Greater Nottingham Strategic Plan





Publication Draft March 2025

Broxtowe Borough Council

Nottingham City Council

Rushcliffe Borough Council

Cover photos: Attenborough Nature Reserve visitor Centre, Attenborough; Nottingham City Centre; Soar Valley, Rushcliffe

Alternative Formats

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

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Nottingham Express Transit Tram

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. Broxtowe Borough, Nottingham City and Rushcliffe Borough have prepared this document (which builds on previous consultation drafts). On adoption, the Greater Nottingham Strategic Plan(GNSP) will supersede the previous Aligned Core Strategies (for Broxtowe 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.

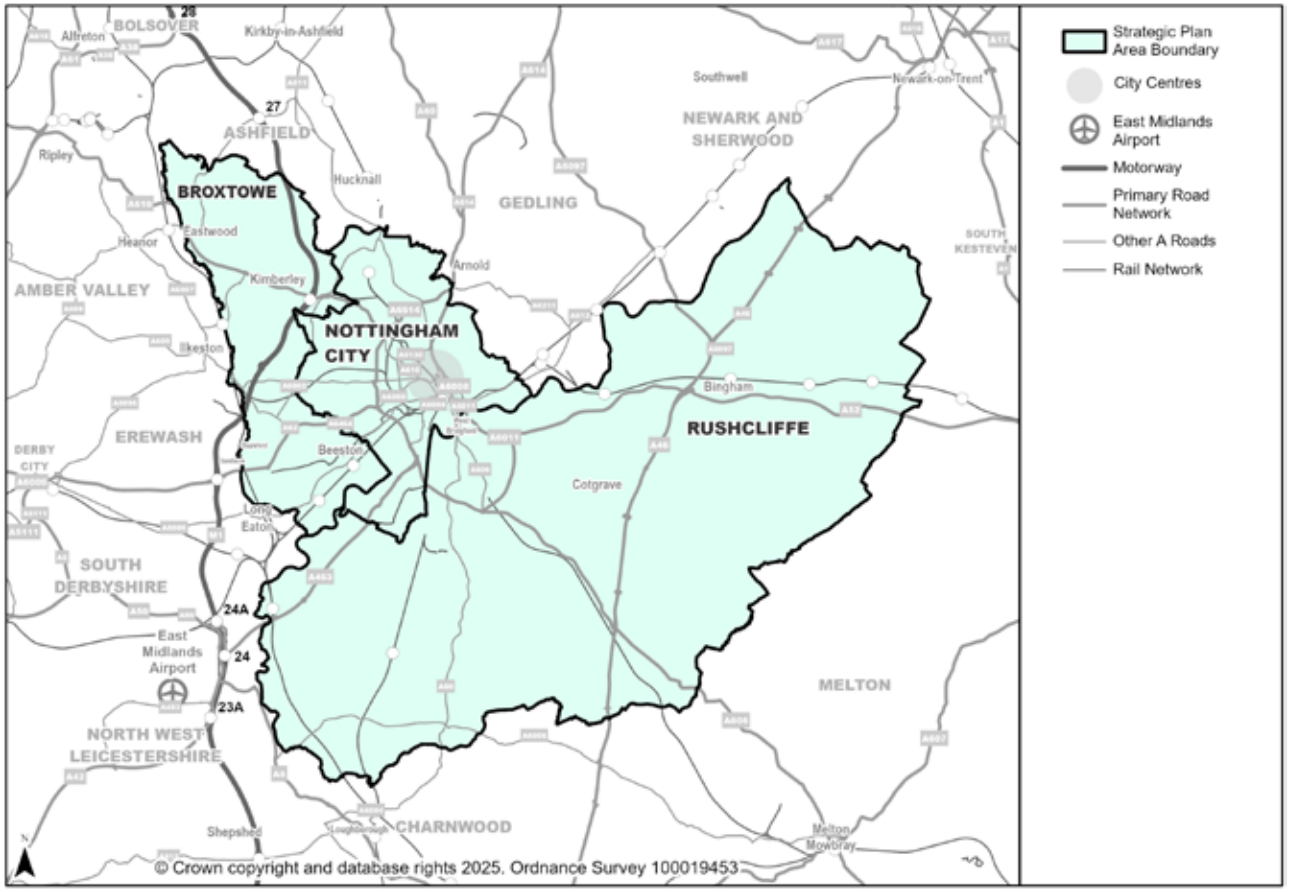
1.1.4 It should be noted, given the development pressures that Erewash Borough Council faces, and the need to progress swiftly with plan making, that Erewash Borough Council has prepared a separate Core Strategy Review which is currently at Examination. Nevertheless, some elements of the evidence base 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 Similarly, in January 2025, Gedling Borough Council took the decision to withdraw from the Greater Nottingham Strategic Plan in order to prepare its own Local Plan to enable it to include both strategic and non-strategic housing allocations following a review of Green Belt land in its Borough. Some elements of the evidence base therefore also refer to Gedling Borough. These elements have been retained for context, despite the fact that the Borough no longer forms part of the Greater Nottingham Strategic Plan.

1.1.6 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.

1.1.7 For clarity, Figure 1.1 sets out the Plan area that this document covers.

FIGURE 1.1: Greater Nottingham Strategic Plan Area



1.1.8 As well as issues of strategic importance covering the whole Plan area, the three Council areas making up the Plan area each have their 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 future plan preparation, in which Broxtowe Borough, Rushcliffe Borough and Nottingham City Councils will outline their locally distinct approaches to the more detailed delivery of the Strategic Plan.

1.1.9 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 and 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, this culminated in a Regulation 19 version of the Strategic Plan being published in November 2024. However, with the withdrawal of Gedling Borough from the Strategic Plan, a new Regulation 19 version was published in March 2025.

1.1.10 This document consists of three main parts, Section 1 introduces the concept of the 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

1.1.11 The main proposals of the Strategic Plan are illustrated on the Key Diagram, which can be found at the end of the document. Most of the allocated sites are carried forward from the Aligned Core Strategies adopted in 2014. Due to the nature of the Strategic Plan, smaller development sites are not included. The newly allocated sites are capable of accommodating at least 500 dwellings with a minimum size of 5ha, or accommodating 20,000 sq. m employment (or be a minimum of 25 hectares for strategic logistics sites).

1.1.12 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.

1.1.13 It should be noted that the Strategic Plan was prepared under previous versions of the National Planning Policy Framework, and is being progressed

under the transitional arrangements of the 2024 Framework. These transitional arrangements indicate that so long as the Strategic Plan is published (Regulation 19) by 12 March 2025, it will be examined under the previous, 2023 Framework.

1.1.14 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; and 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 Centre of Ilkeston (in Erewash Borough).

1.1.15 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	March 2025
Green Belt Background Paper	Greater Nottingham Authorities	September 2024
Housing Background Paper	Greater Nottingham Authorities	March 2025
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

Document Title	Author	Publication Date
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

Document Title	Author	Publication Date
Nottingham Core HMA and Nottingham Outer HMA Employment Land Needs Study	Lichfields	May 2021
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 and March 2025
Sustainability Appraisal and Appendices	Greater Nottingham Authorities	September 2024 and March 2025
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 three It should be noted that the Strategic Plan was prepared under previous versions of the National Planning Policy Framework, and is being progressed under the transitional arrangements of the 2024 Framework. These transitional arrangements indicate that so long as the Strategic Plan is published (Regulation 19) by 12 March 2025, it will be examined under the previous, 2023 Framework. 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
- 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. 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 is 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 September 2025. The County Council adopted a new Minerals Local Plan in 2021, which covers its geographical area, including Broxtowe 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 Appraisal 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 are 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. 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.



Costock Road, East Leake

The Future of Broxtowe, 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 three local authorities of Broxtowe, Rushcliffe and Nottingham making up the Plan area have a population of 553,650[1] (Greater Nottingham including the Hucknall part of Ashfield, Gedling and Erewash has a population of 820,200). The Plan area includes the City Centre, the built-up parts of the three authorities and their surrounding rural areas.

1 Office for National Statistics 2021 Census, Crown Copyright.

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 East Midlands Combined County Authority (EMCCA).

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, Arnold in Gedling and West Bridgford in Rushcliffe) has a population of about 591,800[2]. 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. Ilkeston is wholly within Erewash Borough and has a population of 38,800. The suburban centres of 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 Kimberley are similarly constrained.

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. 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 encourage 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 Office for National Statistics 2021 Census, Crown Copyright.

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 – 75.8% of people of working-age are economically active and 72.3% in employment (76.0% and 72.9% respectively for Greater Nottingham), compared with 79% and 76% nationally[3]. 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.

Population Trends

2.2.9 The population of the Plan area rose by 27,400 (5.2%)[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 period[5]). 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 602,500 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 (21.9%) aged 18 to 29, due to the presence of two universities, compared with England as a whole (14.8%), 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 (27%) are particularly 'under-represented' (31% for England). Overall, an ageing population is projected, but not to the same

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).

4 Office for National Statistics 2021 Census, Crown Copyright.

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

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 24[7]; 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). 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 districts[8].

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 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 bus from Nottingham and the south of Broxtowe, as well as via the railway station of East Midlands Parkway in Rushcliffe, which is 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).

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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

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 authorities[9]. 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, 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. This includes enhancing walking and cycling routes within Blue and Green infrastructure corridors alongside other environmental improvements.

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 57.6% of properties being owner-occupied (owned outright or with a mortgage or loan) in 2021 and 5% with 7 or more rooms[10], 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 31.7% for the Plan area as a whole), and more social rented accommodation (25% compared to 19% for the Plan area as a whole). House price to income ratios are lower for the north-west of Greater Nottingham, but high for the south eastern part, giving rise to affordability problems[11].

2.2.18 Those areas which are dominated by a single type of house 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.

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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

2.2.19 The number of dwellings rose by about 12,400[12] (4.5%) in the Plan area (16,300 or 4.8% within Greater Nottingham) between the 2011 and 2021 Censuses. 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. The number of one and two bedroom dwellings and the number of three bedroom dwellings saw a small decrease between 2011 and 2021 across the Plan area, with numbers staying relatively static across the wider Greater Nottingham area, and small increases nationally. The greatest percentage increases were in dwellings with four or more bedrooms, with increases of 18% in the Plan area and across England[13].

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. 56 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 Deprivation[14], all of them in Nottingham City. Other LSOAs in the worst 20% nationally are located in Nottingham City, Eastwood and Chilwell. 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), and Rushcliffe (81.8M/84.9F) 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 investment in Green Infrastructure would have wide public benefits.

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12 ONS Census 2021

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)

2.2.23 All of the three 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 blue and green corridors, such as those along rivers and canals. An area 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. The Greater Nottingham Area falls within the Lower Trent and Erewash River Catchment which is part of the Humber River Basin District.

Climate Change and Flooding

2.2.26 The Strategic Plan has 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. Blue and Green infrastructure will become integral to the design of new development, supporting improved resilience in the face of climate change, including supporting improved water quality, biodiversity and urban cooling. 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, nature and open space, to support improved health and wellbeing outcomes. A minimum of 47,600 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 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 protected and enhanced through sensitive and well-designed places, neighbourhoods and developments which will be strongly connected, inclusive and adaptive through multifunctional Blue and Green ~~with timely~~ infrastructure. Environmental net gains will be integrated within and delivered alongside developments and through connecting existing and newly created habitats and green and open spaces. This will integrate natural capital, adaptive growth and equitable environment principles.

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 and improve resilience, by locating development where it can be accessed by sustainable transport; requiring environmentally sensitive location, design and construction; reducing the risk of flooding; integrating nature-based solutions; reducing the urban heat effect; 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, Ratcliffe on Soar Power Station and Toton together with other employment sites. The conditions will be created 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 the 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. Ensuring places are sustainable, functional, inclusive and are easy to get to, to navigate around and well-integrated with the existing community. Engaging 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. Addressing environmental factors underpinning health and wellbeing and promoting social interaction and inclusivity by design. Working 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, nature 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. To meet the needs of older and disabled people, especially through providing appropriate housing and employment opportunities and to 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 is 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 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 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 Hills Park in Broxtowe, and the University of Nottingham campus and Wollaton Park, both within the City of Nottingham but within walking distance of areas in the south of the Borough. There are important areas for recreation in other parts of the Borough including 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 Awsworth 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 it has 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 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 the 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 Bennerly and Toton. 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 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. There are key drivers attracting a significant student population to the Borough, in particular high proportions of international students, as the University of Nottingham has strong links with China and South East Asia.

2.7 Nottingham City Spatial Portrait / Local Distinctiveness

Spatial Issues

2.7.1 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.

2.7.2 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.

2.7.3 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.

2.7.4 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.

2.7.5 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

2.7.6 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.

2.7.7 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.

2.7.8 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.

2.7.9 Historically and culturally there are strong links to Boots, Raleigh bicycles, Paul Smith and the legend of Robin Hood.

Economic Issues

2.7.10 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 boundary[17]. 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 England[18]. 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 country[19], 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.

2.7.11 Unemployment in the City was 13,300 (6%) in March 2024, a rate which had peaked in 2021 but has steadily declined since. This compares poorly with 2.4% for the rest of the Plan area (Broxtowe and Rushcliffe)[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 82% 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.

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.

2.7.12 Nottingham is the largest retail centre in the region and the continued buoyancy of the City Centre retail offer is essential to the vitality of the City Centre and the local economy. 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.

2.7.13 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

2.7.14 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 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%).

2.7.15 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.

2.8 Rushcliffe Spatial Portrait / Local Distinctiveness

Spatial Issues

2.8.1 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.

2.8.2 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

2.8.3 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.

2.8.4 The main differences between the Rushcliffe age profile and the profile nationally are 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

2.8.5 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.

2.8.6 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

2.8.7 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

2.8.8 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.

2.8.9 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 four 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

2.8.10 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%.

2.8.11 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

2.8.12 There is 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.



Jubilee Campus Nottingham University

The Delivery Strategy

Section A: Sustainable Growth

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.

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.

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.

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 for visitors.

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, and improve resilience to climate change~~,~~ and its impacts 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 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/m^2

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 and create new Blue and Green infrastructure networks on site and where appropriate integrate with or contribute to offsite Blue and Green infrastructure networks to address climate change including mitigation against flooding, carbon reduction, improving air and water quality whilst enhancing recreational opportunities, encouraging active travel, and enhancing and protecting biodiversity. Proposals for retrofitting of sustainable drainage systems will be supported.

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, including maximising the area of permeable surfaces as much as possible 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

3.1.1 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 tool[21]. 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).

3.1.2 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
Nottingham City	21/01/19	Commitment made	2028	2028
Rushcliffe	07/03/19	Emergency declared	2030[22]	No target

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

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

National Legislation, NPPF and NPPG

3.1.4 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.

3.1.5 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.

3.1.6 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.

3.1.7 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. It also indicates that, where development cannot be avoided in areas which are vulnerable, the risks should be managed. Planning policies should also seek to reduce greenhouse gas emissions through the location, orientation and design of development.

3.1.8 Government Planning Practice Guidance[23] 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

3.1.9 Locally, the Councils commissioned BioRegional to prepare an evidence base to 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 building's 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.

3.1.10 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 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))

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

3.1.11 For outline applications, the degree of detail provided in the energy statement 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.

3.1.12 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 2 (b))

3.1.13 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.

3.1.14 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.

3.1.15 The policy sets a range of reduction targets dependent upon development type ranging from a greater than 25% reduction for offices to a greater than 45% reduction for industrial buildings compared to the baseline of Part L of the Building Regulations 2021. Passivhaus certification is also acceptable.

3.1.16 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.

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

3.1.18 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.

3.1.19 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))

3.1.20 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.)

3.1.21 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 CO^2 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.

3.1.22 As a minimum, it should be demonstrated that on-site renewable energy generation equates to more than 113kWh/m^2 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/m^2 building footprint / year measure is still important to ensure these buildings maximise PV generation on the limited roofspace available.

3.1.23 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.

3.1.24 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))

3.1.25 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.

3.1.26 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.

3.1.27 The developer will be expected to make up the shortfall by contributing to the relevant 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.

3.1.28 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

3.1.29 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.

3.1.30 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.

3.1.31 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.

3.1.32 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.)

3.1.33 Policy 1 part 5(a) requires development to be efficient in the use of mineral resources, use of recycled 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 square metre of gross internal area.

3.1.34 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 550kg CO^2e/m^2 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.

3.1.35 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

3.1.36 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)

3.1.37 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.

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

3.1.39 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)

3.1.40 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.

3.1.41 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.

3.1.42 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.

3.1.43 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 2025.

3.1.44 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)

3.1.45 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 part 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.

3.1.46 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.

3.1.47 Policy 1 part 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

3.1.48 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.

3.1.49 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.

3.1.50 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 to maximise the use of permeable surfaces and 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. In addition to minimising and managing flooding, SuDS within a development should aim to be multifunctional in nature as to: help to improve water quality, complement water efficiency, and enhance biodiversity, place shaping and amenity.

3.1.51 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

3.1.52 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; and
- green infrastructure connections.

3.1.53 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.

3.1.54 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 adaption. 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 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; and

c) in or adjoining Key Settlements.

3. At other settlements development will be smaller scale as defined through future plan preparation.

Justification

3.2.1 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

3.2.2 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

3.2.3 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 (Gedling) and Carlton (Gedling) 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.

3.2.4 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.

3.2.5 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.

3.2.6 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.

Key Settlements

3.2.7 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.

3.2.8 The Key Settlements are; Awsworth, Eastwood (including parts of Giltbrook and Newthorpe), and Kimberley (including parts of Nuthall and Watnall) in Broxtowe; and Bingham, Cotgrave, East Leake, Keyworth, Radcliffe on Trent, and Ruddington in Rushcliffe.

3.2.9 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

3.2.10 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.

3.2.11 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.

Walking, Cycling And Public Transport Infrastructure

3.2.11(a) Providing new walking, cycling and public transport infrastructure will help to ensure people have the choice to meet their daily needs including travel to work and leisure without using a private car. Travelling by these modes is healthier and more sustainable, as well as minimising pollution. New walking, cycling and public transport infrastructure is especially important in large new developments, as it can help to mitigate the transport and congestion impacts by providing viable alternative modes of travel.

Maximising the economic development potential of key sites

3.2.12 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 and have been identified as key priority sites by East Midlands Combined County Authority. 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

3.2.13 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 Key Settlements have been locally defined, based on their role, function and planning policy considerations.

3.2.14 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.

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

Monitoring Arrangements

3.2.16 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 ~~47,600~~ 47,100 new homes (2023 to 2041) will be provided for, distributed as follows:

Authority	Housing Target (Rounded to nearest 10)
Broxtowe Borough Council	8,950
Nottingham City Council	~~26,690~~ 26,190
Rushcliffe Borough Council	11,960
Greater Nottingham	~~47,600~~ 47,100

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~~e) the Broad Marsh area, in Nottingham City (1,000 homes);

   ~~g~~f) a Sustainable Urban Extension to the South of Clifton, in Rushcliffe (3,000 homes remaining);

   ~~h~~g) a Sustainable Urban Extension on land off Melton Road, Edwalton, in Rushcliffe (around 540 homes remaining); and

   ~~i~~h) 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. 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).

4. 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 Rushcliffe, through existing commitments at:

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

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

Justification

3.3.1 Both the National Planning Policy Framework (NPPF) 2023 and the 2024 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.

3.3.2 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 2024 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 within 80% of its 2024 standard method annual housing need figure.

3.3.3 For Nottingham City, the standard method housing need is 22,451 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 2023 standard method to fall within the 80% 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.

3.3.4 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.

3.3.5 The approach to the housing target is set out in the Greater Nottingham Housing Background Paper (2025).

3.3.6 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

3.3.7 The total housing target between 2023/24 and 2041 for the three Council areas is a minimum of ~~47,600~~ 47,100. This is made up of individual targets as follows: Broxtowe Borough Council, 8,950 new homes, Nottingham City Council 26,190 new homes and Rushcliffe Borough Council 11,960 new homes. It is the individual Council housing targets that will be used for assessing 5 year housing land supply and for the Government's housing delivery test, rather than a single assessment or test for the Strategic Plan area.

3.3.8 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 2024 NPPF transitional arrangements, and aim to have the Strategic Plan examined under the 2023 NPPF. Subsequent local plans will be required to be prepared under the 2024 NPPF. Current Government proposals require local plans to be reviewed regularly, with the next review expected to commence around 2030 at the latest.

3.3.9 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

3.3.10 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. 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.

3.3.11 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.

3.3.12 Development elsewhere in the Plan area will be concentrated in the Key Settlements identified at part 4 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. Other settlements not named in the policy will only have smaller scale development which will be defined through future plan preparation.

3.3.13 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

3.3.14 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.

3.3.15 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.

3.3.16 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.

3.3.17 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 (8,950 homes), and gives confidence that it will be met in the event that delivery on any of the sites does stall or slow.

Nottingham City

3.3.18 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.

3.3.19 Early provision of housing will be through existing deliverable sites such as the Waterside, and other currently allocated sites. The strategic site~~s at Stanton Tip and~~ at the Broad Marsh area will take longer to deliver ~~their~~ its 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.

3.3.20 Nottingham City's housing supply identified in the SHLAA is 26,686, giving a rounded housing target of 26,690.

Rushcliffe Borough

3.3.21 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.

3.3.22 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.

3.3.23 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.

3.3.24 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.

3.3.25 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.

3.3.26 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.

3.3.27 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 (11,960 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

3.3.28 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 (47,600 new homes by 2041 (Broxtowe 8,950 Nottingham City 26,690 and 11,960 Rushcliffe))	Net additional homes	Housing land allocations Development Management decisions
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	

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.

Justification

3.4.1 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.

3.4.2 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.

3.4.3 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.

3.4.4 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.

3.4.5 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 283,000 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
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 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 ~~155.5~~ 148 hectares (2023 to 2041) of industrial and warehousing space to be identified in the following distribution:

Broxtowe Borough Council	6 hectares
Nottingham City Council	~~21.5~~ 14 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)**
- **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

3.5.1 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.

3.5.2 New employment development is vital to the growth of the Plan area's economy, which supports a work-based population of 260,204 (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 (2018 to 2038) in Greater Nottingham is anticipated using the Councils' preferred regeneration scenario, of which around 48,800 are expected to be in the Plan area (43,900 adjusted to the Plan period). 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.

3.5.3 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.

3.5.4 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.

3.5.5 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.

3.5.6 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.

3.5.7 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 including 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 was 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 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

3.5.8 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 2025 has been prepared showing how the findings of the study have been taken into account.

3.5.9 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.

Offices

3.5.10 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 262,000 square metres and the provision in Policy 5 is 283,000 square metres, slightly above estimated need.

3.5.11 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.

3.5.12 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.

3.5.13 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

3.5.14 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 industrial / 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 96 hectares. Existing supply and allocations for industrial / warehousing purposes set out in Policy 5 amount to ~~155.5~~ 148 hectares exceeding this minimum need. The provision of ~~155.5~~ 148 hectares is for industrial / warehousing purposes and 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 industrial / warehousing employment land target of 96 hectares 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".

3.5.15 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. Iceni 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.

3.5.16 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

3.5.17 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.

3.5.18 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.

3.5.19 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.

3.5.20 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

3.5.21 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.

3.5.22 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

3.5.23 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 Nottinghamshire Core and Outer HMA Logistics Study (August 2022) is available here: https://www.gnplan.org.uk/evidence-base/

3.5.24 The Iceni Logistics Study recommends providing for approximately 425 hectares of strategic warehousing and logistics facilities within the Nottingham Core and Outer study area (including Ashfield, Erewash, Gedling, Mansfield, Newark & Sherwood in addition to the Greater Nottingham Strategic Plan area). Taking into account existing supply and potential pipeline supply the Iceni Logistics Study estimated residual need of between 137 and 155 hectares. However, subsequent reviews conducted in accordance with the Iceni 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 up to 36.4 hectares). Both sites benefit from potential rail access. Employment Policy 5 therefore allocates up to 97.4 hectares of land for strategic distribution. It is also anticipated that approximately 27 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 (124.4 hectares) is additional to the supply / allocations of industrial / warehousing land of 155.5 hectares and in total there is around 279.9 hectares of industrial land and strategic distribution land identified. It has been estimated that the additional logistics development could support a further 3,000 jobs.



Panattoni Park, Eastwood

Rural Areas

3.5.25 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 46,900 new jobs (43,900 regeneration scenario plus 3,000 strategic logistics)	Overall number of jobs in the Plan area	Employment land allocations Development Management decisions
Develop 283,000 square metres of office space	Net addition in new office floorspace	
Develop as a minimum ~~155.5~~ 148 hectares of general industrial and warehouse uses Develop up to 97.4 hectares of strategic distribution land	Net additional hectares of new industrial and warehouse development Net additional hectares of new strategic distribution development	
Improve skill levels of the working age population	% of the working age 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 (and potentially supporting other new clean forms of micromobility);
xi. providing adequate ranking space and convenient access for taxis and private hire; and (and potentially supporting other new clean forms of micromobility)
xii. ensuring routes, public spaces and the local transport system ~~is~~ are 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~~ overshadowing, 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

3.6.1 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.

3.6.2 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.

3.6.3 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 Part 2 Policies Map. The Local Plan Part 2 also contains detailed policies for each of the quarters.

3.6.3(a) The Local Plan Part 2 defines the City Centre's primary shopping area where most retail activity is concentrated and which should be the focus for the provision of new retail development. The wide range of the City Centre's independent and chain store retail offer is a key strength underpinning its vitality and viability and will be supported. The Victoria Centre is Nottingham's primary indoor shopping centre and a key leisure and retail destination for the wider region. Its development and enhancement is provided for through the Local Plan Part 2.

3.6.4 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

3.6.5 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.

3.6.6 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.

3.6.7 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.

3.6.8 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.

3.6.9 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

3.6.10 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.

3.6.11 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 ~~bought~~ brought new life to this part of the City Centre.

3.6.12 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

3.6.13 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.

3.6.14 Upon completion, the redevelopment of the entire Broad Marsh area will bring about a significant improvement to the City Centre. Work completed so far has included the Broad Marsh 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 including the opportunity for an enhanced Caves visitor attraction.

Creating an inclusive, safe and healthy City Centre

3.6.15 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.

3.6.16 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.

3.6.17 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.

3.6.18 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.

3.6.19 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

3.6.20 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.

3.6.21 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, and 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

3.6.22 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.

3.6.23 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

3.6.24 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 Net new homes in the City Centre Vacancy rate in City Centre	Development Management Decisions City Centre Survey



Queen Street, Nottingham

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:
    Beeston, Bulwell and West Bridgford.

    c) District Centres:
    Bingham, Clifton, Eastwood, Hyson Green, Kimberley, Stapleford and Sherwood.

    d) Local Centres:

    Broxtowe: (none)

    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) Bulwell;

    b) Clifton;

    c) Eastwood;

d) Robin Hood Chase;

e) Stapleford;

f) Strelley Road; and

g) 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

3.7.1 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.

3.7.2 The network and hierarchy of centres is shown below on Figure 7.1 (which includes for completeness town, district 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.

3.7.3 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.

3.7.4 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.

3.7.5 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.

3.7.6 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.

3.7.7 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.

3.7.8 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.

3.7.9 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.

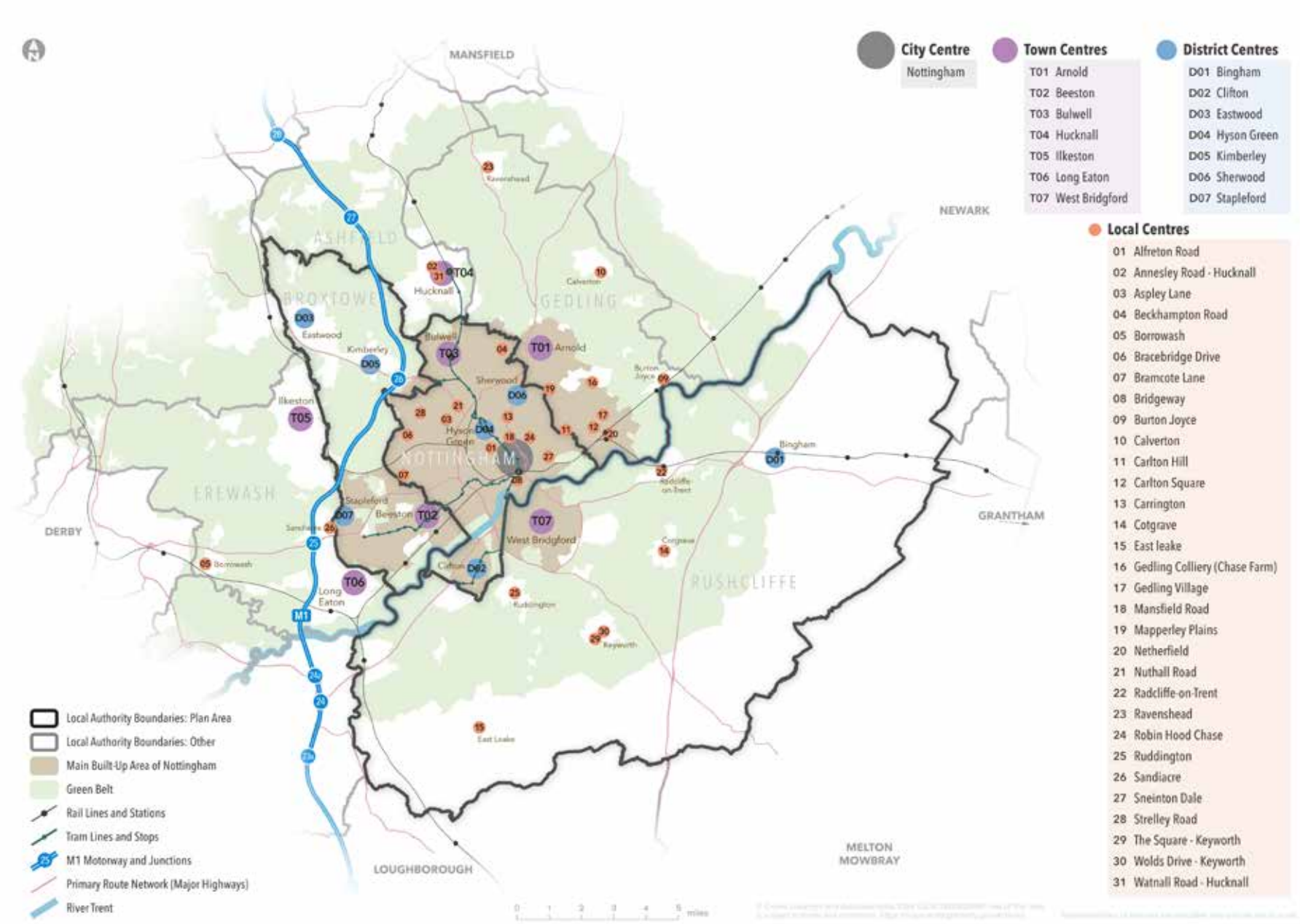
3.7.10 The Greater Nottingham Centres Study recognised the importance of setting a local Impact Assessment threshold below the national requirement. The threshold has been set at 500 square metres in order to protect the vitality and viability of centres across Greater Nottingham. Proposals above the 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.

3.7.11 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

Figure 7.1: Network and hierarchy of centres





Wollaton Hall, Nottingham

Section B: Places for People

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

The policies for a sustainable growth are:

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

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~~ The Nationally Described Space Standards~~:~~ will apply to all residential accommodation of a type described within those standards (including Houses in Multiple Occupation). The Standards will not however generally be applied to Student Accommodation where occupation of the accommodation is to be restricted (e.g by condition or s106 Agreement) to occupation solely by students (at least during term time). In these (and other cases where a National Standard is not prescribed) applications will be assessed on a case by case basis or as otherwise provided by existing Part 2 Local Plans. For Broxtowe and Rushcliffe Boroughs, Nationally Described Space Standards will only apply from six months after the adoption of this plan.

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 people's 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 viability considerations or 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 10 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 Nottingham City

12. New residential developments including conversions should provide for the following proportions 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

13. 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.

14. 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.

15. 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

16. 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.

17. 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

18. 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

3.8.1 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. For Broxtowe and Rushcliffe Boroughs there is a six month transition period after the adoption of this plan before space standards are applied. Nottingham City already has Nationally Described Space Standards embodied in Local Plan policy, so no transition period is required. The Nationally Described Space Standards are used here as a minimum level of amenity for planning purposes only. Applicants should also consider whether any other licensing regimes and policies apply to the area concerned. For example, Nottingham City has a separate Additional Licensing regime for Houses in Multiple Occupation which includes local policy on room

size criteria, which may require a higher level of amenity space to be provided for licensing purposes.

3.8.2 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).

3.8.3 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 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.

3.8.4 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.

3.8.5 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.

3.8.6 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%**
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%**

3.8.7 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.

3.8.8 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.

3.8.9 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.

3.8.10 The Greater Nottingham and Ashfield Housing Needs Assessment Update, 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%	

3.8.11 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.

3.8.12 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.

3.8.13 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.

3.8.14 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.

3.8.15 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

3.8.16 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.

3.8.17 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.

3.8.18 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.

3.8.19 The assessment identifies a need for 2,694 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.

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

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

3.8.21 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.

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

3.8.23 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.

3.8.24 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

3.8.25 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 study. 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 Nottingham City

3.8.26 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.

3.8.27 Nottingham expects a pipeline of affordable rented homes to come forward from registered providers as most Government funding programmes are orientated towards this tenure. Section106 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.

3.8.28 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

3.8.29 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.

3.8.30 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.

3.8.31 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

3.8.32 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.

3.8.33 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.

3.8.34 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

3.8.35 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 and around West Bridgford in Rushcliffe. 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 Development management decisions
Provision of affordable housing	Affordable housing completions by tenure	



Purpose built student accommodation, Nottingham

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

3.9.1 Planning Policy for Traveller Sites, (PPTS - updated 2024) 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.

3.9.2 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.

3.9.3 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
Nottingham City	21
Rushcliffe	20

3.9.4 The GTAA also identified the following Travelling Showpeople need:

Local Authority Travelling Showpeople Accommodation Need
Plot Requirement 2020 - 2038

Broxtowe	0
Nottingham City	22
Rushcliffe	0

3.9.5 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.

3.9.6 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 permission and then implemented	Development Management decisions

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~~ significance 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.**

6. **Where physically feasible, development in close proximity to a watercourse should be set back by 10 metres from the top of the bank to provide an appropriate buffer to allow for biodiversity enhancement, access and maintenance.**

Justification

3.10.1 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.

3.10.2 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.

3.10.3 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.

3.10.4 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.

3.10.5 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.

3.10.6 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.

3.10.7 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)).

3.10.8 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.

3.10.9 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 and similarly high quality exemplar developments will be sought throughout the Plan area.

3.10.10 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.

3.10.11 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.

3.10.12 The area has some distinctive and locally valued landscapes, such as the 'River Meadowlands' in the Trent valley. New development should have regard for the landscape in which it is located, for example, the important ridge lines surrounding parts of the main built-up area of Nottingham.

3.10.13 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.

3.10.14 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~~ significance 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.

3.10.15 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.

3.10.16 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.

3.10.17 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.

3.10.17(a) Watercourses for the purposes of this policy are Main Rivers which are rivers designated by the Environment Agency and Ordinary Watercourses, which are other rivers. (The Main Rivers are River Trent, River Soar, River Erewash, River Leen, River Devon, River Smite, Fairham Brook, Tottle Brook, Day Brook, Greythorne Dyke, Boundary Brook and Nethergate Stream). Development in close proximity to watercourses can cause problems if there is insufficient space to construct flood risk management measures or to be able to adequately access watercourses for proper maintenance. In order to achieve this, a separation distance of at least 10 metres will normally be required, free from built development, parking areas and private gardens. Exceptions may be made where there are site constraints or physical limitations such as existing development, existing infrastructure, topography or legal boundaries. Where a watercourse runs through a proposed development, a buffer should be provided on both banks. New development on previously developed sites should seek to reinstate a buffer zone wherever feasible. As well as allowing for maintenance, such areas can reduce sediment entering the water course, provide scope for re-meandering the river and may provide biodiversity opportunities through natural or seminatural habitat creation and for passive recreation. They can also provide for active travel links in appropriate cases. Where relevant, there should be a long term landscape and ecological management plan for this buffer.

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. Where they do not do so, they will be refused. 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 existing Part 2 Local Plans or through future plan preparation. 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 and Alan Sillitoe;

    d) Registered Parks and Gardens and important historic landscape features 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, Flintham Hall, Bennerley Viaduct and buildings D6 and D10 on the Boots campus; and

    g) all other caves beyond the City Centre, most notably 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~~ heritage assets, including securing appropriate reuse where applicable;

d) **seeking and promoting ~~considering~~ improvements to the public realm in a way which preserves or enhances the significance of heritage assets and their settings ~~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

3.11.1 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 covers 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.

3.11.2 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.'

3.11.3 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.

3.11.4 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 by appropriately qualified professionals 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.

3.11.5 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.

3.11.6 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.

3.11.7 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.

3.11.8 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



Gotham, Rushcliffe

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

3.12.1 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.

3.12.2 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.

3.12.3 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, district or local centre as these are the places that are accessible to the widest number of people and present the opportunity for linked trips. However, this may not always be possible, especially in the rural areas, and the specific circumstances of, and need for, facilities should be taken into account. This will include considering the need for services and facilities to serve specific sections of the population where there is a demand for these services.

3.12.4 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.

3.12.5 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.

3.12.6 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.

3.12.7 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.

3.12.8 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.

3.12.9 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	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



Eastwood Library, Eastwood

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~~,~~ and 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. Sports and recreational buildings and land, including playing fields, will be protected in accordance with the National Planning Policy Framework.

Justification

3.13.1 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 culture and tourism 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. Sports and recreational buildings and land, including playing fields facilities will be protected in line with paragraph 103 of the 2023 NPPF. 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 Broad Marsh area.

3.13.2 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.

3.13.3 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 an attraction has the potential to increase visitor numbers in the Plan area, 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.

3.13.4 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.

3.13.5 The role of community level cultural 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 needs 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

3.14.1 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.

3.14.2 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.

3.14.3 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.

3.14.4 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).

3.14.5 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.

3.14.6 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. There 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.

3.14.7 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.

3.14.8 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.

3.14.9 Nottingham's rail services also provide an alternative to the 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.

3.14.10 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.

3.14.11 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.

3.14.12 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.

3.14.13 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.

3.14.14 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.

3.14.15 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, and the Broad Marsh Strategic Allocation in Nottingham City. Thus much of the 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.

3.14.16 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 the 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 Development management decisions S106 agreements Consultation with the local highway authority
Increase the number of developments supported by travel plans	Number of travel plans agreed	
Enhance existing transport capacity	Number of permissions granted with contributions secured through S106 agreements to improve active travel and public transport.	

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
   A6005 Cycle Superhighway

   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 eastern extension towards Gedling
   NET extension Gamston spur
   NET extension Toton
   NET extension Clifton to Fairham Pastures
   NET extension to Kimberley
   Park and Ride Gamston, at A52 / Radcliffe Road roundabout
   Bus Priority Clifton and Middleton Boulevards
   Bus Priority A60 Leapool to Sherwood expressway (including new Park and Ride at Leapool in Gedling)
   Bus Priority Daleside Road / Colwick

Bus Priority A610 Eastwood corridor
Bus Priority NCT service 50 Waterside to Teal Close
Bus Priority A609 / Coventry Lane
Bus Priority Central Nottingham pinchpoint package
New bus services including limited stop bus service to operate along the A52 (Gamston Park and Ride, Ratcliffe on Trent and Saxondale).

Highway improvements
M1 Junction 24 improvements
A453 Corridor, Crusader Roundabout and A453 / Green Lane junction improvements
A52 junction improvements
~~**A52 Bramcote Island signalisation**~~
A606 Melton Road (Tollerton Lane, Main Road and Cotgrave Road junction improvements)
Toton Link Road / Boulevard

Justification

3.15.1 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.

3.15.2 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).

3.15.3 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.

3.15.4 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.

3.15.5 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 parts 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.

3.15.6 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.

3.15.7 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.

3.15.8 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.

3.15.9 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.

3.15.10 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.

3.15.11 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 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 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 to Kimberley, initial route feasibility, no current funding
- Park and Ride Gamston from A52 / Radcliffe 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 in Gedling Borough) County scheme, included in City Region Sustainable Transport Settlement considerations
- 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 A609 / 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, Cliton 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~~ East Midlands County Combined Authority 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



Colliers Wood, Eastwood

Section C: Our Environment

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.

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 create, conserve and enhance Blue and Green Infrastructure networks by:

    a) identifying and addressing deficiencies in provision and priorities for new or enhanced Blue and Green Infrastructure;

    b) prioritising the creation, 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, accessible blue and green spaces and corridors, 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. Existing open space, sports and recreational buildings and land, including playing fields, will be protected in accordance with the National Planning Policy Framework.**

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

3.16.1 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, reservoirs, canals and ~~marshland~~ their associated in-channel and wetland habitats. It also comprises land within floodplains that stores water during periods of heavy rain and therefore reduces 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.

3.16.2 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.

3.16.3 Blue and Green Infrastructure offers multifunctional 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).

3.16.4 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 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.

3.16.5 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.

3.16.6 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.

3.16.7 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.

3.16.8 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.

3.16.9 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. A new country park is proposed to be delivered as part of the logistics allocation at the Former Bennerley Coal Disposal Point. There is also an opportunity to deliver a new country park to the north of Eastwood as part of enhancements to Green Infrastructure Networks 4 and 6.

3.16.10 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, then enhancement and management processes should seek improvements. In rare cases and as a last resort partial 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.

3.16.11 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

3.16.12 The Blue and Green Infrastructure network and assets make a significant contribution to landscape character. The most notable being the River Trent Valley. 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

3.16.13 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)

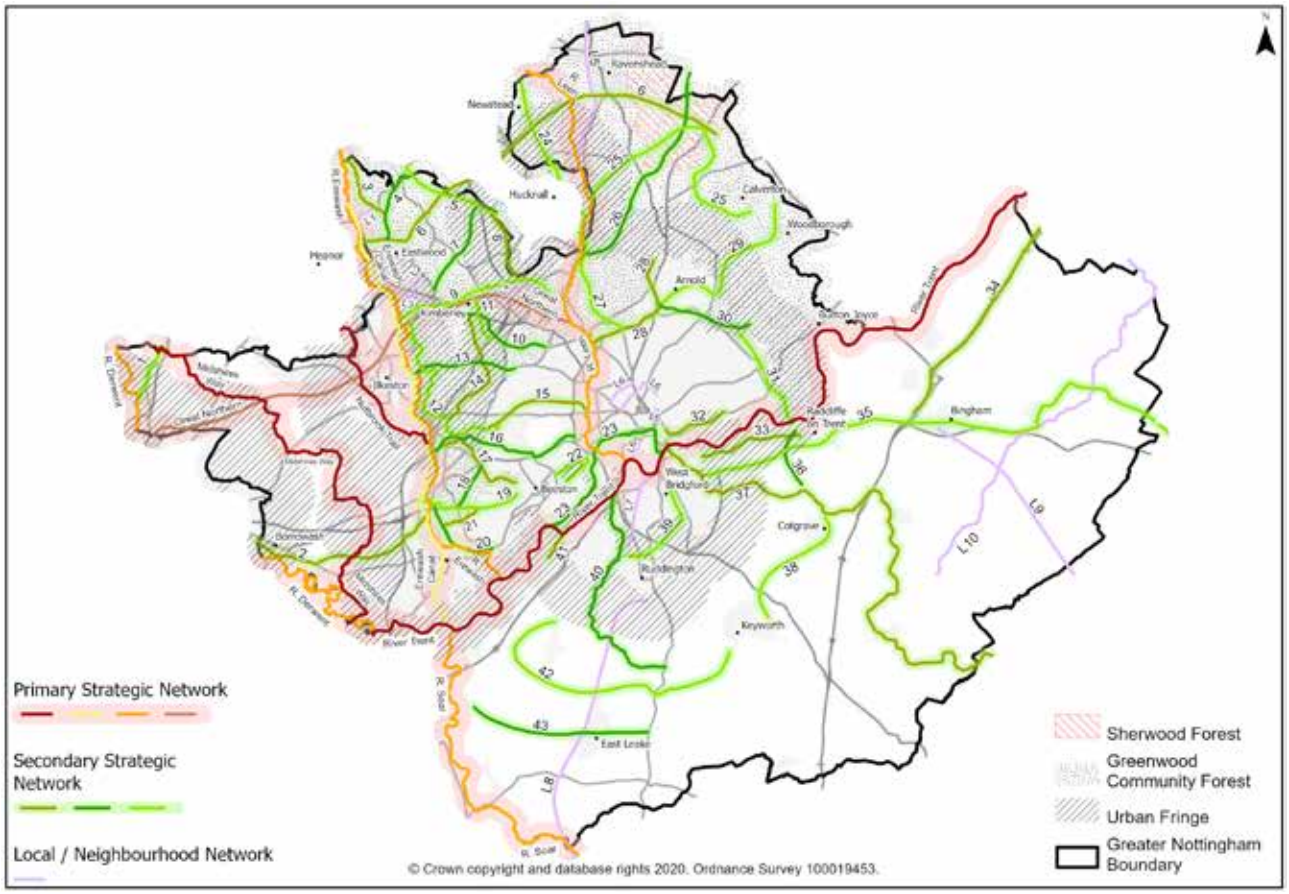


Table 16.1: List of schemes shown on the Green Infrastructure Diagram shown in Figure 16.1

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

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 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

3.17.1 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 Sites 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.

3.17.2 The Government's 25 Year Environment Plan "A Green Future: Our 25 Year Plan to Improve the Environment" (2018) 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.

3.17.3 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 Environmental Improvement Plan 2023 sets out new goals and targets, and planning should help deliver these.

3.17.4 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.

3.17.5 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.

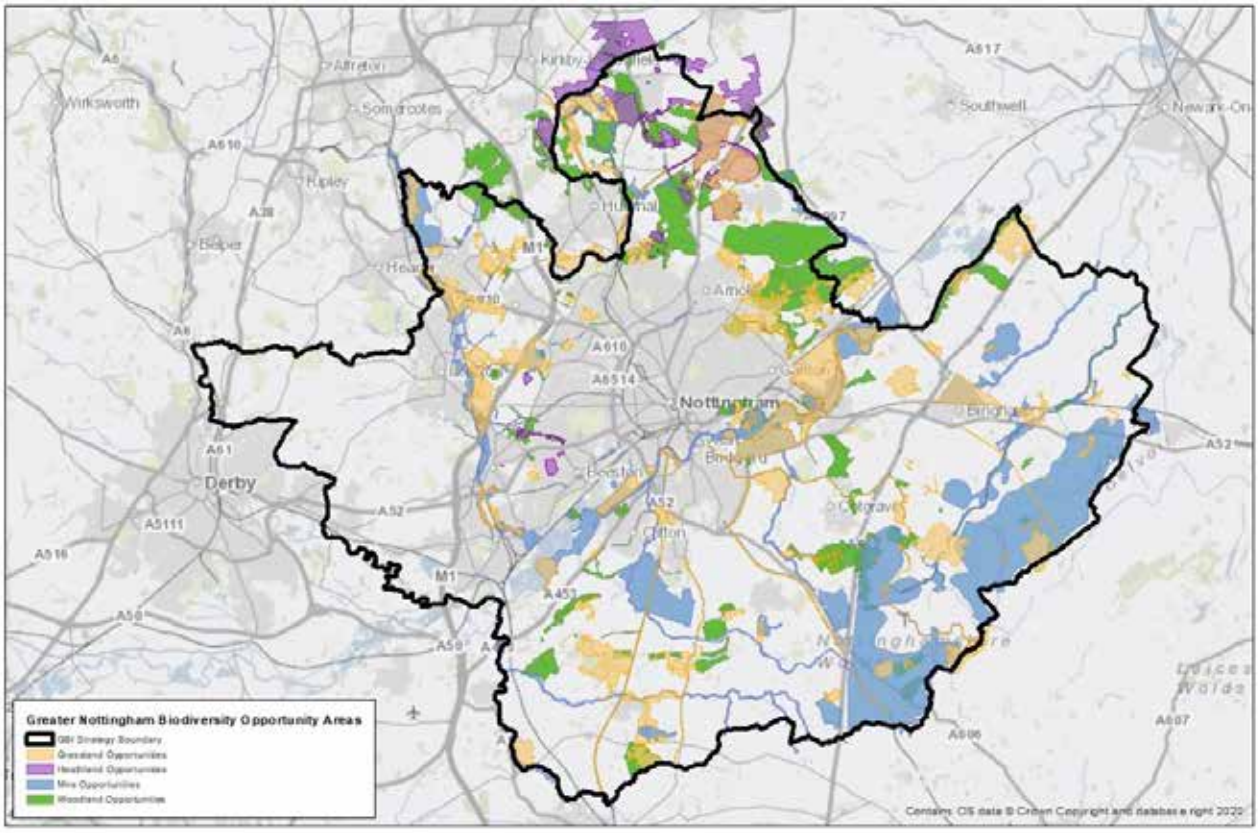
3.17.6 National Planning Policy also requires that developments comply with the 'mitigation hierarchy' where there will be significant harm to biodiversity. This requires the avoidance of these effects, rather than mitigating them (reducing them to an acceptable level), and only as a last resort would compensation (replacing them elsewhere) be accepted. This is a fundamental principle that underpins decision making.

3.17.7 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 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.

3.17.8 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.

3.17.9 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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3.17.10 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.'

3.17.11 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.

3.17.12 Eligible developments in Broxtowe 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.

3.17.13 In order to ensure a minimum of 10% net-gain is achieved (20% in Rushcliffe), planning applications must use the latest Statutory Biodiversity Metric ~~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 and achieves on-site enhancement / creation but also gives options to developers where compensation can only be delivered off-site as a last resort. 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.

3.17.14 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.

3.17.15 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 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

3.17.16 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 Future plans Neighbourhood 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

Targets	Indicators	Policy Delivery
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



New development Field Farm, Stapleford

Section D: Making it Happen

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. Policy 18, in combination with the site specific policies, is aimed at achieving this.

The policies for making it happen are:

18. Developer Contributions for Infrastructure
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: This policy related to Gedling Borough Council and has been removed
~~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

3.18.1 The provision of adequate infrastructure and services to meet the needs of the existing community and to meet the needs of new development is essential and has been identified by communities as one of their biggest concerns. New development should not overburden existing infrastructure or communities.

3.18.2 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.

3.18.3 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.

3.18.4 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.

3.18.5 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.

3.18.6 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 existing Part 2 Local Plans or through future plan preparation 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.

3.18.7 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.

3.18.8 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.

3.18.9 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.

3.18.10 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.

3.18.11 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

3.18.12 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. Rushcliffe introduced a CIL Charging Schedule in 2019. Broxtowe and Nottingham City do not currently have CIL Charging Schedules, although Broxtowe are considering whether to introduce CIL.

3.18.13 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
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



Transport interchange, Beeston

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.**
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

3.19.1 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.

3.19.2 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 prioritises 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

3.19.3 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

3.19.4 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.

3.19.5 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

3.19.6 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.

3.19.7 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.

3.19.8 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.

3.19.9 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.

3.19.10 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.

3.19.11 The site is within a Hazardous Installation Consultation Zone and Minerals Safeguarding Area which needs to be considered as part of any future development.

3.19.12 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.

3.19.13 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.

3.19.14 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.

Infrastructure	Summary Assessment	Further work
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 retail centre.	To be reviewed in negotiation with the Integrated Care Board.
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.

Infrastructure	Summary Assessment	Further work
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 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.

Infrastructure	Summary Assessment	Further work
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

3.19.15 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 Net additional office space and employment land 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

3.20.1 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.

3.20.2 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.

3.20.3 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.

3.20.4 The site is located to the west of the 'Stapleford (west of Coventry Lane)' 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.

3.20.5 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.

3.20.6 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 / cafés and / or drinking establishments. This provision should not exceed 500 sq. m. in total.

3.20.7 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.

3.20.8 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.

3.20.9 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.

3.20.10 Developer contributions will be required to fund supporting infrastructure, including towards local education and healthcare.

3.20.11 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.

3.20.12 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.

3.20.13 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.

3.20.14 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.

3.20.15 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

Infrastructure	Summary Assessment	Further work
Education	A contribution of £624,987 has 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
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 granted and phases of development have received reserved matters permission, with multiple phases either under construction or complete.	N/A

3.20.16 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



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~~ 2,700 dwellings (during the Plan period), 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~~ provide a junction off the A52 to the east of Bardills Roundabout and associated link road.

3. Development must be in general conformity with the policies of the Chetwynd: the Toton and Chilwell Neighbourhood Plan and Supplementary Planning Documents (SPDs), including 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 Barracks (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) floor space at Toton North and South.
      4. Around ~~At least~~ 8,000 square metres of office (Class E (g) (i)) floor space within Chetwynd Barracks. ~~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 of development, including housing and other infrastructure.

   C. Local Centres
      7. Local centres at Toton North or South and at Chetwynd Barracks of an appropriate scale should be provided to serve the proposed development ~~East to serve their respective catchments only~~.
      8. Shops, each of up to 500 square metres~~, and primary~~
      9. Primary healthcare facilities, to include GP services.

   D. Transport
      10. Improvements to road infrastructure necessary to mitigate adverse traffic impacts and serve the new development.
      ~~9~~11. A new junction off the A52 east of Bardills Roundabout and a new road to Stapleford Lane / Toton Lane (B6003), including a spur to connect to the northern boundary of Chetwynd West (and to the spur referred to in D.12), which development at Toton East

and Toton North East must provide. ~~from the A52 east of Bardills Roundabout to Chetwynd Barracks, to which all development must contribute.~~

12. A new road from Swiney Way to the northern boundary of Chetwynd West (to connect to the road spur referred to in D.11) which development at Chetwynd Barracks must provide.
13. Measures as necessary to access Toton North and South which development at Toton North and South must provide.

~~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.~~

14. Safeguarding of land to enable the extension of the tramway which development at Toton (North & South) must accommodate.

~~12~~15. Improvements to public transport links through and beyond the site including ~~Road~~ road layouts that allow the extension or creation of viable bus routes.

16. Implementation of a travel plan.

~~13~~17. Attractive and convenient, accessible walking and cycling routes through and beyond the site.

~~14~~18. Walking and cycling routes which follow green or blue infrastructure corridors where appropriate ~~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~~19. Primary schools to ~~at Toton and Chetwynd~~ serve the development near the Local Centres and open space and any additional educational facilities necessary to serve the development.

F. Heritage

~~16~~20. Retention of, and public access to, the Memorial and Gardens.

G. Green infrastructure

~~17~~21. Retention and ~~provision of blue and green infrastructure corridors and spaces~~ improved quality of existing Blue and Green infrastructure (BGI) and the creation of new BGI to better link in with adjacent off-site and on-site BGI, with a focus on: improved water quality through integrated multi-purpose SuDS as part of a cohesive BGI network; and a joined-up BGI corridor supporting connectivity for people, rivers and wildlife.

~~18~~22. A layout compliant with the Broxtowe Green Space Standard.

~~19~~23. Management arrangements for land if retained in private ownership.

H. Other issues

~~20~~24. Relocation of utility and transport infrastructure or mitigation of its impacts.

25. **A high quality of design throughout all areas of the site and applying to all development. Development should facilitate the transition to Net-Zero.**
26. **Development which complies with Police 'Secured by Design' principles.**

~~3~~4. 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~~ in relation to contributions. Examples of such infrastructure~~s~~ includes sustainable travel, secondary and post-16 education, libraries and primary healthcare.

5. Planning applications may be prepared either separately for individual land ownerships or jointly to combine land in different ownerships. Although it is expected that each area of the site should be comprehensively masterplanned to ensure that the different areas of the site are comprehensively integrated, it is expected that all development within all areas of the site should be able to come forward independently.

Justification

3.21.1 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.

3.21.1(a) The Chetwynd: The Toton and Chilwell Neighbourhood Forum has prepared a Neighbourhood Plan, the Chetwynd: The Toton and Chilwell Neighbourhood Plan, which covers the area of this site. Following a successful referendum result, this Neighbourhood Plan was 'made' (adopted) by the Council. Policy requirements within this Neighbourhood Plan should be considered alongside this policy.

3.21.2 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). ~~Planning applications will also be considered against the Chetwynd: The Toton and Chilwell Neighbourhood Plan which was adopted in May 2024.~~ Other SPDs adopted by the Council should also be considered by developers.

3.21.3 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.

3.21.4 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 and becomes Stapleford Lane south at Toton through to its junction with the A6005.

3.21.5 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.

3.21.6 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.

3.21.7 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,~~ This includes various offices, large warehouses, playing fields and woodland.

3.21.8 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~~ a listed memorial to the 134 workers who died in an explosion on 1st July 1918 within the munitions factory. Some areas, particularly Chetwynd South, may be contaminated and require remediation prior to development.

3.21.9 The combined allocation has capacity for up to 4,800 homes, of which 2,700 are capable of delivery within the Plan period and so have been allocated by this policy. 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~~ Around 8,000 ~~– 14,000~~ square metres of office floor space (falling within Use Class E (g)(i)) should be provided at Chetwynd Barracks ~~South~~.

3.21.9(a) Whilst all parts of the site should be fully integrated, to ensure well designed and sustainable development, separate planning applications for different parts of the site would be acceptable to the Council as it is anticipated that development will come forward in phases.

3.21.10 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 of all types of development at the site.

3.21.10(a) Development needs to follow the hierarchy set out within Policy 14 to ensure the delivery of sustainable transport networks and reduce travel by car. Development could contribute through the delivery of infrastructure rather than financial contributions, if considered appropriate by the Council.

3.21.11 Bardills Roundabout and Toton Lane / Stapleford Lane have limited capacity, so a new junction~~s~~ with the A52 to the ~~their west and~~ east of Bardills Garden Centre is ~~are~~ needed to access the site. The ~~eastern~~ new junction must connect with a link road to serve Toton North East and Toton East and provide a spur to the northern boundary of Chetwynd Barracks in order to ensure that Toton Lane can continue effectively to serve local traffic needs only. Development at Chetwynd Barracks must provide a road from Swiney Way to the northern boundary of Chetwynd West (to connect to the road spur referred to above).

3.21.12 The junctions and link road will require significant funding and so any development at Toton North East and Toton East ~~on any part of the site~~ will need to contribute ~~financially~~ to its provision. To ~~facilitate~~ enable delivery of these, additional land to the north-east of the SLG, including Bardills Garden Centre, ~~is~~ has been released from the Green Belt.

3.21.13 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 must ~~would~~ assist in funding the junction and link road.

3.21.13(a) Attractive and convenient walking and cycling routes must be provided throughout the site. These routes should follow green or blue infrastructure corridors where appropriate and should be accessible by all.

3.21.14 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.

3.21.14(a) Management arrangements should be in place for any land which is retained in private ownership to ensure the long-term maintenance, protection and viability of this land.

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 Nottinghamshire County Council standards. Potential A52/A6005 Bus Priority. Implementation of a travel plan.	Further discussions required as detailed proposals emerge.
Utilities	New infrastructure will be required on-site during build. Existing utilities may also need to be relocated.	Further discussions required as detailed proposals emerge.
Flooding and flood risk	Drainage from the site should be via a sustainable drainage system. Additional infrastructure may be required on the western part of the site which is at higher risk of flooding. Mitigation will be needed to prevent contamination and protect the groundwater resource at Chetwynd.	Further discussions required as detailed proposals emerge.
Health	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.	Further discussions required as detailed proposals emerge.

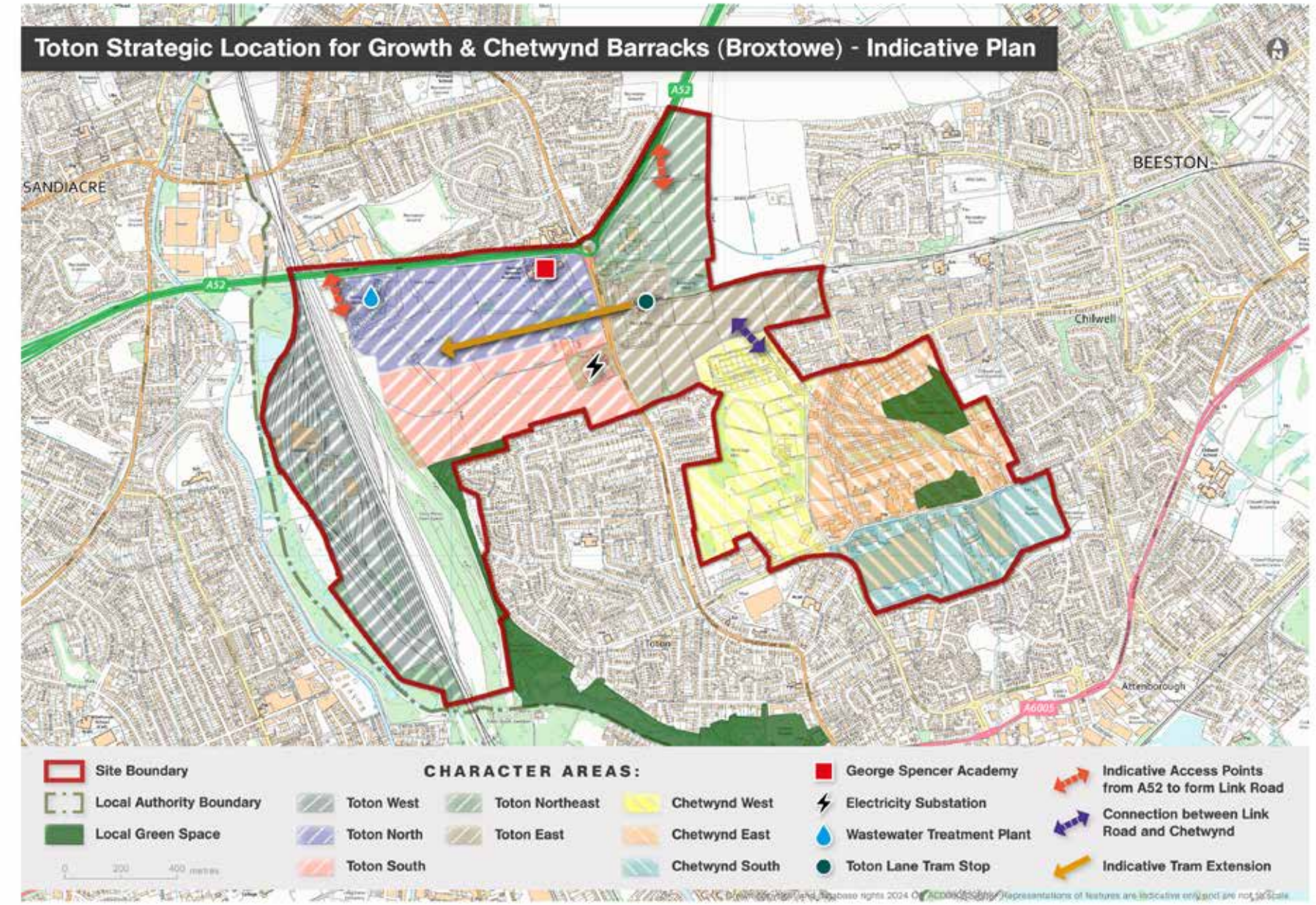
Infrastructure	Summary Assessment	Further Work
Education	Existing primary school facilities are at capacity in the local area. New primary schools are required. New secondary school places will be required to accommodate the number of pupils from this development. A range of options will therefore need 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.	Further discussions required as detailed proposals emerge.
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.
Community Services	Required as part of the Local Centre provision.	Further discussions as detailed proposals emerge.
Blue & Green Infrastructure/Open Space	At least 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 detailed proposals emerge.
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 detailed proposals emerge.

Infrastructure	Summary Assessment	Further Work
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 detailed proposals emerge.
Other	N/A	N/A

3.21.15 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 21	Net additional homes Net additional office space and employment land Additional services and facilities	Chetwynd: The Toton and Chilwell Neighbourhood Plan Supplementary Planning Documents (e.g. masterplans) and Supplementary Plans Development Management decisions Annual review of SHLAA to manage sufficient housing supply

Figure 21.1 Toton and Chetwynd Barracks



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 m^2 secured by condition.
2. Facilitate the provision ~~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.
7. Support the restoration of the River Erewash and Gilt Brook.

C. Access

~~7~~8. Facilitate the provision ~~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~~9. Primary site access should be direct to and from the A610 dual carriageway to the north.

~~9~~10. Improvements to road infrastructure necessary to mitigate adverse traffic impacts.

~~10~~11. 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~~12. 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~~13. New pedestrian and cycle routes should be incorporated both within the site and also to link to the surrounding networks. This should include enhanced links to Awsworth and Eastwood.

~~13~~14. Implementation of a travel plan.

D. Design and Heritage

~~14~~15. 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~~,~~ and safeguards the viaduct's significance. Development should also safeguard existing blue and green infrastructure assets within the local area, landscape character, and the area of the new Country Park.

~~15~~16. Provision of landscape screening to limit the impact on the surrounding area.

~~16~~17. 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~~18. Retention of existing mature trees, hedgerows and grass verges.

~~18~~19. Protection and enhancement ~~Retention~~ of blue and green infrastructure in between areas of new development, including the provision of SuDS to protect their water quality; adequate habitat buffering; re-connection with floodplain; and wetland restoration.

F. Noise and Light Pollution

~~19~~20. 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~~21. Provision of a noise and light pollution management plan which includes an appropriate mitigation strategy.

G. Training and Employment

~~21~~22. 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~~23. Provision of an on-site sustainable drainage system.

~~23~~24. Flood attenuation measures to address any issues in relation to flood risk.

~~24~~25. Biodiversity Net Gain should be provided on site.

~~25~~26. All development should comply with the Police 'Secured by Design' principles.

~~26~~27. 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~~28. 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~~29. 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

3.22.1 The site covers approximately 79 ha and is located to the north of Awsworth 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.

3.22.2 The site is located close to centres of populations at Eastwood, Awsworth and Ilkeston / Cotmanhay. It is also near to Kimberley / Nuthall and Nottingham. The site is close to areas of high deprivation within Eastwood, Ilkeston / Cotmanhay and also near to areas of deprivation in Nottingham. The development of this site for logistics will bring economic benefits to these areas.

3.22.3 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 m^2 of logistics floorspace. A minimum unit size of 9,000 m^2 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.

3.22.4 Facilitation the ~~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.

3.22.5 The Country Park, as identified within the Awsworth 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 Awsworth 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.

3.22.6 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.

3.22.7 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 Awsworth. This equates to 15 ha of land. However, this land does not form part of the allocation.

3.22.8 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.

3.22.9 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.

3.22.10 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. Development proposals should include visual impact assessments, demonstrate how key views of the viaduct would be protected, include landscape buffering and should use appropriate materials to preserve the legibility of the wrought iron lattice structure.

3.22.11 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.

3.22.12 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.

3.22.13 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.

3.22.14 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	Provision of a freight rail link to serve the site from the existing railway line. Highway infrastructure improvements including a new junction with the A610. Active travel measures including cycle and walking links with existing settlements including Eastwood and Ilkeston. Bus facilities should be improved where required to Nottinghamshire County Council standards. Implementation of a travel plan.	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.

Infrastructure	Summary Assessment	Further work
Flooding and flood risk	Parts of the site are at risk of flooding from the Gilt Brook and River Erewash. 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.	Further modelling required. Drainage from the site should be via a sustainable drainage system.
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.

Infrastructure	Summary Assessment	Further work
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 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 river health including water quality and its restoration 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

3.22.15 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 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 E(g), 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 (E(d)), community (F.2(b)), employment (B1 and B2) and small scale local need retail (F.2(a)) 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.
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

3.24.1 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.

3.24.2 The housing and employment uses together should not exceed the developable area (27 ha).

3.24.3 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.

3.24.4 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.

3.24.5 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

3.24.6 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.

3.24.7 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.

3.24.8 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.

3.24.9 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

Development Consideration	Summary Assessment	Further work
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 Services	No known abnormal requirements.	Further dialogue as detailed 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	LWS 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.	

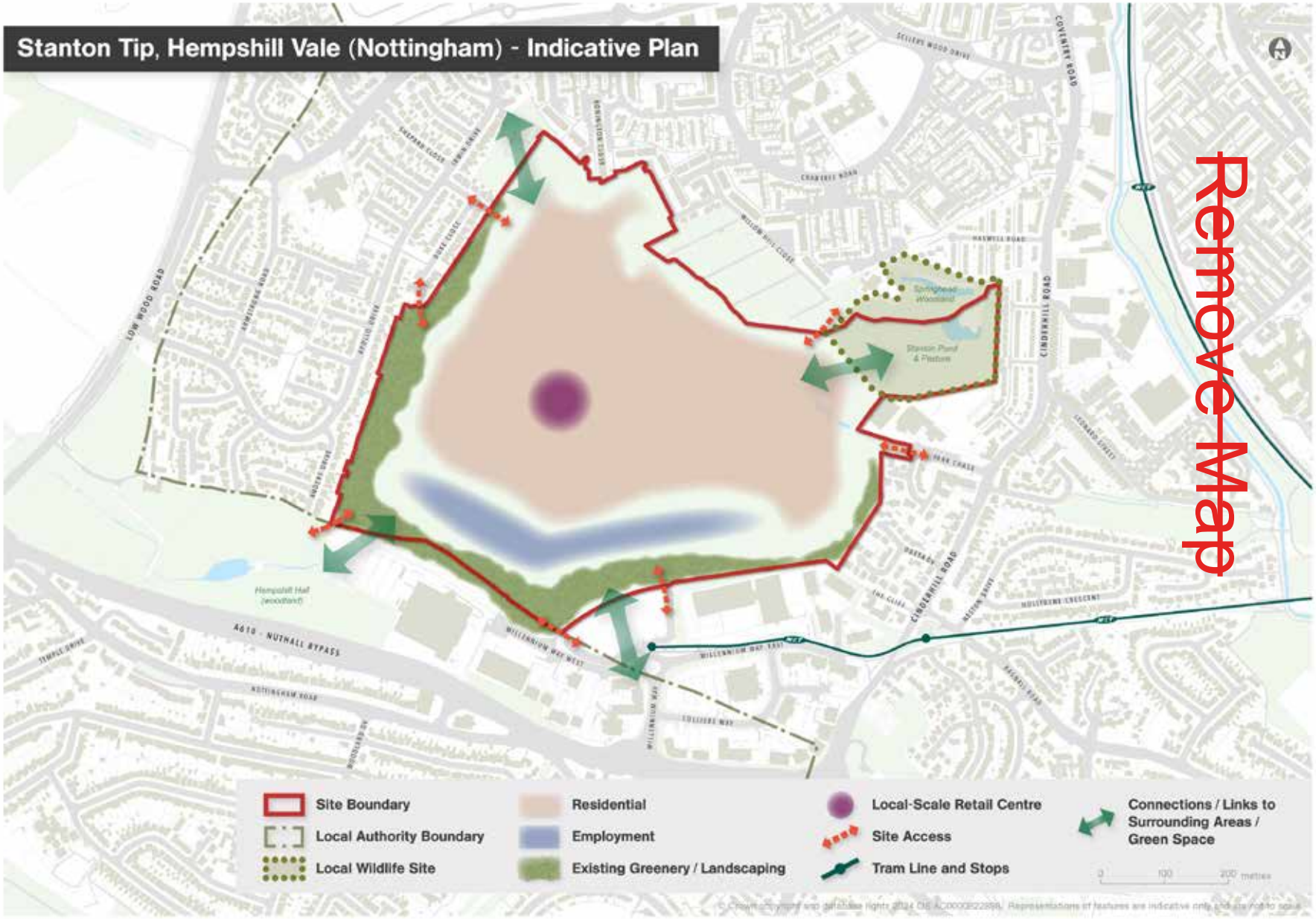
Development Consideration	Summary Assessment	Further work
Other	Site has a steep profile.	To be considered as part of master-plan. Innovative remediation and access strategy required.

Implementation, delivery and monitoring

3.24.10 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 Net additional office space and employment land Additional services and facilities	Development Management decisions

~~Figure 24.1 Stanton Tip, Hempshill Vale~~



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. Proposals should seek opportunities for including independent retail and food and beverage uses and innovative community spaces.

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.**

F. Other Requirements

~~14~~13. Planning Obligations in line with Policy 18.

~~15~~14. Regard to be given to the amenity of residential properties on Castle Gate.

~~16~~15. Suitable proposals for sustainable urban drainage and any necessary flood risk mitigation proposals.

~~17~~16. Submission of acceptable site investigation and remediation scheme suitable for mixed use proposals.

Justification

3.25.1 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.

3.25.2 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.

Mix of Uses

3.25.3 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.

3.25.4 The site to the east of the new Green Heart open space provides opportunities for a mix of City Centre uses, including residential and hotel blocks, health, community, educational and leisure-led uses, with flexible creative workspaces, and improved entrances to the caves. To the north the site lies adjacent to the sandstone cliff and presents an opportunity to create a new public green space next to the cliff.

3.25.5 It is expected that the site can accommodate high density urban living and deliver around 1,000 residential units (predominantly Use Class C3). 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. Therefore Purpose Built Student Accommodation will not be permitted, unless a need for further student accommodation can be robustly evidenced in accordance with Policy H06 of the Nottingham Local Plan Part 2, ~~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~~ as 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~~ older 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.

3.25.6 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

3.25.7 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.

3.25.8 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 as 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

3.25.9 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 complementary 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.

3.25.10 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 on-site 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.

Infrastructure	Summary Assessment	Further work
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 Services	Likely to be building safety and fire safety issues once detailed proposals emerge.	Further dialogue as 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.

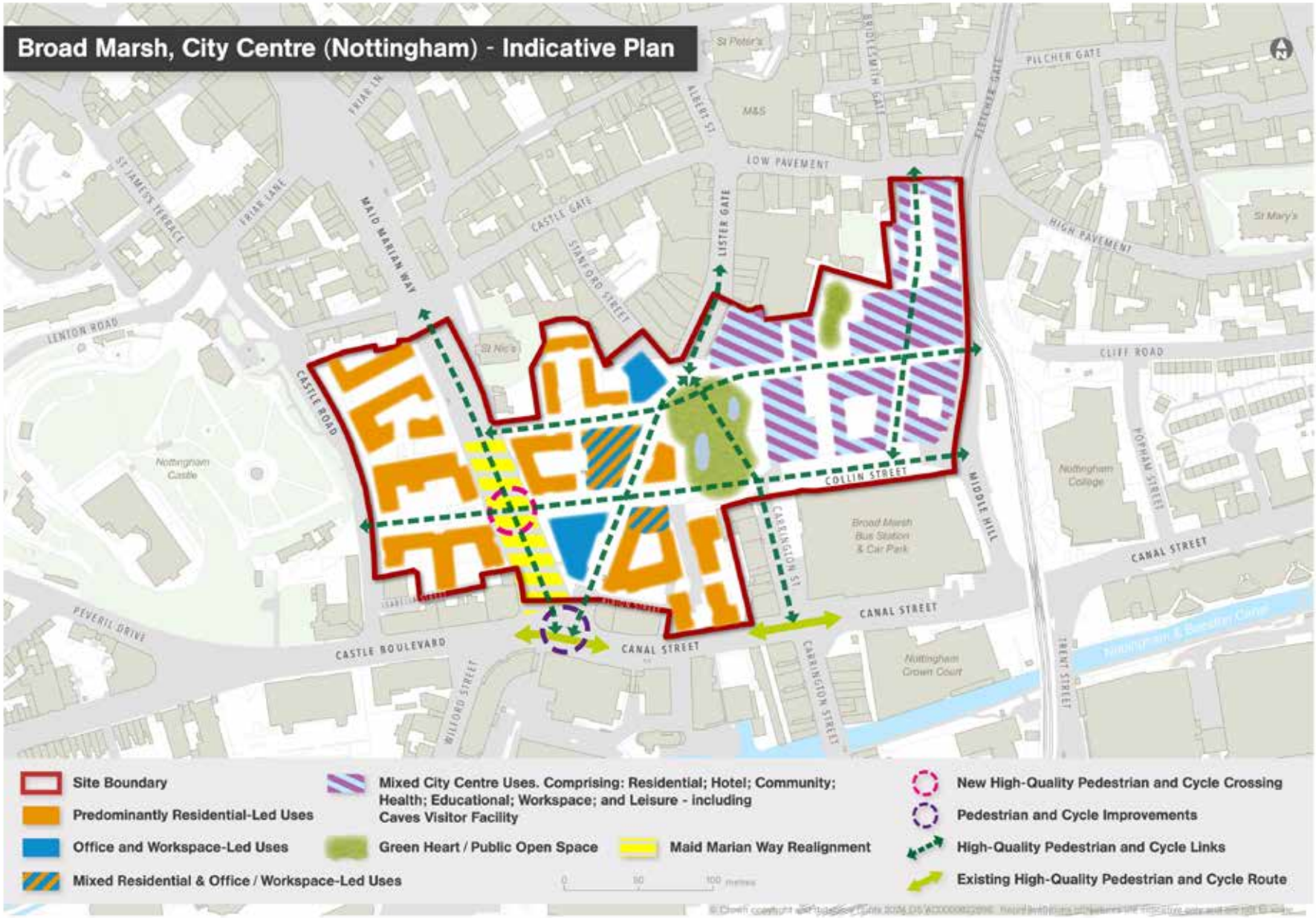
Infrastructure	Summary Assessment	Further work
Contamination	Known contamination issues due to historic polluting uses.	Site specific investigations as detailed proposals emerge to address contamination and pollution control issues.
Heritage Assets	The site is adjacent to a number of conservation areas 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

3.25.11 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 Net additional office and commercial space	Development Management decisions

Figure 25.1 Broad Marsh, City Centre



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 provided.**
20. **Protect and / or enhance heritage assets within and surrounding the site.**
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

3.26.1 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.

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

Development requirements and phasing

3.26.3 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 identify 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.

3.26.4 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 almost all new housing development will completed by around 2031.

3.26.5 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.

3.26.6 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.

Development Consideration	Summary Assessment	Further work
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	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.

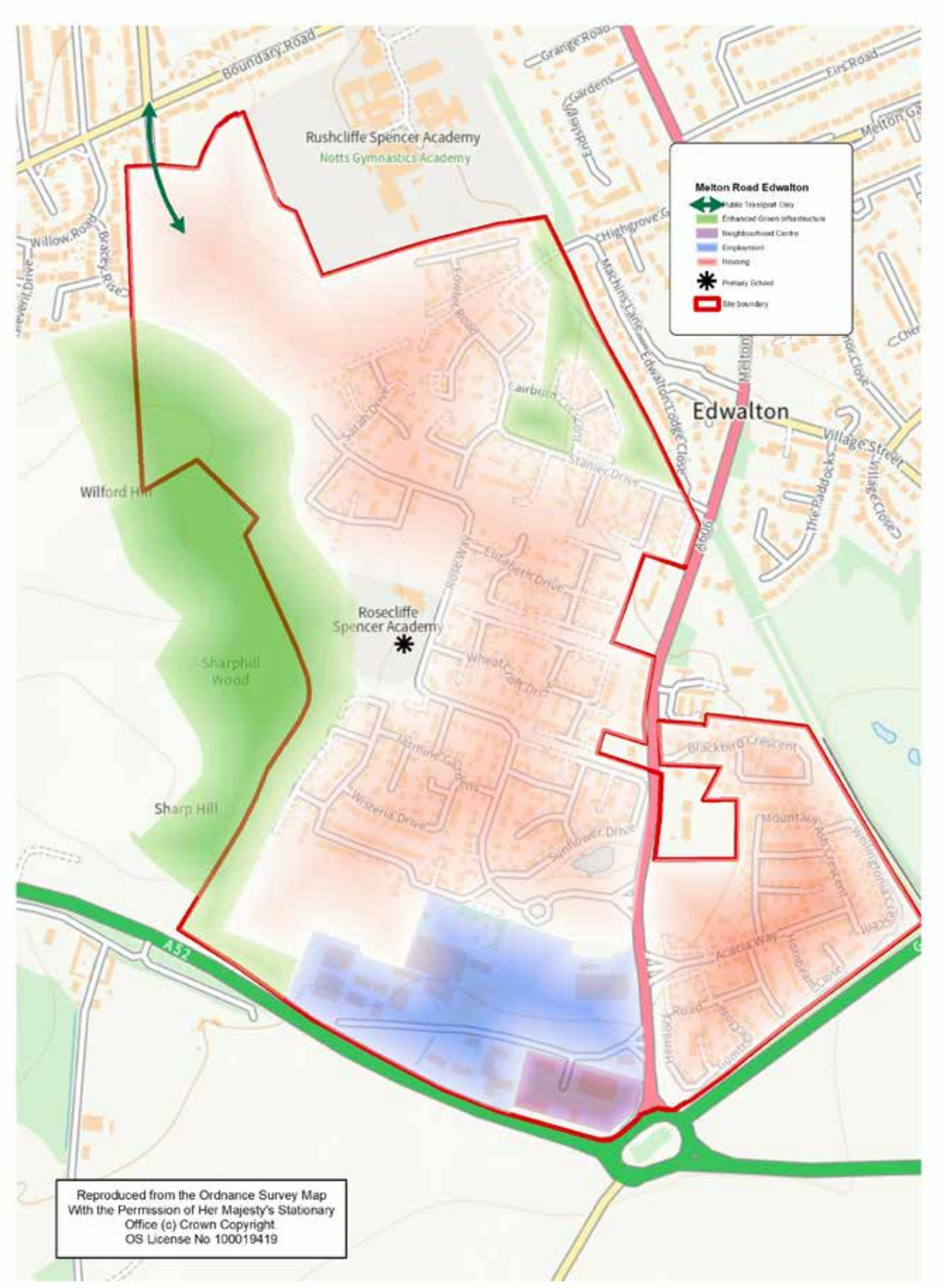
Development Consideration	Summary Assessment	Further work
Heritage Assets	The site will not result in a loss of, or harm the significance of, any designated or non-designated heritage assets or its setting. There are no heritage assets within close proximity of the site.	Discussions will be had on the remaining phases to ensure there is minimal harm to any heritage asset.
Other	Outline planning permission has been granted and phases of development have received reserved matters permission, with multiple phases either under construction or complete.	N/A

Implementation, delivery and monitoring

3.26.7 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 Net additional office space and employment land Additional services and facilities	Development Management decisions Timely review of SHLAA to manage sufficient housing supply

Figure 26.1 Melton Road, Edwalton



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.**
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

3.27.1 The development of land North of Bingham will create a new sustainable community with a mixed-use development of around 1,000 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

3.27.2 The indicative distribution of development is shown on Figure 27.1. Figure 27.1 and the Local Plan adopted policies map identify 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.

3.27.3 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.

3.27.4 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.

3.27.5 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.

3.27.6 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.

3.27.7 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.

Development Consideration	Summary Assessment	Further work
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.
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.

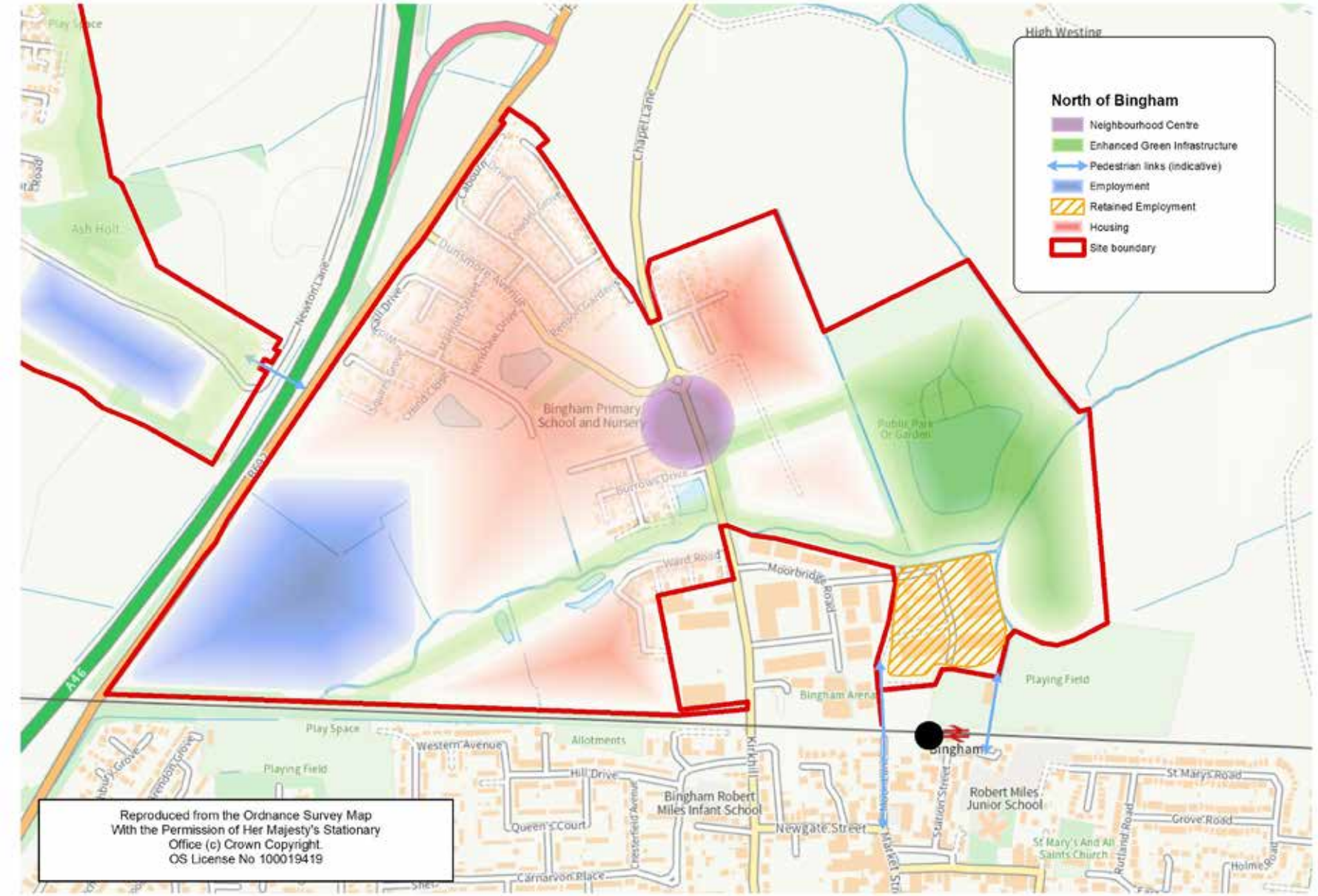
Development Consideration	Summary Assessment	Further work
Green Infrastructure / Open Space	The centre of the site is within 400 metres walking distance of areas of existing open space / balancing ponds that have been laid out as part of the ongoing residential development on both the east and west sides of Chapel Lane. The Car Dyke watercourse also runs west-east across the southern part of the site. This has been re-modelled 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

3.27.8 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 North of Bingham



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 the 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.**
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

3.28.1 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

3.28.2 The indicative distribution of development is shown on Figure 28.1. Figure 28.1 and the Local Plan adopted policies map identify 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.

3.28.3 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.

3.28.4 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.

3.28.5 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.

3.28.6 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

Development Consideration	Summary Assessment	Further work
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 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.

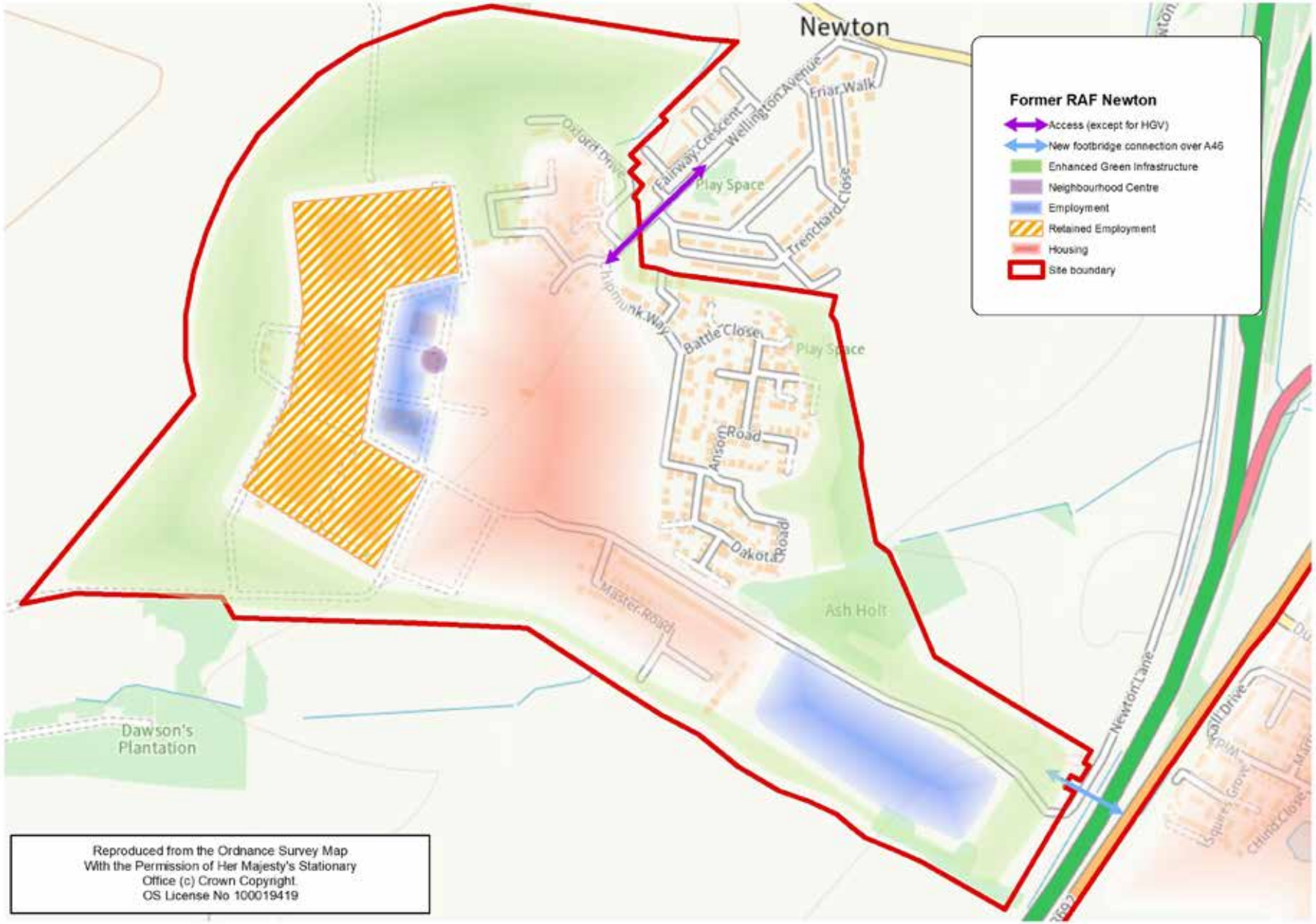
Development Consideration	Summary Assessment	Further work
Community Services	Any community services have been agreed as part of the planning permissions.	All detail has been agreed as part of the planning permissions and any contributions secured via the S106 agreement.
Green Infrastructure / Open Space	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

3.28.7 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	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 28.1 Former RAF Newton



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.**
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

3.29.1 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

3.29.2 The indicative distribution of development is shown on Figure 29.1. Figure 29.1 and the Local Plan adopted policies map identify 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.

3.29.3 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.

3.29.4 Green infrastructure has been developed in tandem with the built development, including improvements along the Grantham Canal and habitat creation within Cotgrave Country Park.

3.29.5 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.

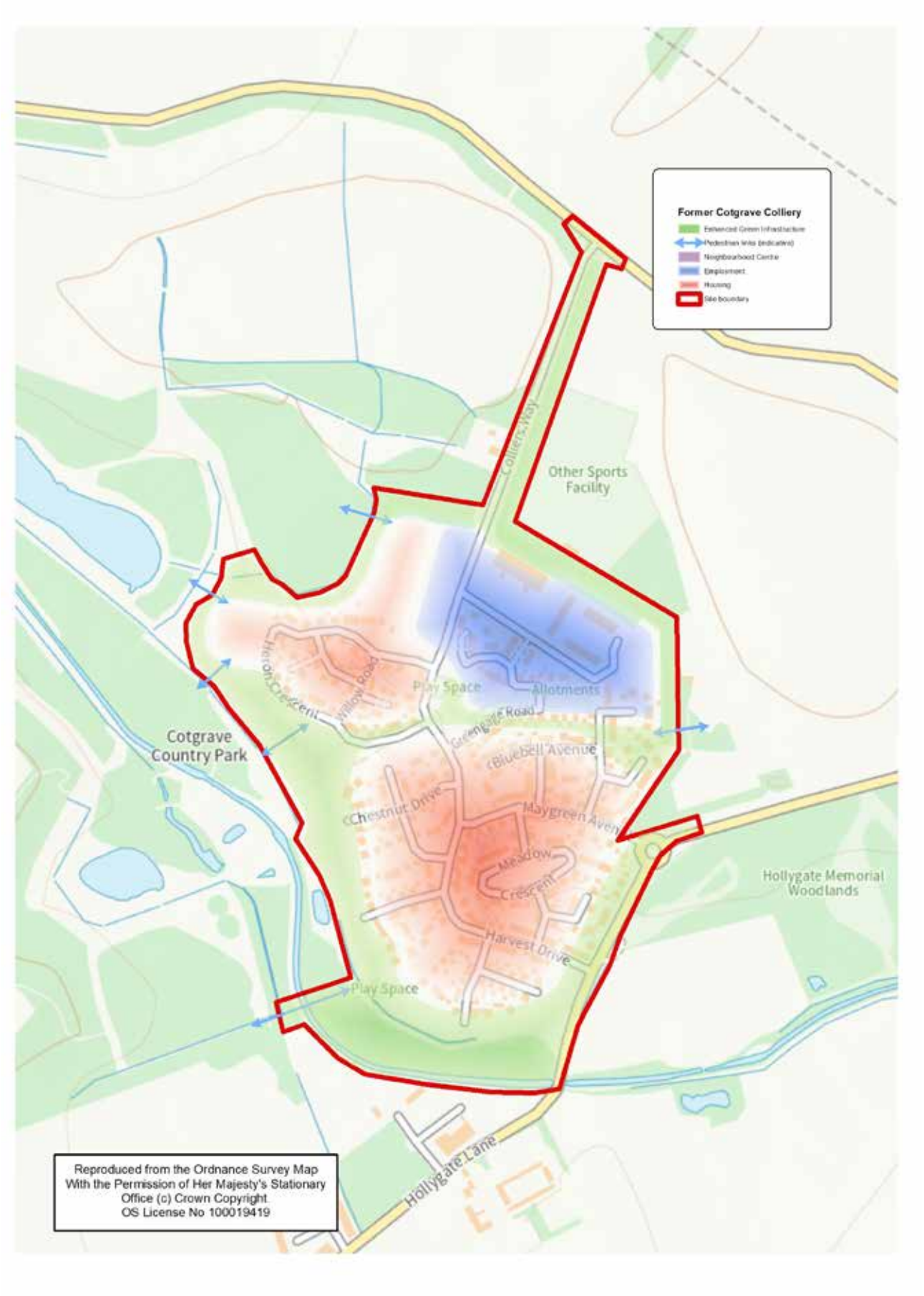
Development Consideration	Summary Assessment	Further work
Waste Management	No known abnormal requirements.	All detail has been agreed as part of the planning permissions and any contributions secured via the S106 agreement.
Community Services	Any community services have been agreed as part of the planning 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.
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

3.29.6 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 Former Cotgrave Colliery



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 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 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 features 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.**
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

3.30.1 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.

3.30.2 The northern part of the site will contain the NET terminus and Park and Ride. In order to provide the greatest possible mitigation against the impact of development across the whole of the site, significant parts should be retained and enhanced as areas of Green Infrastructure, in particular along the eastern, southern and western boundaries to provide a softer edge. This will help create a boundary to the site that is more defensible in Green Belt terms than is the case for with the current hard edge of Clifton.

3.30.3 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.

3.30.4 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.

3.30.5 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.

3.30.6 It is important that development does not prevent the possibility of the NET line being extended into the site and even through it in order to allow access further to the south at some point in the future. Both design and layout will therefore need to accommodate scope for future extension to take place. A safeguarded route will only be unnecessary if it can be demonstrated that there is no realistic prospect of a future NET extension due to viability or feasibility reasons.

Development Requirements and Phasing

3.30.7 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.

3.30.8 Figure 30.1 and the Local Plan adopted policies map identify 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.

3.30.9 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.

3.30.10 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 zones 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 is 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.

Development Consideration	Summary Assessment	Further work
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.
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.

Development Consideration	Summary Assessment	Further work
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

3.30.11 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 Land South of Clifton



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. All development should contribute on a fair, consistent and proportionate basis towards infrastructure requirements including, where appropriate, where infrastructure has been forward funded or delivered by others but is necessary for the delivery of the overall development. 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 the 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.
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.

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

3.31.1 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.

3.31.2 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.

3.31.3 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.

3.31.4 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.

3.31.5 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.

3.31.6 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.

3.31.7 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 and associated planning obligations across the site. In order to ensure a coordinated and consistent basis to planning obligations for developments of parts of the overall site, it is expected that an overarching common Framework Section 106 approach will be prepared and applied in relation to infrastructure obligations in respect of all applications for development of the site.

3.31.8 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.

3.31.9 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.

3.31.10 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.

3.31.11 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.

3.31.12 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

3.31.13 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.

3.31.14 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 identify 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.

3.31.15 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.

3.31.16 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.
Waste Management	No known abnormal requirements.	Further discussions as detailed proposals emerge.

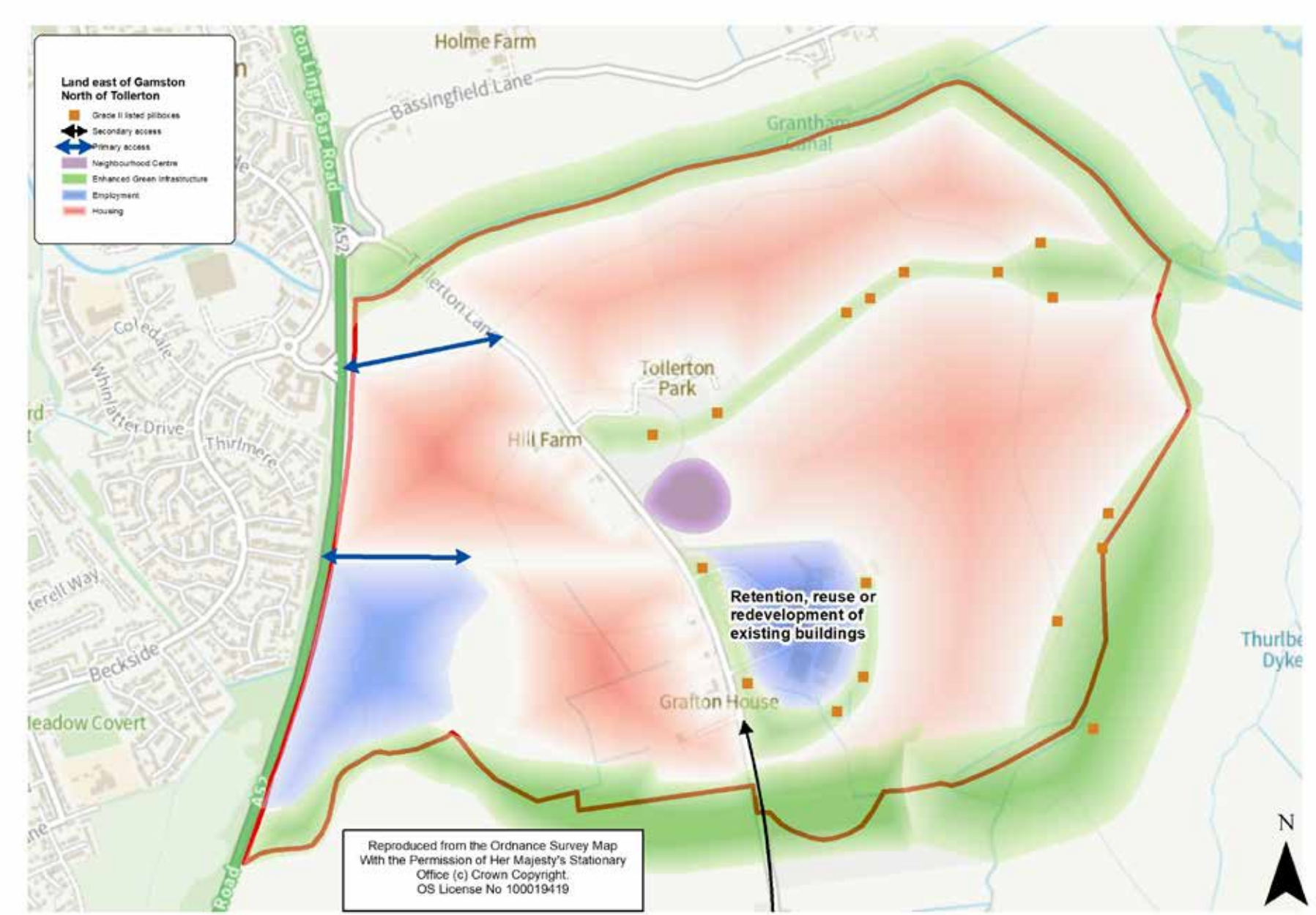
Development Consideration	Summary Assessment	Further work
Community Services	To be confirmed.	Further discussions as detailed proposals emerge.
Green Infrastructure / Open Space	Site is adjacent to the Grantham Canal, which is identified as a strategically important green infrastructure asset. There 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

3.31.17 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	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 31.1 Land east of Gamston north of Tollerton



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 F.1(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.
23. The effective operation of existing electricity supply infrastructure on site should not be adversely affected.

~~23~~24. 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

3.32.1 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.~~

3.32.2 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.

3.32.3 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~~ East Midlands County Combined Authority priorities 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.

3.32.3(a) The allocation includes removing the site from the Green Belt and exceptional circumstances apply to justify this. Most of the site is part of the East Midlands Freeport. Approval of the LDO means the whole of the site already has planning permission for comprehensive redevelopment. Very special circumstances were demonstrated for the LDO to be approved and the boundary of the land inset from the Green Belt reflects the boundary of the LDO. The site provides for significant new employment development, including an element of strategic distribution, supporting identified needs across the plan area. The site predominantly consists of previously developed land and has an existing rail connection for freight. It is therefore considered preferable to other Green Belt sites. The site has been selected following joint evidence and collaborative work with adjoining authorities.

3.32.4 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.

3.32.5 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.

3.32.6 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).

3.32.7 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 power lines) 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

3.32.8 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.

3.32.9 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.

3.32.10 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.

3.32.11 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 time frame in order to not prejudice delivery of those uses permitted by the LDO.

3.32.12 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.
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.

Development Consideration	Summary Assessment	Further work
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.

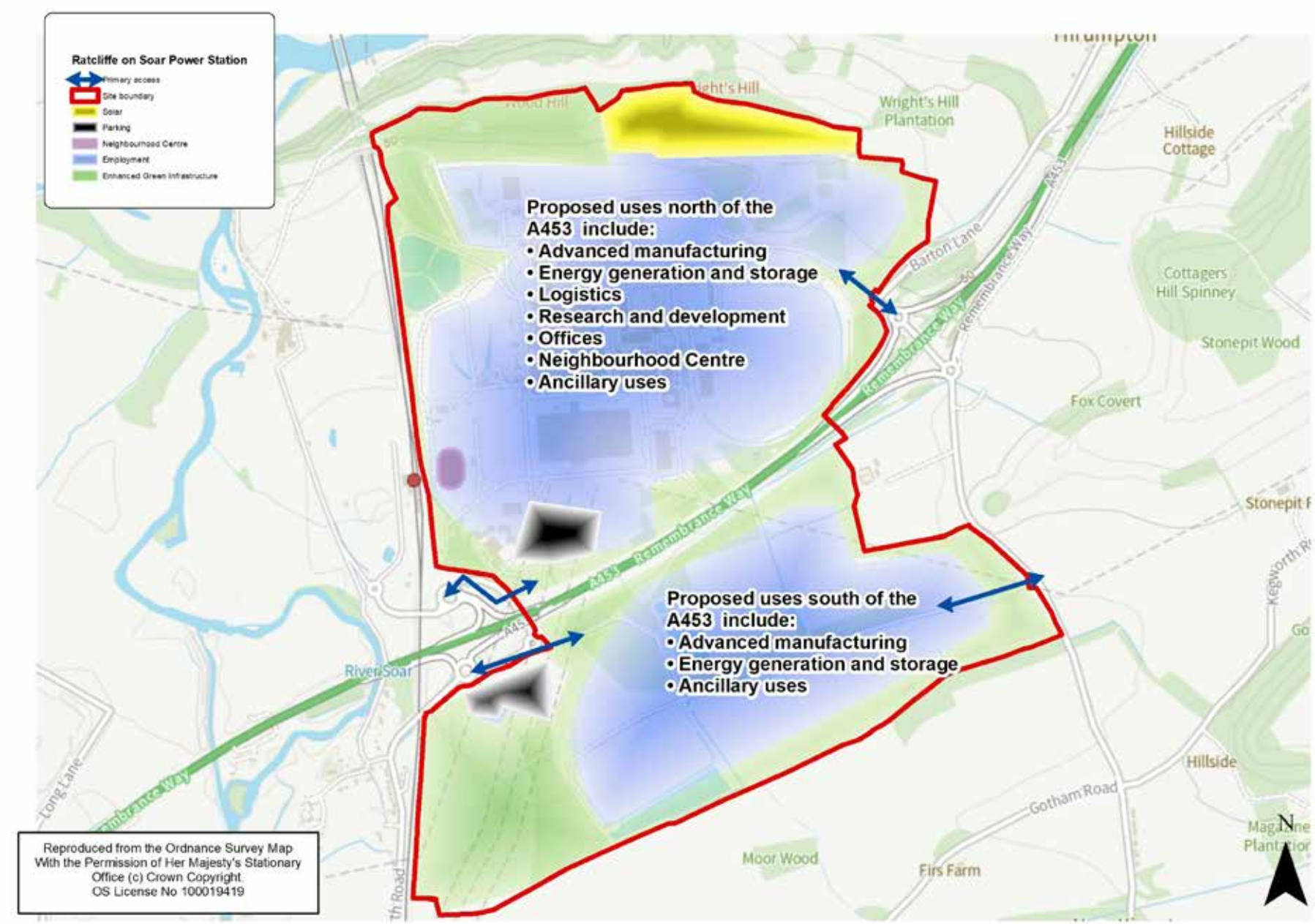
Development Consideration	Summary Assessment	Further work
Contamination	Site is a coal-fired power generation site. A preliminary Conceptual Site Model has been completed to identify potential contaminant linkages and the associated risks.	Contamination and risks identified in the Conceptual Site Model will be addressed through a Decommissioning and Remediation Strategy which will outline an appropriate 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

3.32.13 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 Ratcliffe on Soar Power Station





Soar Valley, Rushcliffe

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



Bingham Market, Rushcliffe

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.

Grain: The grain relates to how the place is subdivided, the pattern of streets, building blocks, cycle routes, paths and how people move between places within the development. Some locations especially focus points such as local centres require a fine grain for more complex movement.

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 and Rushcliffe Boroughs, this is based on 80% of their Housing Need as calculated by the Government's standard method. For Nottingham City it is based on their housing supply figure.

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 (Gedling) and Carlton (Gedling). (Previously known as the Principal Urban Area (PUA)).

Massing, scale and proportion: The arrangement, volume and shape of a building or group of buildings in relation to other buildings and spaces.

Materials, architectural style and detailing: Materials, architectural style and detailing promote character by incorporating high quality and context appropriate materials and architectural detailing and have variation in building heights to break up the overall mass.

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.

Permeability and legibility: This relates to a simple, well-defined and inter-connected network of streets and spaces that allows for convenient access to a choice of movement modes and routes, as appropriate to the size of the development and grain of the surroundings.

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, 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.

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 Accommodation: Residential accommodation specifically designed or adapted for occupation by students enrolled on full-time courses of further or higher education. This includes:

- Purpose Built Student Accommodation (PBSA): Self-contained studios or cluster flats with shared facilities, typically managed by a provider offering welfare support and tenancy oversight. Can be new build or conversion of an existing building.
- University Halls of Residence: Accommodation owned or operated by universities, often targeted at first-year students.

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.



Land off Station Road, Beeston

Appendix C: Housing Trajectories

Housing trajectory for Broxtowe Borough Council

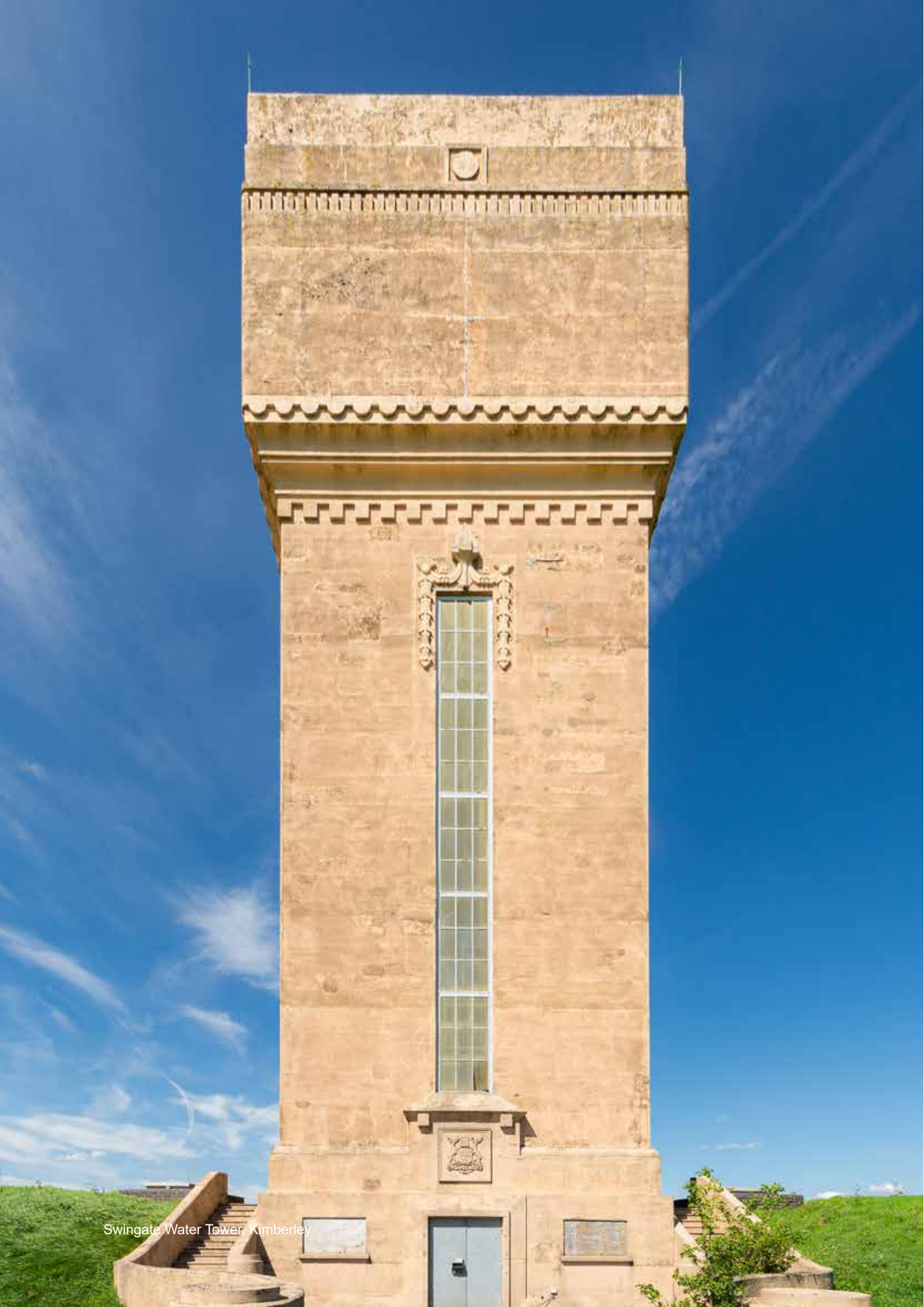
	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2036/37	2037/38	2038/39	2039/40	2040/41	Total
Completions on non-allocated sites and identified SHLAA capacity	444	619	405	94	64	93	101	77	5	0	0	0	0	0	0	0	0	0	**1,902**
Toton SLG and Chetwynd Barracks	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 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~~ 2,251	~~1,718~~ 1,618	~~1,558~~ 1,458	~~1,250~~ 1,150	~~980~~ 880	882	770	763	763	763	640	640	640	~~26,686~~ 26,184
Cumulative Completions	2,512	5,169	9,582	11,370	12,966	~~15,317~~ 15,217	~~17,035~~ 16,835	~~18,593~~ 18,293	~~19,843~~ 19,443	~~20,823~~ 20,323	~~21,705~~ 21,205	~~22,475~~ 21,975	~~23,239~~ 22,738	~~24,002~~ 23,501	~~24,765~~ 24,264	~~25,405~~ 24,904	~~26,045~~ 25,544	~~26,686~~ 26,184	~~26,686~~ 26,184

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



Swingate Water Tower, Kimberley

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

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 intu 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



Wilford Lane, Rushcliffe

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
Nottingham City Council	Affordable Housing and Developer Contributions	August 2006	Policy 8: Housing Size, Mix and Choice

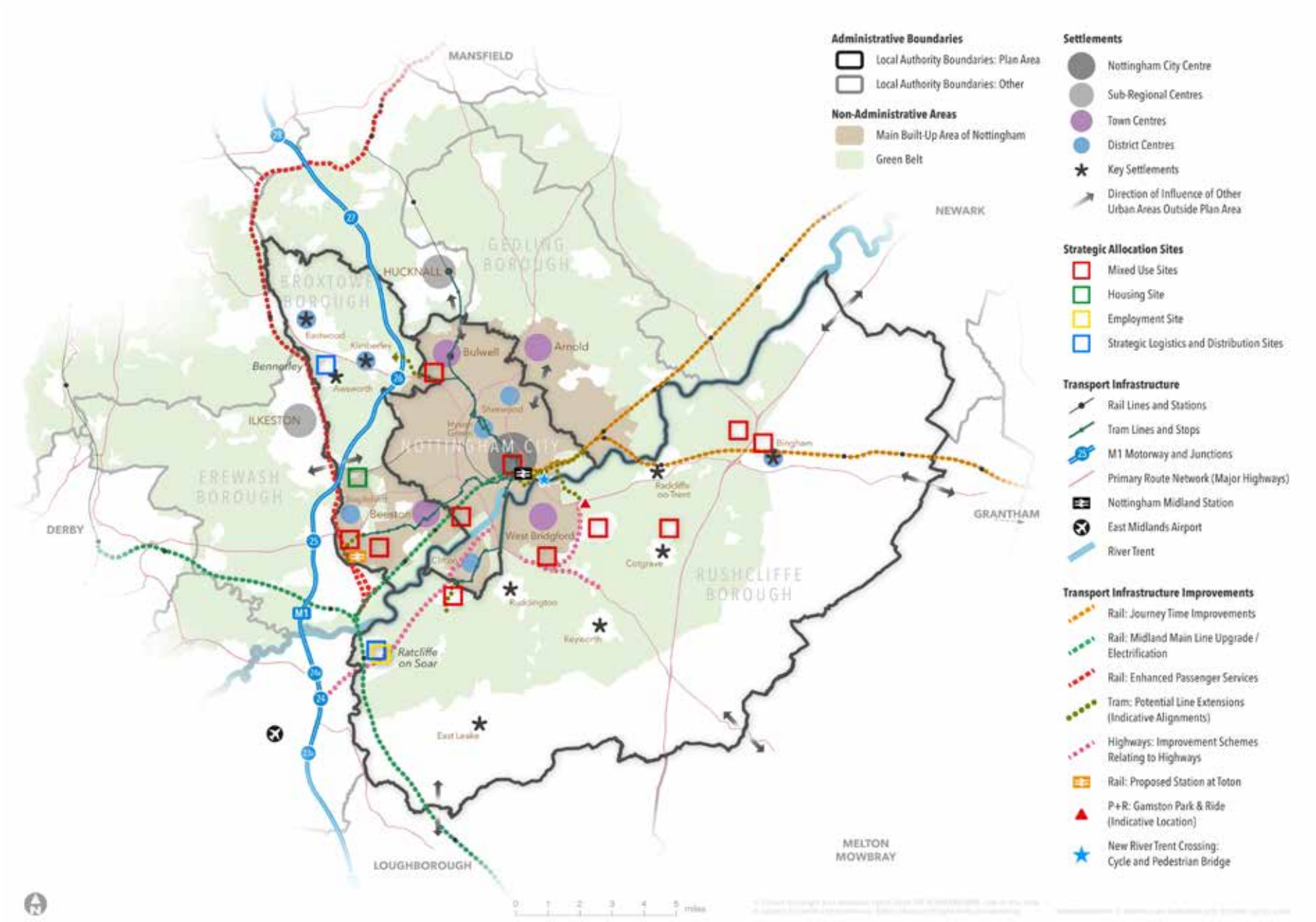
Local Authority	SPD Title	Date SPD Adopted	Applicable GNSP Policy 'Hook'
Nottingham City Council	Affordable Housing contributions arising from Purpose Built Student Accommodation	May 2021	Policy 8: Housing Size, Mix and Choice
Nottingham City Council	The Provision of Open Space in New Residential and Commercial Development	November 2019	Policy 16: Blue and Green Infrastructure, Parks and Open Space
Nottingham City Council	Education Contributions from Residential Development	November 2023	Policy 18: Developer Contributions
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

Local Authority	SPD Title	Date SPD Adopted	Applicable GNSP Policy 'Hook'
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



Bridlesmith Gate, Nottingham City Centre

Appendix F: Key Diagram



Note that the Stanton Tip strategic allocation is proposed for deletion

This document is available in large print upon request.

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Broxtowe Borough COUNCIL

Nottingham City Council

Rushcliffe Borough Council