, which saturates the labour supply. Herrick and Mattock also highlighted that the site is located outside of the Green Belt.

Councils' Response

The site is largely located within the Nottingham Derby Green Belt and has been ruled out when assessed against number of criteria.

Changes Made

No change made.

Land South of A52, Whatton (RBC-L09)

Comments on this site were received from the following:

Knightwood Developments Ltd

The consultation document considered the site and concluded that the site would not be put forward as a reasonable alternative. Knightwood Developments Ltd commented that the site should not be disregarded because the A52 is not dualled in the site's location, as works are taking place to improve the overall A52 route, including signalisation and junction reconstruction. They also reiterated that the A52 links to the A1 and A46 which are both dualled and provide strategic connectivity regionally and to the north and south. Knightwood Developments Ltd suggested that the site could be considered suitable as part of the future Part 2 Rushcliffe Local Plan.

Councils' Response

The site has been ruled out when assessed against number of criteria. This does not however preclude further consideration as part of future reviews of the local plan.

Changes Made

No change

Rushcliffe Gateway (RBC-L02)

Comments on this site were received from the following:

Oxalis Planning

The site was considered a reasonable alternative and underwent a further Stage 2 Assessment. Based on the assessment, the site was not taken forward as a proposed allocation. Oxalis Planning disputed several points made within the Stage 2 Assessment. To address the assessment, the landowner submitted a Transport Technical Note (appended to their representation) which confirmed that an appropriate access to the site can be established and to confirm the site's accessibility by sustainable modes of transport. Oxalis Planning also disagreed with the assessment's conclusions regarding the harm to the Green Belt and queried why the assessment conclusions appear to contrast with the evidence base and the recommendation by the Aecom Study to investigate further the suitability of growth in the broad area along the A453 corridor.

Councils' Response

The growth options study was a policy off study when looking at the potential suitability of areas for development. It did not look into any detail the impact of development on the purposes of including land within the green belt, the type of development proposed. The Councils consider that the site is not suitable for logistics development for the reasons outlined in the Strategic Distribution Background Paper (2023).

Changes Made

None proposed

Land West of the A46, East of Cotgrave

Comments on this site were received from the following:

John A Wells Ltd

John A Wells Ltd submitted this site for consideration as a strategic logistics site, with an area of 50 hectares and the potential to deliver 100,000m² – 150,000m² of floorspace. They recognise that the site lies outside an Area of Opportunity, but it has access to the strategic road network and sustainable transport options. They stated that there was no landscape or ecological designations that constrain the site, and that the site benefits from natural screening from the existing woodland surrounding the site. They suggested that the site is allocated to provide a balanced portfolio of strategic sites to meet employment needs.

Councils' Response

The Councils consider that the site is not suitable for logistics development for the reasons outlined in the Strategic Distribution Background Paper (2023).

Changes Made

None proposed

Glossary

Comments on the Glossary were received from the following:

David Rhead

Summarised comments from local residents

David Rhead states that in view of the inter-relationships between LCWIPs I suggest that you insert an entry the following into the Glossary.

"Local Cycling and Walking Infrastructure Plan (LCWIP).: plan for the future development of cycling/walking infrastructure, drawn up by the local highway authority in consultation with the community."

They also suggest that the following is included in the Glossary.

"D2N2: Derby, Derbyshire, Nottingham & Nottinghamshire,

EMCCA: East Midlands Combined County Authority,"

Councils' Response

Local Cycling and Walking Infrastructure Plan (LCWIP) will be included within the Glossary of the Publication Draft Strategic Plan.

Changes Made

Local Cycling and Walking Infrastructure Plan (LCWIP) included within the Glossary of the Publication Draft Strategic Plan.

Sustainability Appraisal

Comments on the Methodology and Appraisal of Preferred Approach Options

Comments on the Sustainability Appraisal were received from the following: Historic England, Environment Agency, Wilson Bowden, Knightwood Developments Limited, Richborough and Peveril Securities Limited & Omnivale Pension Scheme.

One resident also submitted comments on the Sustainability Appraisal.

Former Bennerley Coal Disposal Point

Summarised comments from statutory organisations

Historic England note that the site that scored the worst for the historic environment is BBC-L01 Former Bennerley Coal Disposal Point, yet this has been progressed by the Council as a preferred site. They request to understand if there are other sites that could be taken forward that do not have the same level of harm for the historic environment. There are a number of sites that scored as an uncertain '?' against the historic environment and it would be useful to understand what the SA implications are so that an informed decision on sustainability can be undertaken. They note paragraph 38 that sets out that there is a possibility to reduce harm to heritage through avoidance/ mitigation measures. They state that there is a need to undertake a heritage assessment to assess the level of harm to the significance of heritage assets, including their setting, and if there are appropriate avoidance/ mitigation measures to reduce the harm. This information would be required in order to assess if the judgement is appropriate.

The Environment Agency state that, in respect of BBC-L01, large parts of the site are at risk of flooding from the Gilt Brook and River Erewash. The south-western part of the site is within Flood Zone 3b (functional floodplain) and only essential infrastructure and water compatible development should be located in this part of the site. They advise that, as the site straddles the Gilt Brook, which is an ordinary watercourse, the applicant should consult the Lead Local Flood Authority. Additionally, due to the interaction with the larger River Erewash, the applicant should develop a hydraulic model for the Gilt Brook to ensure flood risk is fully understood. They advise that a sequential approach should be taken to the site layout by directing development to the areas of lowest flood risk. They state that the re-development of this brownfield site presents an opportunity to reduce flood risk downstream and the applicant should explore opportunities to reduce flood risk to the wider catchment where possible.

Summarised comments from local residents

A resident suggests that, in respect of BBC-L01, mitigation text should be added to ensure that the D2N2 LCWIP gets updated to incorporate plans for timely delivery of

good-quality cycle-routes between the Bennerley site and all the settlements, within a 5-mile radius, where employees are likely to live.

Summarised comments from developers

Knightwood Developments Limited and Richborough state that, out of the 16 SA objectives, the Bennerley Coal Disposal Point only scores positively on 7, whereas the site scores negatively, or the impact is not known, on 8 of the identified criteria. They consider that, out of those which it has been negatively assessed, these are fairly high/significant impacts, and they are of the view that this fundamentally calls into question the overall suitability of the site to be put forward as a proposed allocation.

Peveril Securities Limited & Omnivale Pension Scheme question the SA assessment in relation to BBC-L01 Former Bennerley Coal Disposal Point. They highlight flooding which has taken place on the site.

Councils' Response

Further heritage assessment work has been undertaken in respect of the Former Bennerley Coal Disposal Point. The Site Selection Document explains why this site has been selected. The impact on the built and historic environment for other sites would depend on the layout and amount of development and therefore it is considered that the impact is uncertain, although it is noted that avoidance and mitigation measures would need to be identified if they were identified as preferred sites

The response by the Environment Agency is noted and additional mitigation text has been added to refer to the need to develop a hydraulic model and to apply a sequential approach to the site layout to direct development to areas of lowest flood risk. The issues raised would be considered as part of the layout of the site and as part of a future planning application. Comments relating to groundwater and contaminated land have also been noted.

Specific reference to active travel has been added as a mitigation measure to the transport objective.

The responses by other developers are noted. The site selection report provides further background information regarding why the site has been selected.

Changes Made

Additional mitigation text has been added to the Sustainability Appraisal to refer to flood modelling, applying a sequential approach to site layout and including reference to incorporating active travel measures.

Ratcliffe on Soar Power Station (RBC-L01)

Summarised comments from statutory organisations

The Environment Agency reiterated that the proposed allocation is largely within flood zone 1 and the impacts on the main river flood zones are minimal. They stated that any future application must demonstrate that contamination risks can be addressed/managed through the course of the development.

Summarised comments from local residents

It was also suggested that the mitigation text for the Power Station should cover active travel, and require D2N2 and North West Leicestershire to update their infrastructure plans to incorporate delivery of cycle routes between the Power Station and settlements within a 5-minute radius.

Councils' Response

The comments are noted.

The mitigation text already covers active travel. The Councils cannot require other organisations to update their plans/strategies.

Changes Made

No changes.

Reasonable Alternative Sites

Summarised comments from statutory organisations

In respect of other sites, the Environment Agency state:

- BBC-L02a Gilt Hill (smaller site) and BBC-L02b Gilt Hill (larger site) – The western edge of the site bounds the Gilt Brook which is designated as an *ordinary watercourse* and therefore the Lead Local Flood Authority would need to be consulted. The area around the Gilt Brook also falls within Flood Zone 3 so any proposals should take a sequential approach to site layout by directing development to the areas of lowest flood risk within the site boundary.

BBC-L04 Land at Kimberley Eastwood Bye Pass, BBC-L05 Land at Low Wood Road, Nuthall, BBC-L06 Land at New Farm Nuthall, BBC-L08 Land to the south-east of M1 junction 26, Nuthall – The sites are all located in Flood Zone 1.

- Nottingham Gateway (RBC-L02) - The Environment Agency commented that an area of the site to the west of the A453 is at risk of flooding from the River Trent and recommended that if the site was taken forward development within this area should be avoided where possible. They suggested that the watercourses present within the site offer opportunities for biodiversity net gain and ecological enhancements. They stated that any future application must demonstrate that contamination risks can be addressed/managed through the course of the development.

In respect of Fisheries, Biodiversity and Geomorphology, the Environment Agency state that based on biodiversity value and risk of damage to important/protected habitats or species, their preference as an alternative would be either BBC-L04 Land at Kimberley Eastwood Bye Pass or BBC-L08 Land to the south-east of M1 junction 26, Nuthall, provided that the ancient woodland was retained in the latter, as an irreplaceable habitat. After this Gilt Hill (site a) or Nottingham Gateway would be preferred.

- BBC-L02a Gilt Hill (smaller site) and BBC-L02b Gilt Hill (larger site) – There are historic protected species records of water vole on the Gilt Brook, which borders the site. Whilst this is not a statutory main river, they would like to see a minimum of 8m undeveloped buffer zone, ideally 10m to avoid encroachment and help protect the water vole which might still be present. They advise that site A would be selected in preference to site B to protect water voles possibly being abundant more upstream adjacent to site B and site A being located further away from the SSSI site Sledder wood. Site A also does not border as many LWS's as site B or include deciduous woodland within the proposed development boundary as site B does, which is protected under the NERC Act 2006.
- BBC-L04 Land at Kimberley Eastwood Bye Pass – There are no statutory main rivers or watercourses present within this site boundary and no protected species records that the Environment Agency leads on within the boundary or nearby. However other protected species records exist nearby. Part of verge wood LWS is included within the site boundary, so they would encourage this habit be retained as part of designs, as well as the deciduous woodland to the south of the site, protected under the NERC Act 2006 and near to another ancient woodland site. There is an opportunity to enhance the LWS through biodiversity net gain.

The remaining sites, whilst some have no watercourse within them, either border or include SSSI sites or LWS's within the development boundary. Therefore, particularly those that are adjacent to SSSI sites are likely incur some impact to their ecological value and are therefore less preferable as selected alternative sites.

- BBC-L05 Land at Low Wood Road, Nuthall – Despite no statutory main rivers occurring within the site boundary or any other watercourses, the location is directly adjacent to important habitats such as the Sellers Wood SSSI, ancient

woodlands and LWS. This is in unfavourable recovering condition. Low Wood LWS has also partly been included within the boundary. Other LWS border or are near to the proposed site as well as deciduous woodland protected under the NERC Act 2006.

- BBC-L06 Land at New Farm Nuthall – Despite there being no statutory main rivers or watercourses directly within the site, there is a watercourse inhabited by the protected species white clawed crayfish which are sensitive to water quality. This location also borders Bulwell Wood SSSI, Bulwell wood and pond LWS and Bulwell Wood ancient woodland. There is therefore likely impact to these protected sites, unless careful design and biodiversity net gain can be considered to improve the part of the site that is in unfavourable declining condition. This site is also adjacent to important habitats such as the Sellers Wood SSSI, ancient woodlands and LWS, which is in unfavourable recovering condition.
- BBC-L08 Land to the south-east of M1 junction 26, Nuthall – There are no statutory main rivers or watercourses directly within the site or protected species that the Environment Agency lead on. However, there is an ancient woodland site located within the site boundary ‘M1 woodland LWS’. If this site was selected as a preferred alternative, then they would advise that the ancient woodland be retained.

The Environment Agency commented that an area of the site to the west of the A453 is at risk of flooding from the River Trent and recommended that if the site was taken forward development within this area should be avoided where possible. They suggested that the watercourses present within the site offer opportunities for biodiversity net gain and ecological enhancements. They stated that any future application must demonstrate that contamination risks can be addressed/managed through the course of the development.

In respect of groundwater and contaminated land, the Environment Agency provides “high level” comments. Some of these sites are considered “brownfield sites” in the sense that they are associated with current or historic uses which have or had the potential to cause contamination or pollution. Therefore, in the event of future development proposals, applications must demonstrate that contamination risks can be addressed / managed through the course of development in accordance with NPPF paragraphs 174 and 183. All land contamination assessments must be produced in accordance with the online guidance [Land Contamination: Risk Management \(LCRM\)](#).

Site proposals will also need to carefully consider pollution prevention measures within their surface water drainage solutions. This is especially the case for several of the “Reasonable alternative” sites which are located on bedrock which is classified as a principal aquifer. Principal aquifers provide significant quantities of drinking water, and water for business needs. They may also support rivers, lakes and wetlands.

Summarised comments from developers

Wilson Bowden made comments in relation to the assessment of site BBC-L06. They highlight that the development could contribute to highway improvements at Junction 26, a further assessment of agricultural land classification would be undertaken, the part of the site in the NO2 Agglomeration Zone could be removed, mitigation could be provided in respect of ecology and the groundwater flood risk data is queried.

In respect of Nuthall Park 26 (BBC-L05) Peveril Securities Limited & Omnivale Pension Scheme raise concerns regarding the scoring and consider that the assessment in respect of the energy and climate and the pollution objectives should be changed to 'Positive' effects. They also consider that scoring related to natural environment and landscape should be revisited, referring to the site characteristics, the potential to provide new routes and green corridors through the site and the mitigation measures such as landscaping which could be provided.

Councils' Response

In respect of the Environment Agency's response, the comments are noted. For sites BBC-L02a Gilt Hill (smaller site) and BBC-L02b Gilt Hill (larger site), additional mitigation text has been added to refer to the need to apply a sequential approach to the site layout to direct development to areas of lowest flood risk. Mitigation text has also been added to objective 13 to refer to providing a buffer zone to the Gilt Brook to help protect water vole. For BBC-L04 Land at Kimberley Eastwood Bye Pass, mitigation text has been added to objective 13 to refer to protecting and enhancing the Local Wildlife Sites through biodiversity net gain. Comments relating to groundwater and contaminated land have been noted and matters raised would need to be addressed as part of a future planning application.

In respect of Wilson Bowden's response, the comments related to highway improvements and agricultural land classification are noted. Mitigation text has been added to SA objective 11 to avoid the NO2 agglomeration zone but the scoring has not changed. There is existing mitigation text related to ecology, including a reference to Biodiversity Net Gain. It has also already been identified that the site is at low risk of flooding.

In respect of Peveril Securities Limited & Omnivale Pension Scheme's comments, it is considered that until further details are provided in respect of low carbon measures and solutions to climate change, the scoring for objective 10 would remain uncertain. It is considered that development in this location is likely to have an adverse impact on landscape character although it is noted that mitigation measures may reduce this impact. The scoring has therefore not been changed.

Changes Made

For BBC-L02a Gilt Hill (smaller site) and BBC-L02b Gilt Hill (larger site), additional mitigation text has been added to objective 12 to refer to the need to apply a

sequential approach to the site layout to direct development to areas of lowest flood risk and mitigation text has been added to objective 13 to refer to providing a buffer zone to the Gilt Brook to help protect water vole.

For BBC-L04 Land at Kimberley Eastwood Bye Pass, mitigation text added to objective 13 to refer to protecting and enhancing the Local Wildlife Sites through biodiversity net gain.

For Land at New Farm, Nuthall, the comments related to highway improvements and agricultural land classification are noted. Mitigation text has been added to objective 11 to avoid the NO2 agglomeration zone but the scoring has not changed.

Strategic Distribution and Logistics Background Paper

Site Selection Methodology

Comments on site selection methodology were received from the following:

GLP, Mick Mattock and T W Herrick & Sons, Richborough Estates and D Rhead

Summarised comments from developers

Comments on Step 2 – Identifying Reasonable Alternatives

Both Mick Mattock and T W Herrick & Sons and Richborough Estates object to their sites being eliminated as a reasonable alternative, as they meet a number of assessed criteria (within Step 3). Mattock and Herrick identify their site location at Jerico Farm as being partially outside the Green Belt, accessible transport links, and that it is being promoted by a willing landowner and having no flood risk or heritage impact. Similarly, Richborough Estates identify their site at Edwalton Triangle as being located close to strong highways connections, having accessible public transport links, close to a local labour force, being available and actively promoted for logistics development and having no flood risk or heritage impact.

Mick Mattock and T W Herrick & Sons and Richborough Estates also question why rail connectivity is not included in Step 2.

Comments on Step 3 – Assessment of Reasonable Alternatives

GLP highlight that the original Background Paper omitted their site (EBC-L02). Once this was rectified a revised paper was published which determined that the site was discounted on the basis of need (in Erewash) and loss of Green Belt. GLP are concerned that the late assessment of this site, after the others had been undertaken and conclusions drawn pre-judged the conclusions of its Step 3 assessment. It was not assessed with an open mind alongside the other sites on an equal basis.

Mick Mattock and T W Herrick & Sons and Richborough Estates consider the weight given to rail access is not supported by the Iceni study (para 10.3), nor within market demand or evidence that rail access is viable. Furthermore, in order to decarbonise the freight industry, within Nottinghamshire, the increased use of electric vehicles for final mile deliveries is more realistic. The GNPP have therefore not assessed the technical feasibility, deliverability and viability of adopting such an approach. This is a significant weakness in the GNPP's overall Preferred Approach to the selection criteria and site assessment conclusions that inform how the proposed allocated sites have been selected.

Prioritising one aspect of the site criteria, over the other equally as important considerations does not comply with the NPPF which requires the overarching sustainability objectives, economic, social and environmental are pursued in mutually supportive ways.

Summarised comments from local residents

D Read suggests amended wording for Paragraph 48 to refer to Local Cycling and Walking Infrastructure Plans.

Councils' Response

As set out in the Background Paper, in accordance with Logistics Study, strategic sites should be in close proximity to M1 and A1 and the study identifies Areas of Opportunity. Sites outside these areas have been screened out and are not considered reasonable alternatives.

Regarding rail access, sites without rail access have been assessed as reasonable alternatives, however this access is deemed positive as it offers opportunities to transfer freight by rail and thus reduce carbon emissions and pollutants. Sites with access to rail offer a more sustainable location for strategic logistics and this is considered a positive factor and is weighed against any negative effects of developing the site for logistics.

The sites in Erewash were all appraised together alongside sites within the Greater Nottingham Strategic Plan area, unfortunately when amalgamating these assessments in the background paper the site in Erewash (EBC-L02) was not included. This was rectified within a revised version of the background paper.

Changes Made

No changes are proposed to the site selection process and sites that do not meet the three criteria for selecting reasonable alternatives will remain excluded from further detailed assessments.

Appendix 1: Greater Nottingham Strategic Plan Growth Options - List of Respondents

Statutory Consultees

Respondent ID	Respondent Name	Respondent Organisation
27221953	Erewash Borough Council (Mr Steve Birkinshaw)	Erewash Borough Council
27193665	Charnwood Borough Council (Mr Richard Brown)	Charnwood Borough Council
27222529	Derbyshire County Council (Mr Steve Buffery)	Derbyshire County Council
27214977	North West Leicestershire District Council (Sir/ Madam)	North West Leicestershire District Council
27215425	Melton Borough Council (Sir/ Madam)	Melton Borough Council
29435841	Amber Valley Borough Council (Mr Derek Stafford)	Amber Valley Borough Council
27211617	Nottinghamshire CC (Nina Wilson)	Nottinghamshire CC
32966049	Sutton Bonington Parish Council (Helen (Clerk))	Sutton Bonington Parish Council
27186433	Holme Pierrepont & Gamston Parish Council (Mrs Julia Barnes)	Holme Pierrepont & Gamston Parish Council
29847521	West Leake Parish Council (Mr T Barton)	West Leake Parish Council
29737537	Aslockton Parish Council (Belina Boyer)	Aslockton Parish Council
27194625	Gotham Parish Council (Parish Clerk)	Gotham Parish Council
32760417	Chetwynd: The Toton and Chilwell Neighbourhood Forum (Mr Ian Craik)	Chetwynd: The Toton and Chilwell Neighbourhood Forum
29187809	Bradmore Parish Council (Mrs Margaret Curran)	Bradmore Parish Council
27212065	Ruddington Parish Council (Miss Claire Dorans)	Ruddington Parish Council
30096929	Willoughby on the Wolds Parish Council (Mike Elliott)	Willoughby on the Wolds Parish Council
30097121	Whatton-in-the-Vale Parish Council (Mike Elliott)	Whatton-in-the-Vale Parish Council
30097313	Stanton on the Wolds Parish Council (Mike Elliott)	Stanton on the Wolds Parish Council
30097377	Flintham Parish Council (Mike Elliott)	Flintham Parish Council
29373793	Jane Evans	
27212673	East Bridgford Parish Council (Clare Fox)	East Bridgford Parish Council

Respondent ID	Respondent Name	Respondent Organisation
29884577	Alverton & Kilvington Parish Meeting (Mr John Gossage)	Alverton & Kilvington Parish Meeting
27205249	Papplewick Parish Council (Ms Liz Gretton)	Papplewick Parish Council
27205217	Linby Parish Council (Ms Liz Gretton)	Linby Parish Council
27186465	Radcliffe on Trent Parish Council (Ms Jacki Grice)	Radcliffe on Trent Parish Council
27216769	Stanford on Soar Parish Council (Mrs Rebecca Hague)	Stanford on Soar Parish Council
29008161	Rempstone Parish Council (Mrs Rebecca Hague)	Rempstone Parish Council
29296417	Orston Parish Council (Cllr Nicki Hammond)	Orston Parish Council
29284449	Saxondale Parish Meeting (Mr Alan Harvey)	Saxondale Parish Meeting
32618945	Kingston on Soar Parish Council (Mr Mark Johnson)	Kingston on Soar Parish Council
27182689	Ravenshead Parish Council (Ms Belinda Kalka)	Ravenshead Parish Council
29426753	Barton in Fabis Parish Council (Mr Allan Kerr)	Barton in Fabis Parish Council
32208577	St Albans Parish Council (Cllr Francesco Lari)	St Albans Parish Council
29884289	Normanton on Soar Parish Council (Mrs Susan Lewis)	Normanton on Soar Parish Council
32655425	Chetwynd: The Toton and Chilwell Neighbourhood Forum (Mr David Lovett)	Chetwynd: The Toton and Chilwell Neighbourhood Forum
27186401	Greasley Parish Council (Sir/ Madam)	Greasley Parish Council
27213377	Caythorpe Parish Council (Sir/ Madam)	Caythorpe Parish Council
27221441	Stapleford Town Council (Sir/ Madam)	Stapleford Town Council
29932321	Tollerton Parish Council (Sir/ Madam)	Tollerton Parish Council
31675393	East Leake Parish Council (Sir/ Madam)	East Leake Parish Council
27186593	Woodborough Parish Council (Ms Averil Marczak)	Woodborough Parish Council
27186561	St Albans PC (Mrs Lynda Ogilvie)	St Albans PC
29346049	St Albans Parish Council (Cllr Jason King)	St Albans Parish Council
27186625	Calverton Parish Council (Mrs Anne Pallett)	Calverton Parish Council

Respondent ID	Respondent Name	Respondent Organisation
29269601	Elton-on-the-Hill Parish Meeting (Mr Timothy Powell)	Elton-on-the-Hill Parish Meeting
29413985	Granby cum Sutton Parish Council (Mr John Rainbow)	Granby cum Sutton Parish Council
32964673	Kegworth Parish Council (Vicky Roe)	Kegworth Parish Council
29400801	Burton Joyce Parish Council (Mrs Jessica Sherrin)	Burton Joyce Parish Council
29827105	Ratcliffe on Soar Parish Meeting (Mr Raymond State)	Ratcliffe on Soar Parish Meeting
29426625	Bingham Parish Council (Mr John Stockwood)	Bingham Parish Council
32067169	St Albans Parish Council (Cllr Martyn Thorpe)	St Albans Parish Council
29359137	Keyworth Parish Council (Cllr Tony Wells)	Keyworth Parish Council
27209889	Thrumpton Parish Meeting (Mr Ben Wilson)	Thrumpton Parish Meeting
27221921	Sport England (Mr Steve Beard)	Sport England
27194945	Severn Trent - Sewerage Management Planning (Mr Chris Bramley)	Severn Trent - Sewerage Management Planning
27215169	Theatres Trust (Mr Tom Clarke MRTPI)	Theatres Trust
29769377	Homes England (Mr Brendon Dale)	Homes England
27196865	Canal & River Trust (Mr Ian Dickinson)	Canal & River Trust
27220641	National Farmers Union (Mr Simon Fisher)	National Farmers Union
27221985	Highways England (Mr Steve Freek)	Highways England
27225185	High Speed Two (HS2) Limited (Mr Reiss Graham)	High Speed Two (HS2) Limited
27190465	Defence Infrastructure Organisation (MOD) (Mr Paul Hinton)	Defence Infrastructure Organisation (MOD)
27187233	Natural England (Sir/ Madam)	Natural England
27192001	Historic England (Sir/ Madam)	Historic England
27211809	NHS Nottingham West Clinical Commissioning Group (Sir/ Madam)	NHS Nottingham West Clinical Commissioning Group
27215265	The Coal Authority (Sir/ Madam)	The Coal Authority
27218113	Environment Agency (Mr Rob Millbank)	Environment Agency

Other Consultees

Respondent ID	Respondent Name	Respondent Organisation
29552193	Rushcliffe Borough Council (Cllr Abby Brennan)	Rushcliffe Borough Council
29392225	equipped2succeed and Second Chance Learning Academy (Ms Beverley Burton)	equipped2succeed and Second Chance Learning Academy
31943425	Rushcliffe Borough Council - Keyworth and Wolds Ward (Cllr John Cottee)	Rushcliffe Borough Council - Keyworth and Wolds Ward
31740641	Member of Parliament - Rushcliffe (Mrs Ruth Edwards)	Member of Parliament - Rushcliffe
31943457	Rushcliffe Borough Council - Keyworth and Wolds Ward (Cllr Andrew Edyvean)	Rushcliffe Borough Council - Keyworth and Wolds Ward
27180609	Cllr Andrew Ellwood	
29442465	Rushcliffe Borough Council (Councillor Mike Gaunt)	Rushcliffe Borough Council
32722305	Rushcliffe Borough Councillor (Cllr Penny Gowland)	Rushcliffe Borough Councillor
27222817	Home Builders Federation (HBF) (Ms Sue Green)	Home Builders Federation (HBF)
32390273	Calverton Parish Council (Mrs Joan Inger)	Calverton Parish Council
31943361	Rushcliffe Borough Council - Keyworth and Wolds Ward (Cllr Rob Inglis)	Rushcliffe Borough Council - Keyworth and Wolds Ward
32438785	Nottinghamshire Ramblers (Dr Sue Jones)	Nottinghamshire Ramblers
29429825	Councillor Leo Lanzoni	
29447745	Rushcliffe Green Party (Councillor Richard Mallender)	Rushcliffe Green Party
29456833	Cllr Gerald McMahon	
28984609	Mr Mario Molinari	
30139329	Councillor (Cllr Michael Payne)	Councillor
32484353	Grantham Canal Society (Michelle Storer)	Grantham Canal Society
29410273	RBC Leake Ward members (Cllr Carys Thomas)	RBC Leake Ward members
28980737	Rushcliffe Borough Council (Cllr Roger Upton)	Rushcliffe Borough Council

Respondent ID	Respondent Name	Respondent Organisation
29562305	Rushcliffe Borough Council (Cllr Jennifer Walker)	Rushcliffe Borough Council
30096385	Cllr Rex Walker	
29430401	Nottinghamshire County Council (Cllr Jonathan Wheeler)	Nottinghamshire County Council
30039713	Bumpkin Dairy co (Mrs Debra Willoughby)	Bumpkin Dairy co
29443553	Keyworth Conservation Area Advisory Group (Mrs Linda Abbey)	Keyworth Conservation Area Advisory Group
30044193	St James' Church NOS (Dr Sue Archbold)	St James' Church NOS
30081153	36th Nottingham (Special Needs) Guides and Rangers (Elizabeth Ashcroft)	36th Nottingham (Special Needs) Guides and Rangers
27224929	Tollerton Against Backdoor Urbanisation (TABU) (Dr Sue Ball)	Tollerton Against Backdoor Urbanisation (TABU)
28931201	British Horse Society (Wendy Bannerman)	British Horse Society
29445761	Edwalton Municipal Golf and Social Club (Mr Philip Barker)	Edwalton Municipal Golf and Social Club
29443169	www.GeoGreenPower.com (Mr Matthew Barney)	www.GeoGreenPower.com
29447777	The Cranmer Group of Parishes (Rev Tim Chambers)	The Cranmer Group of Parishes
30082913	Girlguiding Nottinghamshire (Sarah Clarkson)	Girlguiding Nottinghamshire
29413953	Burton Joyce Climate Action group (Julia Devonport)	Burton Joyce Climate Action group
27182561	Nottinghamshire Wildlife Trust (Mr Ben Driver)	Nottinghamshire Wildlife Trust
29437377	OSVAID (Orston & Surrounding Villages Against Inappropriate Development) (Mr ...	OSVAID (Orston & Surrounding Villages Against Inappropriate Development)
27217057	Burton Joyce Village Society (Mr Richard Fife)	Burton Joyce Village Society
27193025	Mrs Jane Fraser	
29379681	Diocese of Southwell and Nottingham (Michele Hampson)	Diocese of Southwell and Nottingham
30487969	Girlguiding Nottinghamshire (Kayleigh & Kirstie Hunt & Pogson)	Girlguiding Nottinghamshire
29447169	Nottingham Green Party (Mr Guy Jones)	Nottingham Green Party

Respondent ID	Respondent Name	Respondent Organisation
32128449	Mapperley all-stars coaching (Mr Nathan Kenney)	Mapperley all-stars coaching
28502721	Nottingham Local Access Forum (Margaret Knowles)	Nottingham Local Access Forum
27182785	Nottinghamshire Campaign to Protect Rural England (Ms Bettina Lange)	Nottinghamshire Campaign to Protect Rural England
27196577	Pedals (Nottingham Cycling Campaign) (Hugh McClintock)	Pedals (Nottingham Cycling Campaign)
27226113	Willow Farm Action Group (Mr Philip Oddie)	Willow Farm Action Group
27182657	Beeston and District Civic Society (Mrs Caroline Penn)	Beeston and District Civic Society
27201025	Dept. for Education (Mr John Pilgrim)	Dept. for Education
27186721	Nottingham Credit Union (Clive Rix)	Nottingham Credit Union
27211169	The Woodland Trust (Mr Nick Sandford)	The Woodland Trust
30030497	Regatta Way Sports Club (Mr Peter Stansbury)	Regatta Way Sports Club
27186017	Sharphill Action Group (SAG) (Ms Christine Turner)	Sharphill Action Group (SAG)
29565185	Thoroton & District Branch - Newark Conservative Association	Thoroton & District Branch - Newark Conservative Association
30044481	Meadow School of Riding (Mr Iain Whitmore-Kirby)	Meadow School of Riding
27207745	Nottingham Open Spaces Forum (Mr Martin Willis)	Nottingham Open Spaces Forum
29696193	Cllr Penny Gowland	Rushcliffe Borough Council
27178721	RAF Syerston (Wg Cdr Adey Hobson)	RAF Syerston
27217921	Rod Jones	Rushcliffe Borough Council
29825953	Cllr Shirley Lockwood	Orston Parish Council

Landowners/ Developers/ Agents

Agent ID	Agent Organisation	Respondent ID	Respondent Name	Respondent Organisation
27180801	Andrew Hiorns Town Planning Limited	31652577	Parker Strategic Land Limited (site at Cotgrave) (Mr Andrew Bamber)	Parker Strategic Land Limited (site at Cotgrave)
27180801	Andrew Hiorns Town Planning Limited	31916897	Parker Strategic Land Limited (land south of Nottingham Road, Broxtowe) (Mr A...	Parker Strategic Land Limited (land south of Nottingham Road, Broxtowe)
27180801	Andrew Hiorns Town Planning Limited	32033089	Parker Strategic Land Limited (Catstone Green site) (Mr Andrew Bamber)	Parker Strategic Land Limited (Catstone Green site)
0		31229377	D2H Land Planning Development Ltd (Ms Hannah Barter)	D2H Land Planning Development Ltd
27210913	Carter Jonas	29282881	Burhill Group Limited (Mr Andrew Bennett)	Burhill Group Limited
27204001	Carter Jonas	29282881	Burhill Group Limited (Mr Andrew Bennett)	Burhill Group Limited
27209953	Savills	32962817	Rushcliffe Borough Council	
0		27193825	Persimmon Homes (Mr George Breed)	Persimmon Homes
32960129	ID Planning	32960065	Mr John Breedon	
27193377	Pegasus Group	29738273	Hallam Land Management (Mr Paul Burton)	Hallam Land Management
27185569	Freeths	29738273	Hallam Land Management (Mr Paul Burton)	Hallam Land Management
27211137	GraceMachin Planning & Property	32671553	Conlon Construction (Nottm) Ltd	
29550177	Shouler & Son	29549985	Knights PLC (Mr Edward Cursham)	Knights PLC
29869569	Savills	32071713	Wilson Bowden Developments (Mr Michael Davies)	Wilson Bowden Developments
0		28336033	William Davis (Mr Tom Dillarstone)	William Davis
0		31980129	Gladman (Mr Michael Dinn)	Gladman

Agent ID	Agent Organisation	Respondent ID	Respondent Name	Respondent Organisation
0		29443009	Aspbury Planning (Mr Mike Downes)	Aspbury Planning
27224961	JVH Town Planning Consultants Ltd	32393569	Executors of Evelyn Shepperson	
27178785	Oxalis Planning	28258945	Bloor Homes Midlands (Ms Kate Fell)	Bloor Homes Midlands
29685441	DLP Planning Ltd	29685537	City Estates (Mr Dale Fixter)	City Estates
27194657	Geoffrey Prince Associates Ltd	27189217	Langridge Homes Ltd (Mr David Fletcher)	Langridge Homes Ltd
27224609	Stantec (formerly Peter Brett Associates)	29687297	Barwood Homes (Mr Ned Fox)	Barwood Homes
0		27218337	Barratt David Wilson Homes (Mr Robert Galij)	Barratt David Wilson Homes
0		29684865	Inspired Villages (Mr Stuart Garnett)	Inspired Villages
0		27211137	GraceMachin Planning & Property (Mr Nick Grace)	GraceMachin Planning & Property
29363745	Star Planning	28528833	Woolbro Morris (Mr Jonathan Greenberg)	Woolbro Morris
0		32965857	Mrs Sheila Hall	
27188993	Marrons Planning	31711169	Whitefields Farm (Mr & Mrs Hammond)	Whitefields Farm
27194657	Geoffrey Prince Associates Ltd	27200001	Hammond Farms (Mr Robert Hammond)	Hammond Farms
27180129	Mather Jamie	30121537	Paget Estate (Miss Joanna Herbert-Stepney)	Paget Estate
28503137	Boyer	31493889	Mr David Herrick	
27181057	Fisher German LLP	32950817	Mr Malcolm Hodgkinson	
29620865	Planning & Design Group (UK) Limited	29620769	The University of Nottingham (Ms Annabel Holmes)	The University of Nottingham
0		32952897	Endurance Estates (Mr Tim Holmes)	Endurance Estates

Agent ID	Agent Organisation	Respondent ID	Respondent Name	Respondent Organisation
27224993	nineteen47	29994977	Richborough Estates (Burnside Grove, Tollerton) (Mr Steve Louth)	Richborough Estates (Burnside Grove, Tollerton)
27224993	nineteen47	31990401	Richborough Estates (Land off Oxton Road, Calverton) (Mr Steve Louth)	Richborough Estates (Land off Oxton Road, Calverton)
29783777	Savills	31993633	Taylor Wimpey (Land West of Ruddington) (Sir/ Madam)	Taylor Wimpey (Land West of Ruddington)
29783777	Savills	31993921	Taylor Wimpey (Land north-west of East Bridgford) (Sir/ Madam)	Taylor Wimpey (Land north-west of East Bridgford)
29783777	Savills	31997313	Taylor Wimpey (Land East of Gamston) (Sir/ Madam)	Taylor Wimpey (Land East of Gamston)
31543393	Fisher German LLP	31543553	Samworth Farms Limited (Sir/ Madam)	Samworth Farms Limited
31543393	Fisher German LLP	31921185	Landowner east of Mansfield Road, Eastwood (Sir/ Madam)	Landowner east of Mansfield Road, Eastwood
31543393	Fisher German LLP	31921793	Landowner north of Nuthall (Sir/ Madam)	Landowner north of Nuthall
29749345	Savills	29749313	Gaintame Ltd (Sir/ Madam)	Gaintame Ltd
27209953	Savills	32000449	Wilson Bowden Developments (Land at New Farm, Nuthall) (Sir/ Madam)	Wilson Bowden Developments (Land at New Farm, Nuthall)
27209953	Savills	32000545	Wilson Bowden Developments (Land West of Woodhouse Way) (Sir/ Madam)	Wilson Bowden Developments (Land West of Woodhouse Way)
27196833	Turley	31603457	IM Land (Sir/ Madam)	IM Land
31820801	Avison Young	31820929	Homes England and the Defence Infrastructure Organisation (Sir/ Madam)	Homes England and the Defence Infrastructure Organisation
27180385	Marrons Planning	29765697	Mather Jamie Ltd (Sir/ Madam)	Mather Jamie Ltd
27180385	Marrons Planning	31756705	Braemore Group and Mr Knibb (Sir/ Madam)	Braemore Group and Mr Knibb
27211137	GraceMachin Planning & Property	29820737	DSL Holdings Ltd (Sir/ Madam)	DSL Holdings Ltd
27223393	Bidwells	29768033	Trinity College (Sir/ Madam)	Trinity College

Agent ID	Agent Organisation	Respondent ID	Respondent Name	Respondent Organisation
29559169	Pegasus Group	31819681	Loughborough Road Consortium (Sir/ Madam)	Loughborough Road Consortium
28503137	Boyer	31583073	Michael Machin, Gaintame Limited, Wheatcroft Farm Limited, John A Wells Limit...	Michael Machin, Gaintame Limited, Wheatcroft Farm Limited, John A Wells Limited
28503137	Boyer	31873761	Stagfield Group (Sir/ Madam)	Stagfield Group
28503137	Boyer	31879169	Harworth Group (Sir/ Madam)	Harworth Group
28503137	Boyer	31915105	Strawsons Group Investments Ltd (Sir/ Madam)	Strawsons Group Investments Ltd
27178785	Oxalis Planning	29747809	John A Wells Ltd (Sir/ Madam)	John A Wells Ltd
27178785	Oxalis Planning	29748289	South West Nottingham Consortium (Sir/ Madam)	South West Nottingham Consortium
27178785	Oxalis Planning	30852769	Oxalis Planning on behalf of unnamed landowners and developers (Sir/ Madam)	Oxalis Planning on behalf of unnamed landowners and developers
27178785	Oxalis Planning	31849281	Oxalis Planning and Boyer Planning on behalf of W Westerman Limited and Straw...	Oxalis Planning and Boyer Planning on behalf of W Westerman Limited and Strawsons Property
29994817	Savills (UK) Ltd	29994881	Landowner Consortium (south of Orston) (Sir/ Madam)	Landowner Consortium (south of Orston)
31740865	Avison Young	32093729	Jelson Homes and the Wheatcroft Family (Sir/ Madam)	Jelson Homes and the Wheatcroft Family
31711553	Andrew Granger and Co	31711265	The Hill Family (Sir/ Madam)	The Hill Family
30248385	Wood PLC	31650465	Crown Estate (Sir/ Madam)	Crown Estate
29765729	Nexus Planning	29765697	Mather Jamie Ltd (Sir/ Madam)	Mather Jamie Ltd
29765729	Nexus Planning	29767009	CEG Land Promotions I (UK) Ltd (Sir/ Madam)	CEG Land Promotions I (UK) Ltd
27181057	Fisher German LLP	31923105	Taylor Wimpey (Land at Chilwell Lane, Bramcote) (Sir/ Madam)	Taylor Wimpey (Land at Chilwell Lane, Bramcote)
27181057	Fisher German LLP	32073441	The Trustees of the Locko 1991 Settlement (Sir/ Madam)	The Trustees of the Locko 1991 Settlement

Agent ID	Agent Organisation	Respondent ID	Respondent Name	Respondent Organisation
27180161	Pegasus Group	31820897	Nottinghamshire County Council and Hallam Land Management (Sir/ Madam)	Nottinghamshire County Council and Hallam Land Management
31870113	Barton Willmore	31870273	JG Woodhouse & Sons (Sir/ Madam)	JG Woodhouse & Sons
31870113	Barton Willmore	31923745	FH Farms Ltd (Sir/ Madam)	FH Farms Ltd
27188993	Marrons Planning	31704993	Crofts Development Ltd (Sir/ Madam)	Crofts Development Ltd
27188993	Marrons Planning	31709665	Davidsons Developments Ltd (Aslockton) (Sir/ Madam)	Davidsons Developments Ltd (Aslockton)
27188993	Marrons Planning	31710817	Davidsons Developments Ltd (Gotham) (Sir/ Madam)	Davidsons Developments Ltd (Gotham)
27188993	Marrons Planning	31710913	Davidsons Developments Ltd (Land South of Gamston) (Sir/ Madam)	Davidsons Developments Ltd (Land South of Gamston)
27188993	Marrons Planning	31711105	Harris Land Management (Sir/ Madam)	Harris Land Management
27188993	Marrons Planning	31733601	Davidsons Developments Ltd (Cropwell Bishop interest) (Sir/ Madam)	Davidsons Developments Ltd (Cropwell Bishop interest)
29445185	JW Planning Ltd	29743457	Hall Construction Services Ltd (Sir/ Madam)	Hall Construction Services Ltd
27224609	Stantec (formerly Peter Brett Associates)	27202593	Barwood Land (Ms Julie Morgan)	Barwood Land
32930337	Ridge and Partners LLP	27202593	Barwood Land (Ms Julie Morgan)	Barwood Land
28503137	Boyer	31933377	Mr Stubbs and Mr Whittington	
27183265	Planning and Design Group (UK) Limited	30045249	The Trustees for the Estate of Mrs Joan Winifred Briggs	
27217537	Richard Ling & Associates	32829441	Mr and Mrs Myles	
27205793	Savills UK Ltd	30121281	Mr C Nott	
0		29471393	Penland Estates (Mr Matt Oliver)	Penland Estates
0		32717889	Hollins Strategic Land (Mr Christian Orr)	Hollins Strategic Land
29994817	Savills (UK) Ltd	30853537	Mr and Mrs Peacock	

Agent ID	Agent Organisation	Respondent ID	Respondent Name	Respondent Organisation
0		29685313	David Wilson Home East Midlands (Mr David Prowse)	David Wilson Home East Midlands
30286849	Simon Heaton, Planning Consultant	32484449	Mr S Raynor	
0		27180865	Uniper UK Limited (Dr Andy Read)	Uniper UK Limited
0		29821921	British Gypsum (Jennifer Saunders)	British Gypsum
27213121	Stone Planning Services	27225889	Aldergate Properties Ltd (Mr Wayne Scholter)	Aldergate Properties Ltd
31730881	Boyer	32837729	Knightwood Developments Limited (Haydn Short)	Knightwood Developments Limited
0		27213121	Stone Planning Services (Mr Paul Stone)	Stone Planning Services
27181057	Fisher German LLP	32950049	Joanna Szejter	
27178785	Oxalis Planning	29749921	Richard Taylor	
0		27214049	Peter Tyers Associates (Mr Peter Tyers)	Peter Tyers Associates
0		27207777	Positive Homes Ltd (Mr Martin Valentine)	Positive Homes Ltd
27193857	GraceMachin Planning & Property	29408225	Mr S and C Voce	
0		27222593	Mr Stephen Walker	
32962465	Q&A Planning Ltd	27220737	Newton Nottingham LLP (Mr Simon Waterfield)	Newton Nottingham LLP
27178785	Oxalis Planning	27193633	W Westerman Ltd (Mr Robert Westerman)	W Westerman Ltd
27207489	Define	27208385	Bloor Homes (Mr Max Whitehead)	Bloor Homes
32966241	WSP	32966145	Global Mutual (on behalf of The Victoria Centre Partnership) (Ms Alison Woodall)	Global Mutual (on behalf of The Victoria Centre Partnership)

Residents

652 residents provided representations. Their names have not been published in accordance with the Data Protection Policy in place during the consultation.

39 additional responses were received from respondents. These were anonymous responses. Their responses are summarised within the Report of Responses.

Two petitions were also received relating to R05 South of Orston and R07.1 Land at Regatta Way. The objections raised within the objections are summarised within the Growth Options Report of Responses.

Appendix 2: Greater Nottingham Strategic Plan Preferred Approach - List of Respondents

Statutory Consultees

Agent ID	Agent Organisation	Respondent ID	Respondent Organisation
		44676257	Ashfield DC
		29426753	Barton in Fabis Parish Council
		27196865	Canal & River Trust
		32655425	Chetwynd: The Toton and Chilwell Neighbourhood Forum
		27215361	Derbyshire County Council
		31675393	East Leake Parish Council
		44305089	Environment Agency
		27215393	Erewash Borough Council
		44907425	Historic England
44659105	Avison Young	44663745	Homes England
		32618945	Kingston on Soar Parish Council
37913473	Lucy White Planning	44591073	National Grid Electricity Distribution (South West) Plc
		44843809	National Highways
		44474497	Natural England
		27211617	Nottinghamshire CC
		29827105	Ratcliffe on Soar Parish Meeting
		27212065	Ruddington Parish Council
		27221921	Sport England
		27215265	The Coal Authority

Landowners/ Developers/ Agents

Agent ID	Agent Organisation	Respondent ID	Respondent Name/Organisation
		44322113	AA Homes&Housing Ltd
		27218337	Barratt David Wilson Homes
29783777	Savills	31993633	Taylor Wimpey (Land West of Ruddington)
		44677825	Home Builders Federation
27207489	Define	27208385	Bloor Homes
41874721	Marrons Planning	44688129	Havenwood Construction Limited
29783777	Savills	31997313	Taylor Wimpey and Barwood (Land East of Gamston)
41874721	Marrons Planning	44688225	Havenwood Construction Limited
41874721	Marrons Planning	44687809	Davidsons Developments Limited (Gotham)
41874721	Marrons Planning	44687169	Davidsons Developments Limited (Aslockton)
44697569	Marrons Planning	44700353	Marrons Planning (Keyworth and Kinoulton)
41874721	Marrons Planning	44687873	Davidsons Developments Limited (Cropwell Bishop)
44697569	Marrons Planning	44701505	Mather Jamie (Sutton Bonington)
41874721	Marrons Planning	44687041	Davidsons Developments Limited (Tollerton SUE)
44707425	Boyer Planning	44707809	Knightwood Developments Ltd
44237153	Pegasus Group	44323649	Hallam Land Management Limited
44707425	Boyer Planning	44708801	Herrick & Mattock
44707425	Boyer Planning	44708897	Barratt David Wilson Homes (North Midlands), Wheatcroft Farm Ltd and John A Wells Ltd
44697569	Marrons Planning	44714401	Metacre (Bunny)
		27202593	Barwood Land
44697569	Marrons Planning	44716097	Metacre (Calverton)
44709473	DLP Planning Limited	44711265	Persimmon Homes
44707425	Boyer Planning	44709057	Omnivale Pension Scheme and Peveril Securities
44702177	Turley	44715137	Bellway Homes Limited c/o Turley
44707425	Boyer Planning	44724513	Mrs Hill & Mrs Plummer
44237153	Pegasus Group	44588833	Harworth Group Plc

Agent ID	Agent Organisation	Respondent ID	Respondent Name/Organisation
41322785	Savills (UK) Ltd	44668353	Elton Garden Village Landowner Consortium c/o Savills (UK) Ltd
27204801	Fisher German LLP	44692097	Bloor Homes
27194657	Geoffrey prince Associates Ltd	27189217	Langridge Homes Ltd
27194657	Geoffrey prince Associates Ltd	27200001	Hammond Farms
		44683457	Gladman Developments Ltd
44689409	Turley	31603457	IM Land
44237569	Zesta Planning Ltd	44658145	West Bridgeford Hockey Club
38760865	Evolve Planning & Design	44237505	Bloor Homes
27211137	GraceMachin Planning & Property	27211137	GraceMachin Planning & Property
		42098177	Mulberry Land
		27225889	Aldergate Properties Ltd
44659105	Avison Young	31820929	Homes England and the Defence Infrastructure Organisation
44163777	WSP	44689825	Global Mutual (on behalf of Victoria Centre Ltd)
42116257	Boyer	44668385	Harworth Group
42116257	Boyer	44668417	Strawson Group Investments Ltd
27218209	Oxalis Planning	44692161	Oxalis Planning
27218209	Oxalis Planning	44692097	Bloor Homes
29445185	JW Planning Ltd	29743457	Hall Construction Services Ltd
44706817	ID Planning	44706945	John Breedon
27224609	Stantec	44708001	Cora
44123841	Savills (UK) Limited	40336897	David Wilson Homes, East Midlands
44711425	Q+A Planning	44711777	Newton Nottingham LLP
44659201	Mather Jamie	44713025	C/O Mather Jamie Ltd
		44639873	Andrew Granger & Co
44237153	Pegasus Group	44237505	Bloor Homes

Agent ID	Agent Organisation	Respondent ID	Respondent Name/Organisation
44436129	Pegasus Group	44440481	Nottinghamshire County Council and Hallam Land Management Ltd.
44472033	Ridge and Partners LLP	44695457	Mather Jamie on behalf of Parker Strategic Land Ltd
44720001	Pegasus Group	44721601	Keepmoat Homes
		44404897	Barwood Development Securities Ltd
42116257	Boyer	44714561	Stagfield Group
44605345	Savills	44724929	Ceylon Tea Growers Association Ltd
44677217	Star Planning and Development	44683265	Woolbro Morris
44765377	Barton Willmore (now Stantec)	32033089	Parker Strategic Land Limited (Catstone Green site)
44628321	WSP	44706273	The Crown Estate
42298945	rg+p Ltd	44697505	Midlands Land Portfolio Ltd
44825825	Fisher German LLP	32950817	Malcolm Hodgkinson
41090081	TOR	28336033	William Davis
44825825	Fisher German LLP	31923105	Taylor Wimpey (Land at Chilwell Lane, Bramcote)
41547137	Nexus Planning	29767009	CEG Land Promotions I (UK) Ltd
27223393	Bidwells	29768033	Trinity College
31543393	Fisher German LLP	31543553	Samworth Farms Limited
44619649	nineteen47	44633793	Hallam Land Management
		29749345	Savills (UK) Ltd
44676641	Planning Prospects Ltd	44676673	Richborough Estates
		44541633	The Planning Bureau
27218209	Oxalis Planning	44692001	John A Wells Limited
41874721	Marrons Planning	44688833	Avant Homes, David Wilson Homes, Davidsons, Gladman, IM Land, Redrow, Richborough Estates & Wm Davis
44710561	Barton Willmore now Stanec	44710849	Tejpartap Singh Sahota
27221569	Avison Young	44725153	Northern Trust Ltd

Agent ID	Agent Organisation	Respondent ID	Respondent Name/Organisation
42631841	Mike Downes Planning Consultant	44434113	Omnivale Ltd / Newsholme Developments
		44607425	Oxalis Planning
27209953	Savills	32000449	Wilson Bowden Developments (Land at New Farm, Nuthall)
44877473	Nexus Planning	29767009	CEG Land Promotions I (UK) Ltd
		44587489	Brinsley Land Trust
		44218433	Defence Infrastructure Organisation
44711425	Q+A Planning	27220737	Newton Nottingham LLP
27213121	Stone Planning Services	44812673	Peveril Securities Limited
		44700353	Marrons Planning
44123841	Savills (UK) Limited	29685313	David Wilson Home East Midlands
		44434113	Omnivale Ltd / Newsholme Developments
		44724289	Chloe Langley
		44724929	Ceylon Tea Growers Association Ltd
		29821921	British Gypsum
		44715361	Ministry of Defence - Defence Infrastructure Organisation Safeguarding
27223393	Bidwells		
27218209	Oxalis Planning	44692065	Richard Taylor
27202145	Savills	44710657	Rachel Salmon

Non-Statutory Consultee Groups and Individuals

Respondent ID	Respondent Organisation
28931201	British Horse Society
27221857	Friends of Moor Pond Woods
44032737	Grantham Canal Society
44421665	Grantham Canal Society
44362433	Nottingham Council of Mosques
28502721	Nottingham Local Access Forum
41501857	Nottingham Students' Partnership
27226433	Radcliffe-on-Trent Residents' Association
44636321	The Woodland Trust
29410273	RBC Leake Ward Members
30096385	RBC Gotham Ward Member
43808385	Roodsafe
44686241	ADC Council Member for Hucknall
44688321	ADC Council Member for Hucknall
44688769	ADC Council Member for Hucknall
44688993	ADC Council Member for Hucknall
44689089	ADC Council Member for Hucknall
44719777	Lidl GB Ltd
43898657	Rentplus UK
31740641	Member of Parliament - Rushcliffe
43826561	Gedling Borough Councillor
44878721	RBC Sutton Bonington Ward Member

Residents

49 residents provided representations. Their names have not been published in accordance with the Data Protection Policy in place during the consultation.

Appendix 3: Strategic Distribution and Logistics - List of Respondents

Respondent Organisations or Companies

Respondent ID	Respondent Organisation / Company	Respondent Type
30794305	Alverton and Kilvington Village Meeting	Statutory consultee
29435841	Amber Valley Borough Council	Duty to cooperate Council
27219777	Arquiva	Landowner/developer/agent
44676257	Ashfield DC	Duty to cooperate Council
34094305	Avison Young	Landowner/developer/agent
41842913	Avison Young	Landowner/developer/agent
27186657	Awsorth Parish Council	Duty to cooperate Parish
29426753	Barton in Fabis Parish Council	Duty to cooperate Parish
28503137	Boyer	Landowner/developer/agent
44453665	Boyer Planning	Landowner/developer/agent
27226561	BT Wholesale	Statutory consultee
29282881	Burhill Group Limited	Landowner/developer/agent
49845409	CarneySweeney	Landowner/developer/agent
27217121	Central Networks	Statutory consultee
32655425	Chetwynd: The Toton and Chilwell Neighbourhood Forum	Duty to cooperate Parish
27178849	Civil Aviation Authority	Statutory consultee
27215361	Derbyshire County Council	Duty to cooperate Council
27226593	Derbyshire Police and Crime Commissioner	Statutory consultee
27193921	DIO Operations	Statutory consultee
27188193	E.ON	Statutory consultee
31675393	East Leake Parish Council	Duty to cooperate Parish
29430369	Edwalton Municipal Golf & Social Club	Residents/specialist group
32952897	Endurance Estates	Landowner/developer/agent
44305089	Environment Agency	Statutory consultee

Respondent ID	Respondent Organisation / Company	Respondent Type
27194657	Geoffrey prince Associates Ltd	Landowner/developer/agent
27194625	Gotham Parish Council	Duty to cooperate Parish
44323649	Hallam Land Management Limited	Landowner/developer/agent
27200001	Hammond Farms	Landowner/developer/agent
27228033	Harworth Group	Landowner/developer/agent
44588833	Harworth Group Plc	Landowner/developer/agent
44701921	Herrick & Mattock	Landowner/developer/agent
44907425	Historic England	Statutory consultee
45131297	Home Builders Federation	Landowner/developer/agent
50099489	Hortons' Estate Limited	Landowner/developer/agent
48339553	Iceni Projects	Landowner/developer/agent
32093729	Jelson Homes and the Wheatcroft Family	Landowner/developer/agent
27226529	JHWalter LLP	Landowner/developer/agent
32618945	Kingston on Soar Parish Council	Duty to cooperate Parish
32837729	Knightwood Developments Limited	Landowner/developer/agent
44701889	Knightwood Developments Ltd	Landowner/developer/agent
28502881	Lambert Smith Hampton	Landowner/developer/agent
27189217	Langridge Homes Ltd	Landowner/developer/agent
27226625	Leicestershire Police and Crime Commissioner	Statutory consultee
27205409	Mansfield District Council	Duty to cooperate Council
50102561	Member of Parliament for Rushcliffe	Other consultee
44697505	Midlands Land Portfolio Ltd	Landowner/developer/agent
27218497	Ministry of Defence	Statutory consultee
42098177	Mulberry Land	Landowner/developer/agent
27215553	National Grid UK Transmission	Statutory consultee
44843809	National Highways	Statutory consultee
44474497	Natural England	Statutory consultee
27228065	Netherfield Forum	Residents/specialist group
27208257	Newark and Sherwood District Council	Duty to cooperate Council

Respondent ID	Respondent Organisation / Company	Respondent Type
29884289	Normanton on Soar Parish Council	Duty to cooperate Parish
27214977	North West Leicestershire District Council	Duty to cooperate Council
27182785	Nottinghamshire Campaign to Protect Rural England	Residents/specialist group
27182561	Nottinghamshire Wildlife Trust	Residents/specialist group
44701793	Omnivale Pension Scheme & Peveril Securities	Landowner/developer/agent
27211073	Openreach	Other consultee
44607425	Oxalis Planning	Landowner/developer/agent
27196577	Pedals (Nottingham Cycling Campaign)	Residents/specialist group
42872033	Pegasus Group	Landowner/developer/agent
44237153	Pegasus Group	Landowner/developer/agent
44812673	Peveril Securities Limited	Landowner/developer/agent
50096577	Peveril Securities Limited & Omnivale Pension Scheme	Landowner/developer/agent
29827105	Ratcliffe on Soar Parish Meeting	Duty to cooperate Parish
30096385	Rushcliffe Borough Council	Other consultee
50045985	Severn Trent Green Power	Statutory consultee
50058753	Sport England	Statutory consultee
27215265	The Coal Authority	Statutory consultee
49782689	The Gardens Trust	Residents/specialist group
32073441	The Trustees of the Locko 1991 Settlement	Landowner/developer/agent
29620769	The University of Nottingham	Landowner/developer/agent
27209889	Thrumpton Parish Meeting	Duty to cooperate Parish
27180865	Uniper UK Limited	Landowner/developer/agent
41373889	Wilson Bowden	Landowner/developer/agent
32071713	Wilson Bowden Developments	Landowner/developer/agent

Residents

110 local residents provided representations. Their names have not been published in accordance with the Data Protection Policy in place during the consultation.

Appendix 3: Sustainability Appraisal Report for the Greater Nottingham Strategic Plan, Non-Technical Summary

Sustainability Appraisal Report for the Greater Nottingham Strategic Plan

Non-Technical Summary

September 2024



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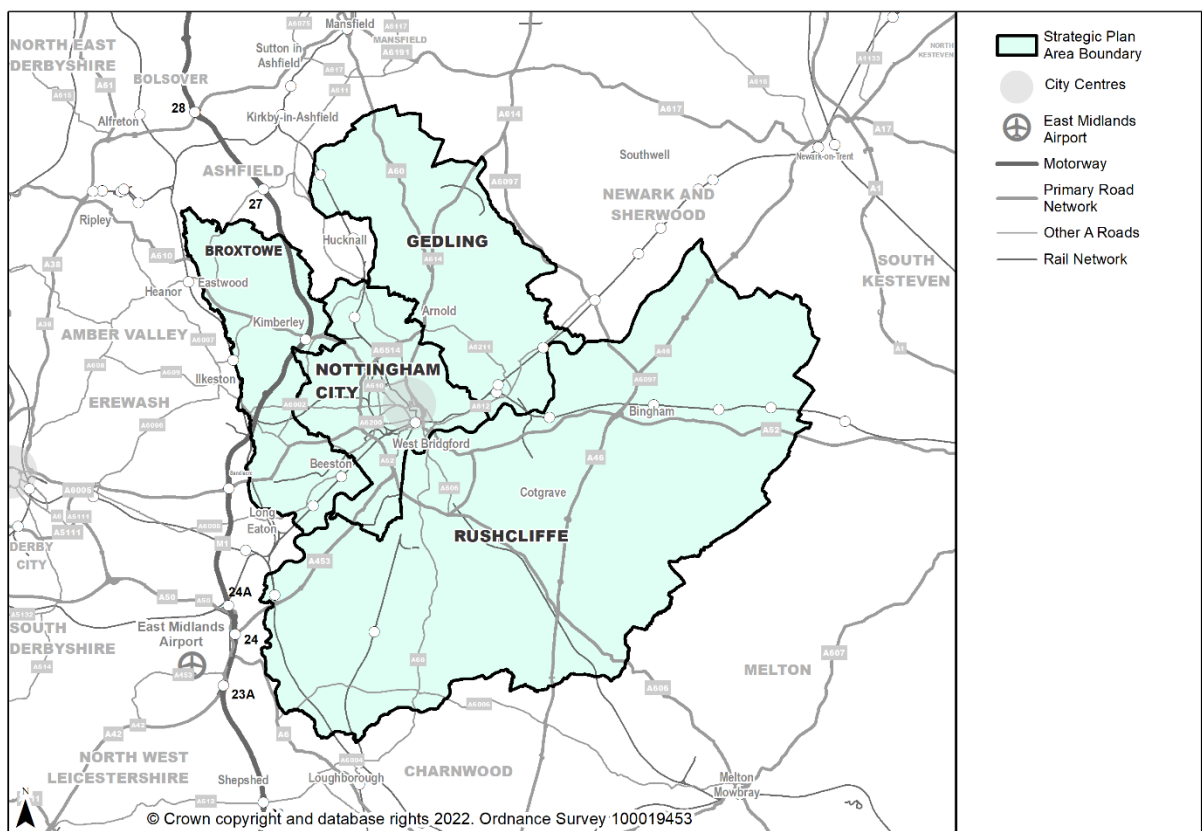
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1. Introduction

1.1. The Greater Nottingham Strategic Plan (GNSP) is being prepared by the following Greater Nottingham councils:

- Broxtowe Borough Council,
- Gedling Borough Council,
- Nottingham City Council, and
- Rushcliffe Borough Council.

Map 1: Council administrative areas



1.2. The GNSP sets out strategic planning policies and allocations for growth up to 2041. It forms part 1 of the Local Plan for each of the participating councils and when adopted it will replace the existing Core Strategies for Broxtowe, Gedling, Nottingham City and Rushcliffe Councils.

1.3. This is the Non-Technical Summary of the Sustainability Appraisal Report (SA) for the Publication Draft of the GNSP. It provides an overview of the SA process and findings in accordance with the requirements of the Strategic Environmental Assessment (SEA) Regulations, the Planning and Compulsory Purchase Act 2004 and national planning policy and guidance.

- 1.4. Following the Publication Draft consultation, the report will be revised and updated to reflect any changes that arise following the consultation. The final Sustainability Appraisal report, which will be submitted alongside the Greater Nottingham Strategic Plan, will detail the final assessment of all reasonable alternative options put forward and the strategic policies and strategic site allocations.

Sustainability Appraisal (SA)

- 1.5. The SA is an on-going process undertaken alongside the preparation and development of the Local Plan. Its purpose is to assess the social, economic and environmental impacts of the Local Plan, when judged against reasonable alternatives, so that the chosen plan promotes sustainable development. It also aims to minimise negative impacts and to consider how the Local Plan can contribute to improvements in social, economic and environmental conditions.
- 1.6. The SA is a legal requirement introduced by the Planning and Compulsory Purchase Act (2004). The Local Plan has therefore been subject to SA under the requirements of this Act and paragraph 32 of the National Planning Policy Framework (NPPF). Local Plans must also be subject to SEA. Government guidance advises that the SA may integrate the requirements of SEA. SEA and SA are similar processes that involve a comparable series of tasks. The main difference is that SEA focuses on environmental effects, whereas SA covers environmental, social and economic issues. SA guidance specifies five main stages of work (Stages A to E) that have to be undertaken during the SA of any Local Plan.

2. Stage A Deciding on the scope of the Sustainability Appraisal

- 2.1. The first stage of the SA process is known as the 'Scoping Stage' and is undertaken to identify the extent and detail of the information to be included in the SA Report. The Scoping Stage involved a review of relevant policies, plans and programmes, to identify their relationship to the Local Plan, identifying key issues for the Local Plan to address, collecting information on the current state of the environment and identifying future trends without the Local Plan. This work helped to inform the development of the SA Framework; a set of sustainability objectives and key questions that are used to consistently predict and describe the impacts of the Local Plan.
- 2.2. For stage A of the SA process, the Scoping Report published in July 2020 summarised the review of all plans, policies and programmes considered relevant to the Greater Nottingham Strategic Plan by looking at the issues and objectives, targets, the implications for the Greater Nottingham Strategic Plan and the implications for the Sustainability Appraisal. The review in the Scoping Report included the documents related to Erewash Borough Council who no longer form part of the GNSP.

A.1 Relevant policies, plans and programmes

- 2.3. Responses from the consultation on the Scoping Report highlight a number of documents missing from the list of plans, policies and programmes. These comments and the Greater Nottingham councils' response are included in **Appendix C** which has been updated for the appraisal of the Publication Draft. The list of plans, policies and programmes has been updated to reflect the consultation comments and any recent publications of new or revised planning documents to date are included in **Appendix A**. The key messages which are pertinent to the Strategic Plan and Sustainability Appraisal are summarised in **Table 1**. The list of relevant documents has been kept under review during the SA process.

Table 1: Key messages

Key messages	Implications for the SA Framework
<p>Delivering a sufficient supply of homes</p> <ul style="list-style-type: none"> • Reduce homelessness • Reduce the number of empty homes • Improve affordability across the housing market • Increase the supply of homes • Promote self-build or custom build homes • Provide a supply of high quality, well designed, energy efficient housing appropriate to needs of the community including family homes, homes to meet the needs of the ageing population and social housing 	<p>Requires objectives to ensure that the housing stock is of a high quality and meets the requirements of all sectors of the community.</p>
<p>Building a strong, competitive economy</p> <ul style="list-style-type: none"> • Consider the location of new business with regard to accessibility and the local environment • Ensure that the location of industry and commerce brings benefit and not harm to local communities • Regenerate deprived areas through business development • Ensure location of development makes efficient use of existing infrastructure • Understand future demands for business land • Develop economic capacity and expertise • Increase economic diversity • Maximise economic benefit from tourism • Encourage growth in high value, high growth, high knowledge economic activities • Ensure that economic growth goes hand-in-hand with high quality environment 	<p>Requires objectives to improve employment skills and levels; to ensure there is sufficient supply of land for business development; to ensure that businesses are located in the correct places and that local communities (especially deprived communities) benefit from them; to ensure that businesses do not cause harm to the communities in which they are situated; and to encourage diversity and high value, high growth, knowledge intensive economic activities, including tourism.</p> <p>Requires objectives to ensure sustainable communities in the countryside.</p>

Key messages	Implications for the SA Framework
<ul style="list-style-type: none"> • Develop flourishing local economies • Understand future demands for land including type of land and location • Encourage inward investment • Reduce worklessness • Improve skills to help reduce unemployment and deprivation • Ensure supply of employment land • Prevent decline in some rural communities • Promote rural renewal • Development of dynamic, competitive and sustainable economies in the countryside • Connect to fast broadband services and communications 	
<p>Ensuring the vitality of town centres</p> <ul style="list-style-type: none"> • Support efficient, competitive and innovative retail, leisure and other sectors • Promote the vitality of town centres by promoting and enhancing existing centres 	Requires objectives to support the growth and diversity of town and local centres.
<p>Promoting healthy and safe communities</p> <ul style="list-style-type: none"> • Promote social cohesion and inclusion in both urban and rural communities • Support vulnerable groups • Reduce deprivation, focusing on most deprived areas • Tackle poverty in urban and rural areas • Increase social interaction • Improve social development of children • Improve quality of life • Create clean, attractive, quality, safe urban spaces 	<p>Requires objectives to improve health by providing opportunities for walking, cycling, sport and leisure activities and local food growing opportunities.</p> <p>Requires objectives to create attractive, safe, sustainable communities.</p> <p>Requires objectives to reduce crime and the fear of crime and change behaviour that is often linked with crime.</p>

Key messages	Implications for the SA Framework
<ul style="list-style-type: none"> • Access to quality health, education, housing, transport, shopping and leisure services • Ensure equality of opportunity in housing, employment and access to services • Recognise that different people have different needs • Improve the quality of educational facilities • Improve health and access to quality health facilities • More opportunities for walking and cycling • Improve access to open space and leisure opportunities • Understand the economic benefits of better health in the community • Encourage and support local food growing opportunities • Reduce crime and the fear of crime • Design out crime 	
<p>Promoting sustainable transport</p> <ul style="list-style-type: none"> • Embed accessibility in decisions affecting provision, location, design and delivery of services in both urban and rural areas • Improve social inclusion by making services more accessible • Tackle crime and fear of crime on public transport • Improve the quality and safety of pedestrian and cycling networks • Improve public transport networks • Encourage more people to walk and cycle • Reduce impact of travel on the environment • Maximise the use of existing roads infrastructure and avoid inappropriate development 	<p>Requires objectives to enable the development of a sustainable transport infrastructure that reduces overall levels of travel and ensures accessibility to key services (e.g. health services, education, employment sites, and leisure facilities), the provision of safe walking and cycling routes, and safe accessible public transport.</p>

Key messages	Implications for the SA Framework
<ul style="list-style-type: none"> • Reduce traffic and in particular journeys made by car • Improve public transport • Reduce traffic noise, pollution and congestion • Improve the freight network to reduce amount of road freight • Promote sustainable transport • Ensure that the rights of way meet the present and future needs 	
<p>Supporting high quality communications</p> <ul style="list-style-type: none"> • Support expansion of electronic communications networks, including next generation mobile technology, and full fibre broadband connections to existing and new developments 	Requires objectives to ensure electronic communications networks.
<p>Making effective use of land</p> <ul style="list-style-type: none"> • Maximise the use of brownfield land for housing, business and commercial development • Prioritise the re-use of existing buildings 	Requires objectives to ensure that best use of land is made prioritising the re-use of land and buildings.
<p>Achieving well-designed places</p> <ul style="list-style-type: none"> • Ensure developments are visually attractive as a result of good architecture, layout and appropriate and effective landscaping, sympathetic to local character and history • Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit 	Requires objectives to ensure good design for new development to maintain a sense of place and to reflect local character.
<p>Protecting Green Belt land</p> <ul style="list-style-type: none"> • Need to maintain the openness and prevent coalescence between Nottingham, Derby and other settlements 	Requires objectives to ensure that the Nottingham-Derby Green Belt maintain the openness and prevent coalescence between Nottingham, Derby and other settlements.

Key messages	Implications for the SA Framework
<ul style="list-style-type: none"> • Protect Green Belt from inappropriate development • Exceptional circumstances are required for the Green Belt boundaries to be altered 	
<p>Meeting the challenge of climate change and flooding</p> <ul style="list-style-type: none"> • Encourage low or zero carbon communities • Minimise the effects of climate change on human health and on the environment • New homes to be energy efficient and able to cope with the effects of climate change • Ensure that new development can cope with climate change • Spatial planning should contribute to sustainable communities and the reduction of carbon dioxide emissions • Seek secure, clean affordable energy • Reduce amount of energy consumed • Generate energy at local levels • Increase energy efficiency of homes and businesses • Increase the amount of renewable energy produced • Invest in the energy infrastructure • Recover energy from waste • Reduce existing levels of flood risk • Safeguard land used to manage floodwater • Avoid inappropriate development on floodplains • Ensure new development does not afford flood risk elsewhere 	<p>Requires objectives to reduce carbon dioxide emissions that contribute to climate change and to ensure that new development can cope with the effects of climate change.</p> <p>Requires objectives to improve energy efficiency of new development and to encourage alternative ways of generating energy.</p> <p>Requires objectives to minimise flood risk by considering where development should take place and by protecting floodplains.</p>
<p>Conserving and enhancing the natural environment</p> <ul style="list-style-type: none"> • Protect and promote biodiversity net gains • Conserve threatened species 	<p>Requires objectives to protect, enhance and improve biodiversity, habitats and green infrastructure.</p>

Key messages	Implications for the SA Framework
<ul style="list-style-type: none"> • Ensure that land uses (including agriculture) does not threaten biodiversity • Protect, restore and improve habitats including woodland and aquatic ecosystems • Create and integrate habitats in urban spaces and in the built environment • Protect and extend heathland • Protect, enhance and extend networks of green spaces and natural elements • Prevent loss of Best and Most Versatile agricultural land • Conserve and enhance the rural landscape • Preserve and enhance local landscape character • Protect, maintain and enhance geological diversity • Open up access to the countryside • Bring improvements to the physical environment through quality design • Promote the creation of a Sherwood Forest Regional Park • Protect geological heritage • Mitigation against harm to the landscape • Prevent and reduce the detrimental impact on human health, quality of life and the environment • Reduce pollution • Ensure that new development does not reduce air quality • Improve water efficiency • Reduce amount of water used by domestic properties • Lessen effects of flood and drought 	<p>Requires objectives to protect and enhance the natural environment; and to encourage people to enjoy the countryside.</p> <p>Requires objectives to prevent pollution and protect air quality.</p> <p>Requires objectives to improve water efficiency, protect water systems and to lessen the effects of flood and drought.</p>

Key messages	Implications for the SA Framework
<ul style="list-style-type: none"> • Reduce water pollution • Enhance and protect aquatic water systems • Promote the use of SuDS where appropriate 	
<p>Conserving and enhancing the historic environment</p> <ul style="list-style-type: none"> • Conserve and enhance the townscape • Provide opportunities to value local heritage • Bring improvements to the physical environment through quality design • Conserve designated and non-designated heritage assets and their setting, including Listed Buildings, Conservation Areas and Scheduled Monuments 	<p>Requires objectives to protect and enhance the built environment and to encourage people to enjoy their local heritage.</p>
<p>Facilitating the sustainable use of minerals</p> <ul style="list-style-type: none"> • Promote development that minimises the use of resources • Prevent soil loss • Prevent contaminated land • Safeguarding mineral resources 	<p>Requires objectives to promote development that minimises the use of resources and safeguarding minerals resources to meet future needs.</p>
<p>Planning and delivering traveller sites</p> <ul style="list-style-type: none"> • Provide adequate amount of land for gypsies and travellers 	<p>Requires objectives to ensure adequate amount of land for gypsies, travellers and travelling showpeople.</p>
<p>Achieving sustainable and efficient approach to resource use and waste management</p> <ul style="list-style-type: none"> • Reduce amount of municipal and commercial waste produced • Recycle, compost or re-use waste • Minimise harm to the environment and human health from waste treatment and handling • Disposal of waste to be considered the last option 	<p>Requires objectives to reduce or re-use waste, and to prevent harm to human health and the environment from waste.</p>

A.2 Baseline information

- 2.4. The SEA requires the consideration of baseline information. The NPPG advises that the term ‘baseline information’ refers to “the existing environmental, economic and social characteristics of the area likely to be affected by the plan, and their likely evolution without implementation of new policies.” Schedule 2 of the SEA Regulations requires data to be gathered on: biodiversity, population, human health, flora, fauna, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage and landscape.
- 2.5. The Councils have baseline information on social, economic and environmental characteristics of the area in order to provide the basis for predicting and monitoring effects of the strategic policies in the Greater Nottingham Strategic Plan. The baseline information will also help to identify sustainability issues and potential ways of dealing with them.
- 2.6. For stage A of the SA process, the Scoping Report published in July 2020 summarised the baseline data and characteristics of the participating Greater Nottingham councils including Erewash Borough Council. The baseline data has now been updated and included in **Appendix B**. All data related to Erewash Borough Council has now been removed in this section and Appendix B.
- 2.7. The baseline data has been collected for the following themes:
- Characteristics of the council administrative areas
 - Population and demographics
 - Homes
 - Economy
 - Town centres
 - Healthy and safe communities
 - Transport
 - High quality communications
 - Effective use of land
 - Well-designed places
 - Green Belt
 - Climate change and flooding
 - Natural environment
 - Historic environment
 - Sustainable use of minerals
 - Traveller sites
 - Waste

A.3 Key Sustainability issues and problems

- 2.8. The Scoping Report published in July 2020 included a table which summarised the key sustainability issues which affected the Greater Nottingham councils.

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Responses from the consultation on the Scoping Report highlight a number of comments on the key sustainability issues. These comments and the Greater Nottingham councils' response are included in **Appendix C**.

- 2.9. It is considered that the amended list of plans, policies and programmes and the updated baseline data (which no longer include Erewash Borough Council) do not change the sustainability issues identified in the Scoping Report and the issues remain the same for the Greater Nottingham councils.
- 2.10. Table 2 provides a summary of these key sustainability issues. Without the Local Plan, existing trends are likely to continue. It therefore also appraises the effects upon the key sustainability issues of not adopting the Strategic Plan.

Table 2: Key sustainability issues identified

Key sustainability issue	Role of the Greater Nottingham Strategic Plan	Effects of not implementing the Strategic Plan
<p>Further population growth is projected.</p> <p>Different areas would require specific types of housing.</p>	<p>The impacts of the projected population increases for each council are likely to be significant.</p> <p>The Greater Nottingham Strategic Plan can ensure that an appropriate number of new dwellings are developed in appropriate locations.</p> <p>The Greater Nottingham Strategic Plan can have a role in ensuring the right types of housing are delivered.</p> <p>The Greater Nottingham Strategic Plan can also make provision for appropriate employment opportunities and deliver adequate infrastructure for existing and future residents.</p>	<p>Population growth and additional housing would not be coordinated across the four Greater Nottingham Authorities, or with planned economic development, infrastructure, or services and facilities. Housing needs would not be met and may lead to unsustainable patterns of development if not coordinated across Greater Nottingham</p> <p>Existing Core Strategy policies would become out of date (notably in Rushcliffe which sets affordable housing requirements in its Core Strategy), and affordable housing requirements agreed on a case by case basis, leading to more profitable forms of house types and tenures. Some residents would then be excluded from housing.</p> <p>Individual Local Plans for each LPA could identify different housing type requirements. Without coordination however, house types could become imbalanced, and the housing needs of residents not met in some areas.</p>

Key sustainability issue	Role of the Greater Nottingham Strategic Plan	Effects of not implementing the Strategic Plan
There is a need to ensure that adequate amount of land is provided for gypsies, travellers and travelling showpeople.	The Greater Nottingham Strategic Plan can have a role in ensuring that the right pitches and plots are delivered for gypsies, travellers and travelling showpeople.	Existing Core Strategy policies identify pitch requirements and in some cases sites. These are now out of date as pitches have been delivered and a revised need established in an updated Gypsy and Traveller Accommodation Assessment. Without a revised requirement and allocation of sites, the needs of gypsies, travellers and travelling showpeople will not be met.
Some of the rural settlements are very isolated and suffer from poor transport links. The access to facilities is vital.	The Greater Nottingham Strategic Plan can help reduce the need to travel by allocating strategic sites in areas well served by public transport and ensure that they benefit from a range of services and employment.	The Strategic Plan identifies a hierarchy of sustainable settlements that are compact and connected, and where opportunities for development during the plan period exist. Without the identification of sustainable settlements, development may be located where there are poor transport links.
There is a need to reduce the reliance on the private car and increase the use of alternative transport modes, including public transport.	The Greater Nottingham Strategic Plan can help reduce the need to travel by allocating sites in areas well served by public transport.	<p>The Strategic Plan ensures that development is distributed across Greater Nottingham in sustainable locations which have access to active travel infrastructure and public transport. Without these embedded principles, development would result in increased private car usage.</p> <p>It is critical that sustainable transport infrastructure is planned across Greater Nottingham, given the connections across LPA boundaries. This includes active travel green infrastructure. This must be coordinated with development in the Strategic Plan which can contribute to its delivery.</p>

Key sustainability issue	Role of the Greater Nottingham Strategic Plan	Effects of not implementing the Strategic Plan
There are different areas that have relatively high deprivation.	The provision of new allocations for housing and employment with improved linkages to existing communities alongside improvements to facilities and the local environment can help to address deprivation.	Without coordination across Greater Nottingham of housing, employment, services and facilities the significant imbalance between deprived and nondeprived areas will increase.
The house prices are high and there is a significant need for affordable housing provision.	The Greater Nottingham Strategic Plan can ensure that new affordable dwellings are provided in appropriate locations.	The Strategic Plan identifies affordable housing requirements across sub-areas, ensuring that delivery is maximised subject to viability. The tenure mix is established for individual authorities. The Housing Need Assessment has informed affordable housing requirements, and this has been undertaken for the whole plan area (and Ashfield).
The population is ageing.	The Greater Nottingham Strategic Plan can have a role in ensuring the right type of new homes, services and facilities are delivered to suit the needs of the ageing population.	The Strategic Plan includes requirements for accessible housing, informed by the Housing Needs Assessment. Subject to viability, these meet current levels of identified need. If the plan is not adopted, extant policies that identify requirements for accessible homes may become out of date. This could result in needs not being met.

Key sustainability issue	Role of the Greater Nottingham Strategic Plan	Effects of not implementing the Strategic Plan
There is a need to maintain the employment base.	The Greater Nottingham Strategic Plan can ensure that an appropriate supply of good quality employment land is provided in appropriate locations to serve projected demands and ensure a range and choice of employment locations.	The Employment Land Study and subsequent Logistics Study identify required floorspaces for employment use. The Strategic Plan identifies sufficient employment land to meet these employment needs and contribute to logistics needs across the Greater Nottingham Core and Outer HMA. Given the employment and commuting patterns across Greater Nottingham, the delivery of employment land must be coordinated through the Strategic Plan to meet plan wide needs and ensure sustainable patterns of development.
The proportion of the workforce employed in the service sector is very large.	The Greater Nottingham Strategic Plan can provide for different types of employment to ensure that the economic base does not continue to narrow as this could have a detrimental effect on the economy as a whole.	The Employment Land Study and subsequent Logistics Study identify required floorspaces for employment use, including general employment and logistics. This is being delivered and coordinated across Greater Nottingham through the Strategic Plan, without which delivery would be delayed and the current imbalance of employment in the service sector continued.
There is a need to support the growth and diversity of town and local centres.	The Greater Nottingham Strategic Plan can have a role in ensuring that the vitality and viability of centres is protected.	The Strategic Plan identifies a hierarchy of centres, within which policies ensure their vitality is maintained. This includes diversifying uses and the provision of non-retail activities. Without the Strategic Plan, the hierarchy would not be maintained and the levels and types of development within the centres could conflict with each other.

Key sustainability issue	Role of the Greater Nottingham Strategic Plan	Effects of not implementing the Strategic Plan
<p>A high proportion of land within Broxtowe Borough, Gedling Borough, Erewash Borough and Rushcliffe Borough areas is Green Belt.</p> <p>There is therefore potential for conflict between the need to protect Green Belt from inappropriate development and the need to provide sufficient land for new homes in line with the housing requirement.</p>	<p>The Greater Nottingham Strategic Plan needs to balance the need to provide sufficient land for housing growth with the need to protect the Green Belt where possible.</p> <p>The Greater Nottingham Strategic Plan can address a revision of the Nottingham-Derby Green Belt.</p> <p>For clarification, the Green Belt is a policy tool and not an environmental protection designation. As such it will not be included as part of the Sustainability Appraisal Framework to be used to test the sustainability of the Greater Nottingham Strategic Plan. However, careful consideration will be given to the impact of the Greater Nottingham Strategic Plan on the Nottingham-Derby Green Belt based on the Green Belt assessment and through the site selection process.</p>	<p>Except for the release of land for employment uses, the Strategic Plan proposes no amendments to the Green Belt boundary. There may be a requirement to release Green Belt to meet Gedling’s housing needs, however this will be confirmed through future plan preparation.</p> <p>Critically the combined authorities have sufficient supply to meet nearly the whole of Greater Nottingham housing needs. Without the Strategic Plan and the combined supply however, it would be harder for those authorities with less housing supply than their need to argue against Green Belt release.</p>

Key sustainability issue	Role of the Greater Nottingham Strategic Plan	Effects of not implementing the Strategic Plan
There is a need to maintain high rates of brownfield development.	There will be limited scope for the Greater Nottingham Strategic Plan to locate strategic sites on brownfield land due to the need to locate the large proportion of the housing requirement within the urban area where the number of brownfield sites is very limited. Consequently the provision of new allocations to meet projected population increases is likely to involve significant releases of greenfield land.	The Strategic Plan maintains the focus of development within and adjacent to the main urban area. This strategic priority covers all four authorities and ensures a coordinated focus. Without the Strategic Plan this focus could be watered down, especially within those authorities who do not have a sufficient supply of housing to meet their needs.
There is a need to halt biodiversity loss and help to restore ecological networks.	The Greater Nottingham Strategic Plan can look to ensure that a net gain in biodiversity is achieved which strengthens ecological networks and works towards the Nature Recovery Network at a strategic level.	If the Strategic Plan is not adopted the ecological networks identified in the plan, which cover Greater Nottingham and connect to the wider subregional networks, would not be given the same weight in decision making and their maintenance and enhancements could be hindered.
There are a large number of sites, including isolated sites, which are important in landscape and biodiversity terms and should be conserved and enhanced where possible. There is also a need to conserve and enhance connectivity corridors.	The Greater Nottingham Strategic Plan can look to protect and enhance green infrastructure, landscape and biodiversity.	See above.

Key sustainability issue	Role of the Greater Nottingham Strategic Plan	Effects of not implementing the Strategic Plan
There are a large number of heritage assets which have historic or architectural significance and should be conserved and enhanced where possible.	The Greater Nottingham Strategic Plan can look to conserve designated and non-designated heritage assets and their setting and identify opportunities to enhance or better reveal these assets. Consideration of different levels of harm and mitigation would be taken into account.	It is likely that without the Strategic Plan that these assets would be addressed within individual LPA local plans.
There is a need to conserve and enhance the distinctive character and contribute towards creating a sense of place within new developments.	The Greater Nottingham Strategic Plan can examine the function of existing settlements and set out an approach on the design of new developments.	It is likely that without the Strategic Plan that these assets would be addressed within individual LPA local plans.
There is a need to enhance and protect water systems.	The Greater Nottingham Strategic Plan can look to protect and enhance blue infrastructure.	Without the Greater Nottingham Strategic Plan, which has been informed by a Water Cycle Study, the cumulative effects of development across the plan area on water systems would be harder to determine. These systems span authority boundaries and extend beyond across sub regions.

Key sustainability issue	Role of the Greater Nottingham Strategic Plan	Effects of not implementing the Strategic Plan
There are significant areas which are at risk from flooding.	The Greater Nottingham Strategic Plan can ensure that sites at risk from flooding are protected from development. Where development is deemed necessary within flood risk areas, the Greater Nottingham Strategic Plan will help by including policies to ensure that development will be safe from flood risk over the lifetime of the development without increasing flood risk to third parties.	<p>The Strategic Plan has considered the Greater Nottingham Strategic Flood Risk Assessment (SFRA). Development has, where possible, been directed to locations at less risk of flooding. Where these areas cannot be avoided, on site avoidance and/or mitigation measures have been identified.</p> <p>Given the larger strategic plan area, there is greater scope to avoid areas of flood risk.</p> <p>Without the plan, the requirements to undertake a sequential test (avoiding flood risk areas) or mitigation (where the site is deemed the most sustainable option), would be considered within individual local authority plans.</p>
There is a need to improve energy efficiency and reduce contributions to climate change.	The Greater Nottingham Strategic Plan can set out an approach to reduce carbon emissions.	A Carbon Reduction Study informed the development of energy efficiency measures within the plan. Commissioned by all four authorities, this has reduced costs. Without the study of policies in the plan, there is a risk that should individual authorities determine their own standards they could undermine each other.
There are a number of Air Quality Management Areas within the council areas.	The Greater Nottingham Strategic Plan can help to reduce pollutants arising from traffic through reducing the need to travel by locating strategic sites in areas well served by public transport and close to local services and facilities. It will also help by locating potentially polluting strategic level development away from sensitive locations.	Without the Strategic Plan which coordinates development across Greater Nottingham and identifies transport infrastructure and mitigation (informed by the Transport Modelling), air quality may decline and AQMAs may increase in number and size.

Key sustainability issue	Role of the Greater Nottingham Strategic Plan	Effects of not implementing the Strategic Plan
There is a need to safeguard minerals resources to meet future requirements.	The Greater Nottingham Strategic Plan can ensure that there are sufficient minerals resources available to meet future development requirements.	It is likely that without the Strategic Plan that these safeguarded resources would be considered within individual LPA local plans.

A.4 Develop the sustainability appraisal framework

- 2.11. The identification of key sustainability issues during the Scoping Stage fed into the development of a set of sustainability objectives. No changes were made to the SA objectives based on the consultation comments received on the Scoping Report and no recommendations were made by the SA group.

Table 3: SA objectives in the SA Framework

SA objectives	SEA Directive topic
1. Housing To ensure that the housing stock meets the housing needs, including gypsies, travellers and travelling showpeople.	Population Human health Material assets
2. Employment and Jobs To create employment opportunities.	Population Material assets
3. Economic Structure and Innovation To provide the physical conditions for a high quality modern economic structure including infrastructure to support the use of new technologies.	Population Material assets
4. Shopping Centres Increase the vitality and viability of existing shopping centres.	Population Human health
5. Health and Well-Being To improve health and well-being and reduce health inequalities.	Population Human health
6. Community Safety To improve community safety, reduce crime and the fear of crime.	Population Human health
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.	Population Human health
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.	Air Climatic factors
9. Brownfield Land To make efficient use of previously developed land or 'brownfield' land and recognise biodiversity value where appropriate.	Soil Material assets
10. Energy and Climate Change	Climatic factors

SA objectives	SEA Directive topic
To minimise energy usage and to develop low carbon energy resources and encourage nature-based solutions to climate change.	
11. Pollution and Air Quality To manage air quality and minimise the risk posed by air, noise and other types of pollution.	Air Climatic factors Human health
12. Flooding and Water Quality To minimise the risk of flooding and to conserve and improve water quality.	Water Climatic factors
13. Natural Environment, Biodiversity and Blue-Green Infrastructure To increase biodiversity levels and protect and enhance blue-green infrastructure and the natural environment.	Biodiversity Fauna Flora
14. Landscape To protect and enhance the landscape character.	Landscape
15. Built and Historic Environment To protect and enhance the townscape character and 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.	Cultural heritage
16. Natural Resources and Waste Management To prudently manage the natural resources of the area including soils, safeguarding minerals and waste.	Soil Material assets

2.12. The Local Plan policies and site allocations have been assessed using a Sustainability Appraisal Framework ('SA Framework'). This is a commonly used tool to assess the policies and site allocations in the Local Plan in terms of their contribution towards sustainable development. The SA Framework consists of the SA objectives and a set of decision-making questions, tailored to the key sustainability issues and problems for the GNSP area. There is a SA Framework for policies and one for site allocations. The full SA Frameworks can be viewed in the **Preferred Approach: Sustainability Appraisal Report**.

2.13. When doing an appraisal, a score was given to each SA objective to indicate whether the effect was likely to be positive, negative, uncertain or no impact. The score includes a colour coding system which should help to provide a visual summary of the overall results against the SA objectives.

A.5 Consult the consultation bodies on the scope of the sustainability appraisal

2.14. Comments received on the SA Framework as part of the consultation on the Scoping Report have been considered and changes made to the SA Framework

for the preparation of the Greater Nottingham Strategic Plan. Comments on the SA Framework and the Greater Nottingham councils' response are included in **Appendix C**.

3. Stage B Developing and refining alternatives and assessing effects

B.1 Test the plan objectives against the sustainability appraisal framework

- 3.1. Stage B1 (testing the plan’s objectives) was undertaken at the Growth Options stage (scoping these objectives) and the Preferred Approach stage (housing and employment objectives), with the remaining objectives appraised at this Publication Draft stage. These can be found in the **Preferred Approach: Sustainability Appraisal Report and in Appendix D.**
- 3.2. **Table 4** summarises the compatibility appraisal of all the Strategic Plan’s objectives against the Sustainability Appraisal objectives.

Table 4: Compatibility of Strategic Plan Objectives

SA objectives	Greater Nottingham Strategic Plan objectives											
	i. Climate change	ii. High quality new housing	iii. Economic prosperity for all	iv. Town centres	v. Regeneration	vi. Local distinctiveness	vii. Well-designed places	viii. Communities	ix. Opportunities for all	x. Sustainable transport systems	xi. Natural assets	xii. Infrastructure
1. Housing	+	++	+	+	+	+	++	++	+	++	+	++
2. Employment and Jobs	+	++	++	++	+	0	0	+	++	++	0	++
3. Economic Structure and Innovation	+	+	++	+	+	+	?	+	+	++	+	++
4. Shopping Centres	+	+	+	++	+	+	++	++	++	++	+	+
5. Health and Well Being	+	++	++	++	+	+	++	++	++	++	++	+
6. Community Safety	0	+	0	++	++	0	++	++	+	++	+	+
7. Social Inclusion	+	++	++	++	+	+	++	++	++	++	+	+

SA objectives	Greater Nottingham Strategic Plan objectives											
	i. Climate change	ii. High quality new housing	iii. Economic prosperity for all	iv. Town centres	v. Regeneration	vi. Local distinctiveness	vii. Well-designed places	viii. Communities	ix. Opportunities for all	x. Sustainable transport systems	xi. Natural assets	xii. Infrastructure
8. Transport	++	++	+	+	+	+	++	++	+	++	+	++
9. Brownfield Land	+	++	++	++	++	+	++	++	+	++	+	++
10. Energy and Climate Change	++	+	+	+	+	+	++	+	0	++	++	?
11. Pollution and Air Quality	++	?	?	+	?	0	+	+	+	++	++	?
12. Flooding and Water Quality	++	?	?	0	?	+	+	0	0	0	++	++
13. Natural Environment, Biodiversity, Blue-Green Infrastructure	++	+	0	+	+	+	+	+	+	+	++	0
14. Landscape	+	?	?	+	+	++	++	+	0	+	++	?
15. Built and Historic Environment	+	+	+	+	+	++	++	+	+	+	+	+
16. Natural Resources and Waste Management	++	+	+	+	++	0	+	0	0	++	++	0

3.3. The Strategic Plan's objectives perform positively against the SA's objectives, apart from where the impact was unknown or it was considered there was no impact. None are incompatible.

B.2 Develop the Local Plan options including reasonable alternatives

- 3.4. Identifying the different options for preparing the GNSP is a key requirement of the SEA Regulations and national planning policy and an important component of the SA process.
- 3.5. The development of the Local Plan involves several stages, with extensive consultations with both statutory and non-statutory organisations, developers, and members of the public. The comments received on the Local Plan and the SA can

help to identify where there are 'reasonable' alternatives to the options for policies and site allocations being considered in the Local Plan. National guidance requires only "reasonable alternatives" to be taken into account, and so not every possible alternative has to be considered.

- 3.6. The appraisal of policy options has been undertaken in four stages, mirroring and appraising the Strategic Plan as it progresses. The first stage involved the identification of policy topics, the identification of broad policy options and their appraisal. These options were consulted upon with key stakeholders. A summary of this stage is included in the **Preferred Approach: Sustainability Appraisal Report** with the appraisals themselves included in the **Policy Options** document. Consultee comments can be found in **Appendix C**. Stage one was completed prior to consultation on the Preferred Approach consultations.
- 3.7. The second stage supported the Preferred Approach Consultation and therefore focused on the vision and spatial objectives, spatial strategy, housing distribution and employment provision and economic development. These appraisals can be found within the **Preferred Approach: Sustainability Appraisal Report**.
- 3.8. The third set of appraisals have developed these assessments further, appraising alternative policy approaches to the policies within in the Publication Draft Strategic Plan. The complete set of appraisals considering reasonable alternatives are in **Appendix D**.

B.3 Evaluate the likely effects of the Local Plan and alternatives

- 3.9. The fourth set of appraisals assessed the final policies within the Regulation 19 Publication Version of the Strategic Plan.
- 3.10. The GNSP Authorities have taken into account the SA when selecting the preferred policy and site options for the Local Plan. However, it is important to recognise that the SA is not the only influence in the process of selecting and rejecting options. The Local Plan must conform to national planning policy, take into account comments from public consultations and include sites that are available and deliverable.
- 3.11. The Preferred Approach: Sustainability Appraisal Report and Appendices appraise all of the reasonable alternatives for Local Plan policies and sites alongside and in the same way as the preferred policies and site allocations. The reasons for selecting the preferred site allocations in light of the reasonable alternatives are set out in more detail in the Site Selection Report
- 3.12. The likely effects of implementing the preferred policies within the Local Plan are summarised in Table 5.

Table 5: Summary of final policies within the Greater Nottingham Strategic Plan

	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
Policy 1: Climate Change	+	0	0	0	+	0	0	0	0	++	+	++	+	0	+	++
Policy 2: The Spatial Strategy	++	++	++	++	+	0	+	++	++	+	?	?	++	+	?	+
Policy 3: Housing Target	++	+	+	+	0	?	+	-	?	?	?	0	?	?	?	-
Policy 4: The Green Belt	++	?	++	?	?	0	0	?	+	?	?	?	?	?	?	?
Policy 5: Employment Provision	0	++	++	++	0	0	+	+	+	?	?	0	?	?	?	?
Policy 6: Nottingham City Centre	++	++	++	++	+	+	++	++	++	++	+	0	+	0	++	0
Policy 7: Role of Town and Local Centres	+	+	+	++	+	0	+	+	+	+	+	0	0	0	+	0
Policy 8: Housing Size, Mix and Choice	++	0	+	+	+	0	++	0	0	0	0	0	0	0	0	0
Policy 9: Gypsies, Travellers and Travelling Showpeople	++	0	0	0	+	0	+	?	?	0	0	0	?	?	?	?
Policy 10: Design and Enhancing Local Identity	0	0	++	++	+	+	+	+	+	+	+	0	+	++	++	?

	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
Policy 11: The Historic Environment	0	+	0	0	+	0	+	0	+	0	0	0	+	+	++	0
Policy 12: Local Services and Healthy Lifestyles	0	+	+	++	++	?	++	++	?	+	++	?	0	?	+	?
Policy 13: Culture, Tourism and Sport	0	+	0	++	++	?	++	+	?	?	?	?	+	?	+	?
Policy 14: Managing Travel Demand	0	+	0	+	+	0	+	++	0	+	+	0	0	0	0	+
Policy 15: Transport Infrastructure Priorities	+	+	0	+	+	0	+	++	0	-	-	0	0	0	0	+
Policy 16: Blue And Green Infrastructure, Parks and Open Space	0	0	0	0	+	0	0	0	+	++	++	++	++	+	+	0
Policy 17: Biodiversity	?	?	?	0	++	0	++	+	+	++	+	++	++	++	++	++
Policy 18: Developer Contributions for Infrastructure	+	+	+	?	++	?	++	++	?	?	+	+	++	?	+	?

Appraisals on site options (Stages B2 to B4)

- 3.13. Sections 9A, 9B, 9C and 9D of the SA Report cover the scoping of reasonable alternatives (site options) for allocations of strategic sites for housing/mixed use, employment and strategic logistics in the Greater Nottingham Strategic Plan.
- 9A Appraisal on site options in Broxtowe;
 - 9B Appraisal on site options in Gedling;
 - 9C Appraisal on site options in Nottingham City; and
 - 9D Appraisal on site options in Rushcliffe.
- 3.14. The appraisals for all site options for each council are included in **Preferred Approach: Sustainability Appraisal Report: Appendices E, F, G and H.**
- 3.15. The role of the Sustainability Appraisal is to assist decision making in choosing option(s) by highlighting the sustainability implications of each. Certain options may (or may not) come out of the SA process as favourable but cannot be taken forward for other reasons.
- 3.16. Each participating council had undertaken an exercise to scope the potential housing/mixed-use site options and employment site options for allocating strategic sites in the Greater Nottingham Strategic Plan. It was considered appropriate to review potential sites using a traffic light (RAG) system and the following approach was agreed:
- Sites identified as green are considered reasonable alternatives for strategic housing/mixed use or employment and therefore carried forward for appraisal. They include existing Part 1 Local Plan strategic sites to be rolled forward.
 - Sites identified as amber are considered to be below the scale for strategic growth and may be suitable as housing/mixed use or employment sites if the preferred approach to the distribution of development changes and additional sites are required. They do not need to be appraised however they will be kept under review. They may include existing Part 2 Local Plan non-strategic sites. It is for each council to consider whether to defer an amber site for consideration within future plans; and
 - Sites identified as red are not considered reasonable alternatives for strategic housing/mixed use or employment. They are not realistic options.
- 3.17. Regarding the threshold for sites to be considered for strategic growth, the following approach was agreed:-

- Location of the sites – whether they are within or adjacent to the main built up area of Nottingham, adjacent to the sub-regional centre of Hucknall or a key settlement which is identified as sustainable and accessible;
- Size of site – if site is standalone, then 500 dwellings threshold is used for housing and 5 ha or more or 20,000 sq. m or more for employment. However, smaller sites may be included if they form part of a group or cluster of smaller sites that altogether meet the threshold; and
- Grouping of sites – if there are a group or cluster of smaller sites around a settlement which may be considered strategic, they may be appraised as ‘single’ site.

3.18. The sources of sites for consideration as reasonable alternatives include:

- Sites in the Greater Nottingham Growth Options Study (July 2020) which are also included in the Greater Nottingham Strategic Plan Growth Options consultation document (May 2020);
- Sites in the Nottingham Core HMA and Nottingham Outer HMA Employment Land Needs Study (May 2021);
- Sites put forward in response to the Greater Nottingham Strategic Plan Growth Options consultations in July 2020 and February 2021; and
- Additional sites promoted via call for sites or the Strategic Housing Land Availability Assessment process.

Selecting the reasonable alternative strategic distribution and logistics site options

3.19. The assessment of strategic distribution sites has been undertaken separately from other housing/mixed use and employment sites due to their scale, specific locational and infrastructure requirements and their 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 are also appraised for mixed use and employment uses within this Sustainability appraisal (and the previous Preferred Approach Sustainability Appraisal (December 2022)).

3.20. The identification of sites as reasonable alternatives was previously undertaken within the Preferred Approach Strategic Distribution Background Paper (December 2023). This has been repeated following consultation on the Preferred Approach. Both exercises 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).
- 3.21. 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.
- 3.22. As with housing and mixed-use sites, those identified as reasonable alternatives have been assessed against the SA's sustainability objectives within this appraisal.

Difficulties encountered in undertaking the appraisals

- 3.23. Further studies were carried out where information was lacking and they have informed and will inform the development of the Greater Nottingham Strategic Plan. For example, the Greater Nottingham Blue-Green Infrastructure Strategy, which includes the identification of strategic blue-green infrastructure networks across the plan area, was completed in 2022 and has informed the appraisal of a site's effects on the natural environment. In addition, the Centres Study was not completed until March 2024, and this delayed the appraisal of site's effects on retail centres.
- 3.24. The difficulties encountered in undertaking the appraisals for site options were: identifying the potential scale of development; assessing the impact of development where details of the form and exact scale of the development are not known; and the identification of effective and deliverable mitigation measures where the scale of effects are uncertain. This made it difficult to assess against the SA Framework 2 where some of the criteria questions could not be answered for example:
- Details on meeting housing need for SA objective 1: housing.
 - Details on new job opportunities for unemployed people and in areas of deprivation for SA objective 2: employment and jobs.
 - Details on employment uses, educational buildings and mixed live-work units for SA objective 3: economic structure and innovation.
 - Details regarding renewable energy provision or energy efficiency measures or nature-based solutions for SA objective 10: energy and climate change.
 - Details on effects on Air Quality Management Areas for SA objective 11: pollution and air quality.
 - Details regarding river habitat in-stream and the riparian zone and flood prevention measures for SA objective 12: flooding and water quality.
 - Details regarding loss of existing habitats or tree/hedgerows/woodland or loss of connectivity and provision of on-site and off-site open space for SA objective 13: natural environment, biodiversity and blue-green

infrastructure. Natural capital and ecological condition of sites are unknown without detailed site surveys.

- Details on whether the development will conserve, enhance or restore the features and characteristics of the landscape or create a new landscape character for SA objective 14: landscape as the effect of new development would be heavily influenced by the density, design and layout of development.
- Details in relation to the built and historic environment for SA objective 15: built and historic environment.
- Details on agricultural land and existing mineral resources for SA objective 16 natural resources and waste management.

3.25. A range of assumptions have been identified in the appraisals:

- SA objective 1: housing. It is assumed that new development on all sites provides a mix of housing (in terms of size, type and tenure) to meet housing need.
- SA objective 2: employment and jobs. Job generation assumptions are based on permanent jobs and relate to the operational phase of the development, and does not include temporary construction jobs. Where available, permanent jobs are taken from the economic assessment supporting the relevant planning application.
- SA objective 6: community safety. It is assumed that design issues would be addressed at the planning application stage.
- SA objective 8: transport. It is assumed that, where appropriate, development proposals would be accompanied by a transport assessment at the planning application stage.
- SA objective 10: energy and climate change. It is assumed that climate change issues would be addressed at the planning application stage.
- SA objective 11: pollution and air quality. It is assumed where development is likely to increase traffic in these areas.
- SA objective 12: flooding and water quality. It is assumed that, where appropriate, development proposals would be accompanied by a site-specific Flood Risk Assessment at the planning application stage and that suitable flood alleviations measures would be incorporated into the design of new development where necessary to minimise flood risk.
- SA objective 13: natural environment, biodiversity and blue-green infrastructure. It is assumed that development proposals would create at least 10% biodiversity net gain.
- SA objective 15: built and historic environment. It is assumed that, where appropriate, development proposals would be accompanied by a heritage assessment at the planning application stage.
- SA objective 16: natural resources and waste management. It is assumed that the Nottingham and Nottinghamshire Joint Waste Local Plan will make sufficient waste infrastructure provision available.

4. Appraisal on site options in Broxtowe

Table 6: Site options for housing/mixed use development in Broxtowe

Site ref	Site name	Outcome
B01.1PA	East of Church Lane, Brinsley	Amber
B02.1PA	West of Moorgreen	Green
B02.2PA	Land to the East of Mansfield Road, Eastwood	Amber
B03.1PA	West of Hucknall	Green
B03.2PA	West of Bulwell	Green
B04.1PA	West of M1 / Watnall	Green
B04.2PA	North of Watnall	Green
B05.1PA	East of Nuthall	Green
B05.2PA	Land south of Nottingham Road, Nuthall	Amber
B06.1PA	East of Awsworth	Green
B06.2PA	Former Bennerley Coal Disposal Point	Green
B06.3PA	Land north east and south west of Shilo Way	Amber
B07.1PA	North of Trowell	Green
B07.2PA	Land west of Cossall Road, Trowell	Amber
B07.3PA	Land at Cossall Road, Trowell	Amber
B08.1PA	Catstone Green	Green
B08.2PA	West of Coventry Lane	Green
B08.3PA	West of Woodhouse Way	Green
B08.4PA	Field Farm	Green
B09.1PA	Hill Top Farm, Stapleford	Green
B09.2PA	North of Toton	Green
B09.3PA	Toton Strategic Location for Growth	Green
B09.4PA	Chetwynd Barracks	Green
B09.5PA	West of Chilwell Lane	Green
B10.1PA	Between Eastwood and Kimberley	Green
B11.1PA	Boots	Green

Table 7: Site options for employment development in Broxtowe

Site ref	Site name	Outcome
BBC-EMP-19	New Farm, Nuthall	Green
BBC-EMP-20	Land at Nuthall	Green
BBC-EMP-21	North of Nottingham Business Park	Green

Table 8: Site options for strategic distribution

Site ref	Site name	Outcome
BBC-L01	Former Bennerley Coal Disposal Point	Green
BBC-L02a	Gilt Hill (smaller site)	Green
BBC-L02b	Gilt Hill (larger site)	Green
BBC-L03	Gin Close Way	Red
BBC-L04	Land at Kimberley Eastwood Bye Pass	Green
BBC-L05	Land at Low Wood Road, Nuthall	Green
BBC-L06	Land at New Farm Nuthall	Green
BBC-L07	Land at Shilo Way	Red
BBC-L08	Land to the south-east of M1 junction 26, Nuthall	Green
BBC-L09	Land at Waterloo Lane, Trowell	Red

- 4.1. The Strategic Plan has merged sites B09.3PA Toton Strategic Location for Growth and B09.4PA Chetwynd Barracks and includes an additional parcel of land to the north of the tram line (which forms part of B09.2PA). An additional, combined assessment of both sites has therefore been undertaken (B09.4COM).
- 4.2. The **Publication Draft Site Selection Report (2024)** explains that the following sites have been allocated as strategic sites:
- B08.4PA Field Farm
 - B09.4COM Toton and Chetwynd Barracks
 - B11.1PA Boots
 - BBC-L01 Former Bennerley Coal Disposal Point

Table 9: Appraisal outcomes of reasonable alternative sites for housing/mixed use, employment and distribution development in Broxtowe

		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
B02.1PA	West of Moorgreen	++	0	0	+	+	?	++	++	-	?	-	+	-	-	0	-
B03.1PA	West of Hucknall	++	0	0	+	+	?	+	++	-	?	-	+	-	-	0	-
B03.2PA	West of Bulwell	++	0	0	+	+	?	++	++	-	?	-	+	-	-	0	-
B04.1PA	West of M1 / Watnall	++	0	0	+	+	?	+	+	-	?	-	+	-	-	0	-
B04.2PA	North of Watnall	++	0	0	+	+	?	+	+	-	?	?	+	-	-	-	-
B05.1PA	East of Nuthall	++	0	0	+	+	?	++	++	-	?	-	-	-	-	0	-
B06.1PA	West of Awsworth	++	0	0	+	+	?	++	+	-	?	?	+	-	-	0	-
B06.2PA	Former Bennerley Coal Disposal Point	++	0	0	+	+	?	++	+	+	?	?	-	-	-	-	-
B07.1PA	North of Trowell	++	0	0	+	+	?	+	++	-	?	-	+	-	-	0	-
B08.1PA	Catstone Green	++	0	0	+	+	?	++	++	-	?	-	+	-	-	-	-
B08.2PA	West of Coventry Lane	++	-	-	+	+	?	++	++	-	?	-	+	-	-	-	-
B08.3PA	West of Woodhouse Way	++	0	0	+	++	?	++	++	-	?	-	+	-	-	0	-
B08.4PA	Field Farm	++	0	0	+	+	?	++	++	-	?	-	+	0	0	0	-

		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
B09.1PA	Hill Top Farm, Stapleford	++	0	0	+	++	?	++	++	--	?	-	+	-	--	0	--
B09.2PA	North of Toton	++	0	0	+	++	?	++	++	--	?	-	+	-	-	0	--
B09.3PA	Toton Strategic Location for Growth	++	++	++	+	++	?	++	++	-	?	-	-	-	-	0	--
B09.4PA	Chetwynd Barracks	++	+	0	+	++	?	++	++	+	?	-	+	++	0	++	-
B09.5PA	West of Chilwell Lane	++	0	0	+	+	?	++	++	--	?	-	+	--	--	-	--
B10.1PA	Between Eastwood and Kimberley	++	0	0	+	++	?	++	++	--	?	-	-	-	--	-	-
B11.1PA	Boots	++	++	++	+	+	?	++	++	++	?	--	-	0	0	0	-
B09.4CO M	Toton and Chetwynd Barracks (combined site)	++	++	+	+	++	?	++	++	-	?	-	-	-	-	++	--
Employment Sites																	
BBC-EMP-19	New Farm, Nuthall	0	++	++	+	+	?	++	++	--	?	-	+	-	-	0	--
BBC-EMP-20	Land at Nuthall	0	++	++	+	++	?	++	++	--	?	-	+	-	-	0	--
BBC-EMP-21	North of Nottingham Business Park	0	++	++	+	++	?	++	++	--	?	?	+	-	-	0	--
Distribution Sites																	

		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	++	++	+	++	?	++	++	--	?	?	++	--	-	?	--

5. Appraisals on site options in Gedling

Table 10: Site options for housing/mixed use development in Gedling

Site ref	Site name	Outcome
G01.1PA	Silverland Farm, Ricket Lane Site A	Amber
G01.2PA	Silverland Farm, Ricket Lane Site B	Green
G01.3PA	Kighill Equestrian Centre (site A)	Amber
G01.4PA	Kighill Equestrian Centre (site B)	Amber
G01.5PA	Land at Cornwater Field, Ravenshead	Amber
G01.6PA	West of Kighill Farm, Ravenshead	Amber
G03.1PA	Top Wighay Farm east	Green
G03.2PA	Top Wighay Farm west	Green
G03.3PA	Land at Hayden Lane, Hucknall	Green
G03.4PA	North of Papplewick Lane	Green
G04.1PA	North of Burntstump, Mansfield Road	Red
G05.1PA	Land to the west of the A60, Redhill	Green
G05.2PA	Land to the north of Bestwood Lodge Drive	Green
G05.3PA	Land at Westhouse Farm, Bestwood Village	Amber
G05.4PA	Broad Valley Farm, Park Road	Amber
G06.1PA	Land off Oxton Road	Green
G06.2PA	Ramsdale Park Golf Course Site A	Green
G06.3PA	Ramsdale Park Golf Course Site B	Green
G06.4PA	Land West between Main Street and Georges Lane, Calverton	Green
G07.1PA	Land at Stockings Farm, Redhill	Green
G07.2PA	Land at Middlebeck Farm, Mapperley	Green
G07.3PA	Extension to Land at Middlebeck Farm, Mapperley	Green
G08.1PA	Land North of Bank Hill	Red
G09.1PA	Land off Lambley Lane	Amber
G09.2PA	Land at Gedling Wood Farm	Amber
G09.3PA	Gedling Colliery/ Chase Farm	Green
G10.1PA	Colwick Loop Road, Burton Joyce	Green
G10.2PA	Land North of Orchard Close/ Hillside Drive	Amber
G11.1PA	Land to east of Teal Close	Green
G11.2PA	Teal Close	Green
G11.3*	St Luke's Way, Stoke Bardolph	Red

* indicates that the site was added to the pool of potential allocations after consultation on the preferred approach.

Table 11: Site options for employment development in Gedling

Site ref	Site name	Outcome
GBC-EMP-01	Top Wighay Farm	Green
GBC-EMP-02	Gedling Colliery/Chase Farm	Amber

Site ref	Site name	Outcome
GBC-EMP-03	Colwick Industrial Estate	Amber
GBC-EMP-04	Victoria Business Park	Amber
GBC-EMP-05	Salop Street	Amber
GBC-EMP-06	Brookfield Road	Amber
GBC-EMP-07	Teal Close	Green
GBC-EMP-08	Former Total Lubricants site (Colwick Industrial Estate)	Red

Table 12: Site options for strategic distribution in Gedling

Site ref	Site name	Outcome
GBC-L01	West of Kighill Farm	Red
GBC-L02	Land at Stockings Farm, Redhill	Red

- 5.1. North of Papplewick Lane is a strategic site allocated in the existing Aligned Core Strategy. The site was not appraised because it is currently under construction and substantially completed.
- 5.2. The Publication Draft Site Selection Report (2024) explains that the following sites have been allocated as strategic sites:
 - Top Wighay Farm – majority area of G03.1/G03.2PA

Table 13: Appraisal outcomes of reasonable alternative sites for housing/mixed use, employment and development in Gedling

		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
G01.2PA	Silverland Farm, Ricket Lane Site B	++	0	0	+	+	?	+	++	-	?	-	-	-	-	-	-
G03.1/ G03.2PA	Top Wighay Farm	++	++	++	+	+	?	+	++	-	?	?	-	-	+	-	-
G03.3PA	Land at Hayden Lane, Hucknall	+	0	0	+	+	?	++	++	-	?	?	0	-	-	-	-
G05.1/ G05.2PA	New Farm, Redhill	++	0	0	+	+	?	+	++	-	?	-	-	-	-	-	-
G06.1PA	Land off Oxton Road	++	0	0	+	+	?	+	++	-	?	-	-	-	+	-	-
G06.2/ G06.3/ G06.4PA	Ramsdale Park Golf Course/Main Street and Georges Lane	++	-	0	+	-	?	-	+	-	?	-	-	-	-	-	-
G07.1PA	Land at Stockings Farm, Redhill	++	+	+	+	+	?	+	++	-	?	-	-	-	-	0	-
G07.2/ G07.3PA	Land at Middlebeck Farm, Mapperley	++	0	0	+	+	?	+	++	-	?	-	0	-	-	0	-

		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
G09.3PA	Gedling Colliery/ Chase Farm	++	+	+	+	+	?	+	++	.	?	.	.	.	+	0	.
G10.1PA	Colwick Loop Road, Burton Joyce	+	0	0	+	+	?	+	++	!	?	.	!	.	+	.	.
G11.1PA	Land to east of Teal Close	++	0	0	+	+	?	+	+	!	?	.	!	.	+	.	.
G11.2PA	Teal Close	++	+	++	+	+	?	+	++	!	?	.	!	.	+	0	.

6. Appraisals on site options in Nottingham City

Table 14: Site options for housing/mixed use development in Nottingham City

Site ref	Site name	Outcome
NC1.1PA	Broad Marsh	Green
NC1.2PA	Stanton Tip	Green
NC1.3PA	Former Chromoworks Site, Wigman Road	Red
NC1.4PA	Extension to Woodhouse Way	Red
NC1.5PA	Boots	Green
NC1.6*	The Victoria Centre	Amber
NC1.7*	North Ruddington	Green
NC1.8*	Former City College	Red

* indicates that the site was added to the pool of potential allocations after consultation on the preferred approach.

- 6.1. No employment sites of a strategic scale have been identified and therefore there are no appraisal.
- 6.2. Both the NC1.5PA Boots site and NC1.7* sites span Nottingham City's boundary. The NC1.5PA Boots site also lies within Broxtowe and NC1.7* North Ruddington also lies within Rushcliffe. Joint appraisals, assessing the sites as a whole, have therefore been produced in relation to the Sustainability Appraisal. The joint appraisals are included in the Broxtowe Appendix E, Rushcliffe Appendix H and in the Nottingham City Appendix G.
- 6.3. The Publication Draft Site Selection Report (2024) explains that the following sites have been allocated as strategic sites:
 - NC1.1PA Broad Marsh
 - NC1.2PA Stanton Tip
 - NC1.5PA Boots

Table 15: Appraisal outcomes of reasonable alternative sites for housing/mixed use development in Nottingham City

		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
NC1.1PA	Broad Marsh	++	++	+	++	++	?	+	++	++	?	-	?	++	0	?	-
NC1.2PA	Stanton Tip	+	+	+	+	++	?	0	++	++	?	?	?	0	?	0	-
NC1.5PA	Boots	++	++	++	+	+	?	++	++	++	?	-	-	0	0	0	-
NC1.7*	North Ruddington	+	0	0	0	-	?	+	-	-	?	-	-	-	?	0	-

* indicates that the site was added to the pool of potential allocations after consultation on the preferred approach.

7. Appraisals on site options in Rushcliffe

Table 16: Site options for housing/mixed use development in Rushcliffe

Site ref	Site name	Outcome
R01.1PA	East of East Bridgford	Amber
R01.2PA	Land West of Kneeton Road	Red
R01.3PA	Land at Springdale Lane	Red
R02.1PA	West of RAF Newton	Green
R02.2PA	Former RAF Newton Strategic Allocation	Green
R03.1PA	North and East of Bingham	Green
R03.2PA	Land Southwest of Car Colston	Amber
R03.3PA	Land North of Bingham	Green
R04.1PA	Land North of Abbey Road Site B	Red
R04.2PA	Land North of Abbey Road Site A	Red
R04.3PA	Land West of Aslockton	Red
R04.4*	Land at Old Grantham Road	Red
R05.1PA	Orston Strategic Location for Growth	Amber
R06.1PA	Hall Farm, Grantham Road	Green
R06.2PA	East of Radcliffe on Trent	Green
R06.3PA	North of Shelford Road	Red
R07.1PA*	East of Lady Bay	Green
R07.2PA	North of Gamston	Green
R08.1PA	Colston Gate	Green
R08.2PA	Cotgrave East	Red
R08.3PA	Cotgrave West	Red
R08.4PA	Cotgrave North	Red
R08.5PA	Former Cotgrave Colliery Strategic Allocation	Green
R09.1PA	Langar Airfield	Amber
R10.1PA	West of Sharphill Wood	Green
R10.2PA	Edwalton Golf Course	Green
R10.3PA	Land at Wilford Road	Green
R10.4PA	Land south of Wheatcroft Island	Green
R10.5PA	Land at Melton Road	Green
R11.1PA*	South of Gamston	Green
R11.2PA	East of Tollerton	Amber
R11.3PA	Burnside Grove	Red
R11.4PA	Land West of Tollerton	Red
R11.5PA	East of Gamston North Tollerton Strategic Allocation	Green
R11.6*	North of Tollerton	Amber
R12.1PA	West of Pasture Lane	Green
R12.2PA	East of Ruddington	Green
R12.3PA*	North Ruddington	Green
R12.4PA	Land to West of Loughborough Road	Red
R13.1PA	West of Keyworth	Green

Site ref	Site name	Outcome
R13.2PA	Land off Nicker Hill	Red
R13.3PA	South of Keyworth	Red
R14.1PA	Land at Jericho Farm	Amber
R14.2PA	Land at Owthorpe Lane	Amber
R15.1PA	East of A453	Green
R15.2PA	East of Kingston on Soar	Amber
R15.4PA	Land East of Gypsum Way, Gotham	Red
R15.5PA	South of Clifton Strategic Allocation	Green
R16.1*	Land off Stonebridge Drive	Red
R16.2*	Land off West Leake Road	Green
R16.3*	Land to the south of Rempstone Road	Green
R18.1PA	Land West of Cropwell Bishop	Amber
R19.1*	Land north of Bunny School	Red
R20.1*	Land south of Landcroft Lane	Red

* indicates that the site was added to the pool of potential allocations after consultation on the preferred approach.

PA* indicates that the site has been amended after consultation on the preferred approach.

Table 17: Site options for employment development in Rushcliffe

Site ref	Site name	Outcome
RBC-EMP-01	Ratcliffe on Soar Power Station	Green
RBC-EMP-02	Nottingham 'Gateway'	Green
RBC-EMP-03	South of Owthorpe Lane	Green
RBC-EMP-04	North of Owthorpe Lane	Green
RBC-EMP-05	Stragglethorpe Junction	Green
RBC-EMP-06	Margidunum Business Park	Green
RBC-EMP-07	South of A52, Whatton	Green
RBC-EMP-08*	Melton Road, Edwalton	Green

Table 18: Site options for strategic distribution in Rushcliffe

Site ref	Site name	Outcome
RBC-L01	Ratcliffe on Soar Power Station	Green
RBC-L02	Rushcliffe 'Gateway'	Green
RBC-L03	South of Owthorpe Lane	Red
RBC-L04	North of Owthorpe Lane	Red
RBC-L05	Stragglethorpe Junction	Red
RBC-L06	Margidunum Business Park	Red
RBC-L07	Jerico Farm	Red
RBC-L08	Butt Lane (Fosse Way), East Bridgford	Red
RBC-L09	Land south of A52	Red
RBC-L10*	Melton Road, Edwalton	Red

7.1. The Publication Draft Site Selection Report (2024) explains that the following sites have been allocated as strategic sites:

- R02.2PA Former RAF Newton Strategic Allocation
- R03.3PA Land North of Bingham Strategic Allocation
- R08.5PA Former Cotgrave Colliery Strategic Allocation
- R10.5PA Melton Road, Edwalton Sustainable Urban Extension
- R11.5PA East of Gamston North of Tollerton Sustainable Urban Extension
- R15.5PA Land South of Clifton Sustainable Urban Extension
- RBC-EMP-01/RBC-L01 Ratcliffe on Soar Power Station

Table 19: Appraisal outcomes of reasonable alternative sites for housing/mixed use and employment development in Rushcliffe

		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
Housing and Mixed-Use Sites																	
R02.1PA	West of RAF Newton	++	+	+	+	+	?	+	--	--	?	?	?	+	-	-	-
R02.2PA	Former RAF Newton Strategic Allocation	++	+	0	+	++	0	+	+	+	?	?	0	0	0	0	-
R03.1PA	North and East of Bingham	++	0	0	+	+	?	+	?	--	?	?	-	-	-	-	--
R03.3PA	Land North of Bingham	++	++	++	+	++	?	++	++	-	?	0	0	0	0	?	-
R06.1PA	Hall Farm, Grantham Road	++	+	0	+	+	?	+	--	--	?	?	-	0	-	?	-
R06.2PA	East of Radcliffe on Trent	++	+	0	+	+	?	+	+	--	?	?	-	-	-	0	--
R07.1PA*	East of Lady Bay	++	0	0	+	-	?	-	+	--	?	-	--	-	-	?	--
R07.2PA	North of Gamston	++	0	0	+	+	?	+	+	--	?	-	+	-	-	-	-
R08.1PA	Colston Gate	+	0	0	+	+	?	+	-	--	?	?	-	0	-	0	-

		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
R08.5PA	Former Cotgrave Colliery Strategic Allocation	0	+	+	+	+	?	+	++	++	?	0	++	0	0	0	0
R10.1PA	West of Sharphill Wood	+	0	0	+	+	?	+	-	--	?	?	-	-	--	0	--
R10.2PA	Edwalton Golf Course	+	0	0	+	-	0	+	++	--	?	?	--	--	-	?	-
R10.3PA	Land at Wilford Road	+	0	0	+	+	?	+	+	--	?	?	-	-	?	?	--
R10.4PA	Land South of Wheatcroft Island	++	0	0	?	?	?	-	--	--	?	?	-	-	-	?	--
R10.5PA	Melton Road Strategic Allocation	++	+	0	+	+	?	++	++	-	?	?	++	-	-	0	-
R11.1PA*	South of Gamston Allocation	++	0	0	0	+	?	0	--	--	?	?	-	-	-	?	--
R11.5PA	East of Gamston North of Tollerton Strategic Allocation	++	+	++	+	+	?	+	+	--	?	?	0	?	--	?	--
R12.1PA	West of Pasture Lane	+	0	0	+	+	?	+	+	--	?	?	-	-	-	0	--
R12.2PA	East of Ruddington	++	0	0	+	+	?	+	-	--	?	?	+	-	--	?	--
R12.3PA*	North Ruddington	+	0	0	+	-	?	+	-	--	?	-	-	-	?	0	--
R13.1PA	West of Keyworth	++	0	0	+	+	?	+	+	--	?	?	-	-	-	-	-
R15.1PA	East of A453	++	0	0	?	-	?	0	--	--	?	?	-	-	-	--	--

		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
R15.5PA	Land south of Clifton Strategic Allocation	++	++	++	+	+	?	+	++	--	?	?	+	0	?	0	--
R16.2*	Land off West Leake Road	+	0	0	+	+	?	+	-	--	?	?	-	-	?	0	--
R16.3*	Land to the South of Rempstone Road	+	0	0	+	+	?	+	+	--	?	?	++	0	?	0	--
Employment Sites																	
RBC-EMP-01*	Ratcliffe on Soar Power Station	0	++	++	+	+	?	0	++	+	++	?	-	-	?	-	--
RBC-EMP-02*	Nottingham 'Gateway'	0	++	++	+	+	?	0	+	--	?	?	-	-	-	-	--
RBC-EMP-03	South of Owthorpe Lane	0	+	+	0	0	?	+	--	--	?	?	-	--	-	0	-
RBC-EMP-04	North of Owthorpe Lane	0	+	+	0	0	?	+	--	--	?	?	0	-	-	0	-
RBC-EMP-05	Stragglethorpe Junction	0	+	+	0	+	?	-	-	--	?	?	-	-	-	-	--
RBC-EMP-06	North of Margidunum	0	+	+	0	0	?	-	-	--	?	?	-	-	-	--	--
RBC-EMP-07	Land South of A52, Whatton	0	+	+	0	0	?	-	-	--	?	?	--	-	-	-	--

		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
RBC-EMP-08*	Melton Road, Edwalton	0	+	+	0	0	?	-	+	-	?	?	-	-	-	-	-
Strategic Distribution Sites																	
RBC-L01	Ratcliffe on Soar Power Station	0	++	++	+	+	?	-	++	+	++	?	-	-	?	-	-
RBC-L02	Nottingham 'Gateway'	0	++	++	+	+	?	0	+	-	?	?	-	-	-	-	-

8. Monitoring

- 8.1. The SEA Directive requires the significant environmental effects of implementing the plan or programme to be monitored “in order, inter alia, to identify ... unforeseen adverse effects and to be able to undertake remedial action”.
- 8.2. The significant effects indicators should be developed to ensure a robust assessment of policy implementation. The SA monitoring will cover significant social, economic and environmental effects.
- 8.3. A monitoring framework has been created for monitoring the sustainability effects of the Greater Nottingham Strategic Plan when adopted. The indicators included in the monitoring framework will be monitored in the each of the participating councils’ Authority Monitoring Reports at least yearly.
- 8.4. The Greater Nottingham Strategic Plan policies will be reviewed in the light of the results of monitoring and any other significant changes.
- 8.5. The monitoring framework is shown in **Table 20**.

Table 20: Indicators that Monitor Policy Performance Against SA Objectives

Effects to be monitored (SA objectives)	Strategic Plan Policies to monitor	Indicators	Target
<p>1. Housing To ensure that the housing stock meets the housing needs, including gypsies, travellers and travelling showpeople.</p>	<p>Policy 2 – Spatial Strategy and Settlement Hierarchy Policy 3 – Housing Policy 8 – Housing Size, Mix and Choice Policy 9 – Gypsies, Travellers and Travelling Showpeople</p>	Population (by group)	Monitor
		Net additional homes	Increase
		Net additional affordable homes	Increase
		Net additional homes by dwelling type, size and tenure	Monitor
		Average house prices	Monitor
		Number of homelessness	Reduce
		Number of vacant dwellings	Reduce
		Number of new gypsy and traveller pitches delivered	Increase
		Progress on the delivery of sites allocated for housing (including mixed use sites)	Monitor
<p>2. Employment and Jobs To create employment opportunities.</p> <p>3. Economic Structure and Innovation To provide the physical conditions for a high quality modern economic structure including infrastructure to support the use of new technologies.</p>	<p>Policy 2 – Spatial Strategy and Settlement Hierarchy Policy 5 – Employment Provision and Economic Development Policy 6 – Nottingham City Centre Policy 7 – Role of Town and Local Centres Policy 12 – Local Services and Healthy Lifestyles Policy 13 – Culture, Tourism and Sport Policy 14 – Managing Travel Demand Policy 15 – Transport Infrastructure Priorities Policy 18 – Infrastructure and Developer Contributions</p>	Progress on the delivery of sites allocated for employment (including mixed use sites)	Monitor
		Net additional floor space (by employment type)	Increase
		Employment and unemployment rate	Improve
		Earnings (by type)	Monitor
		Employment profile (by type)	Monitor
		Qualifications (by equivalent level)	Monitor

Effects to be monitored (SA objectives)	Strategic Plan Policies to monitor	Indicators	Target
		Type and area of employment land availability	Monitor
		Area of employment land lost to housing and other uses	Monitor
4. Shopping Centres Increase the vitality and viability of existing shopping centres.	Policy 6 – Nottingham City Centre Policy 7 – Role of Town and Local Centres Policy 10 – Design and Enhancing Local Identity Policy 11 – The Historic Environment Policy 12 – Local Services and Healthy Lifestyles Policy 13 – Culture, Tourism and Sport Policy 14 – Managing Travel Demand	Planning permissions for retail and other town centre use development	Monitor
		Centre health checks	Monitor
		Planning permissions for residential development within the City, Town and District Centres	Monitor
		Amount of office space created in City, Town and District Centres	Monitor
		Amount of retail floor space approved outside of defined centres	Reduce
		Proportion of vacant units	Reduce
5. Health and Well-Being To improve health and well-being and reduce health inequalities.	Policy 8 – Housing Size, Mix and Choice Policy 10 – Design and Enhancing Local Identity Policy 12 – Local Services and Healthy Lifestyle Policy 13 – Culture, Tourism and Sport Policy 14 – Managing Travel Demand	% of all households with access to services and facilities by public transport, walking and cycling within 30 minutes travel time with no more than a 400m walk to a stop.	Increase
		Number of planning permissions that will result in a loss of major existing cultural, tourism or sporting facilities	Monitor
		Number of major sporting facilities	Increase

Effects to be monitored (SA objectives)	Strategic Plan Policies to monitor	Indicators	Target
	Policy 16 – Blue and Green Infrastructure and Landscape Policy 17 – Biodiversity	Life expectancy at birth	Increase
		Resident’s participation in sport (% inactive, fairly active, active)	Increase
6. Community Safety To improve community safety, reduce crime and the fear of crime.	Policy 10 – Design and Enhancing Local Identity	Levels of reported crime by type	Reduce
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.	Policy 12 – Local Services and Healthy Lifestyle	Number of community centres, leisure centres and libraries	Increase
		Community facilities or contributions secured through s106 agreements	Monitor
		Number of planning permissions granted that will result in a loss of existing community facilities	Monitor
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.	Policy 2 – Spatial Strategy and Settlement Hierarchy Policy 14 – Managing Travel Demand Policy 15 – Transport Infrastructure Priorities Policy 18 – Infrastructure and Developer Contributions	Railway Station Usage	Increase
		Proportion of households within a 400m walk to a bus or tram stop with an hourly or better daytime service	Monitor
		Number of permissions granted with contributions secured through s106 agreements to improve active travel and public transport	Monitor
		Number of travel plans agreed	Monitor
		Implementation of individual schemes as listed in Infrastructure Delivery Plan	Monitor
		NET (Tram) usage (passenger miles (by system (e.g. NET))	Increase

Effects to be monitored (SA objectives)	Strategic Plan Policies to monitor	Indicators	Target
		Number of park and ride facilities	Increase
		Number of cycling trips	Increase
		Transport schemes (Policy 15) delivered	Monitor
9. Brownfield Land To make efficient use of previously developed land or 'brownfield' land and recognise biodiversity value where appropriate.	Policy 4 – Green Belt Policy 2 – Spatial Strategy and Settlement Hierarchy Policy 3 – Housing Policy 5 – Employment Provision and Economic Development	Amount of greenfield land lost to new development	Monitor
		Number of housing completions on previously developed land	Monitor
10. Energy and Climate Change To minimise energy usage and to develop low carbon energy resources and encourage nature-based solutions to climate change. 11. Pollution and Air Quality To manage air quality and minimise the risk posed by air, noise and other types of pollution. 12. Flooding and Water Quality To minimise the risk of flooding and to conserve and improve water quality.	Policy 1 – Climate Change Policy 14 – Managing Travel Demand Policy 15 – Transport Infrastructure Priorities	Renewable energy capacity installed by type	Increase
		Average electricity and gas use per meter in kilowatt hours	Reduce
		Energy consumption by tonnes of oil equivalent	Reduce
		Department of Energy & Climate Change's 'Carbon dioxide emissions within the scope of influence of local authorities'	Reduce
		Area and households within Flood Zones 2 and 3	Reduce
		Planning permissions granted contrary to the advice of the Environment Agency	Reduce
3. Natural Environment, Biodiversity and Blue-Green Infrastructure	Policy 16 – Blue and Green Infrastructure and Landscape Policy 17 – Biodiversity	Net change in Sites of Special Scientific Interest	Monitor
		Number of SSSIs in favourable conditions	Increase
		Number, area and net change of Local Nature Reserves	Increase

Effects to be monitored (SA objectives)	Strategic Plan Policies to monitor	Indicators	Target
To increase biodiversity levels and protect and enhance blue-green infrastructure and the natural environment.		Number, area and net change in Local Wildlife Sites	Increase
		Number, area and net change in Local Geological Sites	Increase
		Area of woodland	Increase
		New areas of open space by type, over 0.5 hectares	Increase
		Areas of Local Green Spaces	Increase
		Green Flag awarded open spaces	Increase
		Percentage of net gain projected for major development schemes	Monitor
14. Landscape To protect and enhance the landscape character.	Policy 16 – Blue and Green Infrastructure and Landscape	Adoption of local Design Codes	Increase
15. Built and Historic Environment To protect and enhance the townscape character and 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.	Policy 10 – Design and Enhancing Local Identity Policy 11 – The Historic Environment	Number and area of Conservation Areas	Monitor
		Number of Conservation Area appraisals	Monitor
		Number of listed buildings	Monitor
		Heritage assets at Risk	Reduce
		Number of Registered Parks and Gardens	Monitor
		Number of Scheduled Ancient Monuments	Monitor
		Number of Designated Heritage Assets	Monitor
		Number of Designated Heritage Assets at risk	Reduce
		Monitor achievement of development proposals against best practice guidance and standards for design, including design codes	Monitor
16. Natural Resources and Waste Management To prudently manage the natural resources of the area	Policy 2 – Spatial Strategy and Settlement Hierarchy Policy 3 – Housing	New waste management facilities by type	Monitor

Effects to be monitored (SA objectives)	Strategic Plan Policies to monitor	Indicators	Target
including soils, safeguarding minerals and waste.	Policy 5 – Employment Provision and Economic Development		

9. Habitats Regulations Assessment, Equality Impact Assessment and Health Impact Assessment

- 9.1. In addition to the Sustainability Appraisal process, the councils are also required to carry out a Habitats Regulations Assessment and an Equality Impact Assessment. Nottinghamshire County Council has prepared a Planning and Health engagement protocol setting out arrangements for how health partners including Nottinghamshire County Council should be consulted on local plans and planning applications. These are not part of the SA process however they cover sustainability issues.

Habitats Regulations Assessment (Appropriate Assessment)

- 9.2. The EC Directive on the Conservation of Natural Habitats of Wild Flora and Fauna 92/43/EEC (Habitats Directive) requires that a Habitats Regulations Assessment (HRA) is made of the effects of land-use plans on sites of European importance for nature conservation.
- 9.3. The sites that are subject to a HRA are Special Areas of Conservation (SACs) designated under the Habitats Directive, and/or as Special Protection Area (SPAs) designated under the EC Directive on the Conservation of Wild Birds 79/409/EEC (Birds Directive).
- 9.4. A HRA should be carried out on sites that are within and outside the plan area that could potentially be affected by the plan. During the previous Core Strategy's process, a potential significant effect on an area of land that may be designated in the future as a European site was identified. It found that there could be potentially significant effects of the Core Strategies on the prospective Sherwood Forest Special Protection Area. The screening process followed a precautionary approach, as advised by Natural England, and assumed the prospective Sherwood Forest Special Protection Area is progressed through the normal classification process, via potential Special Protection Area and classified Special Protection Area status, but it is not known when a decision on its final status is expected.
- 9.5. The HRA review recommended that a new HRA screening exercise be commissioned at Regulation 19 to consider the in-combination effects of sites within and adjoining Hucknall, including those in Ashfield District's revised Local Plan, on the Sherwood Forest possible potential Special Protection Area (ppSPA). Unlike Strategic Environmental Assessment that is incorporated with the Sustainability Appraisal, HRA must be reported on separately to the Sustainability Appraisal. Further details are therefore provided within the separate HRA report.

Equality Impact Assessment

- 9.6. Under the Equality Act 2010, the Greater Nottingham Strategic Plan is required to be subject to an Equality Impact Assessment to ensure that it meets the needs of all members of the community. There are ten protected characteristics:-
- Age
 - Care Experience
 - Disability
 - Gender reassignment
 - Marriage and civil partnership
 - Pregnancy and maternity
 - Race
 - Religion or belief
 - Sex
 - Sexual orientation
- 9.7. Undertaking Equality Impact Assessments allows the councils to identify any potential discrimination caused by their policies or the way they work and take steps to make sure that it is removed.
- 9.8. An assessment undertaken shows that the emerging strategic plan is likely to result in positive outcomes including for people with protected characteristics. The Greater Nottingham Strategic Plan is subject to consultation with a wide range of stakeholders and the participating councils. Responses will be carefully considered and assist with providing evidence on particular needs and issues relating to people with protected characteristics which may be addressed in strategic planning policy.

Health Impact Assessment

- 9.9. Nottinghamshire County Council has prepared a Planning and Health engagement protocol setting out arrangements for how health partners including Nottinghamshire County Council should be consulted on local plans and planning applications. This initiative to improve engagement between the health partners and local planning authorities builds on the Health and Wellbeing Strategy previously produced by Nottinghamshire County Council which recommended the use of the Planning and Health checklist to assess development proposals. The councils agreed the use of the Health and Well-being Checklist in relation to local plan policy preparation.

10. Consultation and next steps

- 10.1. The Publication Draft consultation seeks views on the proposed strategy and vision and the proposed policies and strategic sites in the Greater Nottingham Strategic Plan.
- 10.2. The SA is published alongside the publication draft of the Greater Nottingham Strategic Plan in order to seek comments. This will provide the opportunity for the public and statutory consultation bodies to use the findings of the Sustainability Appraisal to help inform any comments which may be made on the Greater Nottingham Strategic Plan.
- 10.3. The responses from the consultation will help to shape the Greater Nottingham Strategic Plan.
- 10.4. Following the consultation period on the publication draft, the Greater Nottingham Strategic Plan and the accompanying Sustainability Appraisal will be submitted for independent examination, where its soundness will be tested. If found sound, the Greater Nottingham Strategic Plan will be adopted.
- 10.5. The remaining Stage E of the Sustainability Appraisal will be completed at the adoption stage.

**Appendix 4: Draft Greater Nottingham Strategic Plan Policies
Map Changes**

GREATER NOTTINGHAM STRATEGIC PLAN

Policies Map Changes

September 2024

Contents

Policies Map Changes for Broxtowe Borough Council
Policies Map Changes for Gedling Borough Council
Policies Map Changes for Nottingham City Council
Policies Map Changes for Rushcliffe Borough Council

Introduction

Local planning authorities must maintain an adopted policies map which shows geographically the application of policies and designations in the adopted development plan. The current adopted policies map for the Greater Nottingham Councils are:

- Broxtowe Borough Council Part 2 Local Plan adopted on 16th October 2019.
- Gedling Borough Council Local Planning Document Policies Map adopted on 18th July 2018.
- Nottingham City Land and Planning Policies Document adopted on 13th January 2020.
- Rushcliffe Borough Council Local Planning Document Policies Map adopted on 8th October 2019.

The regulations require that the policies map is revised each time that a development plan document is adopted and as such consideration is being given to changes that will need to be made to the policies map when the Greater Nottingham Strategic Plan is adopted.

Policies Map Changes for Broxtowe Borough Council

Broxtowe Borough Council has a two-part local plan. The Aligned Core Strategy, adopted 17th September 2014, allocated sites for strategic development. Alongside preparation of the Aligned Core Strategy, Broxtowe Borough Council published a document¹ to identify how the adopted policies map in place at the time (comprising part of the Local Plan) would be altered by the strategic allocations contained within its policies and designations.

Broxtowe Borough Council Part 2 Local Plan

The Part 2 Local Plan includes the current policies map, which shows the locations of policies and designations contained in the Plan

Greater Nottingham Strategic Plan

The emerging Greater Nottingham Strategic Plan contains policies for the strategic site allocations at Bennerley and Toton/Chetwynd in Broxtowe Borough. Bennerley has been removed from the Green Belt and the Green Belt boundary covering the strategic site of Toton/Chetwynd has been amended. As part of this, the site boundaries have been defined and these are shown in the plan set out in the Greater Nottingham Strategic Plan.

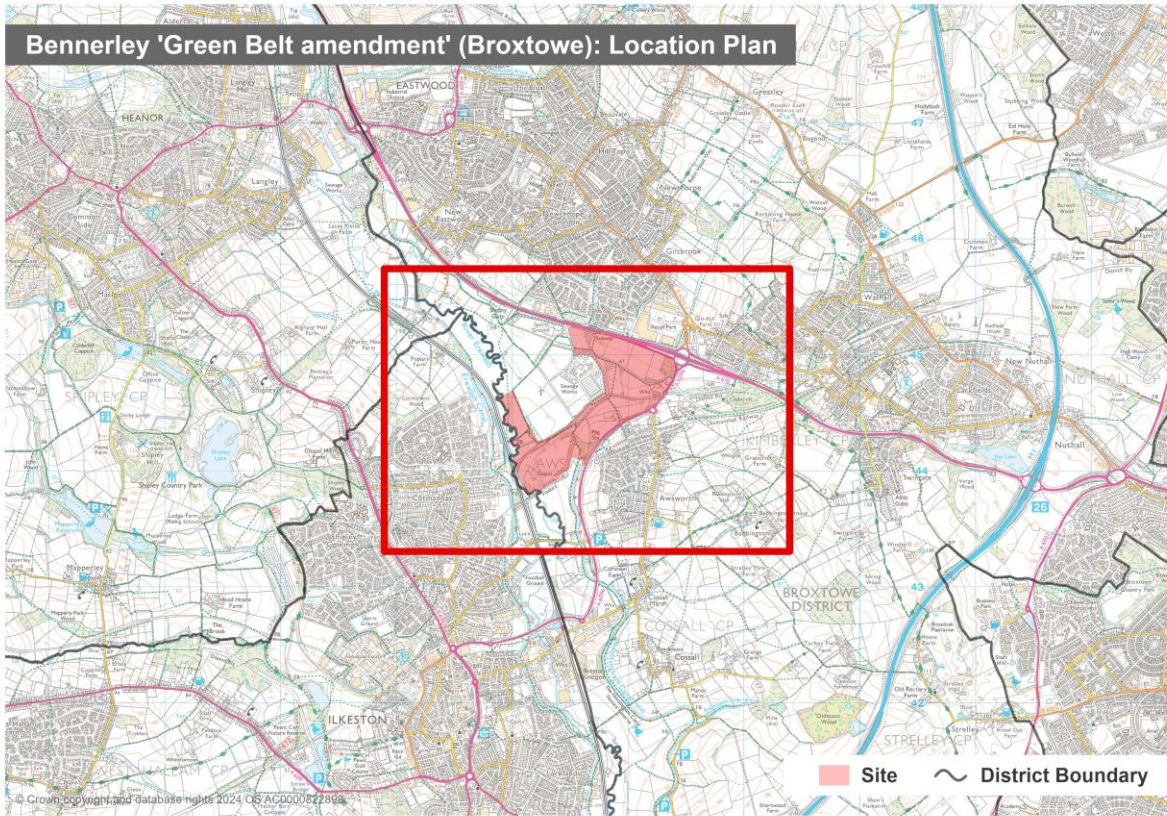
This document therefore indicates geographically the Green Belt changes and the site boundaries of the proposed strategic allocations at Bennerley and Toton/Chetwynd identified in the Greater Nottingham Strategic Plan.

Bennerley Green Belt deletion

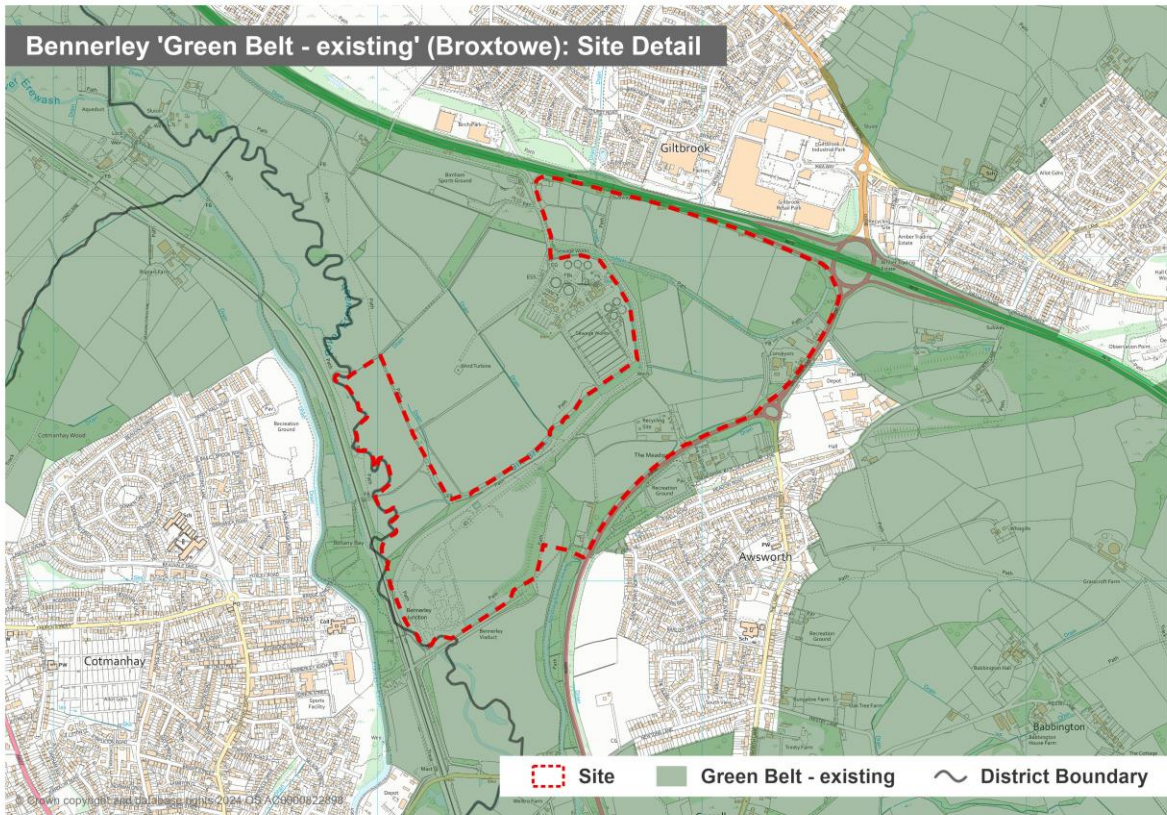
The location of the Bennerley Green Belt deletion is shown below.

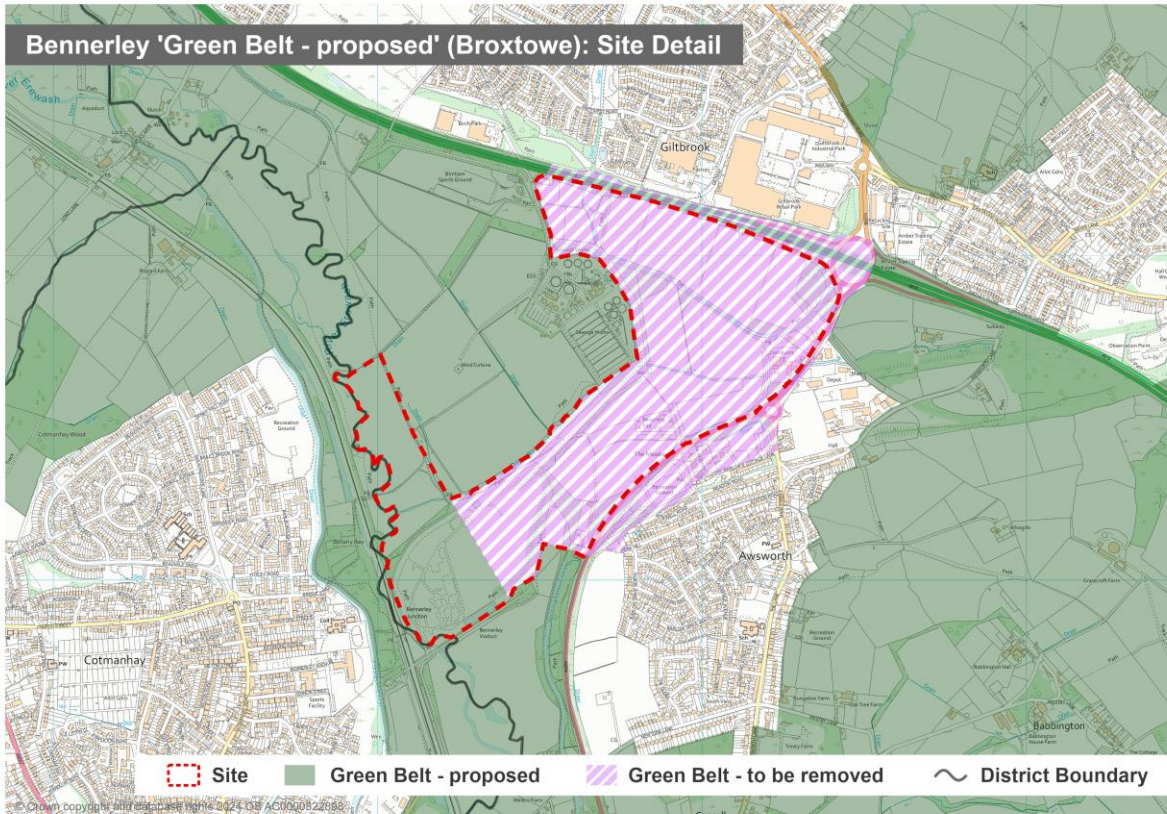
¹ Regulation 22 (1) (b) of the Town and Country Planning (Local Planning) (England) Regulations 2012

Bennerley 'Green Belt amendment' (Broxtowe): Location Plan



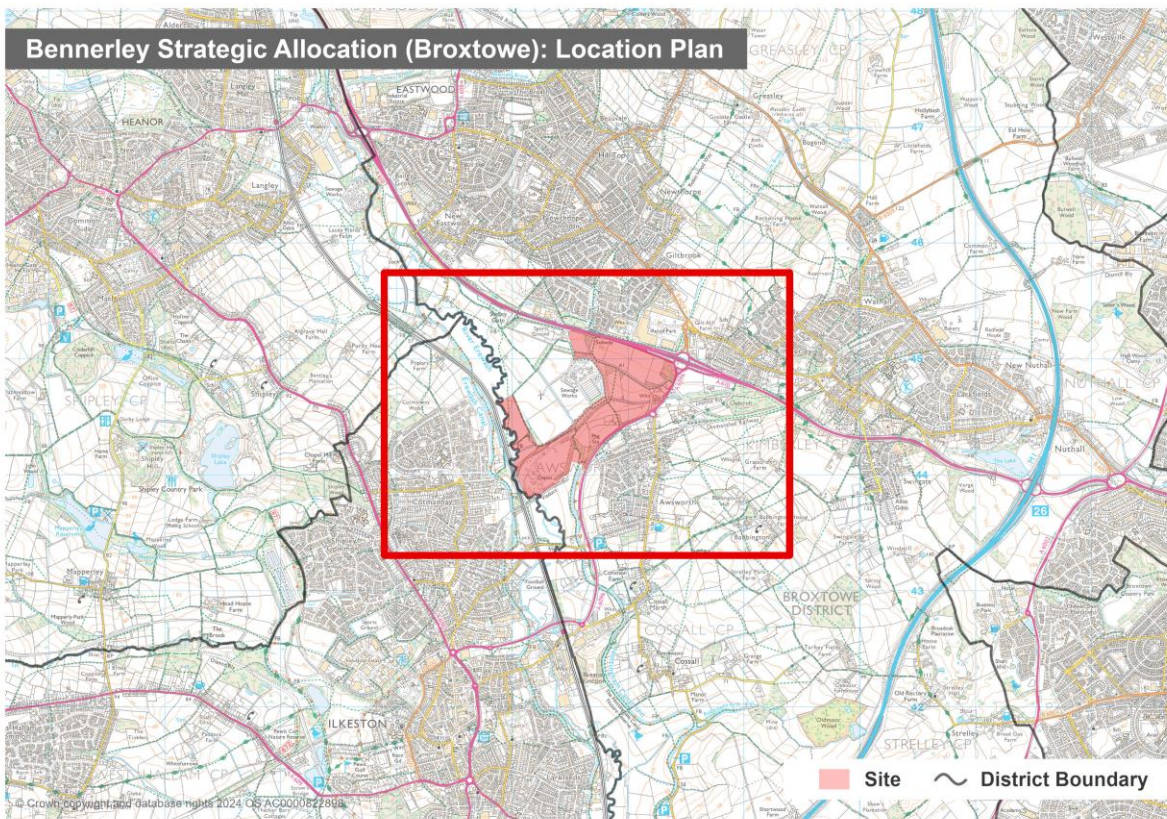
Bennerley 'Green Belt - existing' (Broxtowe): Site Detail



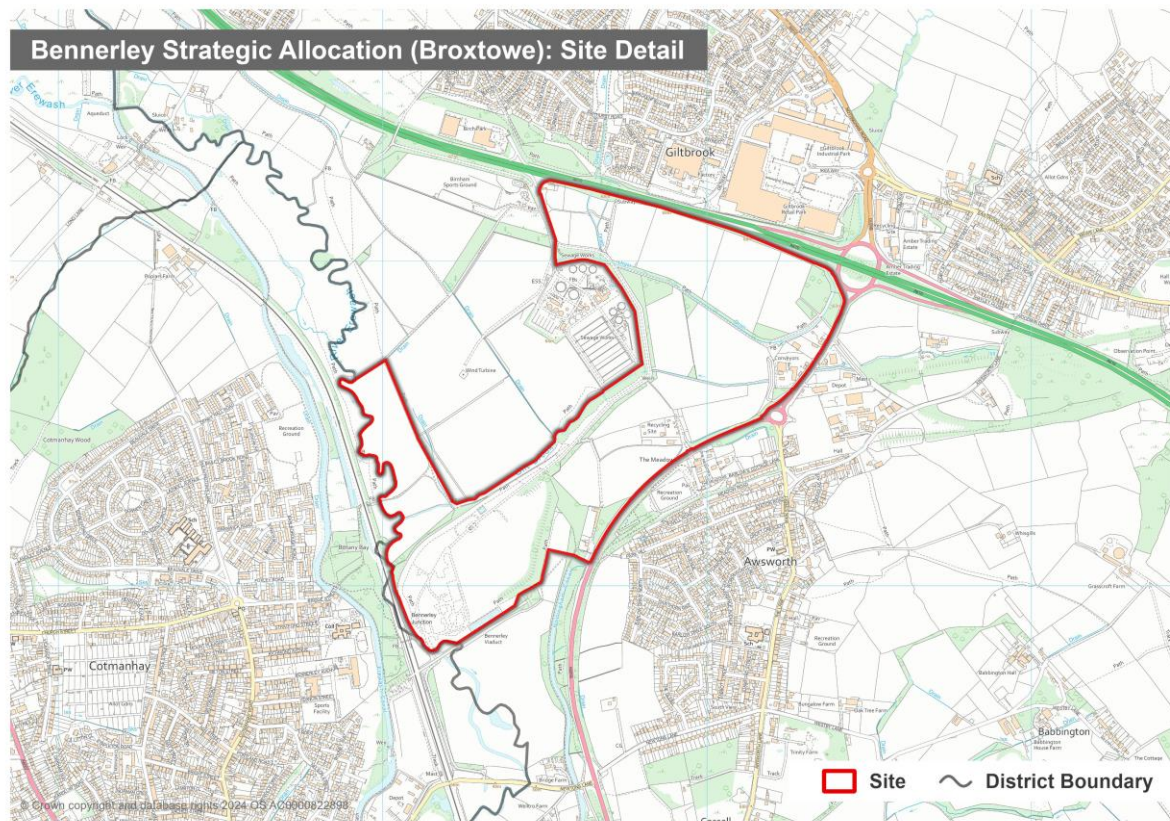


Bennerley new site

The location of the Bennerley site is shown below.



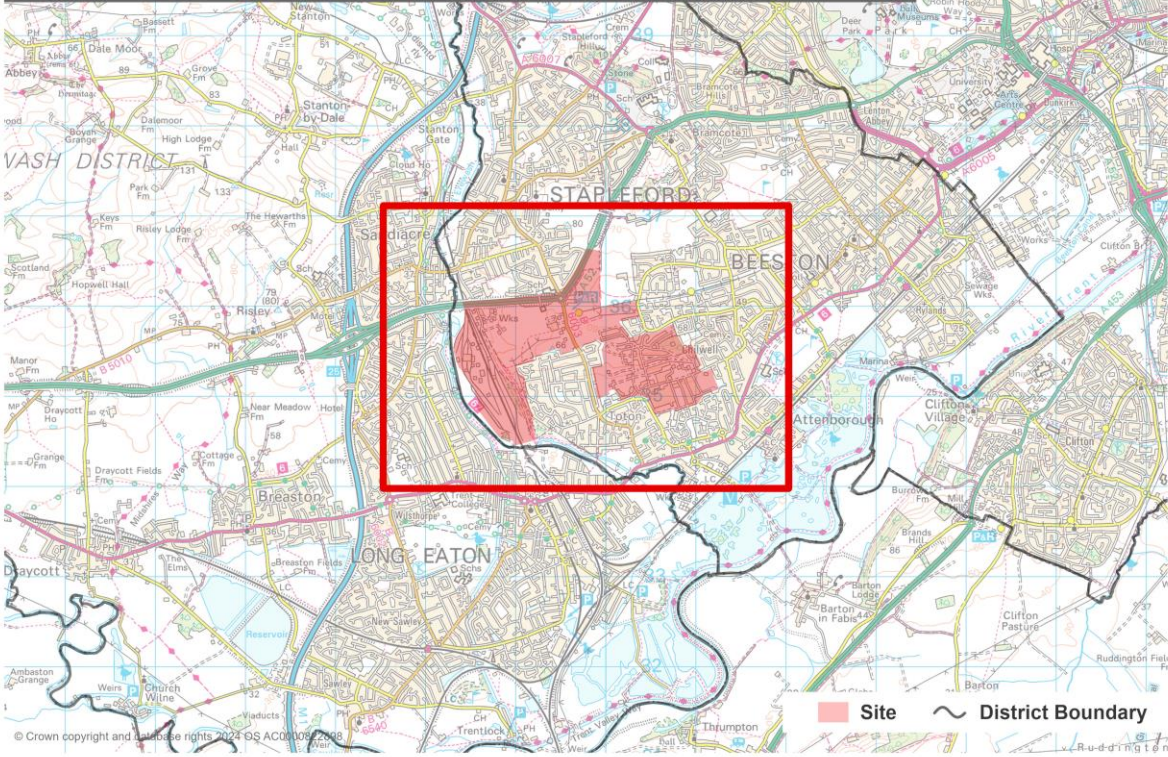
Inset Plan (Proposed)



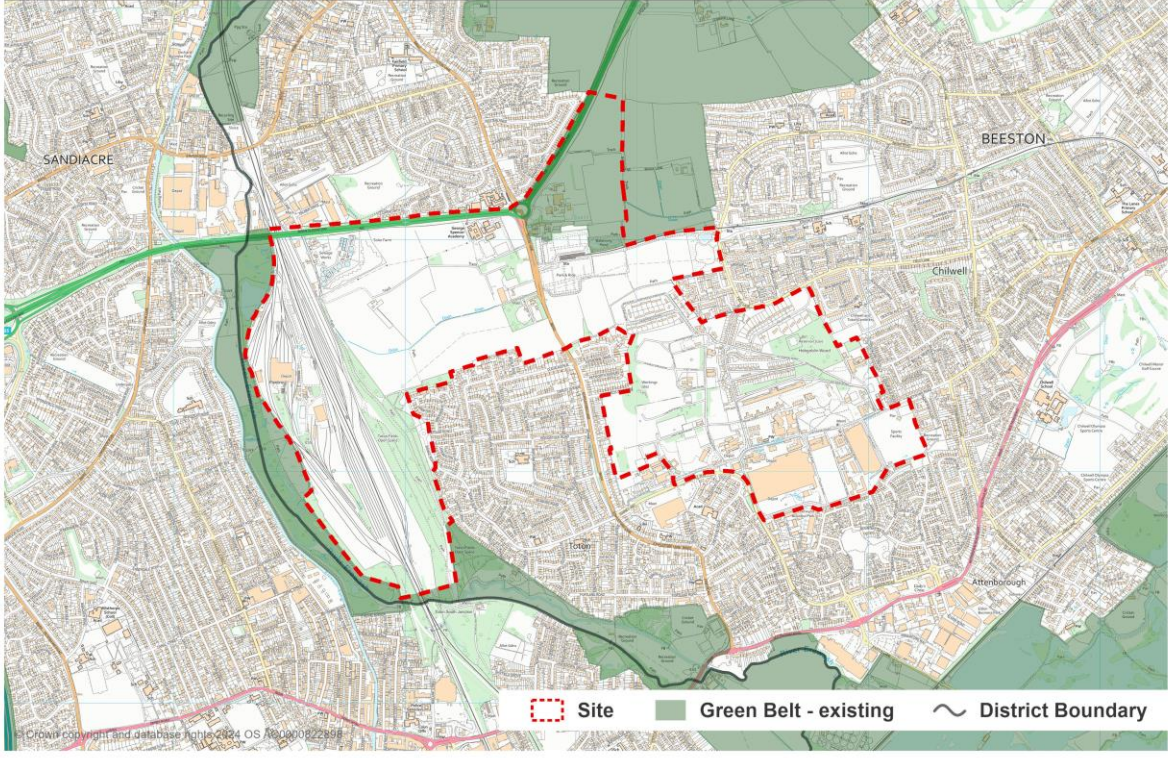
Toton/Chetwynd Green Belt amendment

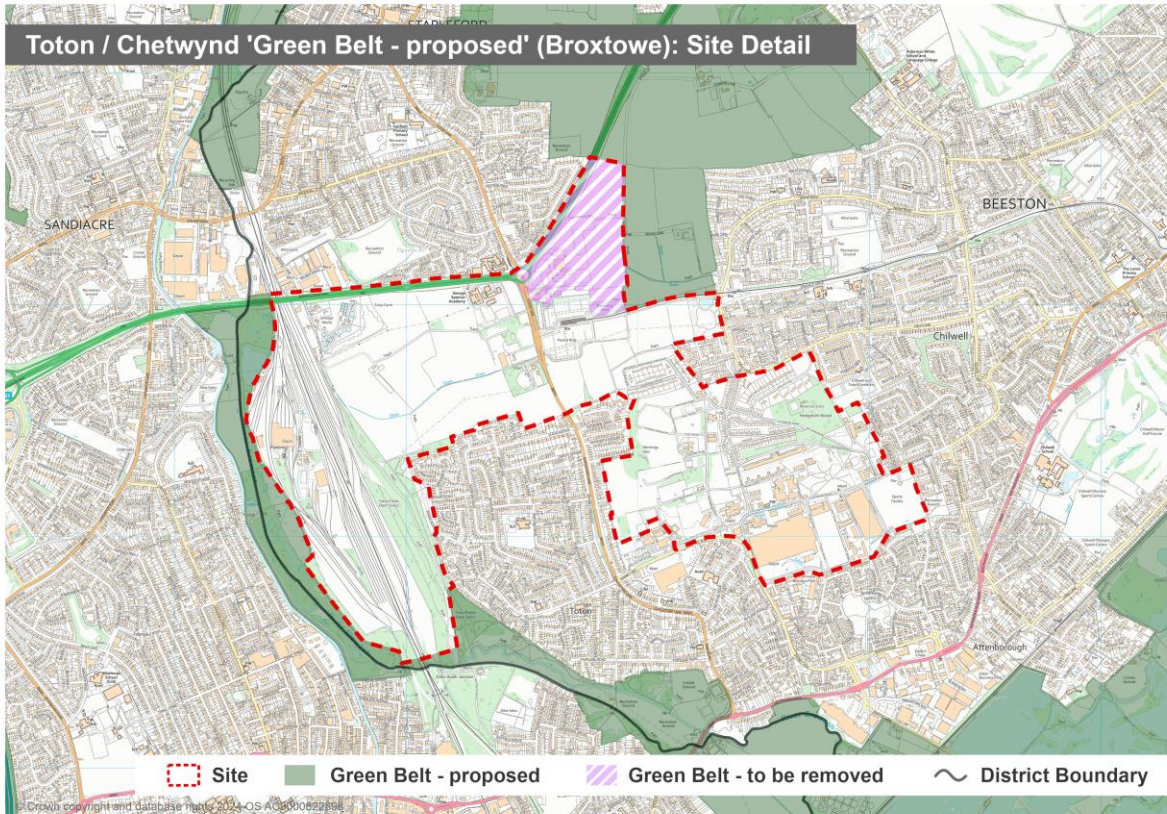
The location of the Toton/Chetwynd Green Belt amendment is shown below.

Toton / Chetwynd 'Green Belt amendment' (Broxtowe): Location Plan



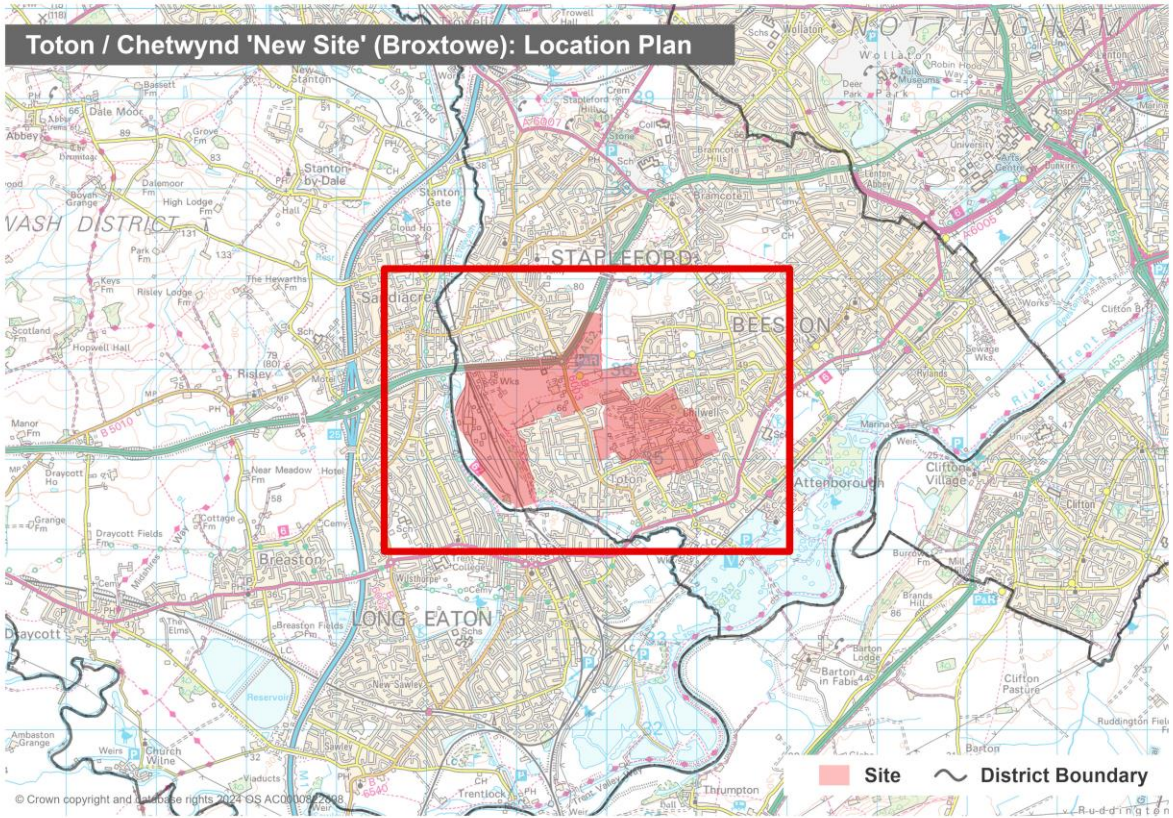
Toton / Chetwynd 'Green Belt - existing' (Broxtowe): Site Detail



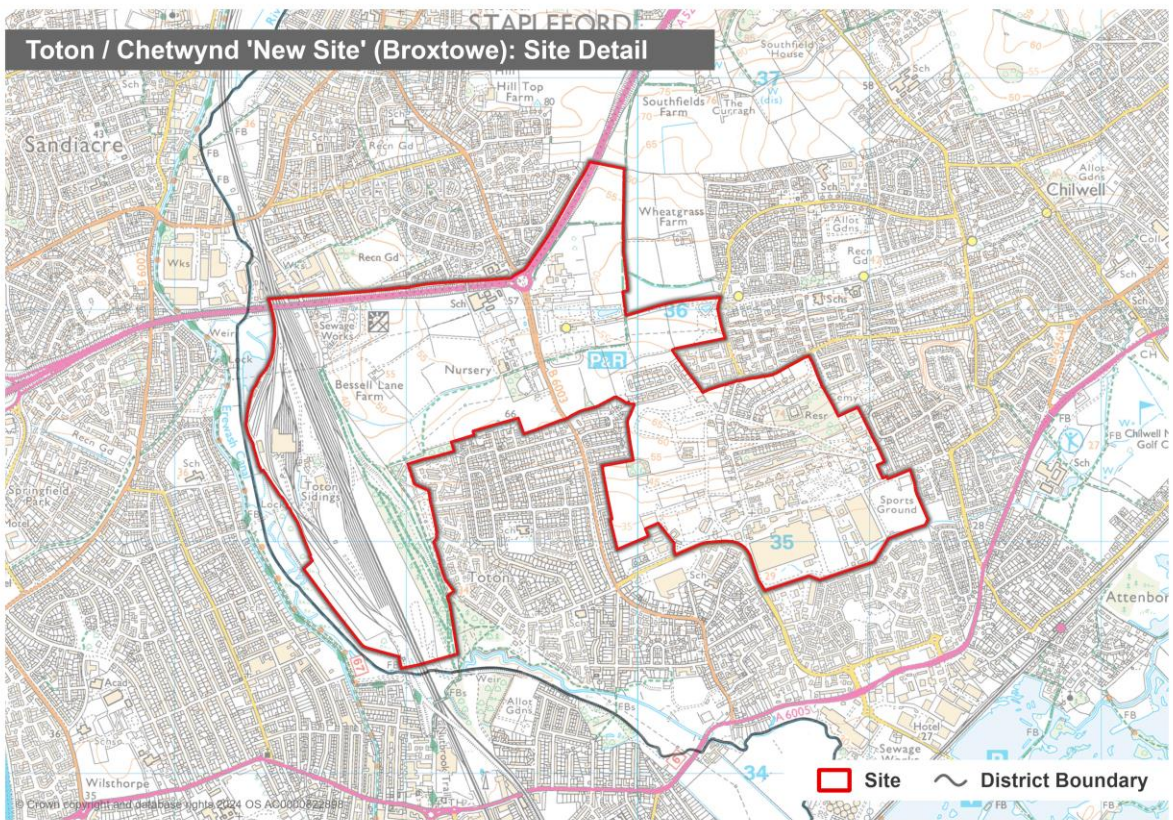


Toton/Chetwynd New site

The location of the Toton/Chetwynd new site is shown below.



Toton/Chetwynd new site (Proposed)



Policies Map Changes for Gedling Borough Council

Gedling Borough Council has a two-part local plan. The Aligned Core Strategy, adopted 10th September 2014, allocated sites for strategic development. Alongside preparation of the Aligned Core Strategy, Gedling Borough Council published a document² to identify how the adopted policies map in place at the time (comprising part of the Gedling Borough Replacement Local Plan) would be altered by the strategic allocations contained within its policies and designations

Gedling Borough Council Local Planning Document

The Local Planning Document comprises part 2 of the Council's Local Plan and includes the current policies map, to show the application of policies and designations contained in both the part 1 and part 2 local plan.

Greater Nottingham Strategic Plan

The emerging Greater Nottingham Strategic Plan contains a policy for the strategic site allocation at Top Wighay Farm in Gedling Borough. As part of this, the site boundary has been defined and this is shown in the plan set out in the Greater Nottingham Strategic Plan. The Top Wighay Farm strategic allocation carries forward an existing allocation which has been extended to include designated safeguarded land³. Other strategic allocations identified in the Aligned Core Strategy are largely built out and therefore not rolled forward into the Greater Nottingham Strategic Plan.

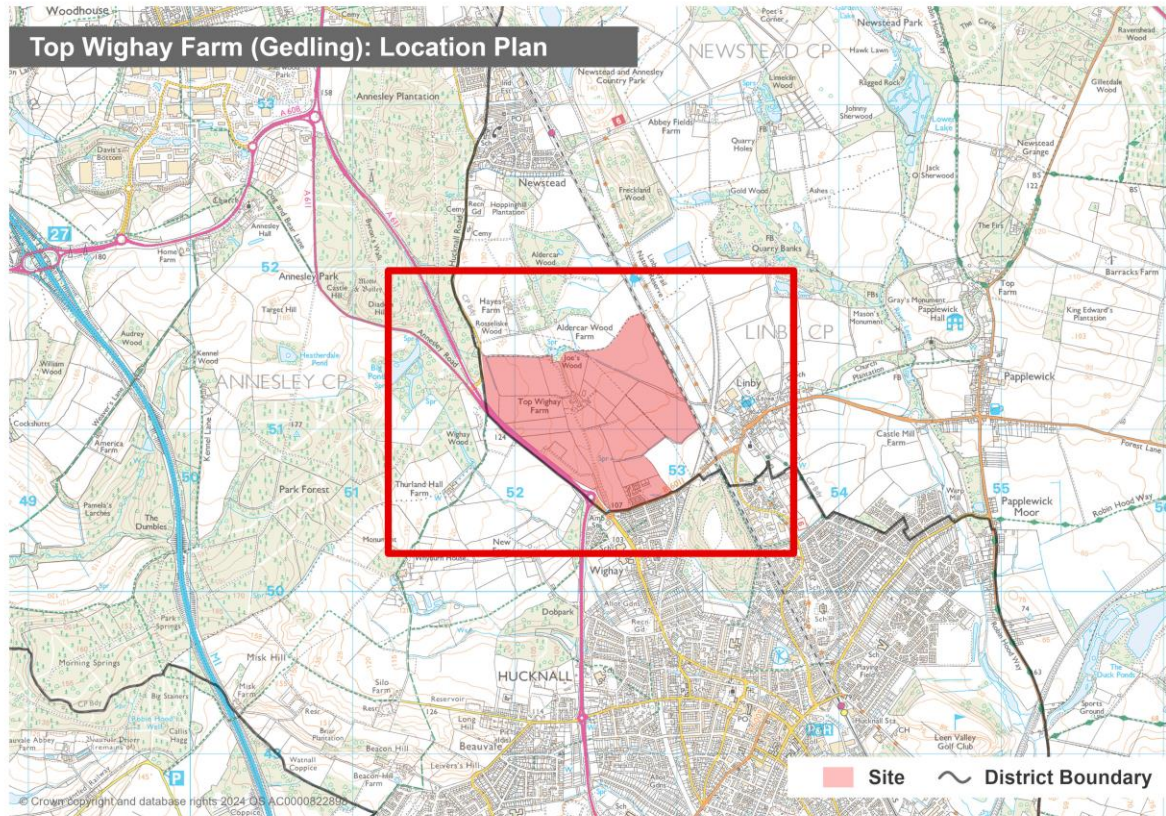
This document therefore indicates geographically the site boundary of the proposed extended strategic allocation at Top Wighay Farm identified in the Greater Nottingham Strategic Plan.

Top Wighay Farm

The location of the Top Wighay Farm site is shown below.

² Regulation 22 (1) (b) of the Town and Country Planning (Local Planning) (England) Regulations 2012

³ Safeguarded land (sometimes referred to as white land) is land that is excluded from the Green Belt but safeguarded to meet longer term (i.e. beyond the plan period) needs



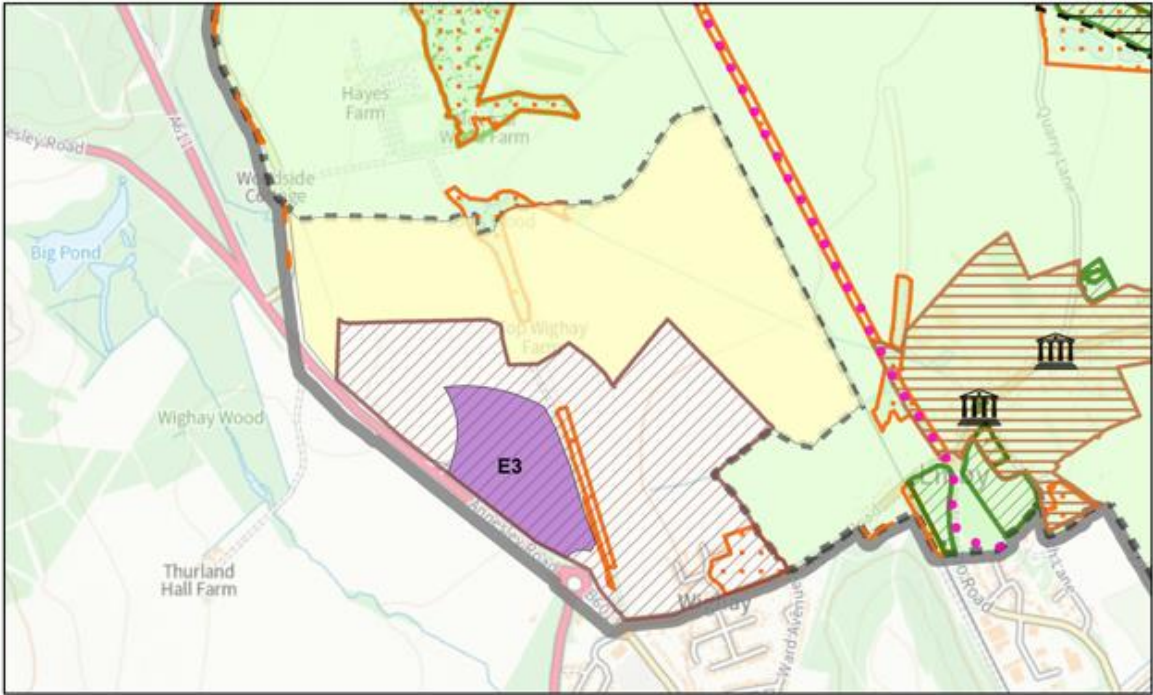
The extended strategic allocation includes:-

- the existing strategic housing allocation identified in the Aligned Core Strategy, and
 - the employment allocation E3 under Local Planning Document Policy LPD 71.
- and extends the allocated area to the north, north-west and north-east to comprise the entirety of the area of land which was designated as safeguarded land.

The boundary of the extended strategic allocation follows existing recognisable field boundaries. As the extended strategic allocation includes the existing allocated land and the entirety of the designated safeguarded land identified in the Gedling Borough Council Local Planning Document it does not require any alteration to the Green Belt and the boundaries of the Green Belt in this location remain the same as set out in the adopted Local Plan.

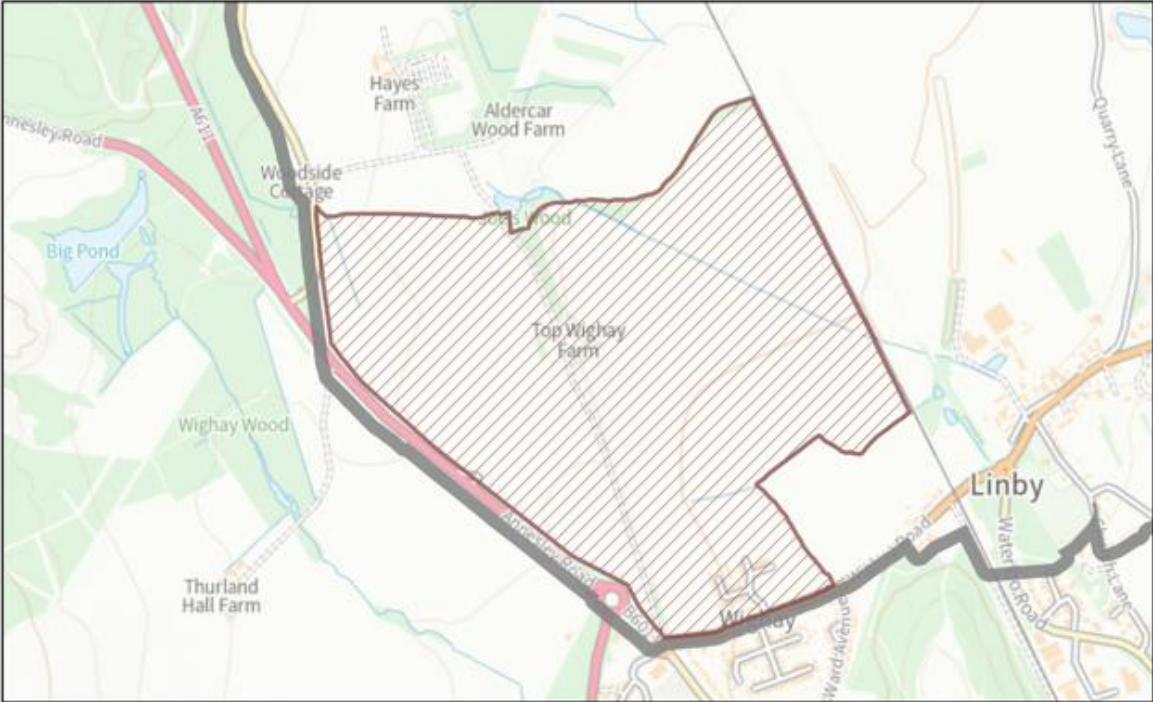
An extract of the existing Policies Map is shown on the plan titled 'Inset Plan (existing)'. The plan titled 'Inset Plan (proposed)' shows only those layers that will change on adoption of the Greater Nottingham Strategic Plan, to reflect the extended strategic site allocation at Top Wighay Farm.

Inset Plan (existing)



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Inset Plan (proposed)



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Policies Map Changes for Nottingham City Council

Nottingham City Council has a two-part local plan. The Aligned Core Strategy, adopted 8th September 2014, allocated sites for strategic development. Alongside preparation of the Aligned Core Strategy, Nottingham City Council published a document⁴ to identify how the adopted policies map in place at the time (comprising part of the Local Plan) would be altered by the strategic allocations contained within its policies and designations.

Nottingham City Council Local Planning Document

The Local Planning Document comprises part 2 of the Council's Local Plan and includes the current policies map, to show the application of policies and designations contained in both the part 1 and part 2 local plan.

Greater Nottingham Strategic Plan

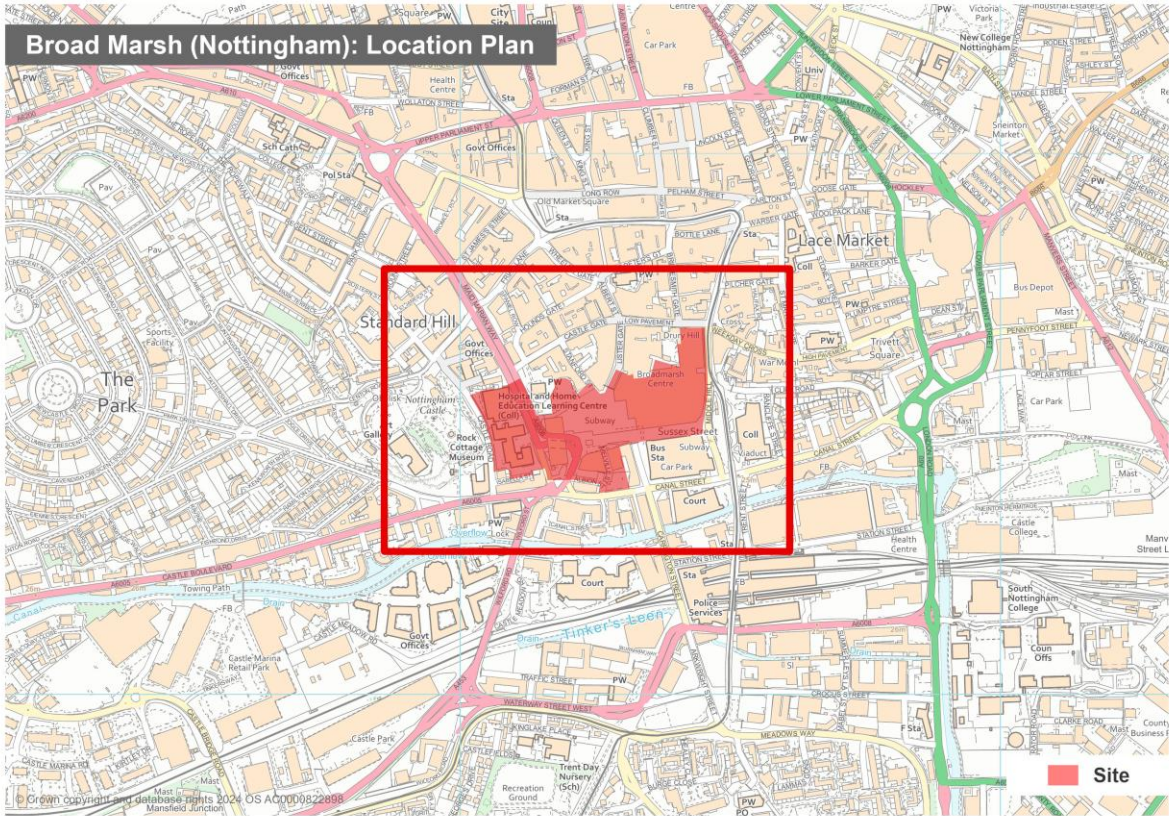
The emerging Greater Nottingham Strategic Plan contains a policy for the strategic site allocation at Broad Marsh in Nottingham City. As part of this, the site boundary has been defined and this is shown in the plan set out in the Greater Nottingham Strategic Plan.

This document therefore indicates geographically the site boundary of the proposed strategic allocations at Broad Marsh identified in the Greater Nottingham Strategic Plan.

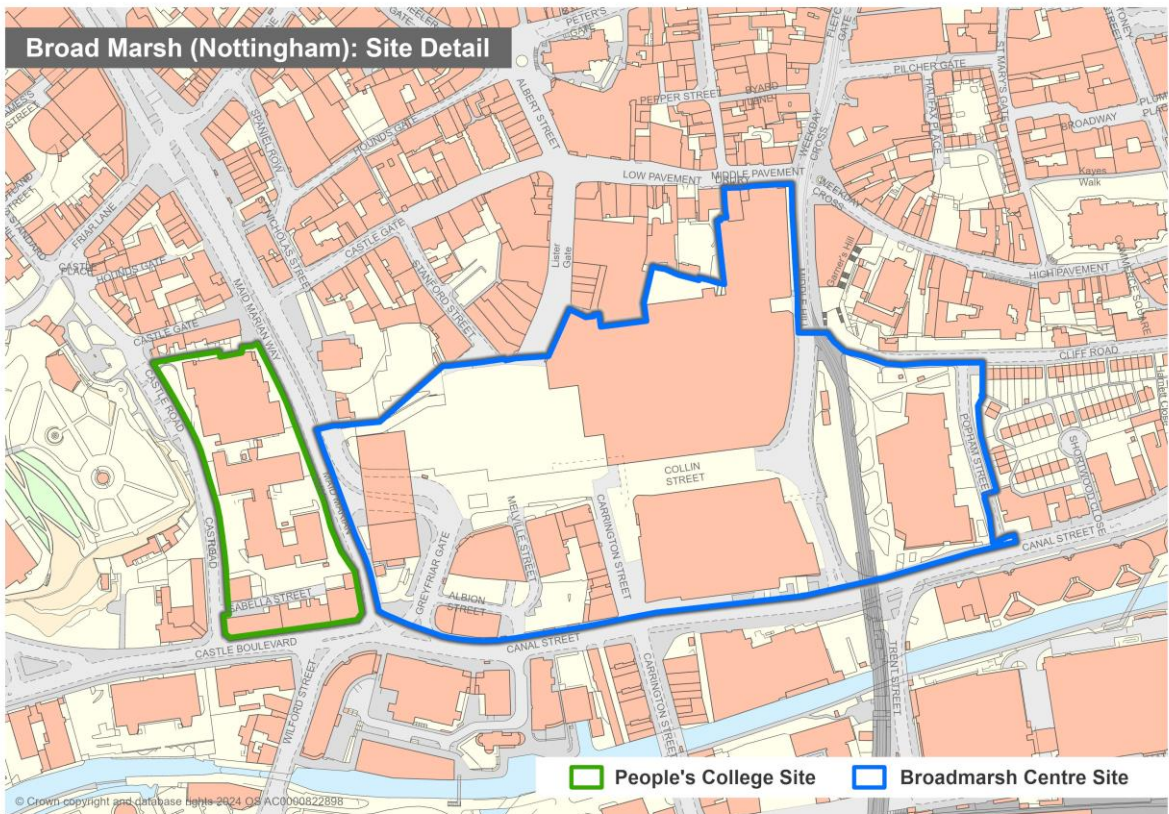
Broad Marsh

The location of the Broad Marsh is shown below. It amends and combines the boundaries of SR57 Castle Quarter, Maid Marian Way - College Site (former People's College site) and SR58 into Broadmarsh Centre and surrounding area.

⁴ Regulation 22 (1) (b) of the Town and Country Planning (Local Planning) (England) Regulations 2012

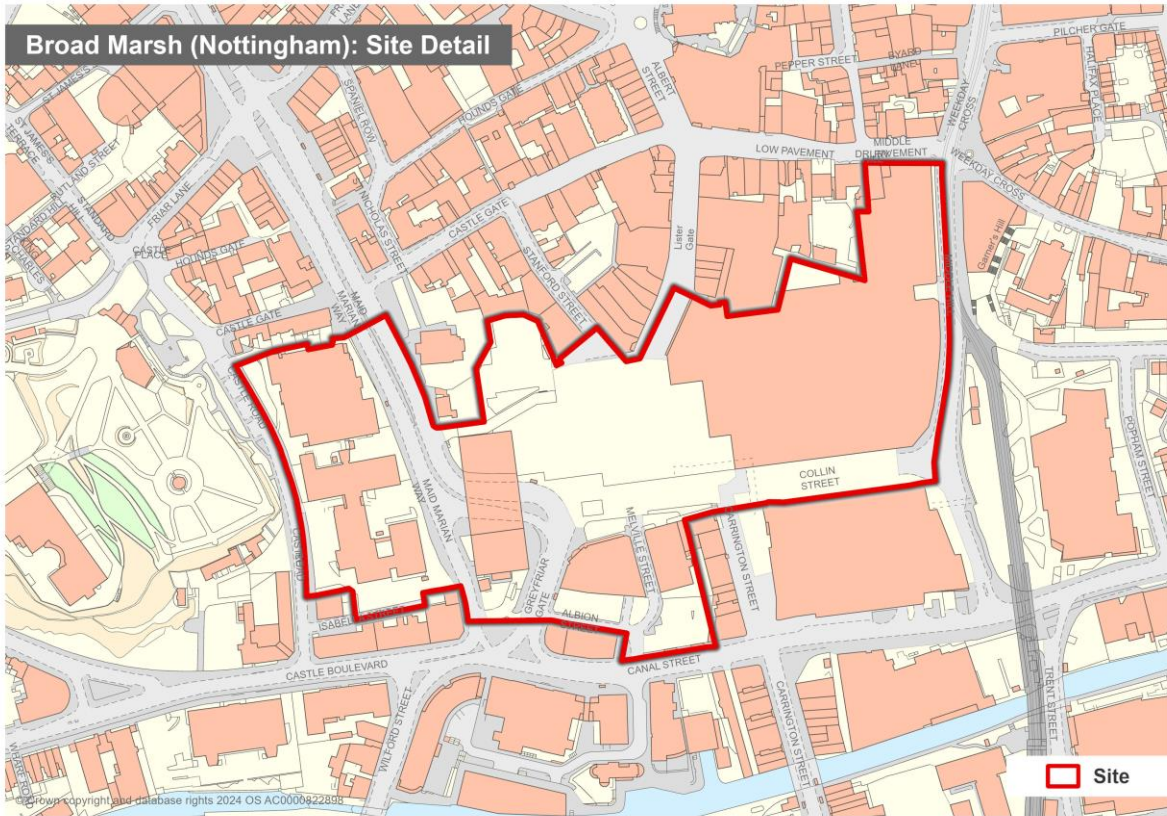


Inset Plan (existing)



Inset Plan (proposed)

Broad Marsh (Nottingham): Site Detail



Policies Map Changes for Rushcliffe Borough Council

Rushcliffe Borough Council has a two-part local plan. The Rushcliffe Core Strategy, adopted 22nd December 2014, allocated sites for strategic development. Alongside preparation of the Core Strategy, Rushcliffe Borough Council published a document⁵ to identify how the adopted policies map in place at the time (comprising part of the Local Plan) would be altered by the strategic allocations contained within its policies and designations.

Rushcliffe Borough Council Local Plan Part 2: Land and Planning Policies

Local Plan Part 2: Land and Planning Policies includes the current policies map, to show the application of policies and designations contained in both the part 1 and part 2 local plan.

Greater Nottingham Strategic Plan

The emerging Greater Nottingham Strategic Plan contains policies for a strategic site allocation at the former Ratcliffe on Soar Power Station in Rushcliffe Borough. As part of this, the site boundary has been defined and this is shown in the Greater Nottingham Strategic Plan. The Green Belt covering the Former Ratcliffe on Soar Power Station site has been deleted.

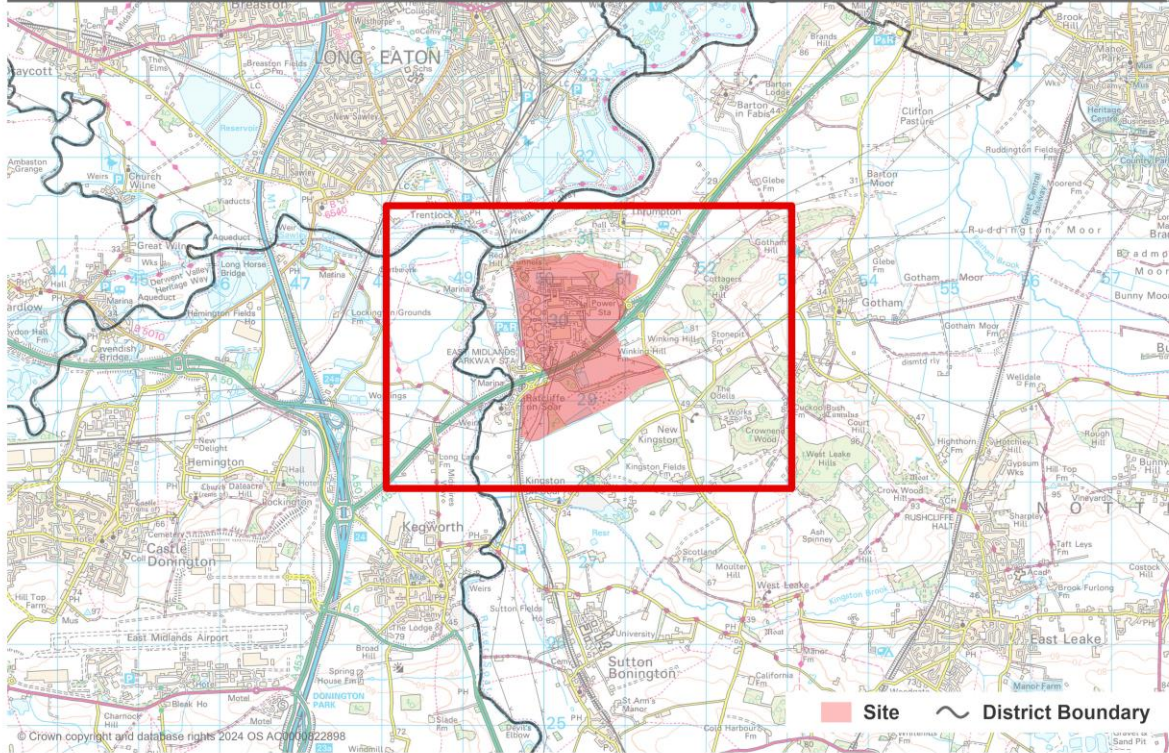
This document therefore indicates geographically the site boundary of the proposed strategic allocation at the Former Ratcliffe on Soar Power Station site identified in the Greater Nottingham Strategic Plan. Additionally, West Bridgford centre designation has changed from a District to a Town Centre

Former Ratcliffe on Soar Power Station site Green Belt deletion

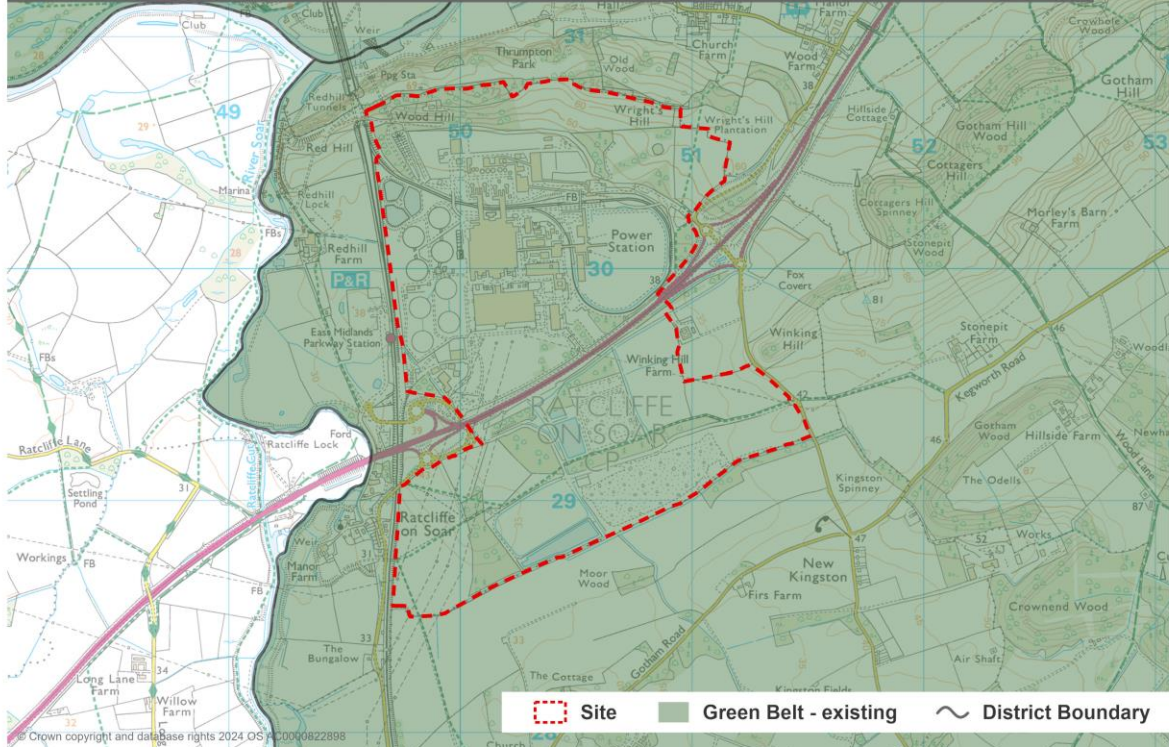
The location of the Former Ratcliffe on Soar Power Station Green Belt deletion is shown below.

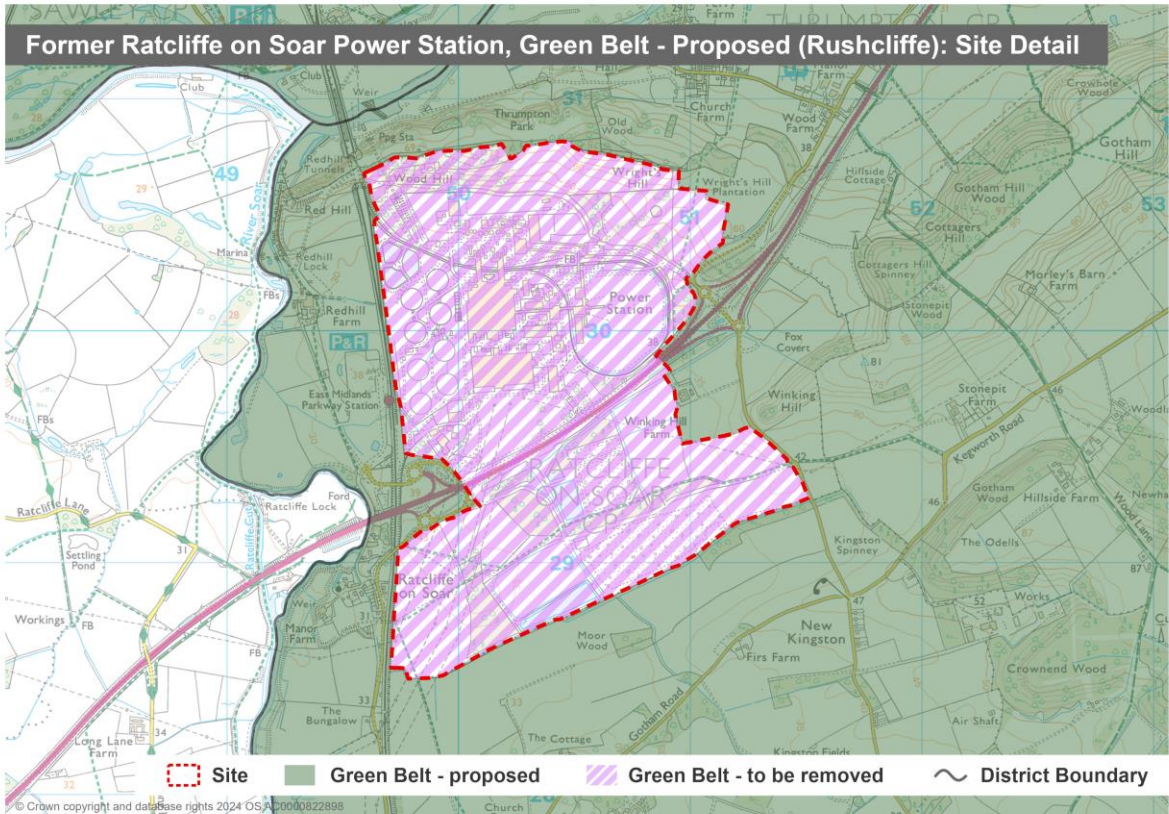
⁵ Regulation 22 (1) (b) of the Town and Country Planning (Local Planning) (England) Regulations 2012

Former Ratcliffe on Soar Power Station, Green Belt Amendment (Rushcliffe): Location Plan



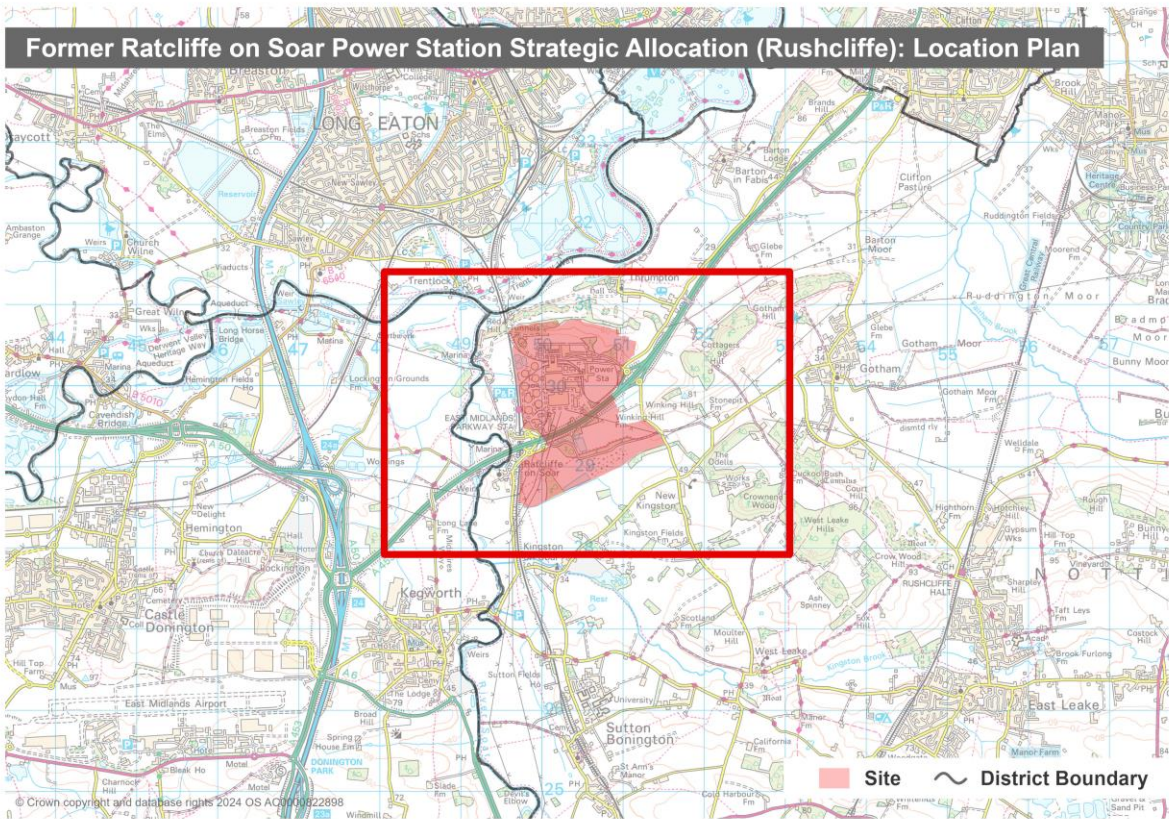
Former Ratcliffe on Soar Power Station, Green Belt - Existing (Rushcliffe): Site Detail



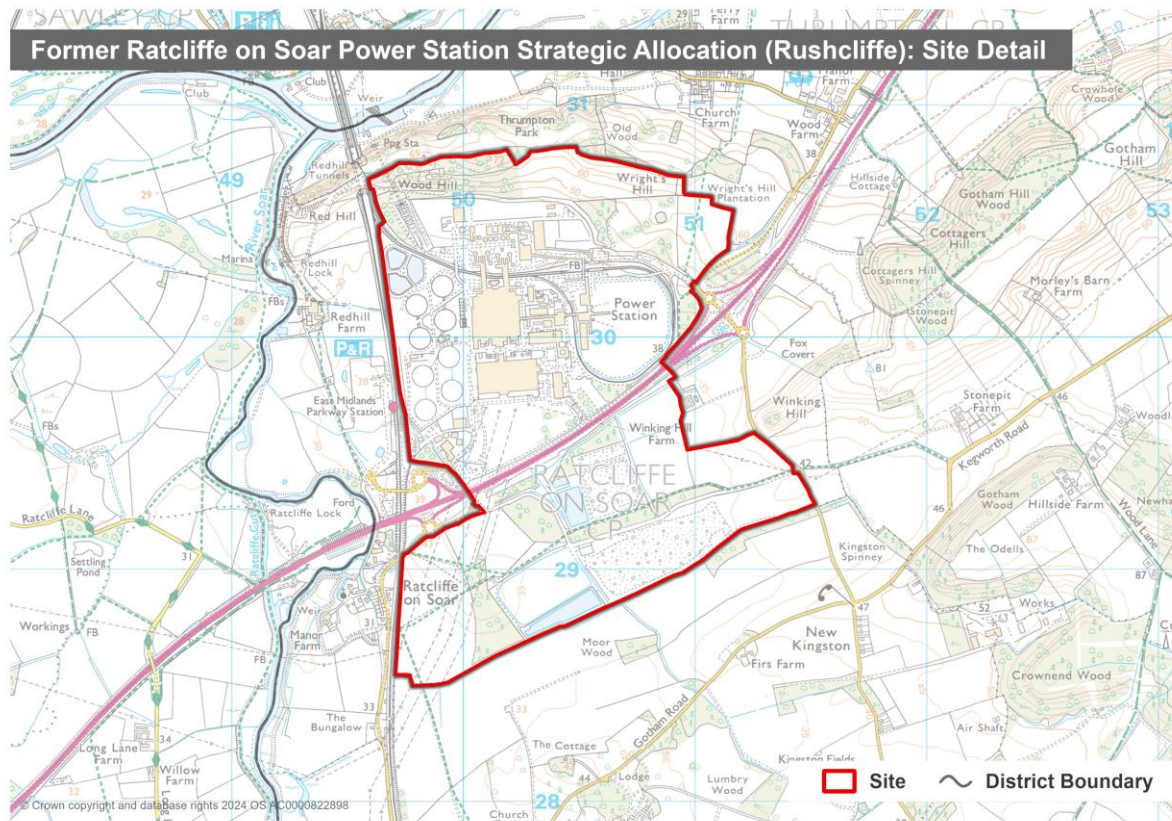


Former Ratcliffe on Soar Power Station site

The location of the Former Ratcliffe on Soar Power Station site is shown below.

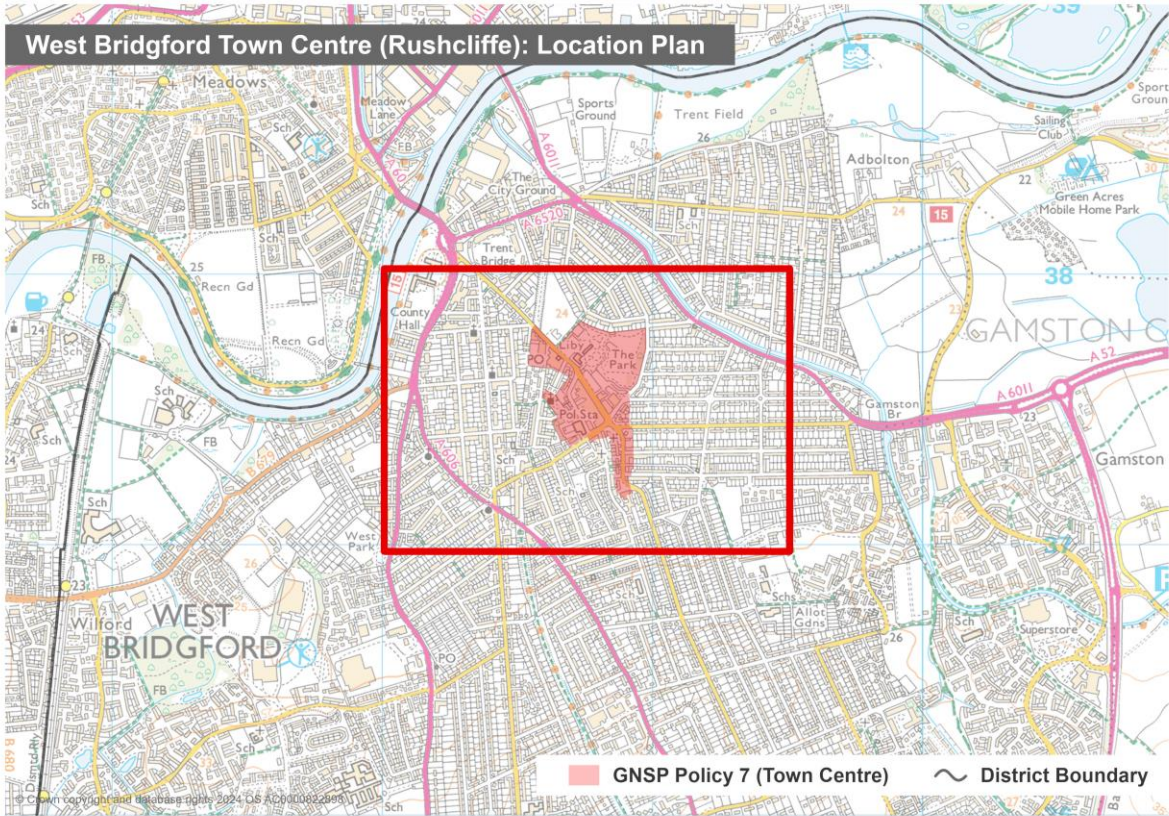


Inset Plan (Proposed)

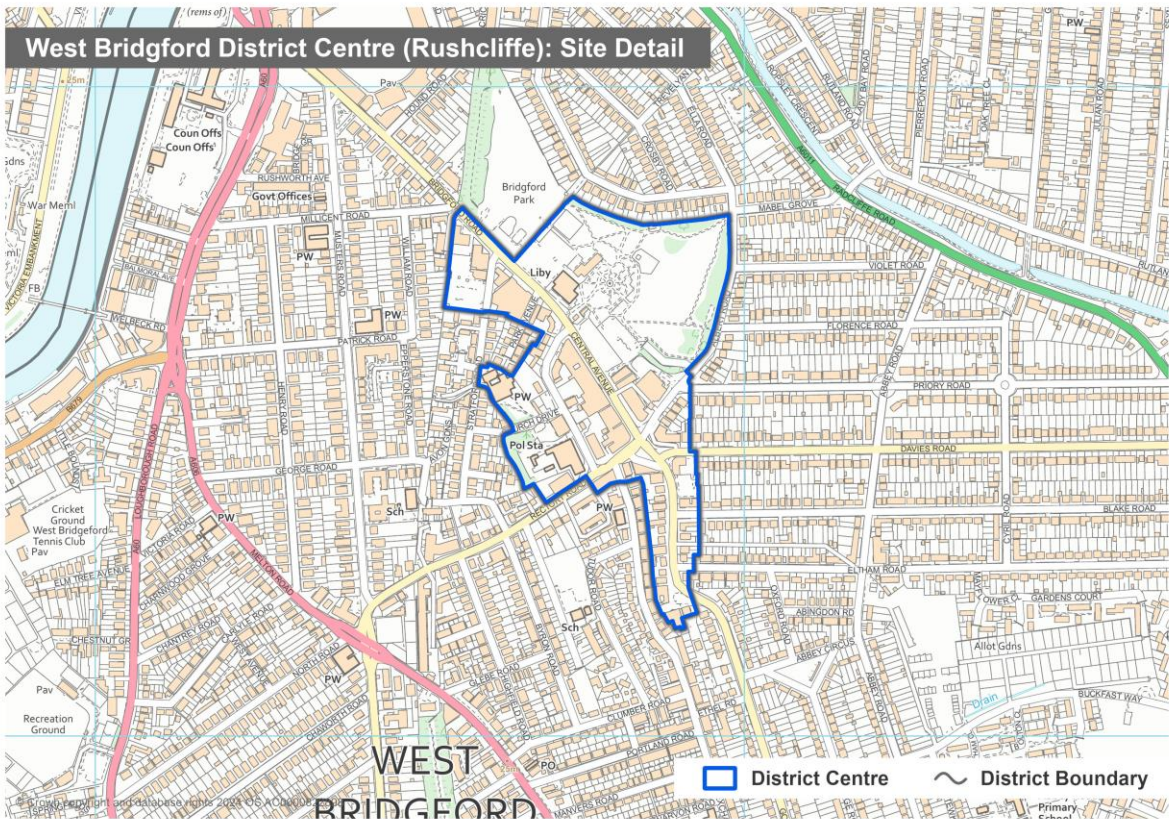


West Bridgford centre designation change from a District to a Town Centre

The location of the West Bridgford centre is shown below.

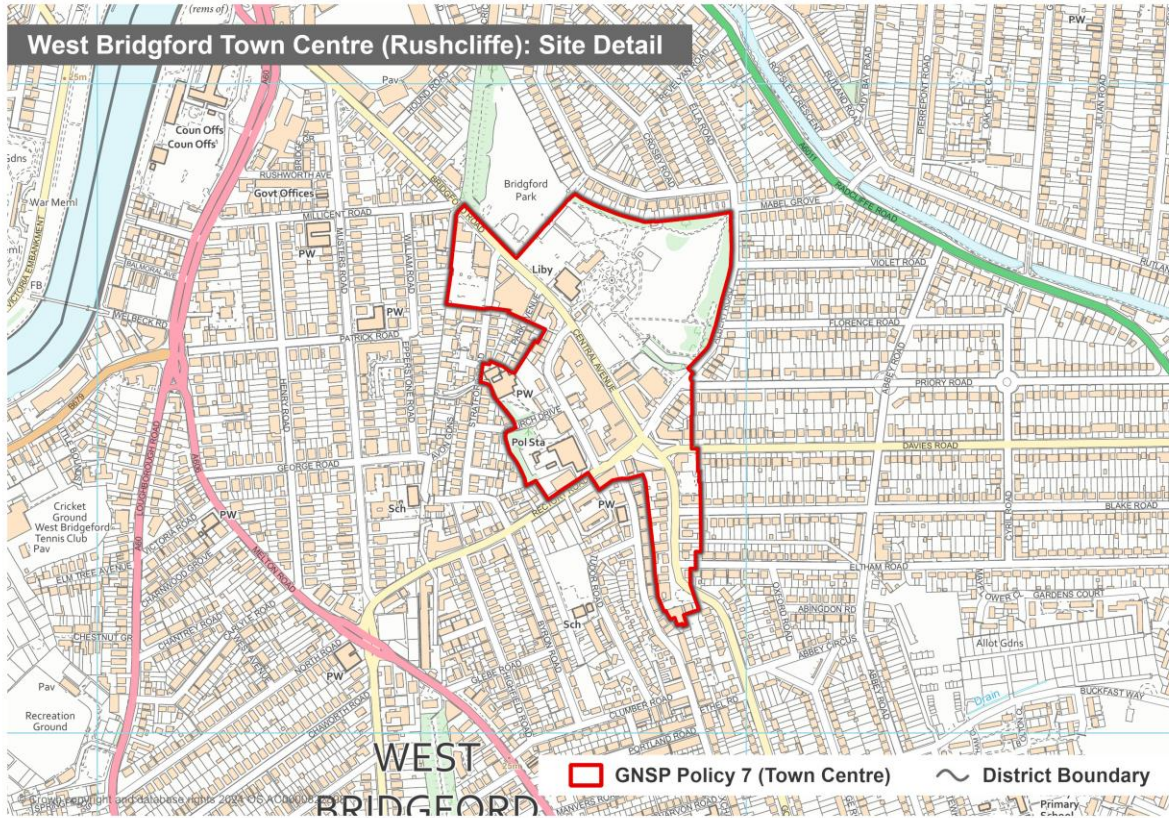


Inset Plan (Existing)



Inset Plan (Proposed)

West Bridgford Town Centre (Rushcliffe): Site Detail



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