

Broxtowe Borough Gedling Borough Nottingham City Aligned Core Strategies Part 1 Local Plan



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Alternative Formats

All documentation can be made available in alternative formats or languages on request.

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Working in Partnership to Plan for Greater Nottingham



1.1 Working in Partnership to Plan for Greater Nottingham

1.1.1 Greater Nottingham is made up of the administrative areas of Broxtowe, Erewash, Gedling, Nottingham City and Rushcliffe Councils, and the Hucknall part of Ashfield Council. These authorities, with the support of Derbyshire and Nottinghamshire County Councils, have been working together to produce an aligned set of policies and principles on how the city region can develop between 2011 and 2028.

1.1.2 Previously, 5 authorities¹ had been working to produce Aligned Core Strategies. However, following the election of the Coalition Government and their decision to abolish Regional Strategies, including the East Midlands Regional Plan, all the authorities re-examined how they will meet their housing requirements and progress their Local Plans.

1.1.3 Broxtowe, Erewash, Gedling and Nottingham City Councils have reviewed the evidence for the area's objective assessment of housing needs, including full consideration of the Government's 2008-based Household Projections. As a result of this exercise, the Councils have concluded that the housing provision, as proposed through the Regional Plan, is supported by available evidence, and remains the appropriate level of housing provision to plan for in the plan area. Broxtowe, Gedling and Nottingham City Councils have therefore prepared this new aligned and consistent planning strategy for their part of Greater Nottingham which is referred to throughout this document as the plan area, and is shown on Map 1.1. Although Erewash Borough Council was unable to publish its Core Strategy at the same time as the other Councils and has therefore published a separate Core Strategy, the methodology and outcome of the review of the evidence for the area's objective assessment of housing needs is shared.

1.1.4 The policy numbering in the Erewash Core Strategy remains the same as for the Aligned Core Strategies apart from Policy 5 which is omitted (as this does not directly relate to Erewash). Minor adjustments to the policies to make them more locally distinctive were made by Erewash for the submission of their Core Strategy, and the Inspector recommended some Main Modifications to the policies during the course of the Examination. However, the policies of the Erewash Core Strategy remain consistent with the Aligned Core Strategies, except for Green Belt where no Green Belt Review is anticipated in Erewash.

¹ As only the Hucknall part of Ashfield District Council falls within Greater Nottingham, the Council will be determining the appropriate level and distribution of development for the District and will be producing their own Local Plan in due course and the Aligned Core Strategies does not include Ashfield.

1.1.5 Rushcliffe Borough Council is taking a different approach to determining housing figures for their Borough, and as a result they have produced their own Core Strategy. At the same time, all the Councils have continued to work together to ensure that planning policies of the Core Strategies are consistent across Greater Nottingham. Apart from the approach to housing numbers, this partnership working has resulted in a high degree of alignment between the Core Strategies. The following table sets out all the policies of these Aligned Core Strategies and whether they continue to have strong alignment with Rushcliffe's Core Strategy.

| Aligned Core Strategies | Rushcliffe Core Strategy | |
|---|---|---|
| | Corresponding policy | Has this policy been significantly amended to be more locally distinctive? |
| Policy 1: Climate Change | Policy 1 | No |
| Policy 2: The Spatial Strategy | Policy 2 | Yes |
| Policy 3: The Green Belt | Policy 3 | No |
| Policy 4: Employment Provision and Economic Development | Policy 4 | Yes |
| Policy 5: Nottingham City Centre | Policy not included in Rushcliffe Core Strategy | |
| Policy 6: Role of Town and Local Centres | Policy 5 | Yes |
| Policy 7: Regeneration | Policy 6 | Yes |
| Policy 8: Housing Size, Mix and Choice | Policy 7 | No |
| Policy 9: Gypsies, Travellers and Travelling Showpeople | Policy 8 | No |
| Policy 10: Design and Enhancing Local Identity | Policy 9 | No |
| Policy 11: The Historic Environment | Policy 10 | No |
| Policy 12: Local Services and Healthy Lifestyles | Policy 11 | No |
| Policy 13: Culture, Tourism and Sport | Policy 12 | No |
| Policy 14: Managing Travel Demand | Policy 13 | No |
| Policy 15: Transport Infrastructure Priorities | Policy 14 | No |
| Policy 16: Green Infrastructure, Parks and Open Space | Policy 15 | No |
| Policy 17: Biodiversity | Policy 16 | No |
| Policy 18: Infrastructure | Policy 17 | No |
| Policy 19: Developer Contributions | Policy 18 | No |

1.1.6 As well as issues of strategic importance covering the whole plan area, the three Council areas making up the Aligned Core Strategies each has its own local issues and priorities (see sections 2.7 to 2.9). The policies of the Aligned Core Strategies have therefore been written in such a way as to address the strategic common issues, and provide a sufficiently flexible framework for part 2 Local Plans, in which Broxtowe, Gedling and Nottingham City Councils will outline their locally distinct approaches to the more detailed delivery of the Aligned Core Strategies.

1.1.7 The first public stage in preparing this document was the Issues and Options consultation, which took place in the summer of 2009. This was followed by the Option for Consultation in February 2010 and later consultation in the summer of 2011 on a Housing Provision Position Paper and Policy 1: Climate Change. Responses to these earlier consultations have helped to shape the current version of the Aligned Core Strategies, which sets out how the Councils think their part of Greater Nottingham should develop over the plan period to 2028.

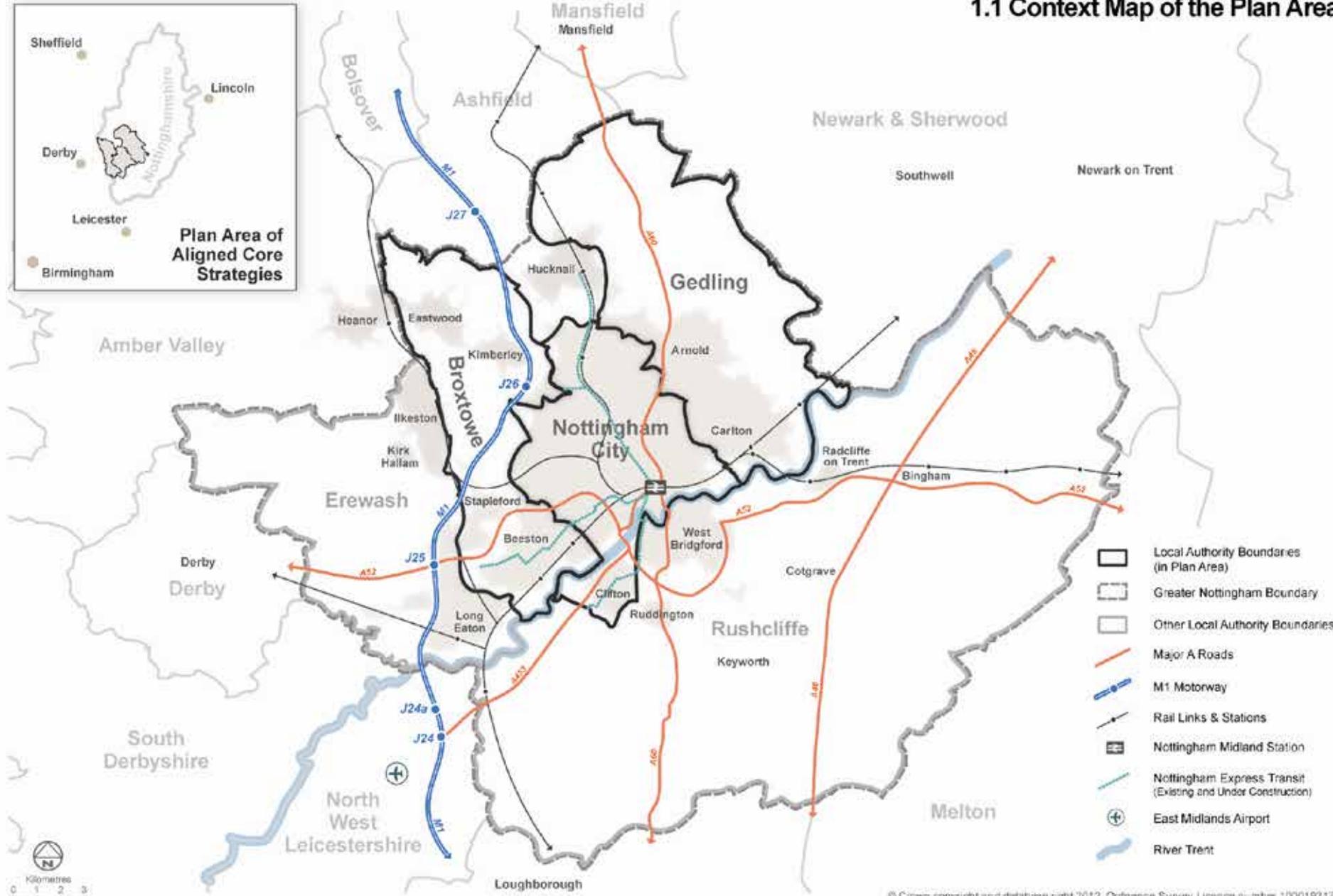
1.1.8 This document consists of three main parts, Section 1 introduces the concept of Aligned Core Strategies, Section 2 looks at the character of the plan area, now and in the future, setting out a 'vision' of what the area will look like in 2028 if the strategy in the Aligned Core Strategies is implemented, 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

1.1.9 The main proposals of the Aligned Core Strategies are illustrated on the Key Diagram, which can be found at the end of the document.

1.1.10 The strategy is not a formal Joint Core Strategy, so decisions relating to it have been made separately by each Council, consequently the document is known as the Greater Nottingham Broxtowe, Gedling and Nottingham City Aligned Core Strategies. 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 the Core Strategies within Greater Nottingham including those for Erewash and Rushcliffe.

1.1 Context Map of the Plan Area



- Local Authority Boundaries (in Plan Area)
- Greater Nottingham Boundary
- Other Local Authority Boundaries
- Major A Roads
- M1 Motorway
- Rail Links & Stations
- Nottingham Midland Station
- Nottingham Express Transit (Existing and Under Construction)
- East Midlands Airport
- River Trent



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1.1.11 Each of the Councils has their own Sustainable Community Strategy, which have been developed on behalf of their Local Strategic Partnerships (see Glossary). A key aim of the Aligned Core Strategies is to help implement the spatial elements of those strategies, and so there is a close relationship between the two. More detail on Sustainable Community Strategies can be found in Section 2.

1.1.12 The preparation of the Aligned Core Strategies have taken into account the Government's East Midlands Regional Plan (2009), which was the Regional Strategy (RS). However, on the 6th July 2010 the Secretary of State announced the revocation of Regional Strategies. On the 20th March 2013 the Secretary of State laid in Parliament a statutory instrument to revoke the Regional Strategy for the East Midlands. This came into force on 12th April 2013 and as such the East Midlands Regional Plan no longer forms part of the Development Plan. However, it is the Councils' view that much of the evidence base on which the East Midlands Regional Plan relied is still relevant.

1.1.13 In addition, in March 2012, the Government published the National Planning Policy Framework which replaces Planning Policy Statements (PPSs), Planning Policy Guidance notes (PPGs) and some circulars. This has been taken into account in the development of the Aligned Core Strategies.

1.1.14 The Aligned Core Strategies include 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 Core Strategies also describe in broad terms where the new homes, jobs and infrastructure will go; how development will be made to be as sustainable as possible; how the growth will benefit our existing communities whilst recognising what is special about the area. This includes the historic environment, the culture and heritage, the local distinctiveness between the City Centre, the inner and outer suburbs, the town centres, and the more rural settlements and villages, together with the countryside that surrounds them. Where relevant it also makes reference to the Sub Regional Centres of Hucknall (in Ashfield District) and Ilkeston (in Erewash Borough).

1.1.15 In producing the Aligned Core Strategies, 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 evidence base which underpins the Aligned Core Strategies includes:

- Local Authorities Sustainable Community Strategies
- Greater Nottingham Strategic Flood Risk Assessment, 2008
- Appraisal of Sustainable Urban Extensions Study, 2008
- Sustainable Locations for Growth Study, February 2010
- Annual Greater Nottingham Strategic Housing Land Availability Assessment
- Strategic Housing Market Assessment, 2007
- Nottingham Core HMA Strategic Housing Market Needs Assessment Update 2009
- Affordable Needs Update, 2012
- Housing Background Paper, 2012
- Greater Nottingham Household Projections Paper, 2012
- Nottingham - Derby Green Belt Review, 2006
- Nottingham City Region Employment Land Study (NCRELS), 2007
- Office and Employment Provision Background Paper, 2012

- Nottingham City Region Employment Land Study (NCRELS), Update Report, 2009
- Greater Nottingham Retail Study, 2007
- Greater Nottingham Retail Study Partial Update, 2013
- Greater Nottingham Retail Background Paper, 2012
- Nottingham Core Affordable Housing Viability Study, 2009
- Gypsy and Traveller Accommodation Needs Assessment for Nottinghamshire, 2007
- Nottingham Local Transport Plan, 2011
- Nottinghamshire Local Transport Plan, 2011
- Derbyshire Local Transport Plan, 2011
- Landscape Character Assessment for Greater Nottingham, 2009
- Derbyshire Landscape Character Assessment, 2003
- 3 Cities Green Infrastructure Strategy and Action Plan, 2010
- Nottinghamshire Local Biodiversity Action Plan, 1998
- Greater Nottingham and Ashfield Infrastructure Capacity Study, 2009
- Greater Nottingham Infrastructure Delivery Plan, 2012
- Greater Nottingham and Ashfield Outline Water Cycle Study, 2010

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 the Greater Nottingham Infrastructure Delivery Plan (which includes Erewash and Rushcliffe together with the Hucknall part of Ashfield) to ensure that there is adequate infrastructure to support the proposals of the Aligned Core Strategies. 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 Core Strategies 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:

‘Public bodies have a duty to cooperate on planning issues that cross administrative boundaries, particularly those which relate to the strategic priorities ... The Government expects joint working on areas of common interest to be diligently undertaken for the mutual benefit of neighbouring authorities.

Local planning authorities should work collaboratively with other bodies to ensure that strategic priorities across local boundaries are properly co-ordinated and clearly reflected in individual Local Plans.’

1.3 The Local Plan (formerly Local Development Framework)

1.3.1 Changes in planning legislation have sought to introduce a simpler and more effective planning system, and to strengthen community involvement in planning. The

Saved Policies from the adopted Local Plans for each Council are therefore to be replaced by new Local Plans. These can consist of a number of Development Plan Documents taking into account the local demands of development and growth, while seeking to protect the environment and the wellbeing of local communities.

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

1.3.3 The relationship between the Local Plan and associated documents is illustrated in Figure 1.1.

Figure 1.1 Local Plan



1.3.4 The **Local Plan** may comprise several Development Plan Documents and in combination this constitutes the 'Development Plan'. Development Plan Documents may include:

- **Core Strategy** – sets out the overarching spatial vision for development of each Council and provides the planning framework for the other documents listed below.
- **Development Management Policies** – sets out policies for the management of development, against which planning applications for the development and use of land will be considered.

1.3.5 The Development Plan Documents produced by the Councils will form the 'Development Plan' for the area when all are completed.

1.3.6 Each Council is in the process of producing their part 2 Local Plans and when adopted these will consist of:

- Broxtowe Borough Council – Site Allocations and Development Management Policies.
- Gedling Borough Council – Local Planning Document.
- Nottingham City Council – Land and Planning Policies Document.

1.3.7 Documents that support a Local Plan may comprise:

- **Local Development Scheme** – sets out the programme for the preparation of the Development Plan Documents.
- **Statement of Community Involvement** – sets out the standards the Council intends to achieve in relation to involving the community in the preparation and review of Development Plan Documents.
- **Authority Monitoring Report (formerly Annual Monitoring Report)** – sets out the progress in terms of producing Development Plan Documents and implementing policies.

1.3.8 The Local Plan will include a **Policies Map** which illustrates the geographic extent of policies and proposals on a map, and can also include Supplementary Planning Documents which are not Development Plan Documents, but provide more detailed guidance on development plan policies.

1.3.9 A **Core Strategy** is a key strategic planning document. It performs the following functions:

- defines a spatial vision for three Councils within Greater Nottingham to 2028;
- sets out a number of spatial objectives to achieve the vision;
- sets out a spatial development strategy to meet these objectives;
- sets out strategic policies to guide and control the overall scale, type and location of new development (including identifying any particularly large or important sites, known as 'strategic sites') and infrastructure investment; and
- indicates the numbers of new homes to be built over the plan period.

1.3.10 The Government has introduced a system of Neighbourhood Plans which can be produced by Parish and Town Councils and designated Neighbourhood Forums in areas without Parish or Town Councils. The Government has set out legislation and regulations² on how Neighbourhood Plans must be prepared. Parish and Town Councils or Neighbourhood Forums may choose to prepare such plans but must take account of national planning policy and be in general conformity with the strategic policies in the Local Plan³ including any development requirements. The Neighbourhood Plan is subject to independent scrutiny and provided it meets certain tests including being in general conformity with strategic policies set out in the Local Plan, then it must be put to a local referendum to be decided by a majority vote. If the Neighbourhood Plan is adopted by the Council then it becomes part of the Development Plan for the area that will provide the basis for making planning decisions.

² Under the The Localism Act 2011 and the Neighbourhood Planning (General) Regulations 2012 SI 2012 no. 637.

³ Strategic policies include all the policies contained in the Aligned Core Strategies together with other strategic policies set out elsewhere in the Local Plan to be determined by the individual Councils.

1.3.11 A **Joint Waste Local Plan** is being prepared by Nottingham City Council and Nottinghamshire County Council with the Core Strategy (part 1) being adopted at the end of 2013. The County Council is also preparing a **Minerals Local Plan** for its geographic area including Broxtowe and Gedling. Surface coal resources are present across the centre and north west of Broxtowe Borough. The City Council intends to deal with minerals matters for its area in its part 2 Local Plan, which will include site allocations and development management policies.

1.3.12 It is recognised that there are a number of matters surrounding minerals, and in particular coal, that will need to be addressed within the City Council's part 2 Local Plan and these include:

- The designation of Minerals Safeguarding Areas (MSAs) – MSAs will be defined on the Policies Map and relevant supporting policies will set out the Minerals Consultation Areas based upon these. Areas of surface coal have been identified in the west area of the City and these will be considered for safeguarding;
- Prior extraction – there will be policy ensuring prior extraction takes place where feasible and viable;
- Applications for new minerals workings – there will be policy setting out the environmental criteria against which planning applications will be assessed;
- Reclamation – policy will set out that worked land should be reclaimed at the earliest opportunity;
- Former mining hazards – there will be policy setting out the need to address land instability arising from former minerals workings and associated mining legacy / hazards, including collapse of shallow mine workings, collapse of mine entries, gas emissions from coal mines, transmission of gases into adjacent properties, coal mining subsidence and water emissions from coal mine workings;
- Site allocations – all of the above issues will be taken into consideration in the site assessment and site allocation process. This will include strategic sites that have been identified in the Core Strategy, but will be allocated in the part 2 Local Plan.

1.3.13 Where surface coal resources or mining legacy issues are present on the strategic sites included in this plan, they are referred to in Appendix A.

1.3.14 Until the new policies are adopted in the part 2 Local Plan, the City Council will continue to rely upon the existing minerals policy in the adopted Local Plan (2005), along with the guidance provided in the National Planning Policy Framework and extant Minerals Policy Guidance.

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

1.4 Sustainability Appraisal

1.4.1 Sustainability Appraisals have been carried out alongside the Aligned Core Strategies as they developed. They are a statutory requirement, and have been undertaken as an integral part of the plan making process to test and improve the sustainability of the Core Strategies.

1.4.2 The first stage, which accompanied the Issues and Options, was a Sustainability Appraisal Scoping Report. This contained the Sustainability Objectives that have been used to appraise the Core Strategies as they 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 the preparation of the Interim Sustainability Appraisal report into the appraisal of the relevant options which were in the Issues and Options document. This was then followed by the Further Interim Sustainability Appraisal Report which appraised the policies and proposals set out in the Option for Consultation. Following this stage, further appraisals of substantively amended or new policies and sites were then undertaken. These appraisals have informed the preparation of the Publication Version policies.

1.4.4 Since the Publication Version, a number of proposed modifications were submitted to be considered as part of the examination process and further Sustainability Appraisals were undertaken.

1.5 Habitats Regulations Assessment

1.5.1 The Aligned Core Strategies are required to be subject to a Habitats Regulations Assessment, including Appropriate Assessment (see Glossary) if necessary. A screening of the Aligned Core Strategies Option for Consultation was completed in September 2010. It found that there could be potentially significant effects of the Aligned Core Strategies on the prospective Sherwood Forest Special Protection Area. The screening process followed a precautionary approach, as advised by Natural England, and assumed the prospective Special Protection Area 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 known.

1.5.2 The screening concluded firstly that a precautionary approach should be adopted and urban extensions north of the B6386 north of Calverton and, at Ravenshead, west of the A60 and north of Ricket Lane should be precluded; secondly that the Green Infrastructure policy should be framed so as not to promote enhancement of the Greenwood Community Forest such that it would attract higher numbers of visitors to the more sensitive parts of Sherwood Forest, including the prospective Special Protection Area; and thirdly that the likelihood of a significant effect on the Park Forest part of the prospective Special Protection Area could not be ruled out, due to increased nitrogen deposition affecting the habitats of the birds for which the site may be classified, arising from the Top Wighay Farm allocation in the Aligned Core Strategies in combination with other plans or projects.

1.5.3 The Aligned Core Strategies have been therefore subject to further assessment in respect of the potential effects on the Park Forest part of the prospective Sherwood Forest Special Protection Area, as a result of the Top Wighay Farm allocation, in combination with other plans or projects. The scoping of this 'Appropriate Assessment' was completed in September 2010, and the Assessment subsequently broadened to include noise impacts as well as nitrogen disposition.

1.5.4 This further assessment was completed in September 2011, and concluded no likely significant effect from the development at Top Wighay Farm.

1.5.5 In January 2012 a further Habitats Regulation Appraisal Screening Record was undertaken to assess whether development around Bestwood Village, Calverton and Ravenshead would result in potential significant effects on the prospective Special Protection Area. This concluded that there would be no significant effects at Bestwood Village and Ravenshead but that significant effects could not be ruled out at Calverton unless a mitigation package is put in place. This mitigation package has been agreed with Natural England following an additional assessment in January 2013 and is set out in the Infrastructure Delivery Plan and Appendix A.

1.6 Equality Impact Assessment

1.6.1 The Aligned Core Strategies are also required to be subject to an Equality Impact Assessment to ensure that they meet the needs of all members of the community. An Equality Impact Assessment is defined by the Equality & Human Rights Commission as ‘...a tool that helps public authorities make sure their policies, and the ways they carry out their functions, do what they are intended to do for everybody’⁴. Undertaking Equality Impact Assessments allows local authorities to identify any potential discrimination caused by their policies or the way they work and take steps to make sure that it is removed. Equality Impact Assessments also allow for the identification of opportunities to promote equality.

1.6.2 A two stage approach to the Equality Impact Assessment has been taken. Firstly the policies in the Aligned Core Strategies have been assessed for their relevancy to the characteristics protected by the Equality Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, sex and sexual orientation). The assessment found that a number of policies were either of high or medium relevance to one or more of the protected characteristics. The second stage of the process has taken these relevant policies and assessed the positive or negative impacts of them on the characteristics. This stage also involved recommending changes to remove the negative impact or increase the positive impact or ultimately if the policy needed to be removed. Overall a number of recommendations were made regarding the relevant policies and these have been considered alongside a number of other issues, and where the recommendations have not been adopted the reasons for this have been set out.

⁴ Equality & Human Rights Commission ‘Equality Impact Assessment Guidance’ (Nov 2009).

The Future of Broxtowe, Gedling and Nottingham City 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, due to the strong inter-relationships between the different parts of Greater Nottingham and the high degree of alignment between all the Core Strategies covering the area. The Aligned Core Strategies of the three local authorities have taken into account relevant existing guidance, policies and strategies, and aim to help to deliver the aims and objectives of these policies and strategies.

2.1.2 Government planning policy is set out in the National Planning Policy Framework which was published in March 2012.

2.1.3 The East Midlands Regional Plan (2009) included a Sub Regional Strategy for the Three Cities area (which covers the Derby, Leicester and Nottingham areas). It provided a strategic spatial development framework for the area. Although now abolished, the evidence that supported it remains relevant.

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, Gedling and Nottingham making up the plan area have a population of 528,700⁵ (Greater Nottingham including the Hucknall part of Ashfield, Erewash and Rushcliffe has a population of 784,100). The plan area includes the City Centre, the built up parts of the three authorities and their surrounding rural areas.

2.2.3 It is centrally located within England, and lies close to Derby and Leicester with important and complementary economic linkages between the cities. Part of this relationship has been strengthened by the creation of the Derby Derbyshire Nottingham Nottinghamshire (D2N2) Local Enterprise Partnership. Greater Nottingham as a whole is also a New Growth Point, which brings extra resources to help provide the infrastructure necessary to support new housing growth.

⁵ Office for National Statistics 2011 Census, Crown Copyright.

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

2.2.5 The main built up area of Nottingham (including Long Eaton in Erewash and West Bridgford in Rushcliffe), has a population of about 559,700⁶. 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 32,100, is in Ashfield District, but will extend into Gedling Borough once the proposed Sustainable Urban Extensions are implemented. Ilkeston is wholly within Erewash Borough and has a population of 38,600. The suburban centres of Arnold, Beeston, Bulwell, Carlton and Clifton all have an important role as more local centres providing a range of services. The conurbation is surrounded by designated Green Belt which is drawn very tightly to the urban area, offering limited opportunities for development unless its boundaries are reviewed. Settlements within the Green Belt such as Calverton and Kimberley are similarly constrained.

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. Its influence is reflected in it being 6th position in CACI 2011 national retail ranking. It is also a designated Science City (see Glossary), in recognition of the vital importance of the two hospital campuses and two Universities (with campus locations throughout Greater Nottingham) to its economy, particularly in terms of offering knowledge intensive jobs and spin out opportunities. Science City objectives will also be supported by the designation of the Boots campus as an Enterprise Zone which includes the Boots campus, MediPark, Beeston Business Park and Nottingham Science Park. There is a strong service sector presence including education, health, public administration and business services, however, manufacturing industry remains a significant part of the economy.

2.2.7 Economic activity and employment rates in the plan area are relatively low – 72% of people of working-age are economically active and 65% in employment (74% and 68% respectively for Greater Nottingham), compared with 76% and 70% nationally⁷. 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 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

⁶ Office for National Statistics 2011 Census, Crown Copyright.

⁷ ONS Annual Population Survey, July 2011 to June 2012. Hucknall is excluded. People who are unemployed and looking for a job are counted as economically active, whereas the employment rate is those actually in employment, so it is likely that the current recession will be affecting the employment rate more than the economic activity rate. The national figures are for England.

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 area rose by 42,500 (8.7%⁸), between 2001 and 2011 (52,400 or 7.2% within Greater Nottingham) due to natural growth in the population, people living longer, international migration, and the growth in student numbers. If the proposed housing figures are delivered, it is estimated that it will have a population of 579,000⁹ in 2028, (863,000 for Greater Nottingham), an increase of around 9% (10% for Greater Nottingham). Because of the two Universities, the area has a high proportion of its population aged 18 to 29 compared with England as a whole, and lower proportions in other age-groups. Children and people aged 45 to 69 are particularly 'under-represented'. Overall, an ageing population is projected, but not to the same extent as nationally. The percentage of the population who are aged 65 and over is projected to rise from 15% in 2010 to about 19% in 2028.

2.2.10 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 24¹⁰. 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)¹¹. At the same time, the western part of Erewash is in the Derby TTWA and Ravenshead and Newstead are in the Mansfield TTWA. The in-migration of 16 to 24 year olds is largely due to students attending the two Universities.

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

⁸ ONS 2001 and 2011 Census, Crown Copyright.

⁹ District forecasts produced for Nottinghamshire County and Nottingham City Councils by Derbyshire County Council (March 2012). See the Councils' technical note 'Forecast of Population and Households for Nottinghamshire and Derbyshire Authorities Controlled to New Dwelling Figures, June 2012, for details.

¹⁰ ONS Internal Migration Estimates, mid-2011 to mid-2012. These data are only available at District level, but the situation is unlikely to be affected by the exclusion of Hucknall.

¹¹ As defined by the Office for National Statistics following the 2001 Census.

services include the Robin Hood Line which extends from Nottingham north through Bulwell, and Hucknall, connecting the area to Mansfield and Worksop. In January 2013 the Secretary of State for Transport announced that the preferred 'Y' route for High Speed Two rail network (HS2) will pass through the plan area with a hub station at Toton Sidings to serve the East Midlands. This will significantly reduce journey times from the plan area to other areas including London and several Core Cities, and will improve connections to stations in Europe via HS1. HS2 is expected to be operational by 2032, which although outside of the plan period will encourage investment and job creation in the plan area during the plan period, bringing significant benefits in terms of sustainable transport and economic development.

2.2.12 The opening of the International Rail Terminal at St Pancras now 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 the new railway station of East Midlands Parkway located close to the M1.

2.2.13 The area is connected to the M1 and the national motorway network via the A453 to junction 24, the A52 to junction 25 and the A610 to junction 26. The A52 provides a trunk road connection to the east including to the A46 which itself connects from the M1 north of Leicester to the A1 at Newark. The A46 has recently been upgraded to a dual carriageway and scheduled to open in the summer of 2012. In April 2012 the Government gave final commitment to improvements to the A453 linking Nottingham with junction 24 of the M1 and these are now nearing completion. Orbital movements are less well accommodated, there being only a partial Ring Road (A52 and A6514).

2.2.14 The area now benefits from a high quality local public transport system. Use of high frequency bus services is growing year on year and there are over 10 million passengers a year using Line One of the Nottingham Express Transit system, and construction began on two further lines and due to open early 2015. A growing network of Link Bus services are being introduced where commercial services are not viable resulting in Nottingham having amongst the highest levels of public transport accessibility in the country. However, there are relatively few orbital routes, and cross river connectivity could also be improved. The Workplace Parking Levy in Nottingham City, which started operating in April 2012, provides a fund to further improve non-car modes of travel and encourage behavioural change.

2.2.15 Walking and cycling are important modes for short journeys. Programmes of primary pedestrian route improvements and upgrading of the local cycle network have been prioritised and are being implemented through the respective Nottingham and Nottinghamshire Local Transport Plans.

2.2.16 There is significant congestion during peak hours of demand, on main radial and orbital routes across the area. This creates instability in the highway network's operation and unreliable and extended journey times for all users including buses, private cars and freight which is damaging to both the economy and environment.

Housing Mix

2.2.17 Although the housing mix across the plan area as a whole broadly reflects the national picture, with 58% of properties being owner-occupied in 2001 and 17% with

7 or more rooms¹², 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 (38% having 4 rooms or fewer compared with 32% for the plan area as a whole), and more social rented accommodation (30% compared to 21% for the plan area as a whole). House price to income ratios are lower for the northwest of Greater Nottingham, but high for the south eastern part, giving rise to affordability problems¹³.

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

2.2.19 The housing stock rose by about 16,800¹⁴ (7.8%) in the plan area (24,500 or 7.7% within Greater Nottingham) between April 2001 and March 2011. Reflecting the national trend for smaller households and building at higher densities, a large proportion of new dwellings are smaller properties. For instance, 52% of dwellings completed in Greater Nottingham in 2009/10 were flats and 65% had 1 or 2 bedrooms¹⁵.

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. 45 of the 326 super output areas (SOAs) in the area were in the 10% most deprived nationally in the 2010 Index of Multiple Deprivation¹⁶, all of them in Nottingham City. Other SOAs in the worst 20% nationally are located in Eastwood, Arnold, Netherfield 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 and Gedling have life expectancy above the national average. However, there are parts of the plan area, particularly Nottingham City 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 three years less than in England (which is 78.2 years at birth). The causes of that lower life expectancy are due in the main to a higher than average prevalence of three diseases; cardiovascular heart disease, cancer and chronic obstructive pulmonary disease (lung disease). Lifestyle risk factors contribute to all of these including smoking, low levels of exercise, obesity, high alcohol consumption and poor mental wellbeing.

¹² 2011 Census. The comparable figures for England were 63% and 23%. Rooms includes kitchens but excludes bathrooms.

¹³ CLG Housing Statistics.

¹⁴ Council housing monitoring data. Includes purpose built student dwellings, in line with CLG definitions.

¹⁵ EMRA RSS Annual Monitoring Report 2009/10 Database. Hucknall is excluded.

¹⁶ CLG 2010 Indices of Deprivation. Super output areas are areas with similar populations devised for comparisons across the country. On average, they have a population of about 1,500.

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.

2.2.23 All the local authorities have produced or are working towards Open Space strategies, which highlight the qualitative and quantitative issues faced by different parts of the area.

2.2.24 There are a significant number of Sites of Special Scientific Interest, and other locally important sites, such as Local Wildlife Sites, and Local Nature Reserves, together with a number of strategically important green corridors, such as those along rivers and canals. An area to the north of the plan area has been identified as having the characteristics of a Special Protection Area (see Glossary) for woodlark and nightjar. This area is under consideration for formal inclusion in the designation process.

2.2.25 The area has a wide range of habitats, ranging from river washlands to mixed woodland. A Local Biodiversity Action Plan covers the whole of the plan area, and identifies those plants and animals of conservation concern, and lists priority habitats for protection and restoration. It also contains action plans for key species, such as water voles and bats, and for key habitats, such as lowland wet grassland.

Climate Change and Flooding

2.2.26 The Aligned Core Strategies have an important role to play in addressing climate change and its effects. Climate change is now widely recognised as the most significant issue for spatial planning, cutting across all land use sectors and affecting the area's environment, economy, and quality of life. There is a particular issue with flood risk in the area, especially along the Trent Valley, which passes through the heart of the built up area, but also related to other watercourses, as demonstrated by flooding at Lambley in 2007. 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 Aligned Core Strategies are met. It is consistent with the visions of the Councils' Sustainable Community Strategies.

2.3.2 *In 2028, the combined area of Broxtowe, Gedling and Nottingham City is known regionally and nationally as an area with an exceptional quality of life. It has a buoyant economy, with a strong 'Science City' theme, underpinned by the high proportion of people employed in knowledge based jobs and supported by a high quality, high capacity digital infrastructure network. It also includes a modern and competitive manufacturing sector. Nottingham itself is a successful 'Core City' and is on target to achieve its aim of being one of Europe's top cities for science, technology, innovation and creativity by 2030.*

2.3.3 *The area has experienced sustainable growth, with 30,550 new homes developed since 2011, many of which were once areas in need of regeneration but are now attractive locations. It continues to be the pre-eminent sporting centre in the region with an excellent range of cultural, artistic and sports facilities.*

2.3.4 *Much of this growth is sustainably accommodated within the main built up area of Nottingham which has assisted in reducing the need to travel, made the most of existing infrastructure and has driven the regeneration of parts of the urban area. The main built up area of Nottingham has been expanded, including successful neighbourhoods in their own right at Field Farm north of Stapleford, in the vicinity of the proposed HS2 station at Toton, at Teal Close, Netherfield and at the former Gedling Colliery site, and new development is creating successful communities, well integrated into the urban area, and with excellent connectivity to the wider city, especially the City Centre and other job opportunities. Some established residential areas have been remodelled, with a new housing and population mix, and are now popular neighbourhoods with both old and new residents. The disparities in the quality of life apparent in 2011 are being addressed, and fear of crime has been reduced, as a result, people are more willing to get involved in decisions which affect their lives.*

2.3.5 *The City Centre itself has expanded to the east and south, and the area around the Midland station in particular is an attractive gateway and a major transport hub. The retail offer has been considerably enhanced by developments at both the Broadmarsh and Victoria centres, with an upgraded City Centre environment elsewhere. These developments are responsible for the city's improved position in the national retail rankings and have enhanced its role as the region's principal shopping and leisure destination. The town centres within the area have improved their vitality and viability in line with their place in the hierarchy and network of centres.*

2.3.6 *The Sustainable Urban Extensions in Gedling adjoining the Sub Regional Centre of Hucknall (which is in Ashfield District) are now successful neighbourhoods in their own right, but well integrated into Hucknall and have contributed to the town's vibrant local economic and retail roles.*

2.3.7 *These new communities and neighbourhoods have been built to the highest design and environmental standards, being resilient to climate change, with low water usage, high levels of energy efficiency, and low or zero carbon energy forming part of their overall energy usage, including decentralised generation. Indeed phases constructed after 2016 are all carbon neutral.*

2.3.8 *In the more rural parts of the area, some identified settlements have developed to make the best of their accessibility to services, which have been sustained and enhanced, and their infrastructure capacity. Other towns and villages have experienced smaller levels of development in line with meeting local needs (especially affordable housing), supporting their communities, and maintaining their vitality, viability, and local distinctiveness. The rural economy has developed to be diverse and vibrant, although agriculture and food production remain important.*

2.3.9 *Connections to London and other regional cities, especially Derby and Leicester, are much improved, with rail line speed and capacity improvements, and the completion of major highway schemes. A HS2 hub station to serve the East Midlands is nearing completion at Toton in Broxtowe. Associated infrastructure including convenient*

sustainable public transport access to link the station to the rest of Greater Nottingham is complete or planned. Development in the vicinity of the proposed HS2 station at Toton has maximised opportunities for the local community and the regional and national economy. The public transport network continues to be world class, and includes new NET routes. Major improvements to the quality of the bus network, especially in the City Centre, and to other parts of the area, the rest of the County, and beyond have been made. Public transport patronage continues to grow, in part due to targeted and successful behavioural change measures. New cycling and walking links mean that neighbourhoods have much better sustainable networks, which link through to major employment areas and the city and town centres.

2.3.10 *The area's unique built and natural environment has been improved through the sensitive and high quality design of new development, the historic environment, both urban and rural is valued and protected and where necessary has been enhanced. The principle of the Green Belt remains and it continues to shape new development, especially with regard to its key purpose of preventing coalescence of Nottingham and Derby and their associated towns. Major new Green Infrastructure has enhanced the multifunctional open space provision and network of green corridors linking the built up areas to open countryside and has helped to address the impacts of that growth whilst also providing opportunities for healthy lifestyles. It has also contributed to a step change increase in the region's biodiversity whilst allowing it to cope with climate change. Landscape character is now a key influence on new development.*

2.3.11 *The area supports young people through education and training, with completed improvements to schools, academies, further education establishments and Universities now giving them a better start in life, and the ability to access education, training and high quality jobs.*

2.4 Spatial Objectives

2.4.1 The Aligned Core Strategies spatial objectives seek to deliver this vision, and are also consistent and complementary with the various Councils' Sustainable Community Strategies and national policies, particularly those on sustainable communities, as set out in national planning guidance.

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

New housing development within the built up areas of Nottingham will assist the regeneration at Boots within Nottingham City and Broxtowe Borough (including part of Severn Trent land), and at Stanton Tip and within the Waterside Regeneration Zone in Nottingham City. Gedling Colliery/Chase Farm is identified as a strategic location for at least 600 houses with further work to be undertaken on agreeing the funding for the necessary highway infrastructure. Some established residential areas such as parts of St Ann's will be remodelled, with a new housing and population mix.

The main built up area of Nottingham will be expanded with a Sustainable Urban Extension at Field Farm, Stapleford, in Broxtowe and at Teal Close, Netherfield in Gedling.

Sustainable Urban Extensions at Top Wighay Farm and North of Papplewick Lane to the north east of Hucknall (which is in Ashfield District) will support the regeneration of this Sub Regional Centre.

In other parts of the plan area, the Key Settlements of Awsworth, Bestwood Village, Brinsley, Calverton, Eastwood, Kimberley (including Nuthall and Watnall) and Ravenshead will be developed to make the best of their accessibility to services and infrastructure capacity.

- iii. **Economic prosperity for all:** to ensure economic growth is as equitable as possible, and that a more knowledge based economy is supported, in line with the aims of Science City, and enhancing the Core City role of the Nottingham conurbation. Supporting, developing and enhancing the City Centre by providing for new office, commercial, residential and other uses especially through the development of the Regeneration Zones and within the Sustainable Urban Extension of Top Wighay. Maximising the opportunities associated with the Enterprise Zone at Boots campus, Beeston Business Park, MediPark and Nottingham Science Park and development in the vicinity of the proposed HS2 hub station at Toton. Creating the conditions for all people to participate in the economy, by providing new and protecting existing local employment opportunities, encouraging rural enterprise, improving access to training opportunities, and supporting educational developments at all levels.
- iv. **Flourishing and vibrant town centres:** to create the conditions for the protection and enhancement of a balanced hierarchy and network of City, town and other centres, through economic growth and retail development. The provision of innovative and efficient shopping, leisure, tourism and local services of a scale appropriate to the centre's position in the hierarchy will be promoted in addition to social, cultural and other appropriate uses, accessibility improvements, environmental improvements, and town centre regeneration measures. To facilitate the redevelopment of both the Broadmarsh and Victoria Shopping Centres within the City Centre and improvements to the vitality and viability of the town centres of Arnold and Beeston. Bulwell will see significant development and enhancement with its role changed from district centre

to a town centre. Other centres, such as Eastwood and Sherwood will continue to provide for more localised needs.

- v. **Regeneration:** to ensure brownfield regeneration opportunities are maximised, for instance in the designated Regeneration Zones, at the former Gedling Colliery and at the Enterprise Zone including the Boots site. To ensure that regeneration supports and enhances opportunities for local communities and residents, leading to all neighbourhoods being neighbourhoods of choice, where people want to live.
- vi. **Protecting and enhancing the area's individual and historic character and local distinctiveness:** to preserve and enhance the distinctive natural and built heritage, by protecting and enhancing the historic environment, by promoting high quality locally distinct design, and by valuing the countryside for its productive qualities and ensuring its landscape character is maintained and enhanced. Strategic historic assets will be protected including Wollaton Park, Nottingham Castle and Newstead Abbey.
- vii. **Strong, safe and cohesive communities:** to create the conditions for communities to become strong, safe and cohesive by providing appropriate facilities, encouraging people to express their views (for instance on these Core Strategies), by designing out crime and by respecting and enhancing local distinctiveness.
- viii. **Health and wellbeing:** to create the conditions for a healthier population by addressing environmental factors underpinning health and wellbeing, and working with healthcare partners to deliver new and improved health and social care facilities especially where required by new development and through the integration of health and service provision, and by improving access to cultural, sport and leisure and lifelong learning activities.
- ix. **Opportunities for all:** to give all children and young people the best possible start in life by providing the highest quality inclusive educational, community leisure and sport facilities, for instance through improving existing or providing new schools (e.g. at Top Wighay, north of Hucknall), academies, further education establishments and Universities, and to meet the needs of older and disabled people, especially through providing appropriate housing opportunities.
- x. **Excellent transport systems and reducing the need to travel:** to ensure access to jobs, leisure and services is improved in a sustainable way, reducing the need to travel especially by private car, by encouraging convenient and reliable transport systems, through implementing behavioural change measures, and encouraging new working practices such as use of IT and home working. To aid the planned growth, strategic transport improvements will be completed, including the expansion of the NET including new routes to Chilwell and Clifton and major highway network improvements including the Nottingham Ring Road scheme and widening of A453. Sustainable transport options linking the proposed

HS2 hub station to the rest of Greater Nottingham will be explored including a NET extension.

- xi. Protecting and improving natural assets:** to improve and provide new Green Infrastructure, including open spaces, by enhancing and developing the network of multi functional green spaces, by improving access and environmental quality, and by ensuring an increase in biodiversity for instance through the development of the Sherwood Forest Regional Park and Trent River Park.
- xii. Timely and viable infrastructure:** to make the best use of existing, and provide new and improved physical and social infrastructure, where required to support housing and economic growth, and make sure it is sustainable. This will be funded through existing mechanisms, such as the investment plans of utility providers, Regional Funding Allocation and the New Growth Point, and through developer contributions. The Councils intend to develop Community Infrastructure Levies to support the delivery of new infrastructure.

2.5 Links to Sustainable Community Strategies

2.5.1 Sustainable Community Strategies are key long-term planning documents for improving the quality of life and services in a local area. Each Council has prepared a Sustainable Community Strategy which has also been agreed by a Local Strategic Partnership.

2.5.2 The purpose of a Sustainable Community Strategy is to set the overall strategic direction and long-term vision for the economic, social and environmental wellbeing of a local area, typically 10 to 20 years, in a way that contributes to sustainable development. It tells the 'story of the place' - the distinctive vision and ambition of the area, backed by clear evidence and analysis. Given this, it is important that the Sustainable Community Strategies of the local authorities are fully reflected in the Aligned Core Strategies, which sets out how their spatial planning elements will be delivered.

2.5.3 The area's Local Strategic Partnerships are based on the various Councils' administrative areas, for instance the Broxtowe Local Strategic Partnership covers the Broxtowe Borough Council area, and the Gedling Local Strategic Partnership covers the Gedling Borough Council area. A Local Strategic Partnership is a body consisting of many key local stakeholders and service providers who have a responsibility to progress the quality of life at a local level, such as health representatives, or representatives of the police.

2.5.4 Councils need to have full regard to the vision outlined in the corresponding area's Sustainable Community Strategy when preparing their Core Strategies. Therefore, it is important to demonstrate how the two respective documents will complement one another.

2.5.5 A summary of each Council's Sustainable Community Strategy can be found within the relevant Council's element of the Local Distinctiveness section of this document.

2.5.6 Localised priorities for each area have been identified to enable the comparison of general themes to ensure they are consistent across the conurbation, and to identify themes which are specific to a single Local Strategic Partnership area. These are shown in Appendix D, which demonstrates where there is a general level of agreement with the topic-based issues in this document.

2.6 Links to Other Strategies

2.6.1 The Aligned Core Strategies have also taken into account the strategic plans of various service providers within or affecting the plan area, and where relevant and these have been incorporated into the Infrastructure Delivery Plan.

2.7 Broxtowe Spatial Portrait / Local Distinctiveness



Spatial Issues

2.7.1 Broxtowe has a population of 109,500 (2011 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.

2.7.2 The north is more rural with the largest settlements at Eastwood (population approximately 11,000) and Kimberley (population approximately 6,200). All of the rural parts of the Borough are within the defined Nottingham Derby Green Belt, which comprises 64.4% of the total Borough area.

2.7.3 The Borough has excellent access to the motorway network and good access to East Midlands Airport via junction 24 of the M1, 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.

2.7.4 The accessibility of the Borough will be further improved with current construction of the Nottingham Express Transit (NET 2) tram route which will serve many of the most densely populated areas in the south of the Borough and will include a park and ride site near the A52 at Toton. This will supplement the already 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.

2.7.5 The preferred location for a HS2 hub station at Toton will significantly improve the accessibility of the Borough to London and several Core Cities both in Britain and in mainland Europe. It will make the area attractive to inward investment, will lead to significant job creation and will add to the sustainability of appropriate mixed use development in close proximity to the station. The details and mix of uses will be determined through the Borough's part 2 Local Plan.

2.7.6 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

2.7.7 At Attenborough alongside the River Trent, former wet gravel workings now provide an extensive nature reserve, which is also a Site of Special Scientific Interest (SSSI). There are also extensive areas of open space at Bramcote Park in Broxtowe, and the University of Nottingham campus and Wollaton Park, both within the City of Nottingham but within walking distance of many of the most populated areas in the south of the Borough. Access to formal open space is more limited in the north of the Borough, although there are important areas for recreation in the central parts of the Borough around the former Nottingham Canal at Cossall, Strelley, at Colliers Wood, Moorgreen reservoir and extensive countryside to the north.

2.7.8 Historically and culturally there are strong links to the world famous writer DH Lawrence with a heritage centre and museum in Eastwood (his birthplace) with much of his writing influenced by the coal mining heritage and landscape in the north of the Borough which he referred to as 'the country of my heart'. The majority of Broxtowe is within the former Nottinghamshire coalfield, which influences the setting for a number of mature landscape areas concentrated in the central and northern parts of the Borough and with easy access to the Derbyshire countryside and the Erewash valley.

2.7.9 Many of these former coalmining areas are subject to successful regeneration, with significant financial investment and landscape remediation. It remains a major priority of the Council to secure the successful redevelopment of the Boots site in Beeston, which will require close working with adjacent landowners and the City of Nottingham due to cross boundary issues.

2.7.10 In the Borough there are 151 Listed Buildings (6 Grade I, 9 Grade II* and 136 Grade II), 6 Scheduled Monuments, 15 Conservation Areas, 10 Sites of Special Scientific Interest and 143 Local Wildlife Sites. However, some of these heritage assets are at risk, with 3 Listed Buildings, 1 Scheduled Monument and 4 Conservation Areas included on the national Heritage at Risk Register.

Economic Issues

2.7.11 Beeston is the main town centre in the Borough and is a major location for new investment and employment opportunities. Broxtowe has major ambitions to secure the redevelopment of Beeston Square, as expressed in the adopted Beeston Town Centre Plan Supplementary Planning Document, and the proposed tram route is a

key part of this redevelopment which is expected to bring significant additional inward investment. Other town centres at Eastwood, Kimberley and Stapleford are smaller in scale but still perform an important role in underpinning the local economy.

2.7.12 Boots remains a major employer and Beeston Business Park provides a wide choice of employment buildings and land both with advantage of excellent rail links being close to the train station. The Boots campus has the further advantage of being declared an Enterprise Zone by the Government in March 2011. In addition the Enterprise Zone designation was extended to Beeston Business Park in March 2012 and, being immediately adjacent to the train station, it is well placed to attract new enterprises.

2.7.13 Broxtowe is a relatively affluent Borough being ranked 219 out of 326 English local authorities in the 2010 Index of Multiple Deprivation (with 1 being the most deprived). Unemployment in the Borough was 2.3% in October 2011, which is a significant decrease from the previous year. 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. The proposed strategic location for growth in the vicinity of the proposed HS2 station is partly in the ward of Chilwell West and is in relatively close proximity to Stapleford North. The significant economic development planned in the vicinity of the station is 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

2.7.14 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 and the excellent location of Beeston Business Park puts the Borough in a strong position to attract new inward investment.

2.7.15 Average property prices in Broxtowe at just below £154,000 (October-December 2012) show a drop of approximately £1,000 from the same time in 2010 and are lower than the county averages for both Derbyshire and Nottinghamshire. 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 2009 Strategic Housing Market Assessment (445 dwellings per annum). There continues to be a high demand for family housing.

2.7.16 At the 2011 census 7.2% of the Borough's population was of ethnic origin with the largest BME groups being Indian and Chinese. The strong influences of the University of Nottingham, Nottingham Trent University and Castle College are attracting a student population to Beeston. These are key drivers attracting significant student population

to the Borough, in particular high proportions of international students, as both the University of Nottingham and the Further Education College in Beeston have strong links with China and South East Asia.

Links to Sustainable Community Strategies (SCS)

2.7.17 The Broxtowe SCS has been prepared in partnership with public, private and voluntary sector groups and covers the period 2010 – 2020.

2.7.18 Priorities within the SCS include:

- **Employment**
Broxtowe will be a thriving and vibrant place with access to services jobs and opportunities for all.
- **Community Safety**
Broxtowe will be a safe place, where crime is under control, people don't have to live in fear of it and there are fewer accidents on the road and at home.
- **Healthy Living**
Broxtowe will be a healthy place, where improving health enhances peoples' quality of life.
- **Children and Young People**
Broxtowe will be a place where children grow personally and socially outside of poverty, have aspirations and are respected for participating in the community.
- **Housing**
Broxtowe will be a place where everyone has access to a good quality affordable home, with access to excellent community facilities.
- **The Environment**
Broxtowe will be a clean and green place, an attractive area in which to live, work and play and where the environment is cared for and respected both today and for future generations to come.
- **Community Relations**
Broxtowe will be a place where everyone is treated fairly, a caring community where people feel they belong.

2.8 Gedling Spatial Portrait / Local Distinctiveness



Spatial Issues

2.8.1 Gedling Borough is a mix of urban and rural with around 80% of 113,500¹⁷ residents living in the Greater Nottingham suburbs of Arnold and Carlton. The remaining residents live in a number of villages including Burton Joyce, Calverton and Ravenshead. Despite limited links to the strategic road network there are a number of major transport routes that run through the Borough such as the A60 to Mansfield, the A612 towards Southwell and the A614 which is the main northern route from Nottingham towards the A1. The Nottingham-Lincoln rail line also runs through the Borough stopping at Carlton and Burton Joyce. Routes into and out of Nottingham are well served while links between the different settlements and around the conurbation are poorer. Some of the rural settlements are relatively isolated and suffer from poor transport links.

2.8.2 In terms of geography the River Trent influences the southern parts of the Borough through flooding and also forms the boundary between Gedling and Rushcliffe. The landscape around the urban area is characterised by a number of ridgelines which help define the edge of Greater Nottingham.

Built and Natural Environment Issues

2.8.3 Gedling Borough has a diverse range of natural habitats, which includes a number of valuable sites for nature conservation and biodiversity. There is one Site of Special Scientific Interest (SSSI) which is located near Linby as well as three Local Nature Reserves, eighty one Local Wildlife Sites and has several areas of fine landscape previously designated as Mature Landscape Areas. In addition, some areas of woodland to the north and west of the Borough have been identified as a prospective Special Protection Area (SPA). A decision on the extent of any possible SPA will be made is not known.

2.8.4 A number of areas in Gedling Borough have a strong sense of heritage especially in the rural areas where six of the villages have Conservation Areas. Newstead Abbey Park, once home to Lord Byron, includes a number of heritage assets such as the Grade I Listed Abbey and Boundary Wall and is a major feature in the north of the Borough. There are 188 Listed Buildings in the Borough (6 Grade I, 15 Grade II* and 167 Grade II), 9 Scheduled Monuments and 4 Registered Parks and Gardens. However some of these heritage assets are at risk, with 3 Listed Buildings (including Newstead Abbey) and 1 Scheduled Monument included on the national Heritage at Risk Register.

¹⁷ Office for National Statistics 2011 Census.

2.8.5 Gedling Village, Calverton, Bestwood Village and Newstead Village are areas of the Borough that retain the legacy of their coalmining past. The regeneration of these areas is ongoing and remains a priority for the Borough.

Economic Issues

2.8.6 As a regional economic hub, Nottingham City is the main work destination for the majority of residents with over half of those employed working there. While Gedling Borough is below the national average for the percentage of working age residents who are qualified to HND, Degree and Higher Degree level qualifications or equivalent, the main areas of occupation are in management, professional occupations and also administration. Employment within Gedling Borough tends to be towards the lower skilled end of the market and the Borough is popular with smaller, more locally focussed business due to lower costs.

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

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

Social / Community Issues

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

2.8.10 Reflecting national trends the population of the Borough is ageing and this is especially clear in a number of villages including Ravenshead. Netherfield and Colwick are popular with young families perhaps reflecting the cheaper, smaller houses in this area. The ethnic minority population has increased from 5.2% in 2001 to an estimated 7.3% in 2009¹⁸.

Links to Sustainable Community Strategy (SCS)

2.8.11 The Gedling Borough SCS has been prepared in partnership with public, private and voluntary sector groups and covers the period up to 2026.

2.8.12 Vision / Priorities in the SCS include:

- **A place of safe and strong communities**
A friendly place where people make a positive contribution to and feel part of their local community, respect and support each other and take responsibility for their

¹⁸ Office for National Statistics estimate.

own actions. Where they feel safe in their homes and on the streets at any time of the day and night.

- **A place where people are treated fairly and have the opportunity to get involved**

A place where everybody has an equal chance to realise their potential and enjoy the lifestyle they want. Where the needs of the villages and suburban neighbourhoods with regard to public transport, local jobs, access to services and housing are met. Where people can be confident that the organisations on which they rely for essential services will meet their needs and respond to their preferences when designing and delivering those services.

- **A place where we take care of our environment**

A place that achieves a balance between the natural and built environment and makes people feel good about their surroundings. A place with clean streets, well maintained open spaces and well managed countryside, where steps are taken to preserve the environment for present and future generations. A place where there is a variety of distinctive and attractive buildings that are of high quality and reflect the character of the local area.

- **A place where people can lead a healthy and active lifestyle**

A place where people have the opportunity to enjoy a healthy lifestyle. A place where people can be physically and socially active, have a good range of accessible health, recreational and leisure facilities and where there is a balanced mix of decent housing meeting the needs of the population.

- **A place that contributes to a vibrant and prosperous Greater Nottingham**

A place that attracts investment, to create a variety of convenient facilities for essential services and shopping, cultural and social activities and also to provide business opportunities and local jobs. A place where people of all ages can have access to good quality education and training in order to gain the skills which will give them the best possible employment prospects and to support the economy of Greater Nottingham.

2.9 Nottingham City Spatial Portrait / Local Distinctiveness



Spatial Issues

2.9.1 Nottingham City is one of the eight Core Cities in England. The City is a very compact and high-density urban area, with a population of 305,700¹⁹ and an area of only 7,461 hectares. Mainly due to its tight boundary, Nottingham has developed at a

¹⁹ Office for National Statistics 2011 Census, Crown Copyright.

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.

2.9.2 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.

2.9.3 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 some 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.

2.9.4 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.

2.9.5 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 Cities²⁰, with 75.9 million passenger journeys by bus or tram in 2010/2011, including 9.8 million on the tram. 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. The extension to NET will further improve access to and within the built-up area, including connectivity to Clifton and Beeston/Chilwell.

Built and Natural Environment Issues

2.9.6 The net housing increase achieved between April 2006 and March 2011 was 4,795 (i.e. an average of 959 per annum). Between 2000 and 2011, 92.6% of dwellings were built on previously developed land²¹.

2.9.7 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.

²⁰ Local Public Transport Operators returns 2010/2011.

²¹ Nottingham City Council Housing Monitoring.

2.9.8 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.

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

Economic Issues

2.9.10 The City performs a strategic function in economic terms, serving a labour market which extends far beyond its boundaries. More than 55% of all jobs in Greater Nottingham are within the Nottingham City boundary²². GVA (Gross Value Added) per head of population in the City is the highest of 8 Core Cities and one of the highest in the country²³. 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 prior to the most recent recession in attracting job growth, the City ranks 20th most deprived out of the 326 districts in England, and 24.8% of the population of the City live in the 10% most disadvantaged Super Output Areas (SOAs) in the country²⁴, compared with 1.0% for the rest of Greater Nottingham. However, Nottingham's position in the Indices of Deprivation is improving, suggesting past regional and ongoing local efforts to address structural and embedded economic challenges are having some impact.

2.9.11 Unemployment in the city was 11,705 (5.4%) in March 2014, a rate which had peaked in 2012 but has steadily declined since. This compares poorly with 3.1% for the rest of the plan area (Broxtowe & Gedling)²⁵. Between July 2011 and June 2012 only 60% 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 73.1% for the rest of the plan area²⁶. 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, as does the 'Science City' designation which recognises Nottingham's potential to see further high-value employment and economic growth, particularly associated with the Enterprise Zone at the Boots campus, MediPark and Nottingham Science Park.

2.9.12 Nottingham is the largest retail centre in the region and was recently ranked 6th in the list of national retail centres²⁷. As such it is a major location for new investment and ambitions exist to secure the redevelopment of both Broadmarsh and Victoria shopping centres to further strengthen and protect the City Centre's retail and economic role, and will represent significant additional inward investment to the City.

2.9.13 In addition to the City Centre, the Queens Medical Centre, City Hospital, the

²² Business Register and Employment Survey 2009, Office for National Statistics.

²³ GVA estimates for 2009, Office for National Statistics.

²⁴ 2010 Indices of Deprivation, Department of Communities and Local Government.

²⁵ Office for National Statistics Claimant Counts October 2012.

²⁶ Annual Population Survey (July 2011 to June 2012), Office for National Statistics.

²⁷ Retail Footprint 2011, CACI Ltd.

Universities, Lenton Lane, Blenheim Industrial Estate, and NG2 business park to the west are major employment locations.

Social / Community Issues

2.9.14 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 and 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 2001 census showed a low proportion of family homes within the City with only 30% of dwellings having 6 or more rooms in the City compared with 42% nationally. There is also a low proportion of owner-occupied housing (45%) compared with the rest of Greater Nottingham (75%)²⁸.

2.9.15 The City has a culturally and ethnically diverse population, with 25% of the population coming from Black and Minority ethnic groups (i.e. all ethnic groups except White British), this compares to 10% for the rest of Greater Nottingham²⁹. The strong influence of University of Nottingham and Nottingham Trent University are attracting a significant student population, including a large proportion of international students and post graduates.

Links to Sustainable Community Strategy (SCS)

2.9.16 Priorities within the SCS include:

- **Develop Nottingham's international standing for science and innovation, sports and culture**

Planning has a key role in developing Nottingham's international standing. Nottingham's science and innovation standing should be assisted through employment provision, economic development and links to Nottingham's Universities. The City's sports and culture standing will be developed through the protection of existing facilities and the provision of new facilities.

- **Transform Nottingham's neighbourhoods**

The planning system has a role to play in transforming Nottingham's neighbourhoods. It will help enhance the vitality and viability of town and local centres. It will help to secure the successful regeneration of many areas including Regeneration Zones, Boots campus and Stanton Tip. It will achieve a mix and choice of housing. Planning will support local services and healthy lifestyles and green infrastructure.

- **Ensure that all children thrive and achieve**

The planning system has a role to play in ensuring that children have good and safe access to schools, clubs and outdoor play areas both formal and informal. The provision of safe and accessible walking and cycling routes has a key role. By planning for new housing development to support and enhance existing services

²⁸ 2011 Census Standard Table 51, Office for National Statistics.

²⁹ Experimental Population Estimates by Ethnic Group for 2009, Office for National Statistics.

and facilities such as youth groups, sports clubs, other leisure facilities and shops it will be possible for young people to play an active and positive part in their local community.

- **Tackle poverty and deprivation by getting more local people into good jobs**
The planning system is a key driver of economic growth. It can play a positive and proactive role in providing and facilitating the release of sufficient sites in sustainable and accessible locations to meet the needs of the economy such as new offices and retail, particularly in locations that will support sustainable transport and regeneration aims. It is also essential to ensure that members of the community have access to training and education facilities to develop skills to contribute to the changing economy and access newly created jobs. In this regard it is important to recognise the significance of Nottingham's Universities as key drivers of economic development and to facilitate their further sustainable growth.
- **Reduce crime, the fear of crime, substance misuse and anti-social behaviour**
Planning has a key role in ensuring that new developments are designed in such a way that discourages crime and anti social behaviour, at the same time as ensuring there are safe and convenient cycling and walking routes linking housing with employment, education, leisure and retail facilities that will be attractive for people to use. These principles are addressed in CABI's building for life standards.
- **Improve health and wellbeing**
Through careful planning it is possible to ensure that communities have the maximum opportunities to follow a healthy lifestyle. This would include new housing development in locations that have good links to high quality existing and new areas of open space, shops and community facilities with opportunities to walk and cycle safely to these facilities on attractive well lit routes. For businesses it would be to ensure that staff are given the maximum opportunity to walk and cycle to work which could be partly addressed in travel plans, but will mainly relate to ensuring that new businesses are in accessible locations and provide adequate cycle parking facilities.

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 climate change (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 naming locations for major new development and listing the Sustainable Urban Extensions which have been identified to meet housing requirements. The principle of the Green Belt is important in shaping the future growth of Greater Nottingham and guidance is given on its future review in the plan area. Planning for changes in the future economy is as important as planning for new housing growth, and the two need to be considered together. Our city and town centres are important in this regard, and also need to be sustainable and attractive hubs to the communities they serve. There are a number of regeneration challenges throughout the area which need to be addressed if best use is to be made of brownfield land, so it can be bought back into productive use, and some neighbourhoods need interventions to help them achieve their potential to become neighbourhoods of choice.

The core policies for a sustainable growth are:

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



Policy A: Presumption in Favour of Sustainable Development



1. **A positive approach will be taken when considering development proposals reflecting the presumption in favour of sustainable development contained in the National Planning Policy Framework. The relevant Council will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.**
2. **Planning applications that accord with the policies in the Local Plan³⁰ (and, where relevant, with policies in Neighbourhood Plans) will be approved without delay, unless material considerations indicate otherwise.**
3. **Where there are no policies relevant to the application, or relevant policies are out of date at the time of making the decision, then planning permission will be granted unless material considerations indicate otherwise – taking into account whether:**
 - a) **any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or**
 - b) **specific policies in that Framework indicate that development should be restricted.**

Justification

3.A.1 The Government's National Planning Policy Framework recognises that sustainable development is about change for the better. It is about positive growth, making economic, environmental and social progress for this and future generations. To achieve sustainable development, economic, social and environmental gains should be sought jointly. They are mutually dependent.

3.A.2 In line with Government policy advice, the Councils have adopted a positive approach in seeking to meet the objectively assessed development needs of the area. The policies in the Aligned Core Strategies provide a clear framework to guide development that creates positive, sustainable economic growth, therefore following the presumption in favour of sustainable development, enabling proposals that accord with the plan objectives to be approved without delay. This policy is therefore at the heart of decision making when assessing planning applications.

³⁰ The Local Plan includes the Aligned Core Strategies and the Council's part 2 Local Plans.

3.A.3 There may be instances where the plan is silent or in future years, policies become out of date. To enable the Councils to continue to take a sustainably positive approach to decision making, applicants will need to assist by submitting evidence to demonstrate how the benefits of a proposal outweighs any adverse impacts. In this way economic, social and environmental responsibilities can continue to be met without compromising the ability of future generations to meet their own needs and wellbeing.

Policy 1: Climate Change



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

Sustainable Design and Adaptation

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

Reducing Carbon Dioxide Emissions

- 3. Development should demonstrate how carbon dioxide emissions have been minimised in accordance with the following energy hierarchy:**
 - a) Using less energy through energy efficient building design and construction, including thermal insulation, passive ventilation and cooling;**
 - b) Utilising energy efficient supplies – including connecting to available heat and power networks; and**
 - c) Maximising use of renewable and low carbon energy generation system.**
- 4. Further guidance on how development should contribute to reducing carbon dioxide emissions will be set out in part 2 Local Plans, where appropriate.**

Decentralised Energy Generation

5. 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 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.

Flood Risk and Sustainable Drainage

6. Development will be supported that adopts the precautionary principle, that avoids areas of current and future flood risk, which, individually or cumulatively does not increase the risk of flooding elsewhere and, where possible, reduces flood risk.
7. Where no reasonable site within Flood Zone 1 is available, allocations in Flood Zone 2 and Flood Zone 3 will be considered on a sequential basis.
8. Where it is necessary to apply the Exception Test, the following factors will be taken into account when considering if development has wider sustainability benefits to the community that outweigh flood risk:
 - a) there are exceptional and sustainable circumstances for locating the development within such areas, including the necessary re-use of brownfield sites; and
 - b) the risk can be fully mitigated by engineering and design measures.
9. Where appropriate, further guidance on the application of the sequential and Exception Test will be set out in part 2 Local Plans.
10. All new development should incorporate measures to reduce surface water runoff whilst managing surface water drainage in a sustainable manner, and Sustainable Drainage Systems should be incorporated into all new development unless it can be demonstrated that such measures are not viable or technically feasible.

Justification

3.1.1 The Councils will look to mitigate against and adapt to climate change and its effects through a variety of means including the policy outlined above. Policies 2 (The Spatial Strategy) and 14 (Managing Travel Demand) look to ensure that development is sustainably located to reduce the need to travel and where journeys are necessary that public transport, cycling and walking options are built into development from the start. Policies 16 (Green Infrastructure, Parks and Open Space) and 17 (Biodiversity) provide for a network of multifunctional green spaces and the protection of habitats and species. The Councils will also look to other methods beyond the planning system including addressing the impacts of their own activities (such as ensuring that vehicle emissions are reduced) and helping the community mitigate their own impact on climate (such as supporting schemes which help insulate older homes).

Further guidance can be found in Policies 10 (Design and Enhancing Local Identity) and 11 (The Historic Environment) on designing mitigation and adaptation measures in sensitive environments. The part 2 Local Plans may also provide further guidance on these issues.

3.1.2 This policy does not address all aspects of climate change. Further guidance can be found at Policy 10 (Design and Enhancing Local Identity) and Policy 11 (The Historic Environment) which include considerations which need to be taken into account when designing mitigation and adaptation measures in sensitive environments, Policy 14 (Managing Travel Demand) which seeks to reduce the need to travel and encourage modal shift, and Policy 16 (Green Infrastructure, Parks and Open Space) which emphasises the role of the green and natural environment in mitigating and adapting to climate change.

3.1.3 Tackling climate change is major challenge. It is a global problem requiring local action. Major changes in attitude and practices are required if we are to make changes to the earth's climate and reverse the effects of global warming. National objectives to address climate change will not be achieved without substantial efforts to reduce energy consumption and increase energy produced from naturally occurring, renewable sources.

3.1.4 The Government is actively seeking to reduce greenhouse gas emissions and has set targets in the Climate Change Act 2008 to reduce carbon dioxide (CO₂) emissions by 80% below current levels by 2050. More recent publications, including the supplement to PPS1 on Climate Change and Building a Greener Future: Towards Zero Carbon Development pave the way for the delivery of more resource-efficient buildings in general and zero carbon homes by 2016. The National Planning Policy Framework reemphasises the approach, stating the Government's objective is that planning should fully support the transition to a low carbon economy in a changing climate.

3.1.5 All three Councils have signed the Nottingham Declaration on climate change which is a public statement of intent to work with the local community and businesses to respond to the challenges of climate change. This includes cutting gas emissions such as CO₂ and preparing for the changes climate change will bring.

3.1.6 The Local Plan needs to ensure the use and development of land will help slow down the rate of climate change and be resilient its effects. In this respect the Aligned Core Strategies' task is to:

- reduce consumption of natural and non-renewable resources
- reduce dependence on non-renewable energy sources and promote renewable energy use and development
- reduce pollution to levels that do not damage natural systems
- help improve air quality
- effectively manage and reduce the impacts of flood risk across the area

Sustainable Design and Adaptation

3.1.7 Simple measures, such as the design, siting and orientation of development, appropriate sourcing of materials (for instance, where there is a choice, using materials

with a lower 'carbon footprint'), and minimising waste, both during construction and in use, can improve the sustainability of development at little or no cost. Energy Statements can be an effective way of demonstrating how development contributes to both mitigating the causes of climate change and adapting to its effects, and their use will be encouraged. Similarly Site Waste Management Plans, where required should draw on best practice, and development should promote waste minimisation and recycling. There is evidence that climate change will effect health globally and alter the patterns of morbidity and mortality in the UK. Some groups, such as the very young, the elderly and those with disabilities, may feel the effects of climate change more than others. Buildings which will serve these groups should be designed to take account of this

3.1.8 A large part of the potential to reduce CO₂ emissions lies in the existing stock of buildings, both residential and commercial. Whilst tackling this source of emissions lies largely outside of the planning system, where refurbishment requires planning permission, the opportunity to address climate change issues should not be lost. However, development of or affecting heritage assets, which include measures to address climate change will need sensitive treatment to ensure the impact will not cause material harm to the asset or its setting, unless this harm is outweighed by the proposal's wider social, economic and environmental benefits.

3.1.9 The Greater Nottingham and Ashfield Outline Water Cycle Study (2010) highlights that the area is one of moderate 'water stress' (i.e. scarcity) in terms of water supply. It is therefore important that new development makes as efficient use of water as possible, and the Water Cycle Study recommends that new residential development adopts the water usage standards of level 3 of the Code for Sustainable Homes as a minimum, i.e. not more than 105 litres per person per day.

Reducing Carbon Dioxide Emissions

3.1.10 The Government has made clear its commitment to ensuring that all new homes built from 2016, and all other development by 2019, should be 'zero carbon' (see Glossary). The 'energy hierarchy' is a recognised approach to reducing the CO₂ emissions from new development. Firstly, long term reductions are normally most effectively made through ensuring the building itself is as energy efficient as possible, and by ensuring that the building's systems use energy as efficiently as possible, thus reducing its energy demands over its lifetime. Secondly, once the building's energy demands have been minimised, the focus should be on supplying energy efficiently (encouraging the use of local networks such as combined heat and power). Thirdly, sourcing the building's remaining energy requirements from renewable carbon sources can contribute to further CO₂ savings, whilst also contributing to national and local targets for renewable and low-carbon generation. (The City Council currently negotiates a proportion of energy usage in major development to be from renewable and low-carbon sources, known as the 'Merton Rule'). Implementing the energy hierarchy can also be important in meeting wider policy goals, such as reducing fuel poverty.

3.1.11 Considerations such as site characteristics, the nature of development, availability of local networks and viability can all influence the most cost effective approaches to addressing CO₂ emissions through the energy hierarchy, so its implementation is likely to vary. In addition, approaches to adapting to climate change and mitigating its

effects are changing rapidly, as are technologies available to reduce carbon emissions and generate renewable and low-carbon energy. For instance, the introduction of 'allowable solutions' where as part of ensuring new development is 'zero carbon', CO₂ emissions savings are secured off site rather than as part of the development, will require local approaches. Further guidance will be prepared as necessary in part 2 Local Plans.

Decentralised Energy Generation

3.1.12 Supporting renewable and low-carbon decentralised energy schemes is an important component of meeting carbon reduction targets, and in the short term at least, they are capable of delivering greater carbon savings than achievable through the development of new low carbon buildings. These types of energy generation are already an important component of energy use in Nottingham, with the energy from waste facility at Eastcroft providing both electricity and heat to parts of the City Centre and St Ann's. The area is also home to small scale hydro and wind energy generation. Where viable and feasible, new development can support and make better use of these existing facilities by connecting to them as part of the approach to the energy hierarchy. There is considerable scope for further development of such facilities, especially in the use of biomass energy generation, and their development will be supported wherever appropriate.

Flood Risk and Sustainable Drainage

3.1.13 Flood risk is a significant issue in 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, adopting the precautionary principle to development proposals will therefore be supported.

3.1.14 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.

3.1.15 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. A Surface Water Flooding Management Plan is in preparation for the Nottingham City area. Reducing runoff can be helpful in reducing the risk of flooding from this source, and the Councils will seek the implementation of Sustainable Drainage Systems into all new development, unless it can be demonstrated that such measures are not viable or technically feasible. For development on brownfield sites, new developments should 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 maintain runoff levels compared to those present prior to development.

Monitoring Arrangements

| Targets | Indicators | Delivery |
|--|---|--|
| To reduce per capita CO ₂ emissions and increase renewable power generation | <ul style="list-style-type: none"> Department of Energy & Climate Change's 'Carbon dioxide emissions within the scope of influence of local authorities' | |
| Zero planning permissions contrary to Environment Agency advice on flooding | <ul style="list-style-type: none"> Number of permissions in flood risk areas implemented against Environment Agency advice | <ul style="list-style-type: none"> Part 2 Local Plans Development Management decisions |
| Increase the number of Sustainable Drainage Systems (SuDS) | <ul style="list-style-type: none"> Number of developments incorporating SuDS | |

Policy 2: The Spatial Strategy



1. Sustainable development in the plan area will be achieved through a strategy of urban concentration with regeneration. Most development will therefore be located in or adjoining the main built up area of Nottingham, with development adjacent to the Sub Regional centre of Hucknall aimed at regeneration and supporting its role. Key Settlements where significant growth is planned are identified.
2. The settlement hierarchy to accommodate this growth is defined on the Key Diagram and consists of:
 - a) the main built up area of Nottingham;
 - b) adjacent to the Sub Regional Centre of Hucknall; and
 - c) Key Settlements identified for growth:
 - i) Awsworth, Brinsley, Eastwood (including parts of Giltbrook and Newthorpe) and Kimberley (including parts of Nuthall and Watnall), in Broxtowe;
 - ii) Bestwood Village, Calverton and Ravenshead, in Gedling.
 - d) In other settlements (not shown on the Key Diagram) development will be for local needs only.
3. A minimum of 30,550 new homes (2011 to 2028) will be provided for, distributed as follows:

| | 2011 to 2028 | 2011 to 2013 | 2013 to 2018 | 2018 to 2023 | 2023 to 2028 |
|--------------------------|---------------|--------------|--------------|---------------|---------------|
| Broxtowe Borough Council | 6,150 | 200 | 1,800 | 2,150 | 2,000 |
| Gedling Borough Council | 7,250 | 500 | 2,200 | 2,400 | 2,150 |
| Nottingham City Council | 17,150 | 950 | 4,400 | 5,950 | 5,850 |
| Total | 30,550 | 1,650 | 8,400 | 10,500 | 10,000 |

All years are financial years, April to March. Numbers rounded to the nearest 50.

- a) approximately 24,995 homes in or adjoining the existing main built up area of Nottingham, in the following distribution:

| | |
|---------------------------------|---------------|
| Broxtowe Borough Council | 3,800 |
| Gedling Borough Council | 4,045 |
| Nottingham City Council | 17,150 |

To include:

- i) **Boots and Severn Trent site***, in Broxtowe (550 homes);
 - ii) **A Sustainable Urban Extension at Field Farm, north of Stapleford#**, in Broxtowe (450 homes);
 - iii) **A strategic location for growth on land east and west of Toton Lane including Toton Sidings in the vicinity of the proposed HS2 station at Toton, in Broxtowe. This will include a minimum of 500 homes with the appropriate mix of this and other development to be recommended by the Broxtowe HS2 Working Group and determined in Broxtowe's part 2 Local Plan;**
 - iv) **Teal Close, in Gedling (830 homes);**
 - v) **Gedling Colliery/Chase Farm***, in Gedling subject to funding of Gedling Access Road (at least 600 homes);
 - vi) **Remainder of Boots Site***, in Nottingham City (up to 600 homes);
 - vii) **Stanton Tip, Hempshill Vale***, in Nottingham City (500 homes); and
 - viii) **Waterside Regeneration Zone***, in Nottingham City (3,000 homes).
- b) **approximately 1,300 homes in Gedling adjoining Hucknall Sub Regional Centre (which is in Ashfield District), comprising of Sustainable Urban Extensions at:**
- i) **North of Papplewick Lane# (up to 300 homes); and**
 - ii) **Top Wighay Farm# (1,000 homes).**
- c) **approximately 3,995 homes elsewhere, including in or adjoining the Key Settlements of:**
- In Broxtowe**
- i) **Awsorth (up to 350 homes);**
 - ii) **Brinsley (up to 150 homes);**
 - iii) **Eastwood (up to 1,250 homes); and**
 - iv) **Kimberley (up to 600 homes).**
- In Gedling**
- v) **Bestwood Village (up to 560 homes);**
 - vi) **Calverton (up to 1,055 homes); and**
 - vii) **Ravenshead (up to 330 homes).**
- d) **In Gedling up to 260 homes will be provided in other villages not specifically identified above, solely to meet local needs.**

4. Significant new employment development will take place in the following areas:

- a) **Boots* & Severn Trent site, in Broxtowe;**
- b) **Land in the vicinity of the proposed HS2 station at Toton, in Broxtowe;**
- c) **Top Wighay Farm#, in Gedling;**

- d) Teal Close[#], in Gedling;
- e) Gedling Colliery/Chase Farm*, in Gedling;
- f) Boots* site, in Nottingham City;
- g) Southside* Regeneration Zone, in Nottingham City;
- h) Eastside Regeneration Zone*, in Nottingham City; and
- i) Eastcroft area of the Waterside Regeneration Zone*, in Nottingham City.

5. Retail, health, social, leisure and cultural development will be located in the City Centre, as set out in Policy 5, and the Town Centres of Arnold and Beeston. The District Centre of Bulwell will be developed to become a town centre. New retail development of an appropriate scale will be developed at the Waterside Regeneration Zone, Teal Close and at Gedling Colliery/Chase Farm. Further detail is set out at Policy 6.

6. Major new transport infrastructure will be provided to encourage sustainable alternatives to using the private car, address the impacts of growth, and/or meet the objectives of the Local Transport Plans as follows:

- a) existing planned transport schemes which are essential to the delivery of the Core Strategies and with committed funding are:

Public Transport

- i) Nottingham Express Transit Phase 2 (extensions to Clifton and Chilwell); and
- ii) Nottingham Midland Rail Station Hub.

Highway Improvements

- iii) Nottingham Ring Road improvement scheme; and
- iv) A453 Widening – from M1 to A52 (T) Clifton.

- b) Other schemes with no committed funding but which are also important to the delivery of the Core Strategies include:

Public Transport

- i) Nottingham to Lincoln rail improvements.

Highway Improvements

- ii) Gedling Access Road; and
- iii) A52 Junction Improvements (between A6200 Derby Road and Bingham).

- c) National and local schemes which will have significant economic and sustainable transport benefits to the plan area if implemented include:

- i) High Speed Rail 2 (HS2);
- ii) HS2 hub station at Toton to serve the East Midlands;
- iii) Extension to NET to serve the new HS2 hub station;
- iv) Reopening of Ilkeston Station (in Erewash);
- v) Access to the Rolls Royce site (in Ashfield District) from the A611;
- vi) Midland Main Line Speed Improvements and Electrification;
- vii) High Speed Rail 2; and
- viii) Hucknall Town Centre Improvement Scheme (Ashfield District).

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

7. **Strategic Green Infrastructure will be provided or enhanced in conjunction with the locations for major residential development identified above, the Strategic River Corridors of the Trent, Erewash and Leen rivers, canal corridors, the Greenwood Community Forest, and Urban Fringe areas. Further detail is set out at Policy 16.**
8. **The implementation of this policy will be kept under review. Its effectiveness will be measured through the Key Monitoring Indicators set out in the table at paragraph 3.20.1, and, if required, remedial action will be taken as specified in this table.**

Note: Strategic sites marked # have the status of ‘strategic allocations’ and are available for housing and other development where specified from the date of adoption of the Core Strategies, whilst those marked * have the status of ‘strategic locations’ and will be allocated through part 2 Local Plans. Key Settlements are also ‘strategic locations’ and will deliver housing throughout the plan period. Boots / Severn Trent and the Regeneration Zones are ‘strategic locations’ for housing purposes, but are capable of delivering economic development in the first 5 years from adoption, based on the existing infrastructure of the sites. The Boots site is anticipated to accommodate 1,150 homes in line with the Aligned Core Strategies. However, due to the ongoing masterplanning work the distribution of these homes between Broxtowe Borough and Nottingham City may change. This will not affect the housing provision figures for those two Councils.

Justification

Spatial Strategy

3.2.1 The spatial strategy flows from the spatial portrait, the vision, and the spatial objectives set out earlier in the document. It is aspirational but realistic, and has been positively prepared to meet the objectively assessed development and infrastructure requirements of the area as set out in the evidence base, and provides a framework and context for the other policies of the plan. The main proposals are shown on the Key Diagram which can be found at the end of this document.

3.2.2 A spatial strategy of urban concentration with regeneration is considered to be the most appropriate strategy for the area. This is because it makes the most of existing infrastructure, and because of the significant regeneration challenges faced by parts of the plan area, especially in the main built up area of Nottingham itself, where many of the brownfield development opportunities lie, and in the Sub Regional Centre of Hucknall which abuts the plan area. The strategy also performed well in the Sustainability Appraisal process. This strategy was originally proposed through the East Midlands Regional Plan, although the approach taken in this plan takes account of the difficulties experienced in delivering some sites on which the Regional Plan relied, and the specific development needs and potential of other parts of the plan area.

3.2.3 The settlement hierarchy set out in part 2 of Policy 2 reflects the role and size of the urban areas, with Nottingham and its built up area being of national and regional importance in terms of its size and economy, and the Sub Regional Centre of Hucknall (in Ashfield District), which is relatively large and has its own distinct identity and economic role. The Key Settlements have been locally defined, based on their role, function and planning policy considerations, particularly implications for the most important areas of Green Belt, especially those directly between Derby and Nottingham. The scale of development envisaged within or adjoining these Key Settlements varies, depending on a range of factors. These include local regeneration needs, the level of growth capable of being accommodated in or adjoining the main built up area of Nottingham or adjacent to Hucknall, and available sustainable development opportunities.

3.2.4 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 varies between the Councils.

3.2.5 In line with the strategy, outside of those Key Settlements listed in part 3 (c) of the Policy, development will be of a scale appropriate to meeting local needs, to be defined in part 2 Local Plans.

Housing Provision

3.2.6 The housing provision between 2011 and 2028 for the three Council areas is 30,550. This level of housing provision is based on the Councils' objectively assessed evidence (see the Housing Background Paper, 2012, and the Household Projections Background Paper, 2012) and meets the needs of the existing population, whilst allowing for continuing in-migration to Greater Nottingham, albeit at a lower level than that experienced in the past. It also allows for a significant contribution towards affordable housing needs, and is sufficient to assist the considerable regeneration challenges present. Housing provision varies across the plan period on the basis of likely delivery timescales, taking into account infrastructure delivery and a recovering housing market. In addition, the housing provision level proposed is considered to be deliverable over the plan period, and is accommodated on a mix of sites offering early housing delivery and sites which will require a longer lead in time.

3.2.7 New Government Household Projections based on the 2011 Census are expected to be published in 2014, and by this time economic circumstances may have stabilised somewhat. Should the new objective assessment of housing needs which takes these projections as its starting point indicate that the Councils' assumptions underpinning housing provision are no longer appropriate, the Core Strategies will be reviewed, commencing in 2018 (three years from adoption of the Aligned Core Strategies).

3.2.8 Plan preparation began when the East Midlands Regional Plan was in place. This required the plan area to provide a minimum of 34,800 new homes between 2006 and 2026, as part of a Greater Nottingham minimum housing provision figure of 60,600. The figure in Policy 2 of 30,550 new homes for 2011 to 2028 is consistent with an updating of that Regional Plan figure, but the evidence underlying housing provision for the plan area has been fully reviewed. The review has included full consideration of the DCLG 2008-based household projections and other demographic and local socio-economic data.

3.2.9 In terms of deliverability, the housing provision figure is considered to be extremely challenging, and the housing trajectories in Appendix C show that a significant uplift in completions will be required if the total housing provision is to be achieved. However, the number is considered to be the appropriate level of housing provision to plan for, given the factors set out above, and, given an early return to good market conditions, it should be achievable. Indeed the area has, in three out of the past ten years, achieved completion rates that would deliver the total. Some of the housing provision included above is already allocated in adopted Local Plans or has planning permission.

3.2.10 Factors including the current economic downturn, the lead in time required to bring forward development on strategic sites, and in some cases the requirement for infrastructure to be in place prior to development, mean there are valid planning reasons why the delivery of housing is expected to be lower in the early part of the plan period (see Greater Nottingham Housing Market and Economic Prospects report, GL Hearn, 2012 and the Infrastructure Delivery Plan). Failure to take account of these market signals and delivery factors by planning for housing development at a constant rate across the plan period would lead to the release of additional Green Belt or greenfield land early in the plan period. Given that this additional land would need to be outside of existing settlement limits in the Green Belt and / or urban land of high environmental value, this approach would conflict with the strategy of urban concentration with regeneration, and core planning principles³¹ that underpin sustainable development, the consequences of which could be:

- Failure to protect the Green Belt through the release of more land than required;
- Failure to recognise the intrinsic character and beauty of the countryside;
- Failure to encourage the reuse of existing resources, including the conversion of existing buildings;
- Unnecessary harm to the natural environment and other land of higher environmental value;
- Unnecessary impact on standards of amenity;
- Failure to make effective use of land that has been previously developed; and
- Failure to manage patterns of growth to make the fullest possible use of public transport, walking and cycling.

3.2.11 Housing delivery will build up after the early part of the plan period as a result of the return to more normal market conditions and the commencement and build out of the strategic sites. This is reflected in the table included at Policy 2.3. The figures in the table are not upper limits to development, they represent the anticipated rate of housing completions, and will be used by the Councils to determine the level of their 5 year supply of deliverable housing sites. (Each Council's anticipated housing completions for all the years over the plan period are set out in the 'Plan – Annual Housing Target' row of the housing trajectories in Appendix C)³². It is recognised that a more even level of housing delivery across the plan period would be preferable in terms of matching supply against identified need, therefore the Councils will do

³¹ See paragraph 17 of the National Planning Policy Framework.

³² The 5 year land supply will be calculated as follows: the anticipated housing delivery can be found by using the 'Plan – Annual Housing Target' for the appropriate period. Any shortfall (or over-provision) is taken into account by adding (or subtracting) proportionately from each remaining year of the trajectory. The relevant supply in each year making up the 5 year period is then added together. A 5% buffer or 20% can then be added to give the 5 year plus 5% or 20% housing figure for which each Council is required to ensure sufficient specific deliverable sites are identified. An example of the calculation is contained in the Housing Background Paper Addendum, 2013.

their utmost to speed up delivery of housing on strategic and other allocated sites. However, the approach adopted in the Core Strategies is realistic and sustainable, in that it minimises harm to core planning principles and represents a significant boost to the supply of housing by planning for the full objectively assessed needs for housing to be met across the plan period.

3.2.12 In line with sustainability principles, most of the main urban area development will be met within the main built up area of Nottingham, and sites at Boots (Broxtowe and Nottingham City), Stanton Tip (Nottingham City), and the Waterside Regeneration Zone are planned to deliver 4,650 homes. However, there is insufficient capacity to deliver all the required homes within the main urban area, so approximately 450 new homes will be provided at a Sustainable Urban Extension at Field Farm in Broxtowe Borough, and development in the vicinity of the proposed HS2 station at Toton to accommodate at least 500 homes. In Gedling Borough there will be a Sustainable Urban Extension at Teal Close, Netherfield for 830 homes based on allocations and safeguarded land from the existing Replacement Local Plan. Subject to funding for the Gedling Access Road, there will also be development on the Gedling Colliery/Chase Farm site of at least 600 homes. Further homes and employment land here is possible although the upper limit is uncertain at present. Outside the plan area, Rushcliffe is proposing Sustainable Urban Extensions south of Clifton and at Gamston.

3.2.13 The Sub Regional Centre of Hucknall (which is in Ashfield District) is also an appropriate location for growth. In Gedling, development adjoining Hucknall will include Sustainable Urban Extensions at Top Wighay Farm and North of Papplewick Lane, whilst Ashfield District Council is also proposing a strategic site on brownfield land to the south of Hucknall.

3.2.14 The locations of Sustainable Urban Extensions 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 will incorporate measures to adapt to and mitigate the effects of climate change, and reduce its causes (see Policy 1).

3.2.15 The sites named in part 3 (a) to (b) of Policy 2 are considered to be strategic sites. Where they are expected to begin to deliver housing within the first five years of the adoption of the Aligned Core Strategies, they are 'strategic allocations' (see Appendix A) and are shown on each Council's Policies Map. More detail in terms of breakdown of uses, transport and infrastructure (including Green Infrastructure) measures, and facilities required to support the development is set out in the Infrastructure Delivery Plan which accompanies the Aligned Core Strategies, and is summarised in Appendix B. Where housing delivery is expected to begin beyond this period, they are 'strategic locations', shown indicatively on the Key Diagram, and their precise boundaries will be shown in part 2 Local Plans. In these cases, infrastructure requirements and funding are shown indicatively in the Infrastructure Delivery Plan. Some brownfield broad locations already support significant employment uses, and are expected to deliver further employment development earlier than 5 years after adoption, on the basis of existing infrastructure.

3.2.16 Several of the strategic sites have previously been included as allocations in adopted Local Plans and are rolled forward. These are Top Wighay Farm (Gedling) (where the allocation has been expanded to include part of land that was previously

safeguarded), Teal Close (Gedling) (where the allocations have been reconfigured and safeguarded land included), Gedling Colliery/Chase Farm (Gedling), and the Eastside, Southside and Waterside Regeneration Zones (Nottingham City). In addition, North of Papplewick Lane (Gedling) was previously designated as safeguarded land (see Glossary).

3.2.17 Development elsewhere in the plan area will be concentrated in the Key Settlements identified for growth and listed in part 3 (c) of Policy 2, and are considered to be strategic locations. The sites for development in these settlements will be determined through part 2 Local Plans, and informed by the Sustainable Locations for Growth Study, 2010 and by Strategic Housing Land Availability Assessments.

3.2.18 In the case of Calverton and Ravenshead in Gedling, which are close to the Sherwood Forest prospective Special Protection Area (see paragraph 3.17.3), the location of development will also have regard to the findings of the Habitats Regulations Assessment Screening Record. This recommended that unless more detailed analysis indicates otherwise, a precautionary approach should be adopted, and development north of the B6386 north of Calverton, and at Ravenshead, west of the A60 and north of Ricket Lane, should be precluded. A supplementary Habitats Regulations Assessment Screening Record was also commissioned to assess potential development sites in Gedling and it concluded that any development proposal coming forward in the vicinity of the B6383 north of Calverton would need to include an appropriate mitigation package that meets the requirements of the measures outlined in the supplementary Habitats Regulations Assessment Screening Record. A mitigation strategy would aim to prevent significant effects brought about by additional recreational pressure and disturbance as a result of the development on the nearby sensitive habitats. The principles are outlined on the Infrastructure Delivery Plan and the site proforma for Calverton village in Appendix A.

3.2.19 In addition, Natural England have recommended that if a SPA is formally proposed then the mitigation strategy may need to be reviewed to ensure that it is fit for purpose.

3.2.20 In Gedling, other settlements not named in Policy 2 (Burton Joyce, Lambley, Linby, Newstead, Papplewick, Stoke Bardolph and Woodborough) have only been allocated small scale development to meet local needs. Local need will be defined in the part 2 Local Plan, and may include exception sites, small scale infill, and rounding off of settlement boundaries. In Broxtowe, there are a limited number of settlements not named in Policy 2 (Babbington, Cossall, Trowell and Strelley), these are relatively small and will only be considered for limited infill and therefore no specific development provision is considered appropriate.

3.2.21 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

3.2.22 The majority of Broxtowe's housing provision is to be provided within or adjoining the main built up area of Nottingham. This is fully in accordance with the strategy of urban concentration with regeneration and, while this distribution will include new

housing in the north of Broxtowe, it will focus housing delivery in or adjacent to the main built up areas in the south of Broxtowe. This will include delivery of housing together with employment uses with the overall quantum and distribution of development subject to confirmation of land required for access and other arrangements associated with the proposed HS2 station and on the Boots / Severn Trent site which will be assisted by the infrastructure planned to be put in place to support the development of the Enterprise Zone. 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 the greatest area of affordable housing need. The proposed HS2 station at Toton will 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. This strategy also ensures that the opportunity for future development in the proposed strategic location for growth on land in the vicinity of the proposed HS2 station assists with, and in no way compromises, the delivery of the station.

3.2.23 However, the housing numbers and distribution also reflect a strong desire to see a broad mix of housing provided within Broxtowe's boundaries to ensure sustainable settlements are able to expand to meet their growing needs at the same time as protecting the most strategically significant parts of the Green Belt, especially large open areas between Nottingham and Derby. Whilst the housing market has stalled in weaker housing sub markets such as Eastwood in recent economic times, there is no reason to suppose that further housing will not be provided here. Historic delivery has been good, housing need is high, and the area is supported by good access to local services, with Eastwood being the largest settlement with the widest ranges of services in Broxtowe outside of the main built up area of Nottingham with a need to provide new local employment opportunities here.

3.2.24 The employment strategy will protect and provide well-located employment land that continues to meet the needs of modern business in addition to the new jobs to be provided on the Enterprise Zone at the Boots campus and land in the vicinity of the proposed HS2 station at Toton. Although not a strategic site, the existing employment offer will also be enhanced at Beeston Business Park as a result of it being part of the Enterprise Zone. Many sites in Broxtowe have accessibility advantages being close to the M1 which make such sites attractive to the market. In terms of employment, Nottingham City has helped to provide much of the job needs of Broxtowe residents and the strategy will continue to support this relationship.

3.2.25 Broxtowe is preparing a part 2 Local Plan setting out its approach to meeting the housing figures and economic aspirations set out in the Aligned Core Strategies. The Council has resolved that where possible these will be prepared in the form of Neighbourhood Plans.

Gedling Borough

3.2.26 The Borough remains committed to the long term policy of urban concentration and regeneration. Development will be focussed in sustainable locations (urban edge and sustainable villages which are accessible to the City Centre) in order to support the role of the Nottingham City as a regional centre and contribute to ensuring that the development needs of the Greater Nottingham area are deliverable. As much housing

as is feasible has been located within and adjoining the Nottingham urban area. Sustainable urban extensions have also been identified at Hucknall in recognition of its Sub Regional Centre status, as well as Bestwood Village, Calverton and Ravenshead being Key Settlements identified for growth.

3.2.27 The development strategy for Gedling will support the development of key regeneration site. The location is considered to be highly accessible to the City Centre and town centres and should assist in town centre regeneration. The redevelopment of Gedling Colliery/Chase Farm is a regeneration priority for Gedling Borough Council but it is acknowledged that there are challenging delivery issues for this former colliery site. If the delivery issues, which are largely related to the funding of the Gedling Access Road, cannot be resolved by 2021 a review of the part 2 Local Plan will be required.

3.2.28 The employment strategy will continue to protect and provide well-located employment land that continues to meet the needs of modern business with the protected employment sites in Gedling being well placed to receive any relocating firms moving as the result of the strategy for the Regeneration Zones in Nottingham City. Evidence also suggests that employment sites in Gedling have traditionally played an important role in meeting the particular needs of smaller firms. In terms of employment, Nottingham City has helped to provide much of the job needs of Gedling residents and the strategy will continue to support this relationship.

3.2.29 The Borough is preparing a part 2 Local Plan setting out its approach to meeting the housing figures and economic aspirations set out in the Aligned Core Strategies.

Nottingham City

3.2.30 Due to its constrained boundaries, all development within Nottingham City is to be provided within or (to a very limited extent) adjoining the main built up area. The approach is strongly focused on economic development in the City Centre and the Regeneration Zones, and on key sites such as the Enterprise Zone which includes the strategic site at the Boots campus and existing employment sites at MediPark and Nottingham Science Park. Housing provision is sufficient to deliver the Council's regeneration ambitions, building on a past track record of good delivery on brownfield sites, but also reflecting 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.

3.2.31 Early provision of housing will be through existing deliverable sites, whilst the strategic locations at the Waterside Regeneration Zone and Stanton Tip will take longer to deliver their full potential, so house building here is not expected early in the plan period. The delivery of housing on the Boots site will be assisted by the infrastructure planned to be put in place to support the development of the Enterprise Zone. Although the City Centre housing market has stalled due to recent economic circumstances, there is no reason to suppose that further housing will not be provided here, as the market currently experiences relatively low vacancy rates, and it is supported by a large number of students. Purpose built student accommodation is also an important part of the mix, and further provision is planned.

3.2.32 The City Council is preparing a part 2 Local Plan setting out its approach to meeting the housing figures, economic aspirations and environmental principles set out in the Aligned Core Strategies.

Other Spatial Priorities

3.2.33 Parts 4 to 7 of Policy 2 are included to give a more complete picture of the spatial strategy across the plan area but are supported by more detailed policies elsewhere in the plan.

3.2.34 This economic strategy complements the approach to housing provision, based around the short term aims of supporting economic recovery, and in the medium term supporting the ongoing transition to a knowledge based economy. New employment is needed not only to complement the population growth brought about by the level of housing provision, but also to provide a range of employment opportunities to existing residents, as unemployment and low economic activity is a significant issue in some parts of the plan area. Over the plan period, an increase of approximately 37,000 jobs in Greater Nottingham is anticipated, to provide for the growth in the working age population, a reduction in unemployment, and an increase in economic activity. Although hard to predict, around 27,900 of these jobs could be in the plan area. The provision of high skilled, knowledge based jobs will be particularly important in recognising Nottingham's Core City and Science City status and will be a significant component of the regeneration of the Boots campus (see Policy 7).

3.2.35 Nottingham City Centre is currently the main location for office jobs, and its importance in this regard will be strengthened with new office development, especially in the Regeneration Zones. New employment within large residential development at Top Wighay Farm will help to meet sustainability objectives in reducing the need to travel, and will also provide new opportunities for existing residents.

3.2.36 The retail hierarchy has been recognised and endorsed through various studies. However, some further provision will be needed to support major new development. Where this is proposed, the level of provision will be set out in Supplementary Planning Documents, Masterplans or in part 2 Local Plans. The role of the City Centre will be supported and enhanced in line with its regional status, as set out in Policy 5, and in particular through improvements and development at the Broadmarsh and Victoria Centres. Bulwell is currently identified as a district centre. However, it has in the past been recognised as a town centre, and new development of retail and health facilities, together with environmental improvements, will enable it to move up the hierarchy again. Other centres which require support, either to respond to nearby growth or because they are underperforming, will also be prioritised.

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

3.2.38 New and enhanced strategic Green Infrastructure is required to mitigate effects of growth and make good existing deficiencies. Wherever possible, it should be multifunctional, for instance, in providing adequate open spaces for recreation, assisting in providing for more biodiversity and in managing flood risk, or providing opportunities for growing local food.

3.2.39 During the preparation of the Aligned Core Strategies, it has become clear that some sites will take longer to deliver than originally proposed, for example Gedling Colliery/Chase Farm in Gedling. However, this site has now been identified as a strategic allocation for future housing development with additional growth potentially beyond the plan period.

3.2.40 Where other sites identified in the policy for housing or mixed use development do not prove to be capable of delivery within the envisaged timescales (for reasons other than poor housing market conditions), the Councils will look to make up the resulting shortfall of homes on other sites identified through Strategic Housing Land Availability Assessments relevant to their area. Where this is not possible, the Councils will look to other Sustainable Urban Extensions identified in the Assessment of Sustainable Urban Extensions Study. If required, the Aligned Core Strategies will be reviewed.

Monitoring Arrangements

Housing monitoring only – other spatial strategy elements dealt with under separate policies.

| Targets | Indicators | Delivery |
|---|--|--|
| Delivery of housing numbers within Policy 2 (30,550 new homes by 2028 (Broxtowe 6,150, Gedling 7,250 and Nottingham City 17,150)) | <ul style="list-style-type: none"> • Net additional homes | <ul style="list-style-type: none"> • Site specific allocations in part 2 Local Plans |
| 5 year (with additional buffer of 5% or 20% as appropriate) supply of deliverable housing sites | <ul style="list-style-type: none"> • Council supply of ready to develop housing sites • Planning permissions of Strategic allocations • Preparation of part 2 Local Plans to meet objectives of the Aligned Core Strategies | <ul style="list-style-type: none"> • Development Management decisions • Timely review of SHLAA to manage sufficient housing supply |

Policy 3: The Green Belt



1. **The principle of the Nottingham Derby Green Belt will be retained. The inner boundary of the Green Belt has been recast to accommodate the allocated Sustainable Urban Extension at Field Farm, as shown on the Policies Map. Part 2 Local Plans will review Green Belt boundaries to meet the other development land requirements of the Aligned Core Strategies, in particular in respect of the strategic locations and the Key Settlements named in Policy 2.**

2. **In reviewing Green Belt boundaries to deliver the distribution of development in Policy 2, part 2 Local Plans will use a sequential approach to guide site selection as follows:**
 - a) **Firstly, land within the development boundaries of the main built up area of Nottingham, Key Settlements for growth, and other villages.**
 - b) **Secondly, other land not within the Green Belt (safeguarded land).**
 - c) **Thirdly, Green Belt land adjacent to the development boundaries of the main built up area of Nottingham, Key Settlements for growth, and other villages.**

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

Justification

3.3.1 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 Aligned Core Strategies and part 2 Local Plans.

3.3.2 When reviewing Green Belt boundaries, the original purposes of Green Belt as set out in the National Planning Policy Framework will be an important consideration, in particular, the need to prevent coalescence and maintain openness. Nottinghamshire and Derbyshire County Councils undertook a review of the Green Belt in 2006, and this provides some guidance as to the relative importance of different Green Belt purposes around the whole of Greater Nottingham. It highlighted that the area between Nottingham and Derby is overall the most sensitive area of Green Belt, in relation to the purposes of Green Belt set out in Government policy, and was taken into consideration in the preparation of the Appraisal of Sustainable Urban Extensions Study, 2008, and the Sustainable Locations for Growth Study, 2010.

3.3.3 These studies therefore informed the reasoning for the Aligned Core Strategies allocating Sustainable Urban Extensions, and the development decisions for Key Settlements identified for growth. For the Sustainable Urban Extension at Field Farm, the revised Green Belt boundary is shown on the Policies Map. For the edge of the main built up area, strategic locations, and for Key Settlements identified for growth named in Policy 2, the principle of Green Belt boundary reviews is accepted. The detailed boundaries will be defined through part 2 Local Plans. Some Green Belt releases may also be needed at the other villages to meet local growth needs and there may also be some minor amendments to the Green Belt as a consequence or for additional defensible boundary reasons. Both of these will also be through part 2 Local Plans.

3.3.4 When choosing land to meet the objectively assessed development needs of the area the sequential approach set out in Policy 3.2 will be used to promote a sustainable pattern of development in line with the advice in paragraph 84 of the National Planning Policy Framework. The sequential approach does not constitute a phasing policy for the delivery of sites but informs the selection of sites through part 2 Local Plans in a way that will deliver the distribution and strategy set out in Policy 2: The Spatial Strategy.

3.3.5 In Broxtowe Borough the Green Belt will be amended to allow for the long term construction of the proposed HS2 station at Toton and a mixed use development in the vicinity of it including access arrangements to the station, a NET extension and mixed use economic and housing development which will include a minimum of 500 homes, 18,000 square metres of new employment development and enhancements to provide significant Green Infrastructure. Amendments to the Green Belt will be undertaken as part of the Broxtowe's part 2 Local Plan.

3.3.6 In Gedling Borough, 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. Areas of safeguarded land will remain, and elsewhere consideration will be given as to the appropriateness of excluding other land from the Green Belt as part of boundary review to allow for longer term development needs, as advised by Government policy. This can aid the 'permanence' of the Green Belt, and prevent the need for further early review of its boundaries.

3.3.7 The Green Belt 'washes' over many villages within the Aligned Core Strategies area. Whilst new building is inappropriate in the Green Belt where settlements are 'washed' over, infilling can be accommodated within a defined infill boundary of the

village. These ‘infill’ boundaries identify the area within which there is an opportunity for such development without detrimental impact upon the openness of the Green Belt and are therefore tightly drawn around the villages where small gaps for infill may be found. Infill boundaries, where considered appropriate, will be defined through part 2 Local Plans.

3.3.8 The Councils will set out their policies on development in the Green Belt in their part 2 Local Plans.

Monitoring Arrangements

| Targets | Indicators | Delivery |
|--|---|--|
| Green Belt release in line with the needs set out in the Aligned Core Strategies | <ul style="list-style-type: none"> • Production of part 2 Local Plans | <ul style="list-style-type: none"> • Preparation of allocations in part 2 Local Plans • Development Management decisions |
| | <ul style="list-style-type: none"> • Location and area of land removed from Green Belt | |

Policy 4: Employment Provision and Economic Development



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 Core and Science City objectives. 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, 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 office development (Use Classes B1(a and b)) as part of providing for a science and knowledge-based economy. A minimum of 310,000 square metre of new office and research development (2011 to 2028) will be provided in the following spatial distribution:

| | |
|--------------------------|--------------|
| Broxtowe Borough Council | 34,000 sq m |
| Gedling Borough Council | 23,000 sq m |
| Nottingham City Council | 253,000 sq m |

The level of development of office floorspace will be kept under review. If it appears likely that the provision of undeveloped floorspace will fall below the equivalent of a 5 year supply across the plan area as a whole, part 2 Local Plans will be prepared to ensure a minimum provision equating to 5 years supply is available until 2028;

- c) promoting Nottingham City Centre as the primary location for new offices along with the Southside and Eastside Regeneration Zones, and the Eastcroft area of the Waterside Regeneration Zone; in addition promoting office development of a lesser scale in the town centres of Arnold, Beeston and Bulwell;
- d) joint working between the Councils to ensure that a sufficient supply of land is maintained in part 2 Local Plans to provide a range and choice of sites up to 2028 for new and relocating industrial and warehouse uses (Use Classes B1(c), B2 and B8). As a minimum, 37 hectares (2011 to 2028) will be identified in the following distribution:

| | |
|--------------------------|-------------|
| Broxtowe Borough Council | 15 hectares |
| Gedling Borough Council | 10 hectares |
| Nottingham City Council | 12 hectares |

- e) **promoting significant new economic development as part of Sustainable Urban Extensions at Top Wighay Farm (Gedling), Teal Close (Gedling), Gedling Colliery/Chase Farm (Gedling), land in the vicinity of the proposed HS2 station at Toton (Broxtowe) and at the Boots site (Broxtowe and Nottingham City) which is part of a designated Enterprise Zone. Development of a lesser scale will be promoted within major development schemes to ensure a sustainable mix of uses, as set out in part 2 Local Plans;**
- f) **encouraging the further expansion of the Universities, other higher education establishments and the hospital campuses for their own purposes, together with economic development associated with them, and allocating land specifically to meet the needs of high technology users;**
- g) **encouraging economic development of an appropriate scale to diversify and support the rural economy;**
- h) **appropriately managing existing employment sites and allocations to cater for the full range of employment uses by:**
 - i) **ensuring the allocations most attractive to the employment market remain available for employment uses;**
 - ii) **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; and**
 - iii) **considering the release of sites that do not meet criteria (i) and (ii); and**
- i) **working with partners and using planning obligations to provide appropriate employment and training opportunities to assist residents in accessing new jobs.**

Justification

3.4.1 New employment development is vital to the growth of the plan area's economy, which supports a working population of 311,000³³ (363,000 for the Greater Nottingham). Over the plan period, an increase of approximately 37,000 jobs in Greater Nottingham is anticipated, of which around 27,900 are expected to be in the plan area³⁴. These new jobs are required not only to support increased numbers of workers, but to facilitate the shift from manufacturing sectors, where employment is expected to fall, to a more knowledge based economy. Nottingham's role as a Science City is an important part of facilitating this process. 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.

³³ Source: Business Register and Employment Survey 2009, not including agriculture, or self employed in Hucknall.

³⁴ See paragraphs 36 to 43 and 75 of the Greater Nottingham Employment Background Paper (June 2012) for the derivation of the Greater Nottingham and plan area future jobs figures.

3.4.2 Whilst planning can most directly influence office, industrial and warehousing jobs (B1, B2 and B8 Use Classes), it is important to recognise that jobs created outside traditional employment uses of offices, manufacturing and warehousing will assist in sustaining a strong and flexible economy, as they account for around half of all jobs. 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 in part 2 Local Plans.

3.4.3 Local Enterprise Partnerships (LEPs) have now replaced and assumed responsibility for some roles previously held by Regional Development Agencies (RDAs). Locally, the formation of the Derby Derbyshire Nottingham Nottinghamshire (D2N2) LEP was endorsed by the Government in October 2010. Comprising public and private interests, it will become a key driver of sustainable local economic growth across the LEP area. Its vision is to make the LEP area one of the strongest and most resilient in the UK, and its strategic priorities are identified as skills, innovation, finance, and infrastructure, with priority economic areas of transport equipment manufacturing, medical/bioscience, food and drink manufacturing, construction, the visitor economy and low carbon goods and services.

3.4.4 In promoting sustainable and coordinated economic growth across local authority areas, it will be important for the Councils to work collaboratively with the LEP to enable the delivery of strategic planning priorities and the Aligned Core Strategies will have an important role to play in promoting economic development.

3.4.5 Whilst the Government has made legislative changes which will remove the statutory requirement to produce Local Economic Assessments (LEA), both Nottinghamshire and Derbyshire County Councils continue to work on developing a robust base of evidence to assess the economic conditions within their areas.

3.4.6 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 to a lesser extent industry and warehousing, will need to be provided across the area. This can include sites in adjoining local authority areas, for example the Rolls Royce site in the Hucknall part of Ashfield District, which will serve the employment needs of the conurbation as a whole. 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 4 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 or in order to diversify the nature of their operations, or to allow for regeneration and redevelopment. To meet these needs, new sites are required which can help meet regeneration needs and also contribute to the creation of a greener, more sustainable economy through the construction of environmentally-friendly premises. When allocating land, Local Plans should have regard to meeting particular economic needs, for instance those arising from the proposed HS2 hub station at Toton and East Midlands Airport. Development in the vicinity of the proposed HS2 station at Toton will include a minimum provision of 18,000 square metres of B class employment floor

space. There is evidence that this employment element of development in this location will prove more attractive to the market in the later years of the plan period and quite possibly beyond 2028 when the station is operational. It is necessary to ensure that the land is available within the proposed strategic location as part of a comprehensive mixed-use development. The precise details of the allocation will be recommended by the HS2 Working Group and determined in the Broxtowe's part 2 Local Plan.

3.4.7 The Employment Land study (Nottingham City Region Employment Land Study) (2007 and updated in 2009) considered office jobs and industrial and warehousing jobs separately. The Office and Employment Provision Background Paper (2012) has been prepared showing how the findings of the study have been taken into account.

Office Development

3.4.8 The Employment Land study predicts how many jobs will be created in the office sector, and then uses a jobs to floorspace multiplier to calculate a level of floorspace required to support those jobs. The study focuses on the period between 2006 and 2016 (longer term projections being considered less reliable). The Office and Employment Provision Background Paper explains how provision for 2016 to 2028 has been accounted for.

3.4.9 As office floorspace has been developed at a slower rate than envisaged by the study between 2006 and 2011, there has been a 'shortfall' in provision of around 70,000 square metres across Greater Nottingham. This has been added to the floorspace total, which has then been distributed to Council areas taking account of anticipated supply to give the figures in Policy 4 (b). The inherent uncertainty of long term employment projections means the figures in the policy should be treated as indicative minimums.

3.4.10 The Employment Land study also recommends the use of a 'frictional margin' or a stock of developable sites/premises to ensure a range and choice of sites are always available. The study recommends a 'frictional margin' of between 2 and 5 years of recent take up. Because the provision figures proposed are significantly above the frictional margin, this additional amount of floorspace will only be required towards the end of the plan period, and if the rate of office development, or loss of office floorspace, proceeds faster than that envisaged by the plan. Given the uncertainty acknowledged by the Employment Land study of longer term projections, it is proposed that office development be closely monitored, and if it appears likely that the additional 'frictional margin' is required, then the Greater Nottingham Councils (including Erewash and Rushcliffe) will work together to ensure adequate provision.

3.4.11 Based on publicly available information, a jobs to floorspace requirement of 15 square metres per full-time equivalent (FTE) post has been used to generate the floorspace figures in the policy. However, as development occurs, job/floorspace ratios will be kept under review, and floorspace requirements will be interpreted in the light of any new evidence, should it prove necessary.

3.4.12 Many office jobs will be accommodated within existing buildings and current supply, including sites identified in Policy 4. However, new sites required to accommodate office development will be set out in part 2 Local Plans.

3.4.13 The primary focus for new office and commercial development should be within Nottingham City Centre, and more specifically the Regeneration Zones located around its periphery. 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.

3.4.14 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 4.

Industrial and Warehousing Development

3.4.15 The Employment Land study highlights a decline in manufacturing and warehousing employment up to 2016 and this decline is expected to continue beyond this date. It also identifies an oversupply of sites for these sectors. Despite the anticipated overall net reduction in jobs and floorspace, the study encourages the identification of an appropriate supply of land to support opportunities for modernisation, relocation and expansion, and to allow a margin for the smooth operation of the market for such sites. To achieve this, the Councils will work together to maintain an identified supply of land across the plan period to 2028 for manufacturing and warehousing uses and identify suitable sites within part 2 Local Plans.

3.4.16 In the same way as for office provision, the Office and Employment Provision Background Paper also shows how the findings of the Employment Land study have been taken into account in deriving industrial and warehousing provision. Due to the ongoing decline and therefore reduced demand for sites and premises in the industrial and warehousing sector, some loss of land and premises from this use to other uses is acceptable, however land lost beyond this acceptable level, for other uses (including offices), should be made up. For Greater Nottingham as a whole, this equates to approximately 47 hectares of employment land for new industrial and warehousing use.

3.4.17 The Employment Land study also recommends the use of a 'frictional margin' for industrial and warehousing land across Greater Nottingham, of around 5 years take up, equating to approximately 33.5 hectares. Due to the area of land that needs to be made up in policy terms to account for planned losses of industry and warehousing being relatively modest, and not significantly greater than the 'frictional margin', for industrial and warehousing land the margin has been added in to the total Greater Nottingham requirement, which has then been distributed to Council areas taking account of available supply.

3.4.18 Because existing allocations and planning permissions exceed the foreseen need for industrial and warehousing land, 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.

3.4.19 The Employment Land study recommends that some employment sites should be considered for release to other uses, as they no longer serve the needs of modern businesses. It is therefore vital that viable employment sites that are an important source of jobs and cater for a range of numerous businesses and enterprises should be protected as they remain an important economic driver for the area, and when located in and near deprived areas, can help to provide less-skilled jobs. However, some employment land is no longer viable in its current use, and should be released for redevelopment. Based on policy recommendations from the Employment Land study, part 2 Local Plans will protect existing employment lands and premises which:

- Safeguards well-located land that continues to meet the needs of modern businesses, (for instance by having good access to the transport network and labour markets, and being premises capable of economic reuse) especially larger sites that may be considered strategically important; and
- Safeguards 'locally valuable' sites that are required to meet identified regeneration aims.

3.4.20 The Councils will work with partners to remove development constraints on existing employment sites which are well located.

3.4.21 To fully reflect Nottingham's status as a Science City, the Aligned Core Strategies encourage economic development which strengthens the plan area's role as an exemplar of international science and technology. Part 2 Local Plans 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 part 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 initial 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. It will also maximise the potential of the designated Enterprise Zone at the Boots campus (which is a strategic site) and the existing employment sites at Beeston Business Park, MediPark and Nottingham Science Park. The Enterprise Zone will benefit from reduced business rates and the availability of super-fast (or high-speed) broadband to attract the creation of new businesses and jobs needed within the LEP area to help drive sustainable economic growth.

3.4.22 The Aligned Core Strategies will also support opportunities to help reskill the workforce, and with access to local job opportunities. Some parts of the areas experience significant levels of unemployment, low economic activity and low levels of skills, and these problems are particularly acute in Nottingham City (see paragraphs 2.2.7, 2.9.10 and 2.9.11). 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.

3.4.23 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 National Planning Policy Framework provides guidance on how best to support sustainable economic growth in rural areas and to encourage the rural economy to diversify.

3.4.24 To meet an identified sub regional need for strategic distribution uses, a Strategic Distribution Site Assessment study has reviewed development opportunities within the Nottingham, Derby and Leicester area of the East Midlands. This study (undertaken by AECOM) was published in May 2010 and recommended three sites based on their suitability against a range of criteria. None of the sites are located within the plan area (the nearest being to the north of East Midlands Airport in Leicestershire). Therefore no strategic distribution site is proposed in the Aligned Core Strategies. However, when allocating sites in part 2 Local Plans or determining planning applications for storage and distribution uses, the criteria set out in Policy 4 will be relevant.

Monitoring Arrangements

| Targets | Indicators | Delivery |
|--|--|---|
| Strengthen and diversify the economy and create 27,900 new jobs | <ul style="list-style-type: none"> Overall number of jobs in the plan area | <ul style="list-style-type: none"> Employment land allocations in part 2 Local Plans Development Management decisions |
| Develop 310,000 square metres of office space (Broxtowe 34,000 sq m, Gedling 23,000 sq m and Nottingham City 253,000 sq m) | <ul style="list-style-type: none"> Net addition in new office floorspace | |
| Maintain a minimum amount of industrial and warehouse supply of 33.5 hectares | <ul style="list-style-type: none"> Available supply of industrial & warehouse land Net change in supply of industrial & warehouse land | |
| Develop 37 hectares of industrial and warehouse uses (Broxtowe 15 hectares, Gedling 10 hectares and Nottingham City 12 hectares) | <ul style="list-style-type: none"> Net addition in new industrial and warehouse development | |
| Improve skill levels of the working age population | <ul style="list-style-type: none"> % of the working age population with NVQ level 2 or above | |
| Delivery of strategic sites within Aligned Core Strategies | <ul style="list-style-type: none"> Planning permissions | |

Policy 5: Nottingham City Centre



The City Centre will be promoted as the region's principal shopping, leisure and cultural destination. The role of the City Centre will be enhanced in the future by adopting the following strategy:

- a) Maintaining a prosperous, compact and accessible retail centre by:
 - i) significantly increasing the retail and leisure floorspace of the City Centre, to promote and strengthen current north-south and east-west shopping patterns and permeability through the mixed-use redevelopment and expansion of the Broadmarsh and the Victoria Centres;
 - ii) safeguarding the Primary Shopping Frontages as the focus for City Centre retail development to reinforce the north-south and east-west shopping patterns and connect the main retail destinations in the City;
 - iii) ensuring that other new retail development is well integrated and closely linked with the Primary Shopping Frontages in terms of proximity, continuity of function and ease of access; and
 - iv) ensuring that the Primary Shopping Frontages remain predominantly in retail and shopping use (Use Class A1).
- b) Developing an economically prosperous City Centre through the development of offices and businesses and supporting related uses such as new hotels (particularly addressing the lack of high quality hotels), exhibition and conference venues.
- c) Creating an inclusive and safe City Centre by:
 - i) making the City Centre more attractive to pedestrians, cyclists and public transport users;
 - ii) encouraging uses that make key night time pedestrian routes safer and well used;
 - iii) supporting leisure development and cultural facilities that appeal to the full range of the conurbation's population, especially families and young people; and
 - 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.
- d) Making the City Centre the focus of public transport and sustainable transport modes by:

- i) providing for the delivery of NET Phase two and any future NET proposals;
 - ii) improving Nottingham Midland Rail Station and its integration with the City Centre;
 - iii) promoting replacement City Centre bus stations and improving other bus interchange facilities;
 - iv) increasing bus stop capacity and regulating quality, access and timings;
 - v) looking at the redistribution of through traffic movements to the east and south of the city and re-prioritising access for public transport;
 - vi) optimising parking supply and pricing to support the viability and vitality of the City Centre;
 - vii) improving cycling access and permeability throughout the City Centre; and
 - viii) rolling out Real Time Information for all City Centre bus services.
- e) Creating a network and hierarchy of safe pedestrian routes and good quality civic spaces to connect all parts of the City Centre by linking key historic and cultural assets, facilities and venues and reducing the severance effects of the current road network and urban form, especially between the City Centre and surrounding communities.
- f) Supporting City Centre living initiatives, 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 to reduce the risk of noise and other disturbance;
 - ii) diversifying the profile and mix of City Centre housing, including 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) Preserving and enhancing the rich historic, cultural and high quality built environment, recognising the positive contribution it makes to local character and distinctiveness and utilising its potential to attract visitors and tourists, supported by the development of appropriate facilities, events, markets and attractions.

Justification

3.5.1 Significant change is planned to the City Centre over the plan period, with improvements and development at the Broadmarsh Centre and the Victoria Centre. Development at the Broadmarsh Centre will be complemented by a new Midland Rail Station/NET interchange and other development in the Southside Regeneration Zone (see Policy 7) improving this important 'gateway' to the City Centre. In addition to this, further large scale office, housing and other complementary uses are planned for the periphery of the City Centre in the Eastside and Waterside Regeneration Zones, effectively extending the functional boundaries of the City Centre.

3.5.2 The City Centre is the most accessible and sustainable location for main town centre uses and performs a central role in the conurbation's economy and wider regeneration objectives. Consolidation and further improvement of the City Centre is absolutely critical to the future success of the conurbation. Nottingham City Centre's recent drop in CACI's 2010 retail rankings from 5th to 6th (although this position was maintained in 2011) suggests relative under performance compared to other major retail centres, and is in part a result of recent development in the competing centres of Derby and Leicester. In accordance with the National Planning Policy Framework, policies are therefore required which will support and sustain Nottingham's position, 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 retail development within and adjacent to the Primary Shopping Frontages which reinforces retail vitality and promotes competition between retailers and enhances consumer choice. 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 complement the core retail function of the City Centre.

3.5.3 The Greater Nottingham Retail Study Partial Update 2013 indicates that during the plan period there will be sufficient increased spending capacity across the City Centre's catchment area to support significant new comparison shopping floorspace. The study includes a number of scenarios for examining the future capacity of the City Centre. The City Council's preferred scenario assumes city centre development will help to increase the city's market share of expenditure. Based on this scenario capacity will exist for around 35,500 square metres (net) of comparison retail floorspace by 2021 rising to around 47,000 square metres by 2026. The redevelopment of the Victoria and Broadmarsh Centres will account for most of this increase in market share and will absorb capacity to 2021. However, as the study was not a full update (it used the results of a Household Survey undertaken in 2009), it recommends that retail capacity projections will need to be updated and monitored, and any changes will need to inform the Nottingham City's part 2 Local Plan.

3.5.4 Development proposals at the Broadmarsh and Victoria Centres, and the reoccupation of vacant floorspace, are key priorities for City Centre retailing. Current proposals for the Victoria Centre redevelopment indicate proposed comparison floorspace of around 30,000 square metres. These proposals, together with the redevelopment of the Broadmarsh Centre will also deliver further convenience shopping and leisure opportunities. If fully implemented, the two development schemes will accommodate growth in comparison retailing expenditure over a significant part of the plan period. Given the fact that the Retail Study was only partially updated, and its long term projections are therefore less reliable, further major retail development will only be appropriate if evidence demonstrates the additional shopping floorspace growth can be accommodated. Once both schemes are committed, the focus of retail development will therefore be on the refurbishment, rationalisation and consolidation of the wider City Centre retail offer.

3.5.5 Protecting and enhancing the City Centre's retail and leisure functions is the best defence against the potential impact of out of centre shopping or leisure developments, and their attendant threats to the City Centre's vitality and viability. The National Planning Policy Framework continues to see in centre and then edge of centre developments as being preferable, and the evidence suggests no need to identify or plan for additional out of centre comparison retail development.

3.5.6 In addition to retailing, the City Centre is the key location of offices in the plan area, and Policies 4 and 7 will be important in delivering the scale of business and economic growth envisaged, and promoting areas of new office-led development. In order to support the City Centre's ongoing role in this regard, the development of related uses such as conference centres, exhibition space and hotels will be required. Indeed, the lack of high quality hotels has been identified as a significant omission in the City Centre's 'offer'.

3.5.7 In addition to the measures needed to support the improved retail offer, the focus on transport accessibility, connectivity within the centre, the creation of a high quality environment and improvements to safety will also be essential strategy components. In some parts of the City Centre there are existing issues of public order, noise and disturbance associated with both concentrations of licensed premises and with 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 where this is the case, part 2 Local Plans will be prepared.

3.5.8 The City Centre is the most accessible part of the conurbation, and maintaining that accessibility will be essential to the ongoing vitality and viability of the City Centre, however, this should be part of a wider accessibility strategy including orbital and cross City movements. Bus and NET accessibility is particularly important in this regard, and a Statutory Bus Quality Partnership has been established covering the City Centre, regulating the quality, quantity and timing of bus movements. Improvements are also planned to the Midland Rail Station, which will accommodate a new interchange with the NET, and create a good quality 'gateway' to the City Centre. However, the location, quality and quantity of car parking 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.

3.5.9 There is evidence that the housing market for the City Centre has slowed but it is anticipated that this will improve again as the economic cycle progresses. The quantum of new housing required overall means that a significant contribution will still be required from higher density schemes in and around the City Centre (which will include purpose built student accommodation in appropriate locations). However, it will be essential to see a greater mix of types, sizes and tenures than has been delivered previously, and this issue is addressed in Policy 8.

3.5.10 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 Old Market Square and the Lace Market are explicitly recognised, 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 'quarters' defined by character, function or available development opportunities, will be important in this regard.

Monitoring Arrangements

| Targets | Indicators | Delivery |
|---|---|---|
| <p>Delivery of major projects outlined in Aligned Core Strategies</p> | <ul style="list-style-type: none"> • Net new office floorspace in the City Centre • Net new homes in the City Centre • Planning permissions • Authority Monitoring Report | <ul style="list-style-type: none"> • Nottingham City's part 2 Local Plan • Development Management decisions |
| <p>Maintain health of Primary Shopping Frontage</p> | <ul style="list-style-type: none"> • New retail floorspace created • Vacancy rates • Proportion of A1 uses within Primary Shopping Frontage | |

Policy 6: Role of Town and Local Centres



1. The following network and hierarchy of centres will be promoted:

a) City Centre:

Nottingham City Centre.

b) Town Centres:

Arnold, Beeston and Bulwell.

c) District Centres:

Carlton Square, Clifton, Eastwood, Hyson Green, Kimberley, Stapleford, and Sherwood.

d) Local Centres:

Broxtowe
Gedling

No designated Local Centres.

Burton Joyce, Calverton, Carlton Hill, Gedling Colliery/
Chase Farm, Gedling Village, Mapperley Plains,
Netherfield and Ravenshead.

Nottingham City

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

e) Centres of Neighbourhood Importance:

Where appropriate, these will be defined in part 2 Local Plans.

2. The boundaries of centres, primary shopping areas and the identification of sites for main town centre uses to meet identified need will be defined in part 2 Local Plans. Development on identified sites should be appropriate in scale and nature to the role and function of that centre and of the area it serves.
3. A new Centre of Neighbourhood Importance to serve the new sustainable community at the Waterside Regeneration Zone (Nottingham City) and a Local Centre at Gedling Colliery/Chase Farm (Gedling), will be required. New retail development at these locations will be expected to consolidate and

strengthen the network and hierarchy of centres and not harm the viability and vitality of existing centres.

4. Other major residential-led development may require retail development of an appropriate scale and these will be addressed in part 2 Local Plans.
5. The following centres are considered to be in need of enhancement or to be underperforming. Part 2 Local Plans or informal planning guidance will be used to enhance their vitality and viability:
 - a) Arnold;
 - b) Bulwell (will be enhanced from a district to a town centre);
 - c) Carlton Hill (will be enhanced to become a local centre);
 - d) Clifton;
 - e) Eastwood;
 - f) Netherfield;
 - g) Robin Hood Chase;
 - h) Stapleford;
 - i) Strelley Road; and
 - j) The Bridgeway Centre.

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

6. The vitality and viability of all centres will be maintained and enhanced, including widening the range of uses (whilst maintaining a strong retail character), environmental enhancements and improvements to access, which should all take account of equality issues. The primary focus for office-based development will be within the City Centre, with development of a lesser scale promoted in the town centres.
7. Main town centre uses should be located in centres. Development should be appropriate in scale and nature to the role and function of the centre. 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. Proposals for edge of centre and out of centre sites should satisfy the sequential test and show how the development will not have a severe adverse impact on any centre. Part 2 Local Plans will set thresholds where impact assessments will be required for main town centre development in edge of centre and out of centre locations.

Justification

3.6.1 The area is served by a diverse range of distinctive town, district and local centres, of all which serve 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. The network and hierarchy of centres are shown below on Map 3.1 (which includes for completeness town and local centres throughout Greater Nottingham). Note: Hucknall is defined as a

Major District Centre in the Ashfield Local Plan, for the purposes of this policy, a Major District Centre is comparable to a town centre within the hierarchy.

3.6.2 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 maintain this, it is vital to preserve, and where needed, add to the diverse range of (predominantly) retail facilities, which can include markets, already present within them. This is essential in ensuring the continued vibrancy and prosperity of centres, particularly in challenging and ever-changing economic circumstances. This approach is reaffirmed by the National Planning Policy Framework, which 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 will help to ensure that appropriately-sized and type of development make a positive contribution to the role and function of any centre where a scheme is proposed.

3.6.3 The National Planning Policy Framework also requires Councils to demonstrate through Local Plans how they can meet identified needs for main town centre uses. In achieving this, the Councils will be guided by evidence from their Retail Needs Studies. These provide detailed data on the level of need for comparison and convenience floorspace both within identified centres and also across local authority areas as a whole and will be regularly reviewed to inform future planning decisions. This evidence in conjunction with a clear definition of Primary and Secondary Frontages, will be used to assist the defining of the extent of town centres, primary shopping areas and the identification of sites for main town centre uses to meet identified need.

3.6.4 The retail hierarchy and network has been developed using evidence from the shopping studies. The existence of the hierarchy will help to guide new development to appropriately sized centres across the conurbation and ensure that future growth is adequately balanced across the plan area and Greater Nottingham as a whole. The hierarchy is influenced both by the scale and status of existing centres, and is flexible in allowing centres to grow sustainably where recognised retail needs are demonstrated.

3.6.5 Patterns of retail activity will inevitably evolve over the plan period. Large new communities, mainly on identified urban extension 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. New or enhanced centres should fit within the hierarchy, and reduce the current number of unsustainable journeys connected to retail activity. New centres should not have a detrimental impact on other existing centres recognised through the hierarchy.

3.6.6 Town centres have the potential to play a more significant role within the local economy. Offices 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.

3.6.7 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 where future changes will need to be carefully

managed. In addition to those centres specifically mentioned in the policy, the retail studies highlight Hyson Green, Sherwood, and Mapperley Plains as centres which are generally performing less well. These centres will be kept under review, and baseline data for social, environmental and economic factors relating to them will be used as a way of making decisions regarding their role and function.

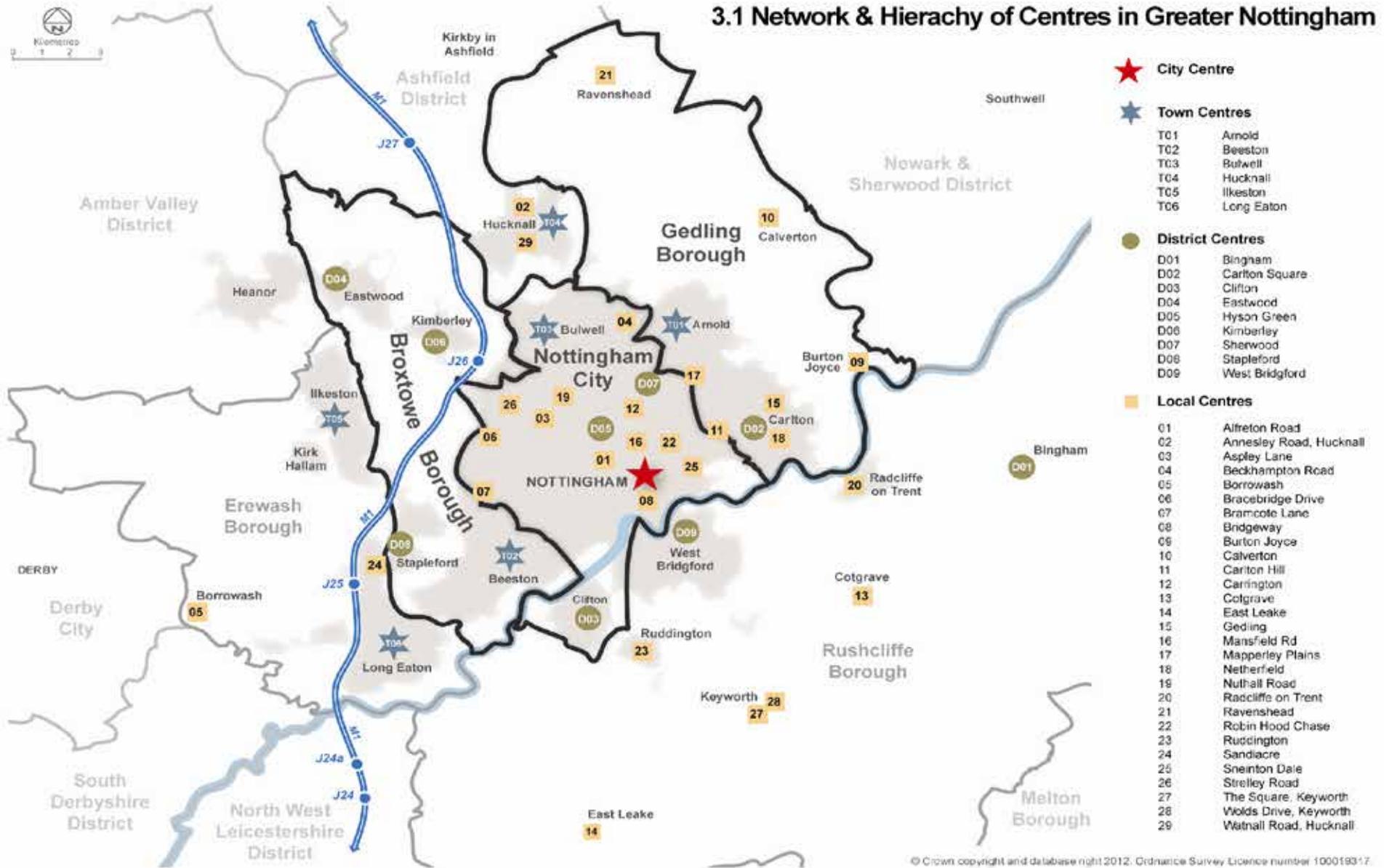
3.6.8 Indicators which point towards underperforming centres include high vacancy rates, poor built environments and a narrow retail offer, all of which influence how people make choices on where they wish to visit. Where centres display some of these indicators, policy interventions through informal planning guidance may be needed to improve economic performance.

3.6.9 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.

Monitoring Arrangements

| Targets | Indicators | Delivery |
|--|---|---|
| Maintain or improve the vitality and viability of the centres within the plan area | <ul style="list-style-type: none"> • Planning permissions for retail and other town centre use development • Assessed retail need (from Needs Study) • Centre Health checks • Amount of new B1 office floorspace created in town centres • Amount of retail floorspace approved outside of defined centres | <ul style="list-style-type: none"> • Part 2 Local Plans • Masterplans • Development Management decisions |

3.1 Network & Hierachy of Centres in Greater Nottingham



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Policy 7: Regeneration



1. **Regeneration will be focused in the following locations and sites:**
 - a) **Eastside Regeneration Zone will be a focus for major residential and employment led mixed use regeneration and redevelopment across a number of key sites, supported by complementary hotel, conference centre and retail development, sports and leisure, education, and new public open space. The improvement of east – west links and better connections with the existing central core will be required;**
 - b) **Southside Regeneration Zone will be developed as a mixed use business district, with a predominance of offices, supported by residential development, new hotels and complementary retail and leisure activity across a number of key sites. Improvements to Nottingham Midland Rail Station will include a better public transport interchange with additional NET lines, and improved operational and passenger capacity. Direct access to a future High Speed Rail network will be safeguarded. Development will enable enhanced links to be created between the City Centre and adjoining Meadows community/Trent Bridge and provide an upgraded public realm;**
 - c) **Waterside Regeneration Zone will be the location of new mixed use neighbourhoods at Trent Basin and Meadow Lane, with appropriate local supporting facilities, and strong links to surrounding communities and the riverside. A new business quarter in the vicinity of the Eastcroft Depot will be explored, linked to an upgraded canalside public realm. Improved Green Infrastructure connections, including a continuous footpath and cycleway along the north bank of the River Trent, pedestrian and cycle access across the river, to the City Centre and to surrounding communities will be required. Development will facilitate enhanced east – west transport links (including public transport), and the completion of a link road from Trent Lane to Racecourse Road;**
 - d) **The Boots campus and adjacent Severn Trent land will be developed to take full advantage of currently underused and surplus land to create a sustainable and vibrant mixed use environment, comprising of additional high quality employment facilities and new homes, established within a landscaped campus setting. The Boots campus itself has been designated as part of an Enterprise Zone;**

- e) **Gedling Colliery/Chase Farm offers the opportunity for the redevelopment and reuse of brownfield land to create a new sustainable neighbourhood. It will be designed to engender a safe and strong community and to create a place of distinction, and will require the construction of the Gedling Access Road;**
 - f) **Stanton Tip, Hempshill Vale provides a significant reclamation opportunity in Nottingham City to provide new family housing, employment, local community uses and additional and enhanced Green Infrastructure. Development here will lead to the creation of a new community which connects with and provides for existing adjacent neighbourhoods, and will safeguard the nature conservation and biodiversity value of the site; and**
 - g) **Local initiatives will be supported in other areas of recognised regeneration need. Major new development proposed in close proximity to these areas should be designed and implemented to assist in addressing those regeneration needs.**
2. **Details regarding the specific sites and the mix of uses and scale of development on sites within the general locations referred to above will be identified in part 2 Local Plans.**

Justification

3.7.1 Regeneration, alongside urban concentration, is a key part of the plan's strategy. This means reusing land that has been previously developed (brownfield land) and identifying priority areas for economic regeneration (see Policy 4). The area faces significant regeneration challenges which will require the redevelopment of derelict or underused sites around the edge of the City Centre and elsewhere, revitalisation of water front locations, tackling problems from the area's industrial legacy, and the transformation of specific housing areas. The delivery of regeneration and development in the areas listed in the policy 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. Where remediation of sites is proposed practical sustainable remediation technologies should be incorporated where applicable.

3.7.2 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 to developers and their partners that allows them to make investment decisions with confidence and to plan on the broadest and most comprehensive footing.

3.7.3 Within the regeneration areas identified above and shown on Map 3.2, development schemes will be comprehensive and coordinated, and follow the principles of sustainable development. Existing planning guidance exists for the Eastside, Waterside and Southside Regeneration Zones, and they are defined in saved Local Plan policies. Their extent, and the nature of mix of uses proposed for them, are being reviewed as part of the preparation of Nottingham City's part 2 Local Plan. Given the economic circumstances prevailing in the short term, this is likely to involve an approach emphasising the development of key sites, and capitalising on

their locational advantages, with regard not only to the proximity of the City Centre, but also to the ease of access to renewable energy networks.

3.7.4 The combined sites of the Boots campus (in both Broxtowe and Nottingham City) and adjacent Severn Trent land (solely within Broxtowe) cross the administrative boundary therefore a partnership approach to development is being pursued. The site is part of a designated Enterprise Zone, and it is intended to introduce a simplified approach to planning to maximise the economic benefits of Enterprise Zone designation.

3.7.5 For the other locations, part 2 Local Plans will provide further detail where necessary, including the promotion of:

- Economic growth through the delivery of high quality employment proposals suitable for the needs of modern business
- High quality, mixed residential neighbourhoods with access to a range of local facilities, which are integrated with and complement both existing adjacent communities and facilities
- Open spaces to meet the needs of the communities
- Mixed uses which allow the potential for work, rest and play
- Improved accessibility and connectivity to minimise the need for travel and facilitate opportunities for public transport, walking and cycling initiatives, including by the exploitation of the riverside and water corridor
- The protection and enhancement of Historic and Cultural assets
- The protection, enhancement and creation of natural habitats to increase ecological value, including new and existing biodiversity interests
- Training and employment schemes to maximise the opportunity for local job recruitment
- Relocation of existing businesses where appropriate
- Where relevant, addressing issues in relation to equalities matters and health and wellbeing.

3.7.6 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 the Homes and Communities Agency, Derby Derbyshire Nottingham Nottinghamshire (D2N2) Local Enterprise Partnership, Nottingham Regeneration Ltd, other Councils where relevant, transport and infrastructure providers, landowners and developers, together with local groups and residents, to ensure the best regeneration outcomes. 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 pro active approach to land assembly may be required in some instances, including 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 Aligned Core Strategies, and provides further detail regarding expectations related to the timing and phasing of development.

3.7.7 Major new development, for instance at Sustainable Urban Extensions, can assist in meeting the regeneration aims of nearby communities, by ensuring wider regeneration needs are taken into account in planning for the development. This can include physical interventions for instance, to support existing facilities, but also

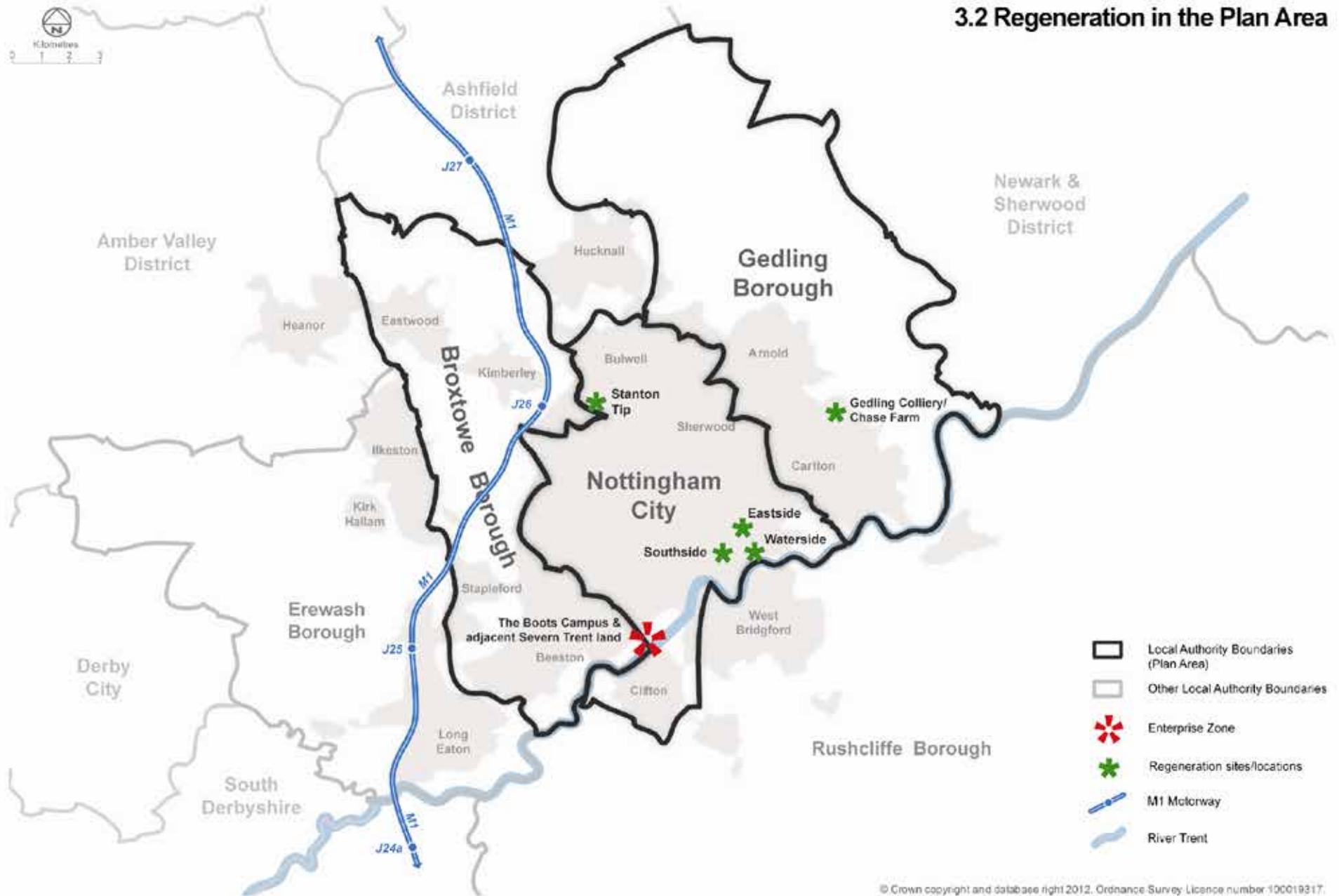
assisting in tackling wider issues, such as through ensuring affordable housing in new development being accessible to existing residents. This approach will be especially important where the development is in a different Council area to the regeneration need for instance, at the proposed Sustainable Urban Extension south of Clifton in Rushcliffe Borough.

3.7.8 In addition to the regeneration priorities identified above further areas may be identified for regeneration over the plan period, particularly in the Nottingham City area, where a number of Strategic Regeneration Frameworks and Neighbourhood Plans (predating the Neighbourhood Plans included in the Localism Act) have been prepared to assist in building up the evidence for future local development documents or other regeneration activities. Elsewhere, for example at some Key Settlements, development will also assist regeneration aims. Where necessary, proposals for these areas will be set out in part 2 Local Plans, depending on the scale and nature of intervention and the range of issues affecting particular sites.

Monitoring Arrangements

| Targets | Indicators | Delivery |
|--|---|---|
| Delivery of major schemes promoted in Policy 7 | <ul style="list-style-type: none"> • Progress towards an allocation in part 2 Local Plans or Supplementary Planning Document • Completion of site or certain elements of it (e.g. sqm of offices developed) | <ul style="list-style-type: none"> • Site specific allocations in part 2 Local Plans • Supplementary Planning Documents |

3.2 Regeneration in the Plan Area



-  Local Authority Boundaries (Plan Area)
-  Other Local Authority Boundaries
-  Enterprise Zone
-  Regeneration sites/locations
-  M1 Motorway
-  River Trent

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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 core policies for places for people 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, and a proportion of homes should be capable of being adapted to suit the lifetime of its occupants, as defined by part 2 Local Plans.
2. Within Nottingham City there should be an emphasis on providing family housing, including larger family housing, to meet Sustainable Community Strategy and Housing Strategy objectives. 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 broader mix of housing.
3. Throughout the plan area, consideration should be given to the needs and demands of the elderly as part of overall housing mix, in particular in areas where there is a significant degree of under occupation and an ageing population.
4. The appropriate mix of house size, type, tenure and density within housing development will be informed by:
 - a) evidence contained within Strategic Housing Market Assessments and other research into particular housing requirements;
 - b) the Councils' Sustainable Community Strategies and 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 of concentration 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.

Approach to Affordable Housing

5. Affordable housing will be required in new residential developments on appropriate sites. The following percentage targets will be sought through negotiation:

- a) Broxtowe Borough: 30%
 - b) Gedling Borough: 10%, 20% or 30% depending on location
 - c) Nottingham City: 20%
6. Any locational variation in affordable housing requirements, and the mix and threshold for affordable housing will be set out in part 2 Local Plans by each Council, determined by:
- a) evidence of housing need, including where appropriate housing tenure, property type and size;
 - b) the existing tenure mix in the local area;
 - c) the ability to deliver affordable housing alongside other requirements, taking into account broad assessments of viability. Where the findings of local assessments are disputed on a particular site, a financial appraisal of the proposal will be expected in order to determine an appropriate level of affordable housing; and
 - d) the availability of subsidy on a development to deliver affordable housing within weaker housing submarkets.
7. In the case of larger developments the level of affordable housing will be considered on a site by site basis taking into account localised information and set out in part 2 Local Plans. The type of affordable housing provision will be assessed throughout the lifetime of that development to ensure the development is responsive to updated evidence of need.

Approach to Rural Affordable Housing

- 8. Where there is robust evidence of local need, rural exception sites or sites allocated purely for affordable housing may be permitted within or adjacent to rural settlements.
- 9. In allocating rural affordable housing, priority will be given to people that have a connection to that settlement who are unable to afford market housing.

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 improving health inequalities.

3.8.2 The Strategic Housing Market Assessment (2007) provides a high level assessment of the likely profile of future household needs by authority. This assessment highlights that the biggest growth is likely to be amongst smaller households, and a significant increase in single person households. The increase in smaller households is largely

down to a number of factors. The biggest factor, particularly within suburban and rural areas, is down to an aging population. Other factors leading to an increase in smaller households include increases in younger people remaining single and family breakdowns.

3.8.3 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. 2001 census data shows that both the suburbs of the city and the more rural parts have high degrees of under-occupation within the existing dwelling stock. It is therefore important that new developments provide a range of types of housing, including housing likely to be attractive to older persons.

3.8.4 The City Council area has a lower percentage of family housing than the other authorities within Greater Nottingham. In 2011, 30% of dwellings had 6 or more rooms (equivalent to a larger 3 bedroom dwelling), compared with 42% in Greater Nottingham and 42% in England. The situation is similar for larger family housing (7 or more rooms, equivalent to a 4 bedroom house) – Nottingham City 12%, Greater Nottingham 21% and England 23%. This contributes to the loss of families, particularly to other parts of Greater Nottingham. Every year, in net terms, the City loses about 700 children aged under 16 through out migration to the other Greater Nottingham districts³⁵.

3.8.5 Whilst the trend is for an increase in smaller households, one of the objectives of Nottingham's Sustainable Community Strategy (September 2009) is that a 'greater balance will be achieved in the city's housing market with an increased choice of good quality housing meeting the needs of a diverse population and enabling the city to retain more of its aspiring residents'. In order to achieve this, there is a headline target, by 2020, to increase family housing to at least 33% of all housing stock outside of the City Centre (Baseline: 2001 Census: 29%, target revised September 2011). In order to do this, there is also a shorter term target to increase the percentage of new dwellings built outside of the City Centre which have 3 or more bedrooms to 60% by 2013/14 (2008/09: 47%).

3.8.6 The City Council's Housing Strategy 2008-2011 says that 'the provision of more homes suitable and attractive to families is a key priority' and that 'the imbalance is particularly acute in larger homes of 4 or more bedrooms and the provision of these larger homes is a particular priority'.

3.8.7 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 unsustainable communities and associated amenity issues. This problem is most acute within Nottingham City, and in order to help address this the City Council has introduced an Article 4 Direction that requires 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 it to better manage the future growth and distribution of C4 HMOs across the City. The policy approach to considering planning applications

³⁵ Source: National Health Service Central Register data, Office for National Statistics.

for student accommodation, C4 HMOs and larger 'sui generis' HMOs with 7 or more occupiers sharing basic amenities will be set out in Nottingham City's part 2 Local Plan.

3.8.8 A further key strand of creating and maintaining sustainable, 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 be occupied by other households, thus reducing concentrations of student households. Suitable locations are identified in Nottingham City's part 2 Local Plan.

Affordable Housing

3.8.9 Affordable housing is social rented, affordable rented and intermediate housing, provided to eligible households 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.

3.8.10 It is acknowledged that the requirements for affordable housing will not always be viable. Where this is the case, lower proportions can be justified through clear evidence set out in viability assessments which should include all potential contributions from grant funding sources.

3.8.11 In order to meet identified need, it is important for the Aligned Core Strategies to plan for the delivery of affordable housing. The Nottingham Core HMA Strategic Housing Market Needs Assessment Update 2009 identifies the level of need for each authority based upon current and future projections and the development targets. A further Affordable Needs update was undertaken in 2012. The need levels are estimated to be as follows:

| Authority | Potential level of net affordable housing need per annum (2009 update) | Potential level of net affordable housing need per annum (2012 update) |
|-----------------|--|--|
| Broxtowe | 445 | 535 |
| Gedling | 396 | 301 |
| Nottingham City | 289 | 444 |

Source: Nottingham Core HMA Strategic Housing Market Needs Assessment Update 2009 and 2012. NB: The table above contains potential levels of affordable housing need and does not take into account viability considerations and other policy factors.

3.8.12 The 2012 update found increased levels of need in the Housing Market Area (albeit that need had declined in Gedling). This is largely due to the housing market conditions prevailing at the time, in particular the lack of availability of mortgage finance meaning it is more difficult for households to access the housing market (house prices themselves are lower in real terms than in 2009, and interest rates on mortgages are also at historically low levels). As economic conditions and access to credit improve, affordability will also improve towards the level identified in the 2009 needs update.

This demonstrates the volatility of affordable housing need, and highlights uncertainties associated with projecting annual need assessed at one point in time over the plan period. For this reason, the Councils consider the monitoring of need should be undertaken on the basis of the Affordable Housing Needs update 2009, because these figures reflect a period of more buoyant housing market conditions, rather than the 2012 information. Affordable housing need will be monitored and kept under review, and a full review of the Strategic Housing Market Assessment will be undertaken after the production of Government Household Projections based on the results of the 2011 Census, which are expected to be published in 2014.

3.8.13 The 2009 Nottingham Core Strategic Housing Market Area Assessment findings equate to an affordable housing provision for the three Councils of 19,210, representing approximately 63% of the total housing provision of 30,550 for the plan area. Evidence clearly indicates that achieving this level of provision through the planning system is unviable, and the varying percentages sought by the Councils have regard to viability evidence.

3.8.14 Strategic viability assessments have been carried out for all of the authorities looking at each authority as a whole, and individual submarkets within them. The general conclusions of these studies are similar in that there is a wide ranging picture of viability across the plan area and within individual authorities themselves. Given the wide disparities between submarkets, studies have recommended the possibility of having split targets for some authorities. They also recommend that new development of a significant scale, such as Sustainable Urban Extensions, should be considered on an individual basis as they are likely to have more specific infrastructure requirements, and are capable of forming their own housing submarkets and therefore may not be constrained in viability terms by being in or adjacent to weaker sub-markets.

3.8.15 Given the complex picture across the area in relation to affordable housing viability, the detailed approach to affordable housing varies considerably between the Councils. Currently, the Councils' saved policies and part 2 Local Plans provide for a range of percentages of affordable housing on appropriate sites and Gedling Borough seeks varying percentages in different parts of their area. There are also different thresholds and sliding scales determining the mix of affordable housing required, and the provision of financial contributions, where appropriate.

3.8.16 Due to the complex picture of viability across the area, and the range of approaches which are tailored to local circumstances, the detailed approach and mechanisms to assist the delivery of affordable housing will be outlined in part 2 Local Plans.

3.8.17 The Strategic Housing Market Assessment Needs Update 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 Aligned Core Strategies 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. Part 2 Local Plans or Neighbourhood Plans will give consideration as to whether there is a case to allow for a small amount of market

housing in villages where this will facilitate the provision of significant additional affordable housing to meet local needs.

3.8.18 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.

Monitoring Arrangements

| Targets | Indicators | Delivery |
|---|--|--|
| Maintain an appropriate mix of house type, size and tenure | <ul style="list-style-type: none"> • Completions by dwelling, type, size and tenure | <ul style="list-style-type: none"> • Part 2 Local Plans • Development Management decisions |
| Provision of affordable housing (6,725 for monitoring purposes – made up of 1,845 in Broxtowe, 1,450 in Gedling and 3,430 in Nottingham City) | <ul style="list-style-type: none"> • Affordable housing completions by Social Rent, Intermediate Housing, Affordable Rent | |

Policy 9: Gypsies, Travellers and Travelling Showpeople



- 1. Sufficient sites for Gypsy and Traveller, and Travelling Showpeople accommodation will be identified in line with a robust evidence base. The allocation of sites will be made in part 2 Local Plans in accordance with the evidence base.**
- 2. The following criteria will be used to identify suitable Gypsy and Traveller 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 is not located in the Green Belt except in very special circumstances;**
 - b) the site should be located within (or a reasonable travelling distance of) a settlement which offers local services and community facilities, including a primary school; and**
 - c) the site should enable development and subsequent use which would not have any unacceptable adverse impact on the amenities of the site's occupiers and occupiers of nearby properties or the appearance or character of the area in which it would be situated.**
- 3. Existing permanent provision will also be safeguarded from alternative development.**

Justification

3.9.1 Planning Policy for Traveller Sites, which was published in March 2012, sets out the Government's planning policy for traveller sites and should be read in conjunction with the National Planning Policy Framework. This document requires Councils to prepare assessments of need. These should be based on robust evidence of local need and authorities should set targets (for pitches and plots) based on this evidence.

3.9.2 The Gypsy and Traveller Accommodation Needs Assessment for Nottinghamshire, 2007 sets out permanent pitch requirements for each local authority within Nottinghamshire between 2007 and 2011. It also states there is a requirement for a transient site somewhere within Nottinghamshire. The pitch requirements, taking into account recent planning permissions, are identified below. All the Councils are now reviewing and updating this evidence in order to identify the requirement for new Gypsies, Travellers and Travelling Showpeople accommodation over future years.

| Local Authority | Pitch Requirement |
|-----------------|-------------------|
| Broxtowe | 2 |
| Gedling | 4 |
| Nottingham | 0 |

3.9.3 It is still however considered that a general policy approach in providing for Gypsies, Travellers and Travelling Showpeople should be included within the Aligned Core Strategies in order to provide guidance on where such provision should generally be steered. Where appropriate, the allocation of sites will be made in part 2 Local Plans in light of any revised evidence base.

3.9.4 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 | <ul style="list-style-type: none"> Number of traveller plots/pitches allocated and granted planning permission and then implemented | <ul style="list-style-type: none"> Part 2 Local Plans 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;
 - b) create an attractive, safe, inclusive and healthy environment;
 - c) reinforce valued local characteristics;
 - d) be adaptable to meet changing needs of occupiers and the effects of climate change; and
 - e) reflect the need to reduce the dominance of motor vehicles.
2. Development will be assessed in terms of its treatment of the following elements:
 - a) structure, texture and grain, including street patterns, plot sizes, orientation and positioning of buildings and the layout of spaces;
 - b) permeability and legibility to provide for clear and easy movement through and within new development areas;
 - c) density and mix;
 - d) massing, scale and proportion;
 - e) materials, architectural style and detailing;
 - f) impact on the amenity of nearby residents or occupiers;
 - g) the ground conditions of the site, including that arising from land instability or contamination, together with the mitigation/remediation proposed or required;
 - h) incorporation of features to reduce opportunities for crime and the fear of crime, disorder and anti-social behaviour, and promotion of safer living environments;
 - i) the potential impact on important views and vistas, including of townscape, landscape, and other individual landmarks, and the potential to create new views; and
 - j) setting of heritage assets.
3. All development proposals, and in particular proposals of 10 or more homes, will be expected to perform highly when assessed against best practice guidance and standards for design, sustainability, and place making, as set out in part 2 Local Plans.
4. Development must have regard to the local context including valued landscape/ townscape characteristics, and be designed in a way that conserves locally and nationally important heritage assets and preserves or enhances their settings.

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

Justification

3.10.1 All new developments should aspire to the highest standards of design, including construction methods and materials, and these issues should be integrated into the development process at an early stage, along with consideration of community safety, residential amenity and sustainable access.

3.10.2 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.

3.10.3 Local evidence will be used to inform and guide decisions, including urban characterisation and landscape characterisation studies where appropriate, and further design guidance may be included in part 2 Local Plans. 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, such as defining important views.

3.10.4 Although now considered to be greenfield sites, gardens can provide sustainable locations for new homes, and reduce the need to develop land within the Green Belt or the countryside. However, it can also change the characteristics of areas, and may damage biodiversity. In accordance with this policy and the National Planning Policy Framework, part 2 Local Plans may seek to restrict development to avoid areas of special character and to protect the amenity value of private gardens.

3.10.5 It is important that new housing development is of high quality, in order to enhance or create a distinctive sense of place, where people will be proud of their neighbourhood. 'Building for Life' is an established and recognised methodology for assessing the design of new housing and neighbourhoods, and all new housing development will be expected to perform well against it, or any successor standards. 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 part 2 Local Plans.

3.10.6 In addition to reinforcing local identity and urban design characteristics, good design can also play a key role in providing sustainable development. Over the plan period, national Building Regulations are expected to require regular improvements in the environmental performance and efficiency of new buildings, and Policy 1 sets out how new development should 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 Green Street residential development in the Meadows, and similarly high quality exemplar developments will be sought throughout the plan area.

3.10.7 At a wider, site or neighbourhood scale, independent assessments of the sustainability and environmental performance of proposals, such as the Building Research Establishment’s ‘Green Print’ methodology, will also be encouraged to help inform decisions about the potential for high levels of sustainability.

3.10.8 New developments must also be accessible to all and meet the needs of a diverse population. The Manual for Streets is the preferred approach which sets out guidance for residential street design and aims to ensure streets are places that people want to spend time in, rather than just transport corridors. The quality of buildings and spaces has a strong influence on the quality of people’s lives, and attractive, imaginative, and well designed environments can help reduce crime, the fear of crime, and discourage antisocial behaviour. Examples can include ensuring natural surveillance of access routes from living areas of dwellings and having a mix of house types to make it more likely that some of the homes will be occupied throughout the day.

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

3.10.10 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.

Monitoring Arrangements

| Target | Indicator | Delivery |
|---------------------------------|--|--|
| Improve the standards of design | <ul style="list-style-type: none"> Indicators to be set locally by each Council | <ul style="list-style-type: none"> Part 2 Local Plans Supplementary Planning Documents Development Management decisions |

Policy 11: The Historic Environment



- 1. Proposals and initiatives will be supported where the historic environment and heritage assets and their settings are conserved and/or enhanced in line with their interest and significance. Planning decisions will have regard to the contribution heritage assets can have to the delivery of wider social, cultural, economic and environmental objectives.**
- 2. Elements of the historic environment which contribute towards the unique identity of areas and help create a sense of place will be conserved and, where possible, enhanced, with further detail set out in part 2 Local Plans. Elements of particular importance include:**
 - a) the industrial and commercial heritage such as the textile and coalmining heritage and the various canals;**
 - b) the literary heritage associated with DH Lawrence, Lord Byron and Alan Sillitoe;**
 - c) Registered Parks and Gardens and important historic landscape features such as Sherwood Forest, ancient or mature woodland and ridge and furrow field patterns;**
 - d) historic features within Nottingham City Centre such as the medieval street patterns, the networks of caves under the City Centre, the Park Estate and Lace Market; and**
 - e) prominent Listed Buildings and Scheduled Monuments with a wider visual and economic benefit such as Nottingham Castle, Wollaton Hall, Newstead Abbey, Bennerley Viaduct and buildings D6 and D10 on the Boots campus.**
- 3. A variety of approaches will be used to assist in the protection and enjoyment of the historic environment including:**
 - a) the use of appraisals and management plans of existing and potential Conservation Areas;**
 - b) considering the use of Article 4 directions;**
 - c) working with partners, owners and developers to identify ways to positively manage and make better use of historic assets;**
 - d) considering improvements to the public realm and the setting of heritage assets within it;**
 - e) ensuring that information about the significance of the historic environment is publicly available;**
 - f) where there is a loss in whole or in part to the significance of an identified historic asset then evidence should be recorded of its importance; and**
 - g) 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 cover those assets that have not been designated and afforded protection by separate legislation. The significance of these 'un-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. That 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 will be identified in part 2 Local Plans 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 taken where possible. When considering sites of potential archaeological importance, including those as identified on the Historic Environment Record for the area, the Local Authority will, where appropriate, request a prospective developer to arrange for an archaeological assessment or field evaluation before any decision on a planning application is taken. This will apply to sites currently identified and to any new sites subsequently identified.

3.11.5 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.

3.11.6 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.

3.11.7 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 this 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.

3.11.8 The preparation of local evidence and plans offers the scope to identify heritage assets of local value and also develop management plans to conserve and enhance assets. The production of local lists of heritage assets will be considered as will the production of detailed master plans for specific areas. For example, the successful redevelopment of part of the Lace Market in Nottingham City to create a walkway and square to meet the needs of the new occupants and visitors has helped reinforce character and improve the public realm. This work was guided by a detailed master plan which helped ensure that the objectives were met. Other local evidence could include the development of criteria for the identification of ‘non-designated’ heritage assets or the use of urban characterisation studies.

3.11.9 Conservation Area Appraisals 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 Arrangements

| Targets | Indicators | Delivery |
|---|--|--|
| Decrease number of heritage assets at risk | <ul style="list-style-type: none"> % and number of heritage assets at risk on national register | <ul style="list-style-type: none"> Development Management decisions Conservation Area Appraisals |
| Increase the number of Conservation Area Appraisals | <ul style="list-style-type: none"> Number of Conservation Area Appraisals | |

Policy 12: Local Services and Healthy Lifestyles



- 1. New, extended or improved community facilities will be supported where they meet a local need. In particular, where there is an evidenced need, new or improved community facilities should be provided to support major new residential development (especially in Sustainable Urban Extensions) or in renewal areas. Where appropriate, contributions will be sought to improve existing community facilities provision where the scale of residential development does not merit developers providing community facilities provision directly.**
- 2. 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. Where new community facilities (especially health and education) are intended to serve areas covered by more than one provider, agencies should work together to ensure service integration and efficient use of resources.**

Justification

3.12.1 The delivery of healthy sustainable communities is a key priority in all the Councils' Sustainable Community Strategies 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 encourage proposals where they will increase the range or quality of community facilities across the plan area.

3.12.2 If community facilities are to serve the entire community they need to be accessible, hence the need for them to be located near to public transport and also be accessible by walking and cycling. Encouraging access by more sustainable means can also have health benefits. For community facilities that are intended to serve a wide catchment area the most appropriate location would be in the City, town or local centre as these are the places that are accessible to the widest number of people and present the opportunity for linked trips. However, this may not always be possible, especially in the rural areas, and the specific circumstances of and need for facilities should be taken into account. This will include considering the need for services and facilities to serve specific sections of the population where there is a demand for these services.

3.12.3 The importance of a healthy life for all and a reduction in health inequalities is recognised and it is the intention to work with partners to ensure that no-one is disadvantaged in accessing health care facilities. Local authorities and Clinical Commissioning Groups 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 part 2 Local Plans.

3.12.4 Combined facilities either within the same building or alongside each other offers a way for community facilities to be viable in a location where they may not have been previously. This principle 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. Joint Service Centres have recently been completed at Bulwell and Robin Hood Chase.

3.12.5 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 need for the facility would be appropriate to the scale and type and accessibility of the facility and address other alternative facilities in the locality that could meet any shortfall in provision.

3.12.6 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 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.

3.12.7 One of the key objectives of the Aligned Core Strategies 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 Aligned Core Strategies, the Councils will work with partners to achieve a reduction in health inequalities.

3.12.8 For the purposes of this policy, community facilities include schools and nurseries, post offices, local shops in rural areas, public houses (especially in rural areas), places of worship, religious instruction and church halls, health centres, GP practices, community pharmacies, dentists, community centres or halls, libraries, leisure centres and emergency services.

Monitoring Arrangements

| Targets | Indicators | Delivery |
|--|---|--|
| <p>Improve accessibility from residential development to key community facilities and services</p> | <ul style="list-style-type: none"> • % of 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 | <ul style="list-style-type: none"> • Part 2 Local Plans • Development Management decisions |
| <p>Improvements in health</p> | <ul style="list-style-type: none"> • Life expectancy | |

Policy 13: Culture, Tourism and Sport



Further provision of culture, tourism and sporting facilities will be supported with details set out in part 2 Local Plans 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;
- b) new cultural and tourism facilities of more local importance will be located in or adjoining town or district centres, or existing facilities will be improved;
- c) major new sporting facilities of national or regional importance will be encouraged, especially where this complements the strengths of existing facilities located in the south east of the main built up area of Nottingham; and
- d) where appropriate, existing cultural, tourism and sporting facilities will be protected and their further development will be supported.

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 facilities will be protected and enhanced where there is a continuing viable need for them, and where they are affected by development, suitable alternative provision will be sought. There are currently no plans for major new facilities in the plan area, and this policy is therefore aimed at responding to any proposals which may come forward over the plan period for instance, the City Council is seeking funding opportunities to develop a new Central Library in the City Centre.

3.13.2 The City Centre is particularly well served by cultural facilities and is the premier tourist destination, with 'Nottingham Contemporary' art gallery and the Galleries of Justice being just two 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. Both these locations could benefit greatly from further development, which will assist in meeting the aim of making Nottingham a top European destination for sport and culture (sport is an important theme in Nottingham City's Sustainable Community Strategy).

3.13.3 In addition there may be opportunities to complement this existing range of sporting facilities in the south east of the main built up area, by redeveloping, re-provisioning existing facilities, or providing new sporting facilities. This would enhance the sporting reputation of the area, and make best use of existing transport and supporting infrastructure whilst also contributing to improving health and wellbeing.

3.13.4 An important part 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 proposed Sherwood Forest Regional Park has the potential to increase visitor numbers, and there will be opportunities to expand and enhance existing facilities, both here and elsewhere, as well as encouraging new provision. This will be particularly encouraged where a critical mass of facilities can be created, for instance further enhancing the facilities within Nottingham City Centre. When considering new development, account will be taken of the population to be served by facilities.

3.13.5 The role of community level culture and sporting facilities is vitally important in creating sustainable and healthy neighbourhoods. In addition, facilities for faith groups provide important cultural facilities at a local level. However, these can require sensitive development when they serve wider purposes, especially if large numbers of visitors are anticipated. In some instances, it may be that new religious and cultural facilities need to be located outside of local centres in order to serve the catchment for the proposed facilities where this local need is shown not to be adequately addressed within a local centre. In addition, proposals in and around existing religious facilities needs to be dealt with sensitively. Where relevant, such issues will be picked up in part 2 Local Plans, or dealt with in Development Management decisions.

Monitoring Arrangements

| Target | Indicator | Delivery |
|--|---|--|
| Increase in provision of major sporting facilities | <ul style="list-style-type: none"> Number of major sporting facilities developed | <ul style="list-style-type: none"> 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 firstly selecting sites already accessible by walking, cycling and public transport, but where accessibility deficiencies do exist these will need to be fully addressed. The effective operation of the local highway network and its ability to provide sustainable transport solutions or support economic growth should not be compromised.**
3. **A hierarchical approach to ensure the delivery of sustainable transport networks to serve new development, in particular, Sustainable Urban Extensions, will be adopted which will seek to provide (in order of priority):**
 - a) **site specific and area wide travel demand management (measures to reduce travel by private car and incentives to use public transport, walking and cycling for appropriate journeys including intensive travel planning);**
 - b) **improvements to public transport services, walking and cycling facilities that are provided early in the build out period of new developments and that are sufficient to encourage sustainable modes of transport;**
 - c) **optimisation of the existing highway network to prioritise public transport, walking and cycling facilities that are provided early in the build out period of new developments such as improved/ new bus and cycle lanes and measures to prioritise the need of pedestrians above the car; and**
 - d) **Network Management measures then highway capacity enhancements to deal with severe impacts arising from residual car demand where the initiatives required under points (a) to (c) above are insufficient to avoid significant additional car journeys.**
4. **There will be a level of iteration between the stages of the hierarchy above to ensure their effective delivery having regard to the role and function of the highway network, and the implementation of the approach will have regard to the needs of people with mobility difficulties.**

Justification

3.14.1 The key element of this policy will be to encourage development in locations which support the promotion of sustainable travel choices as alternatives to the private car, in particular good quality public transport and safe and attractive routes for cycling

and walking. A major way of achieving the objectives of this policy is to firstly secure new developments in locations where public transport, 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 'Smarter Choices' (see Glossary and paragraph 3.14.8) to significantly alter travel behaviour. A combination of these factors is aimed at achieving benefits in terms of reduced car use and associated savings in carbon emissions, noise and pollution, but also a reduction in the necessity of road building/ widening and junction improvements therefore saving money. This is particularly important at a time when available funding for major infrastructure work including road building both from private and public sectors is expected to be in short supply. In addition it is necessary to address inequality issues in public transport and to consider the impact of modal shift on disabled people which could be done by improving the quality and frequency of public transport provision and encouraging smarter choices. Road safety will be promoted through improved engineering, education, enforcement and promotional measures.

3.14.2 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 heavy 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 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).

3.14.5 The LTPs focus on strategy and implementation and have followed extensive consultation undertaken during 2010. This provided an opportunity to explore and understand the transport options available to deliver the Visions for Nottingham City, Nottinghamshire and where relevant Derbyshire.

3.14.6 Transport priorities within these LTPs reflect the national objectives initially developed through the Department for Transport's DaSTS (Delivering a Sustainable Transport System) process, focussing on economic development and climate change and ensuring safety, security and health, improved quality of life and quality of opportunity through maximising accessibility and reducing dependence upon the private car. This

approach has been broadly endorsed by the Government. They consider that of these DaSTS transport goals the two in particular that they would like to be addressed in LTPs are those which help to grow the economy and help tackle carbon emissions. This will be key to the sustainable delivery of Core Strategies objectives, and will require the commitment and close cooperation between the Highway Authorities, the Highways Agency and other transport providers.

3.14.7 The Aligned Core Strategies will have an important role to play in delivering LTPs objectives through locating development within sustainable transport corridors and providing opportunities for supporting investment in transport services and infrastructure improvements.

3.14.8 Travel demand management is about encouraging people to travel less and use sustainable means of travel where possible when they do need to make journeys, sometimes known as 'Smarter Choices'. They are techniques for influencing people's travel behaviour towards more sustainable options such as encouraging school, workplace and individualised or personal travel planning. They also seek to improve public transport and marketing services such as travel awareness campaigns, setting up websites for car share schemes, supporting car clubs and encouraging teleworking. These techniques can be very effective at changing travel behaviour, but some, such as personal travel plans, can be expensive and difficult to enforce when provided to large numbers of people.

3.14.9 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.

3.14.10 Initiatives will also include the promotion of more efficient and sustainable use of private vehicles, such as car sharing and car clubs, and low emission vehicles.

3.14.11 In order to encourage public transport for work commuting, long stay parking should be managed effectively. Within Nottingham City, the Council has introduced a Workplace Parking Levy 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. Parking provision will continue to be carefully managed to help maintain vitality and viability in the city, town, district and local centres.

3.14.12 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 operation of the SRN but proposed growth in Greater Nottingham will give rise to cumulative impacts on the SRN. The committed A453 improvement will improve the operation of this key gateway into Greater Nottingham. Other elements of the SRN will be safeguarded chiefly through measures at key junctions, including network management and localised capacity improvements. The Councils in the area and the Highways Agency 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 policy refers to a level of iteration between the four stages listed, to ensure their

effective delivery. For example, improvements to public transport services will enable more effective travel demand management measures to be introduced and improved highway operation may facilitate public transport improvements.

3.14.13 The Greater Nottingham Transportation Model has been used to identify the strategic transport impacts of the Aligned Core Strategies on the highway network in the form of stress maps. These demonstrate areas of pressure on the network for which mitigation measures will be required using the hierarchical approach outlined above.

3.14.14 More detailed transport modelling has been undertaken as part of the Infrastructure Delivery Plan on allocating strategic sites, to enable packages of measures to be identified to ensure the sustainable delivery of the plan.

3.14.15 Priority will be given to sustainable locations with access to the rail network when considering sites for storage and distribution uses, as set out in Policy 4.

Monitoring Arrangements

| Targets | Indicators | Delivery |
|--|---|---|
| Increase modal shift towards public transport, walking and cycling | <ul style="list-style-type: none"> • Proportion of households with hourly or better daytime bus service to town, district or City Centre • Number of public transport trips • Plan area wide traffic growth • Number of cycling trips | <ul style="list-style-type: none"> • Part 2 Local Plans • Development Management decisions • Consultation with the local Highway Authorities |
| Increase the number of developments supported by travel plans | <ul style="list-style-type: none"> • Number of travel plans agreed | |

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 Local Transport Plans covering the plan area. The details and certainty of funding and timing are in the Infrastructure Delivery Plan.
2. New development, singly or in combination with other proposed development, must include a sufficient package of measures to ensure that journeys by non-private car modes are encouraged, and that residual car trips will not 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 Core Strategies and with committed funding:

Public Transport:

- a) Nottingham Express Transit (NET) Phase two (extensions to Clifton and Chilwell); and
- b) Nottingham Midland Rail Station Hub.

Highway Improvements:

- c) Nottingham Ring Road improvement scheme; and
- d) A453 widening – from M1 to A52(T) Clifton.

4. Other schemes with no committed funding but which remain important to the delivery of the Core Strategies include:

Public Transport:

- a) Nottingham to Lincoln rail improvements.

Highway Improvements:

- b) Gedling Access Road;
- c) A52 Junction Improvements (between A6200 Derby Road and Bingham).

5. Local and National schemes which will impact on the plan area if implemented include:

- a) reopening Ilkeston Station (in Erewash Borough);
- b) access to the Rolls Royce site (in Ashfield District) from the A611;

- c) **Midland Main Line Speed Improvements and Electrification;**
 - d) **Hucknall Town Centre Improvement Scheme (Ashfield District);**
 - e) **HS2 hub station at Toton to serve the East Midlands; and**
 - f) **Extension to NET to serve the new station.**
6. **Further transport infrastructure schemes are likely to emerge through Local Transport Plan reviews, preparation of route strategies by the Highways Agency, through Transport Assessments for development sites and part 2 Local Plans.**
7. **Any development permitted in or adjacent to the proposed strategic location for growth at Toton shall allow for adequate provision for the construction of the HS2 route, the station, vehicle access to it and an extension of the NET route which as a minimum shall be to the station and which shall also allow for its potential future extension to Erewash Borough.**

Justification

3.15.1 A sustainable, good quality transport system is essential to support the economic and social wellbeing of the plan area. 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 Policy 2. 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.

3.15.2 Some of the schemes listed which have no currently available funding nevertheless have been or are included in programmes. If funding is secured, it is anticipated that all could be delivered over the plan period. The most significant of these is the A453 widening, which has been a longstanding local priority, as it serves as a main access to the conurbation from the M1, and will have significant economic benefits, improving access to the M1 and East Midlands Airport. The formal commitment to deliver the scheme was confirmed in April 2012. The work to assess and mitigate the full highways implications of development at Toton will be coordinated by the Broxtowe HS2 Working Group when the final quantum and distribution of development within the strategic location for growth at Toton is determined. In the unlikely event of the Government not proceeding with the HS2 station at Toton, then the development specified under Policy 15.7 will not be required but a future extension to the tram route into Erewash Borough should not be prejudiced, subject to technical and financial feasibility, and the support of the relevant transport and planning authorities.

3.15.3 Significant progress has been made in terms of putting together a funding package for the construction of the Gedling Access Road which has an estimated cost of £32.4 million. The Local Transport Board and the Homes and Communities Agency have committed some funding and other sources of funding are being pursued. A revised planning application for the Gedling Access Road is being prepared and expected to be determined in the autumn 2014. Subject to funding, construction of the first phase of the Gedling Access Road is expected to commence shortly after this and be substantially completed by April 2015.

3.15.4 Other schemes identified by the Councils but which have very uncertain funding or long-time delivery timescales are listed below and will be developed over the plan period with a view to them becoming deliverable schemes, and where appropriate will be included in future Local Transport Plan reviews. The schemes to be developed will follow the hierarchical approach set out in Policy 14.

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

3.15.5 Transport priorities within Local Transport Plans reflect the national objectives initially developed through the Department for Transport's DaSTS (Delivering a Sustainable Transport System) process (see paragraph 3.14.6). Transport improvements can have positive impacts on access opportunities for many groups who currently experience access problems. The detailed design and implementation of all transport schemes will ensure equalities issues are taken into account.

Monitoring Arrangements

| Target | Indicator | Delivery |
|---|---|--|
| Delivery of projects promoted in policy | <ul style="list-style-type: none"> • Implementation of individual schemes as in Infrastructure Delivery Plan | <ul style="list-style-type: none"> • Development Management decisions • Other delivery agents e.g. NET and Highways Agency |



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 core policies for our environment are:

- 16 Green Infrastructure, Parks and Open Space
- 17 Biodiversity

Policy 16: Green Infrastructure, Parks and Open Space



- 1. A strategic approach to the delivery, protection and enhancement of Green Infrastructure will be taken, through the establishment of a network of regional and sub-regional Green Infrastructure corridors and assets (as shown on the Key Diagram), particularly focusing on links between Nottingham and Derby, together with corridors and assets of a more local level which will be defined through part 2 Local Plans.**

- 2. The approach will require that:**
 - a) existing and potential Green Infrastructure corridors and assets are protected and enhanced. Priority for the location of new or enhanced strategic Green Infrastructure will be given to locations for major residential development identified in Policy 2, the Strategic River Corridors of the Trent, Erewash and Leen rivers, canal corridors, Greenwood Community Forest, and Urban Fringe areas;**
 - b) where new development has an adverse impact on Green Infrastructure corridors or assets, alternative scheme designs that have no or little impact should be considered before mitigation is provided (either on site or off site as appropriate). The need for and benefit of the development will be weighed against the harm caused;**
 - c) developments proposed through the Core Strategies should enhance the Strategic Green Infrastructure network (either on site or off site or through contributions as appropriate). Non-strategic sites will be assessed through part 2 Local Plans;**
 - d) links to and between the Green Infrastructure network will be promoted to increase access, especially in areas of identified deficit, for recreational and non-motorised commuting purposes, and to allow for the migration of species; and**
 - e) Landscape Character is protected, conserved or enhanced where appropriate in line with the recommendations of the Greater Nottingham Landscape Character Assessment. Criteria for the assessment of proposals and any areas of locally valued landscape requiring additional protection will be included in part 2 Local Plans.**

- 3. New or enhanced Green Infrastructure corridors and assets should be as inclusive as possible, multifunctional and look to make provision for more than one of the following:**
 - a) access to employment and leisure facilities and to Green Infrastructure corridors or assets and the countryside;**

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

Justification

3.16.1 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 environmental and quality of life benefits for local communities. It includes parks, open spaces, playing fields, woodlands, allotments and private gardens. The nature of local authority boundaries in the plan area means that residents use Green Infrastructure assets such as parks, rights of way and water courses/bodies regardless of where they live. Adopting a common strategic approach between the Council areas will ensure that a joined up approach is taken and allows for provision in different authorities to be taken into account regardless of where people live.

3.16.2 Green Infrastructure is a network of green spaces which perform a number of different functions. However, it is accepted that in some instances, such as sensitive biodiversity sites, it would not be appropriate to promote additional access as this could damage the resource. The Habitats Regulations Assessment screening of the Aligned Core Strategies found there could be potentially significant effects on parts of the prospective Sherwood Forest Special Protection Area (see paragraph 3.17.3), also included in the Greenwood Community Forest Green Infrastructure initiative. It concluded that a precautionary approach should be followed and that specifically this policy should not promote the enhancement of those parts of the Greenwood Community Forest, such that it would attract higher numbers of visitors to the prospective Special Protection Area. The supplementary Habitats Regulation Assessment Screening Record in reference to Calverton requires appropriate mitigation measures to be put in place in order to avoid significant effects. These are set out in the Infrastructure Delivery Plan and Appendix A and will be pursued with developers and partners, including the provision of Suitable Alternative Natural Green Spaces (SANGS) where appropriate.

3.16.3 The strategic approach set out in the policy is based on a framework of sub-regional Green Infrastructure corridors. These are broadly based on the strategic waterways of the Rivers Trent, Erewash and Leen as well as the Erewash and Nottingham Beeston Canals, and the initiative area of Greenwood Community Forest. These areas provide opportunities for countryside access and also allow for the migration of species. Additionally the river corridors provide the opportunity to help tackle climate change through energy production and flood attenuation where appropriate. All water courses in and adjacent to new developments provide opportunities to create enhanced green corridors including the potential for opening up culverted water courses. The strategic corridors and areas are shown on Map 3.3 and the Policies Map.

3.16.4 Proposals for a Sherwood Forest Regional Park are being progressed by a broad partnership including Gedling Borough Council and Nottingham City Council. Regional Parks are not planning designations but can help guide planning strategy to use environmental enhancements as a foundation for social and economic improvements. The objectives of the Regional Park include the increase in accessible Green Infrastructure and the provision of sustainable leisure and tourism opportunities. The proposals for a Sherwood Forest Regional Park will also link with policies in the Aligned Core Strategies related to economic growth, rural diversification, the protection of the landscape, historic environment and also tourism.

3.16.5 Where appropriate, land surrounding the built up areas will be targeted to provide a significant resource for communities and provide a context for the landscape setting of the urban area. Ensuring that Green Infrastructure is protected, enhanced or provided in this area will address the issues of access to the countryside and ensure that Green Infrastructure is factored into the development of Sustainable Urban Extensions from the start.

3.16.6 To ensure that existing areas maintain or enhance their provision of Green Infrastructure it is important to protect existing Green Infrastructure assets and seek to put in place active management of corridors and assets. One of the key issues that has been identified through the development of the Aligned Core Strategies is the poor access for many residents into the surrounding countryside. Improving access into the countryside and to other Green Infrastructure assets will encourage a healthy lifestyle and contribute to health improvement through increasing physical activity and improving mental wellbeing, and also allow commuting routes for non-motorised transport.

3.16.7 Parks and open spaces are an important part of the Green Infrastructure network, especially within urban areas. However, there are some areas of open space that can be threatening to use, or undervalued by the local community. Where these sites are identified as surplus to requirements through Open Space Assessments or local studies, redevelopment can help to address these issues, for instance through appropriate design to allow overlooking. Equally some areas of open space may become available through rationalisation of other uses, for instance school closures. Where this is the case, other leisure and recreational uses to serve the community will be considered as a priority, however, there are likely to be cases where redevelopment or partial redevelopment is the most practical option, provided the loss can be replaced by equivalent or better provision in a suitable location.

3.16.8 Landscapes and features within them form an important part of the Green Infrastructure network and Landscape Character Assessments have informed the preparation of the Aligned Core Strategies by providing details on how the different landscape types can be protected, conserved or enhanced. Criteria to assess the impact of development proposals on the landscape will be included in part 2 Local Plans prepared by the Councils.

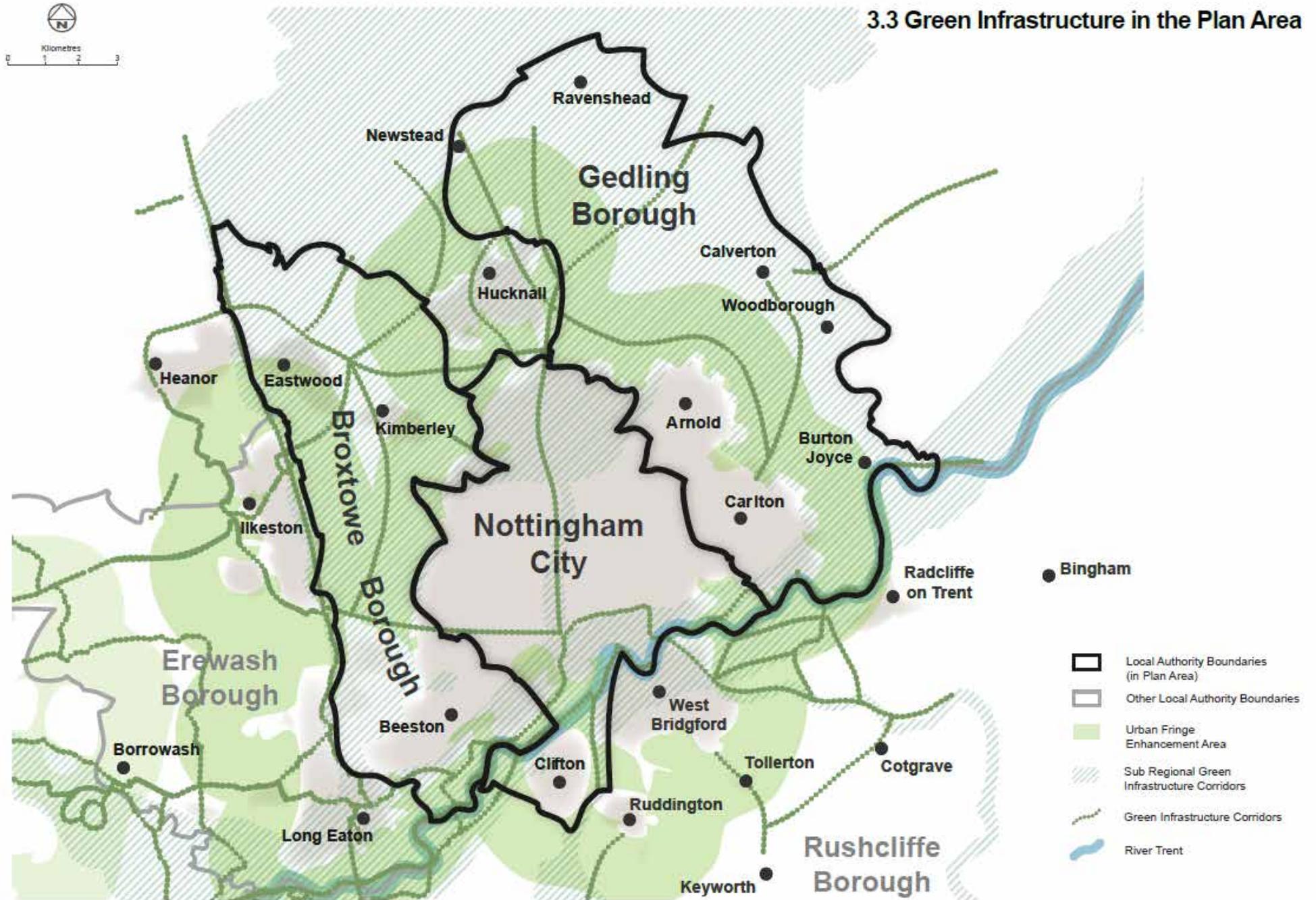
3.16.9 A strategic approach will be used in the protection of Green Infrastructure. This will include assessments of existing and future need, quantitative and qualitative audits of existing provision, the establishment of local standards, and considering the use of local Green Infrastructure asset mapping. In addition, other approaches for the protection of Green Infrastructure can include identifying ways of improving them, for example working with Nottinghamshire County Council (and with Derbyshire County Council where relevant) to make best use of the rights of way network. This will include a minimum of 16 hectares of Green Infrastructure on land at the strategic location for growth in the vicinity of the proposed HS2 station in Broxtowe. At Teal Close around 19 hectares of Green Infrastructure should be provided including about 10 hectares adjacent to the Netherfield Lagoons Local Nature Reserve.

3.16.10 A number of issues will be addressed in part 2 Local Plans prepared by the Councils. These may include Green Infrastructure corridors and assets of a more local nature, locally valued landscapes which require additional protection, and embedding the Green Infrastructure network approach into the development of sites.

Monitoring Arrangements

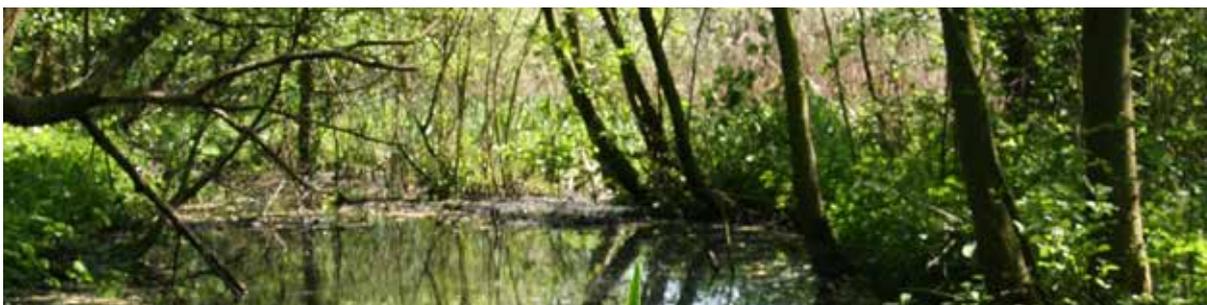
| Targets | Indicators | Delivery |
|--|---|---|
| Increase quality of open spaces | <ul style="list-style-type: none"> Number of Local Wildlife Sites under positive conservation management, using Single Data List indicator 160 Number of Local Nature Reserves with a management plan in place Green Flag Status of open space Number of S106 contributions related to open space | <ul style="list-style-type: none"> Green/Open Space Strategies Development Management decisions |
| Increase the percentage of population with access to GI assets | <ul style="list-style-type: none"> To be set locally | |

3.3 Green Infrastructure in the Plan Area



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Policy 17: Biodiversity



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

Justification

3.17.1 The DEFRA publication 'Biodiversity 2020: A Strategy for England's wildlife and ecosystem services' builds on previous work and sets out the strategic direction for biodiversity in England for the next decade. It aims to 'halt overall biodiversity loss, support well-functioning ecosystems and establish coherent ecological networks, with more and better places for nature for the benefit of wildlife and people.' The National Planning Policy Framework also looks to conserve and enhance the natural environment through protecting valued landscapes and minimising impacts to biodiversity and also recognises the need to prevent the loss or deterioration of irreplaceable habitats such as ancient woodland.

3.17.2 The East Midlands currently compares unfavourably with other regions in England in terms of the surface area covered by designated nature conservation sites, has lost more wildlife than any other region in England and has lost large amounts of its wildlife habitats with losses continuing and those sites remaining becoming increasingly small, isolated and fragmented. There is a recognised need to deliver a major step change increase in the level of biodiversity across the East Midlands. Action is required to re-establish habitats and species and to develop appropriate data to monitor and target biodiversity action.

3.17.3 Whilst the plan area contains a number of nationally designated Sites of Special Scientific Interest, such as Attenborough Gravel Pits in Broxtowe and Bulwell Wood in Nottingham City, there are no currently designated European sites. However, the policy makes reference to internationally designated sites because some areas of woodland to the north of the plan area, and extending into Gedling Borough, have been identified as a prospective Special Protection Area. 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 proposed Special Protection Area in due course. The Aligned Core Strategies and Infrastructure Delivery Plan therefore take a precautionary approach and treat the prospective Special Protection Area as a confirmed European Site. The Infrastructure Delivery Plan sets out requirements for a range of mitigation measures as recommended in the Habitats Regulation Assessment Screening Record. A decision on the extent of any possible Special Protection Area is not known.

3.17.4 New sites and key linking corridors should be identified for biodiversity conservation and enhancement and these could include brownfield as well as greenfield sites. Examples of large scale projects include habitat improvements along the River Erewash and the River Leen and its tributaries, heathland and acid grassland expansion in Sherwood Forest near Burntstump Country Park and maintaining and expanding Magnesian Limestone grasslands between Bulwell and Hucknall. There are also opportunities within new development to incorporate new biodiversity features, for example wetlands, green roofs, native species hedgerows and unimproved grassland.

3.17.5 Proposed development should particularly seek to contribute towards delivery of the Local Biodiversity Action Plan objectives for habitats and species. The Nottinghamshire Local Biodiversity Action Plan identifies priority wildlife habitats and species that are a priority for protection, either because they are nationally or locally rare or in decline, or are characteristic of the area; and sets targets and action plans for their conservation in order to address their continued decline. The Biodiversity Action Plan contains Habitat Action Plans for several types of priority woodland, grassland, wetland and farmland habitat. Their importance varies with location. Examples of strategies to manage habitats include improving wetland along the Nottingham canal, woodland and grassland conservation at Bramcote Hills and safeguarding rare grassland on the colliery spoil heap at Netherfield Lagoons. Where development of land is proposed that is known or likely to be used by European protected and other species, further guidance is available from Natural England's website.

Monitoring Arrangements

| Targets | Indicators | Delivery |
|--|---|--|
| Retain areas of biodiversity importance | <ul style="list-style-type: none"> • Net change in the area of Local Wildlife Sites | <ul style="list-style-type: none"> • Development Management decisions • Part 2 Local Plans |
| Improve management of biodiversity sites | <ul style="list-style-type: none"> • Number of SSSIs in a favourable condition • Number of Local Wildlife Sites under positive conservation management, using Single Data List indicator 160 • Number of Local Nature Reserves with a management plan in place | |
| Designation of and thereafter maintain or improve condition of Special Protection Area | <ul style="list-style-type: none"> • Progress on designation and if designated what condition it is in | |



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. The policies here are aimed at achieving this and are to be read in conjunction with Appendices A and B which set out the infrastructure required to deliver the development included in the Aligned Core Strategies.

The core policies for making it happen are:

- 18 Infrastructure
- 19 Developer Contributions
- 20 Key Monitoring Indicators



Policy 18: Infrastructure



1. **New development must be supported by the required infrastructure at the appropriate stage. The Councils will work in partnership with infrastructure providers, grant funders, the development industry and other delivery agencies in seeking the provision of necessary infrastructure to support new development.**
2. **Contributions will be sought from development proposals which give rise to the need for new infrastructure.**
3. **Critical infrastructure requirements are identified in the Infrastructure Delivery Plan, and can be found in Appendix B:**
 - a) **for strategic sites which are strategic allocations, the Infrastructure Delivery Plan identifies what, where, when and how critical new infrastructure will be provided; and**
 - b) **for strategic locations the Infrastructure Delivery Plan identifies likely infrastructure requirements and the measures needed to ensure their future delivery.**
4. **There are known infrastructure and capacity constraints, in particular related to transport, education, open space and flood risk. Further detailed assessment of these issues will be required through Local Development Documents such as in 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 including Erewash and Rushcliffe. The IDP identifies where there are deficits in infrastructure provision within the study area and ascertains what additional infrastructure is needed to support the level of growth proposed by the Aligned Core Strategies. The IDP also sets out the scale of funding necessary to achieve the provision of critical infrastructure and the anticipated sources of funding from a range of agencies, including 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 highways authorities, education authorities and water company.

3.18.4 Appendix B summarises the main elements of infrastructure identified in the IDP as required to deliver the Aligned Core Strategies. The schedule 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 part 2 Local Plans, and to reflect any changes in likely funding sources or decisions on the implementation of major projects.

3.18.5 Transport modelling identifies that any issues arising at a strategic level can be managed via mitigation measures such as improved public transport and Smarter Choices packages to accommodate delivery of the quantum and distribution of the development set out in the Aligned Core Strategies. However local interventions will be necessary. These local interventions will depend on the final agreed developments and their configuration as set out in part 2 Local Plans and master-plans as appropriate which will be informed by wider route strategies prepared by the Highways Agency and the Councils.

3.18.6 In addition to named infrastructure, Appendix B also identifies capacity constraints relating to infrastructure where further assessment is needed, and this particularly applies to transport, education, open space and flood risk, and where proposals are identified within part 2 Local Plans or 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 preparation of the Aligned Core Strategies, the IDP will also be used, alongside other evidence, to inform preparation of the other elements of the Councils' Local Plans. The intention is that they are 'living documents' and will evolve and change over time to reflect the circumstances at the time, for example changes in funding or decisions on the implementation of major infrastructure projects.

3.18.8 In preparing the IDP, full account has been taken of the Homes and Communities Agency's Local Investment Plan (LIP) that has been prepared for Greater Nottingham. This was prepared collectively by the HCA and relevant Councils. It identifies, in part, local investment priorities for Greater Nottingham, with the intention of shaping the HCA's proposed investment for the area.

3.18.9 The IDP is critically important to the delivery of not only the Aligned Core Strategies' vision and core objectives, but also where the identified priorities and objectives of public bodies and other service providers need to be delivered through the planning system. The IDP will also assist in providing a basis for making bids for public funding, from sources such as Growth Point Funding and from the HCA through the locally agreed LIPs.

Monitoring Arrangements

| Target | Indicators | Delivery |
|--|---|--|
| Delivery of the infrastructure identified in the Infrastructure Delivery Plan and part 2 Local Plans | <ul style="list-style-type: none"> • Implementation of individual schemes as in IDP and in part 2 Local Plans • Authority Monitoring Reports and periodic updates to the Infrastructure Delivery Plan | <ul style="list-style-type: none"> • Part 2 Local Plans |

Policy 19: Developer Contributions



1. All development will be expected to:
 - a) meet the reasonable cost of new infrastructure required as a consequence of the proposal;
 - b) where appropriate, contribute to the delivery of necessary infrastructure to enable the cumulative impacts of developments to be managed, including identified transport infrastructure requirements; and
 - c) provide for the future maintenance of facilities provided as a result of the development.
2. The Councils intend to introduce Community Infrastructure Levies to secure infrastructure that has been identified as necessary to support new development and to achieve Core Strategies objectives.
3. Prior to the implementation of a Community Infrastructure Levy, planning obligations will be sought to secure all new infrastructure necessary to support new development.

Justification

3.19.1 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 future restrictions on pooling of developer contributions. When negotiating developer contributions, consideration will be given to changes in economic conditions over time and scheme viability.

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

- transport infrastructure (including footpaths, bridleways, cycleways and roads)
- drainage and flood protection
- public transport (including services and facilities)
- travel behavioural change measures (including travel plans, marketing and promotion)
- affordable housing (including supported housing)
- education (including early years provision and community education)

- open space (including play areas, sport and recreation)
- community facilities (including 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
- Green Infrastructure (including new wildlife habitats)
- Information and Communication Technology
- training and employment measures for local people

3.19.3 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. Each Council intends to prepare a Charging Schedule setting out those infrastructure requirements falling within the remit of CIL along with the rates to be charged. CIL may apply to all new residential, commercial and employment development, apart from where exceptions are identified. Gedling Borough Council is advancing the development of CIL as one of the Government's 'Front Runners' with close liaison with other Councils.

3.19.4 In accordance with requirements that have been identified in the Infrastructure Delivery Plan (IDP), and as summarised at Appendices A and B, it is intended that for certain required 'sub-regional' infrastructure there will be a process to allow a degree of pooling of CIL monies between the Councils to support delivery. It is also the intention, where justified by CIL evidence and associated economic viability assessment work, that there will be differential CIL rates within individual authority areas. Differential rates will provide flexibility to take account of varying local land values and viability.

3.19.5 Where the necessary infrastructure provision is not made directly by the developer or through a CIL, contributions will be secured through planning obligations. Planning obligation agreements will be drafted by the relevant local planning authority with the developer being responsible for the costs resulting from administering and monitoring the agreement. Part 2 Local Plans will provide more detailed information on the scope and operation of planning obligations.

3.19.6 After the implementation of CILs, planning obligations will continue to be used in relation to certain specified circumstances in line with policies in the Aligned Core Strategies or part 2 Local Plans.

Monitoring Arrangements

| Targets | Indicators | Delivery |
|--|--|--|
| Introduction of Community Infrastructure Levy | <ul style="list-style-type: none"> • Adopt Community Infrastructure Levy charging schedule | <ul style="list-style-type: none"> • Adopt Community Infrastructure Levy charging schedule |
| Ensure appropriate developer contributions to infrastructure | <ul style="list-style-type: none"> • Authority reported on S106 contributions and Community Infrastructure Levy funding | <ul style="list-style-type: none"> • Part 2 Local Plans • Development Management decisions |

Section 20: Key Monitoring Indicators

3.20.1 Monitoring arrangements are set out after each policy within the Aligned Core Strategies. There are however considered to be some key elements of the Aligned Core Strategies that need to be monitored in more detail to measure the success of the policies in the plan as a whole, and to set triggers where remedial action will be required to ensure the aims and objectives of the Aligned Core Strategies are met. The table below sets out these key indicators, together with the triggers and actions, and ultimately indicates when the Councils' Local Plans will require review.

| Key objective | Target | Indicator | Trigger | Action |
|--------------------------|--|--|--|---|
| 1. Housing supply | | | | |
| a) Housing Delivery | 30,550 by 2028 made up of: <ul style="list-style-type: none"> • Broxtowe 6,150; • Gedling 7,250; and • Nottingham City 17,150 | Net new dwellings built each year as monitored in the AMRs | Shortfall of 30% of cumulative completions on a rolling 5 year period as set out in the housing trajectories (starting 2015 on the adoption of the part 2 Local Plans) | <ul style="list-style-type: none"> • Consideration of state of housing market and likelihood of housing shortfall being made good • Discuss with landowners and developers ways to overcome key constraints • Thorough review of SHLAA sites • Review allocations within part 2 Local Plans |
| | | | Inability to demonstrate 5 year plus 5% or 20% (buffer) housing land supply (which ever is appropriate) | <ul style="list-style-type: none"> • Discuss with landowners and developers delivery obstacles to bringing forward sites earlier • Review previous permissions to examine viability issues • Work with partners to facilitate and de-risk sites |

| Key objective | Target | Indicator | Trigger | Action |
|--|---|--|---|--|
| b) Affordable housing | Provision of affordable housing - 6,725 for monitoring purposes, made up of : 1845 in Broxtowe 1450 in Gedling and 3430 in Nottingham City | Number of affordable housing completions (net) - social rented, intermediate and affordable rent | Shortfall of 30% of cumulative 5 year rolling target based on the trajectories (starting 2015 on the adoption of the part 2 Local Plans) | <ul style="list-style-type: none"> Review with Housing Officers the reasons for the low performance Review policy application, viability and effectiveness including amending policy (in terms of tenure, size etc) and review policy implementation (s106 arrangements/terms) |
| 2. Employment land supply | | | | |
| a) Provision of additional office space (B1) | Develop 310,000 square metres of office space by 2028 (Broxtowe 34,000 sq m, Gedling 23,000 sq m and Nottingham City 253,000 sq m) | Total amount of additional B1 office floorspace | If delivery is 30% below a five year rolling cumulative target for the Greater Nottingham area (travel to work area) from base date of the plan | <ul style="list-style-type: none"> Discuss with landowners reasons for performance, review market conditions and identify any barriers to development Commission evidence of adequacy of office supply Review allocations in part 2 Local Plans |
| b) Industrial and warehouse | Develop 37 hectares of industrial and warehouse uses (Broxtowe 15 hectares, Gedling 10 hectares and Nottingham City 12 hectares) | Total amount (hectares) of additional industrial and warehouse development | If delivery is 30% below the five year cumulative target for the Greater Nottingham area (travel to work area) from base date of the plan | <ul style="list-style-type: none"> Discuss with landowners reasons for performance, review market conditions and identify any barriers to development Commission evidence of adequacy of office supply Review allocations in part 2 Local Plans |

| Key objective | Target | Indicator | Trigger | Action |
|-----------------------------------|--|--|--|---|
| 3. Critical Infrastructure | | | | |
| Gedling Access Road (GAR) | <ul style="list-style-type: none"> • Commitment of funding to construct GAR and 300 homes • Actual construction of GAR and delivery of further 300 homes by 2028 | <ul style="list-style-type: none"> • By 2015 – finance package agreed • By 2018 – alternative funding package in place | <ul style="list-style-type: none"> • No finance package agreed by 2018 • No alternative funding in place by 2021 | <ul style="list-style-type: none"> • Search for alternative funding • Review allocations in part 2 Local Plan in 2021 |

Appendices

Appendix A

Strategic Site Schedules and Plans

Boots (Nottingham) and Boots and Severn Trent Land (Broxtowe)

Site Summary

| | |
|---------------------|---|
| ACS Designation | Strategic Location |
| Timescale | 6 + years |
| Site Area | 126ha (80.9ha in Nottingham City, 44.8ha in Broxtowe) |
| Housing Units | 1,150 (550 in Broxtowe, up to 600 in Nottingham City) |
| Employment Uses | Approx 200,000 sqm business and commercial space – high tech, high quality focus. |
| Other Uses | Open space and Green Infrastructure. Other uses to be confirmed. |
| Ownership/Developer | Willing owners positively engaged. |

IDP 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. Pedestrian route to NET stop. Provision of Integrated Sustainable Transport package. | Access strategy required as part of detailed master-plan and Transport Assessment (TA) as part of planning application. |
| 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 Western Power. Opportunities for extension to existing Combined Heat and Power (CHP) facilities. Further dialogue with Severn Trent as detailed proposals emerge. |

| Infrastructure | Summary Assessment | Further Work |
|-------------------------|--|--|
| 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 Facilities | To be confirmed could be provided in local scale retail centre. | To be reviewed as part of detailed master-plan. |
| Education Provision | 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). |
| Emergency Services | No abnormal requirements. | Further dialogue as detailed proposals emerge. |
| Waste Management | No known abnormal requirements. | Further dialogue as detailed proposals emerge. |
| Community Services | Good range of town centre facilities at Beeston. On site facilities to be confirmed. | Further dialogue as detailed proposals emerge. |
| Green Infrastructure | Protected species may be present on site. | Strategy to protect / enhance and or relocate required as part of master-plan. Opportunities to extend 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 as part of detailed master plan. Potential on and off site pollution mitigation measures to be considered as proposals emerge with further dialogue with the Environment Agency. |

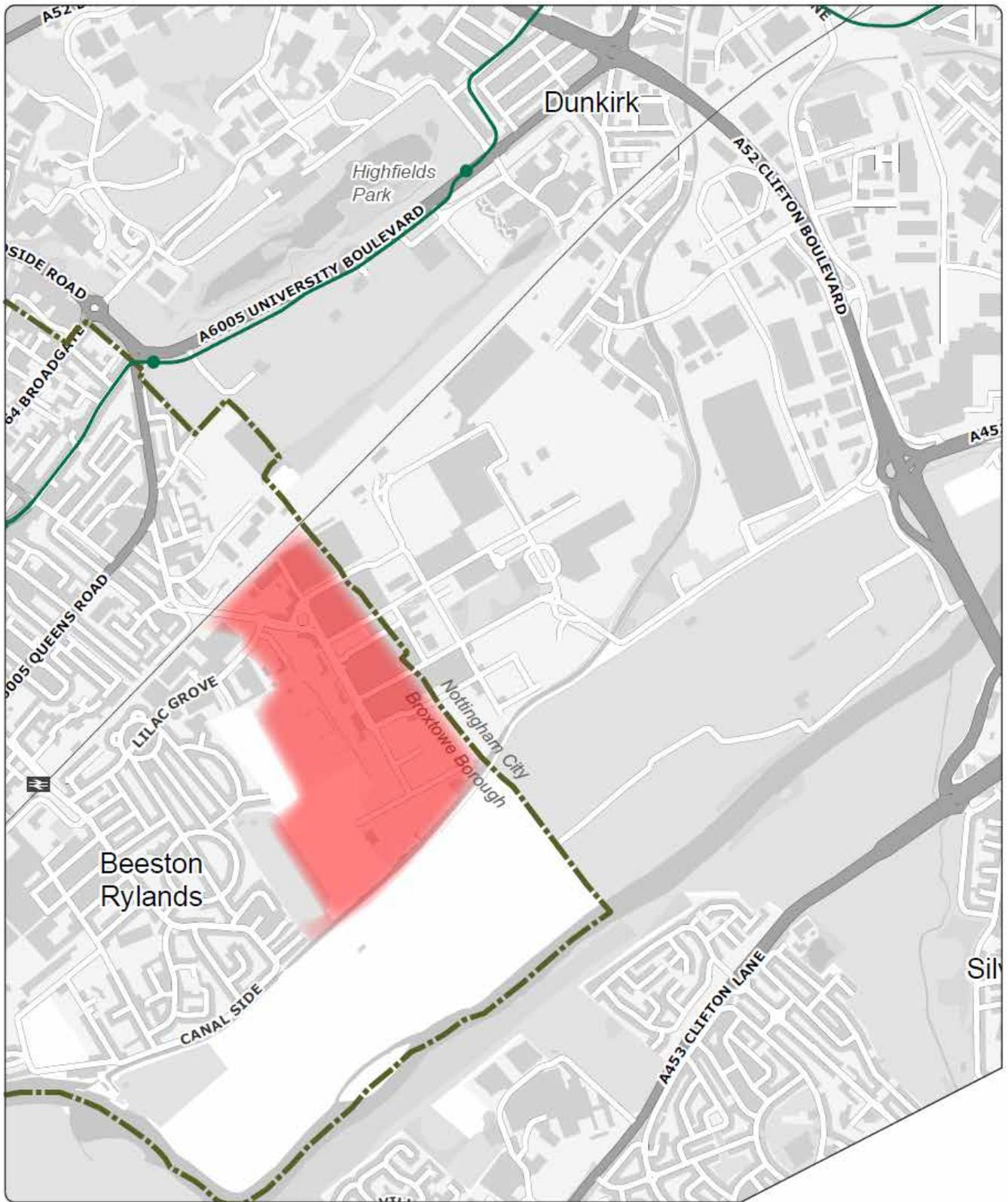
| Infrastructure | Summary Assessment | Further Work |
|-----------------|--|--|
| Heritage Assets | Several high quality Listed Buildings on site. | Further dialogue with English Heritage as proposals emerge to preserve and enhance heritage assets. Strategy for reuse and conversion/adaptation costs required as part of detailed master-plan. |
| Other | Access over canal requires consent/agreements with British Waterways. Cross boundary considerations - site straddles Broxtowe and Nottingham City Council. | Strategy for reuse and conversion/adaptation costs required as part of detailed master-plan. Further dialogue as detailed proposals emerge. Ongoing joint working. |

Indicative Assessment

This strategic location straddles the boundary of Nottingham City and Broxtowe Borough Councils. Delivery is expected to be towards the end of the plan period with site allocation via the two Councils' emerging part 2 Local Plans. Collaboration between the two Councils and Alliance Boots, the principal land owner, has resulted in a joint Statement of Development Principles for the site. The site was confirmed as an Enterprise Zone in Spring 2011.

This is a brownfield site with high infrastructure costs associated with contamination, flood risk, listed buildings and access. The Councils, Alliance Boots, Homes and Communities Agency (HCA) and the D2N2 Local Enterprise Partnership are proactively exploring financial tools associated with Enterprise Zone status and funding sources such as Growing Places Fund to accelerate delivery. Further site assessments and detailed master-planning to be undertaken. Ongoing dialogue with Alliance Boots and Severn Trent and Environment Agency.

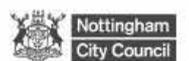
Boots and Severn Trent Land (Broxtowe) Indicative Plan



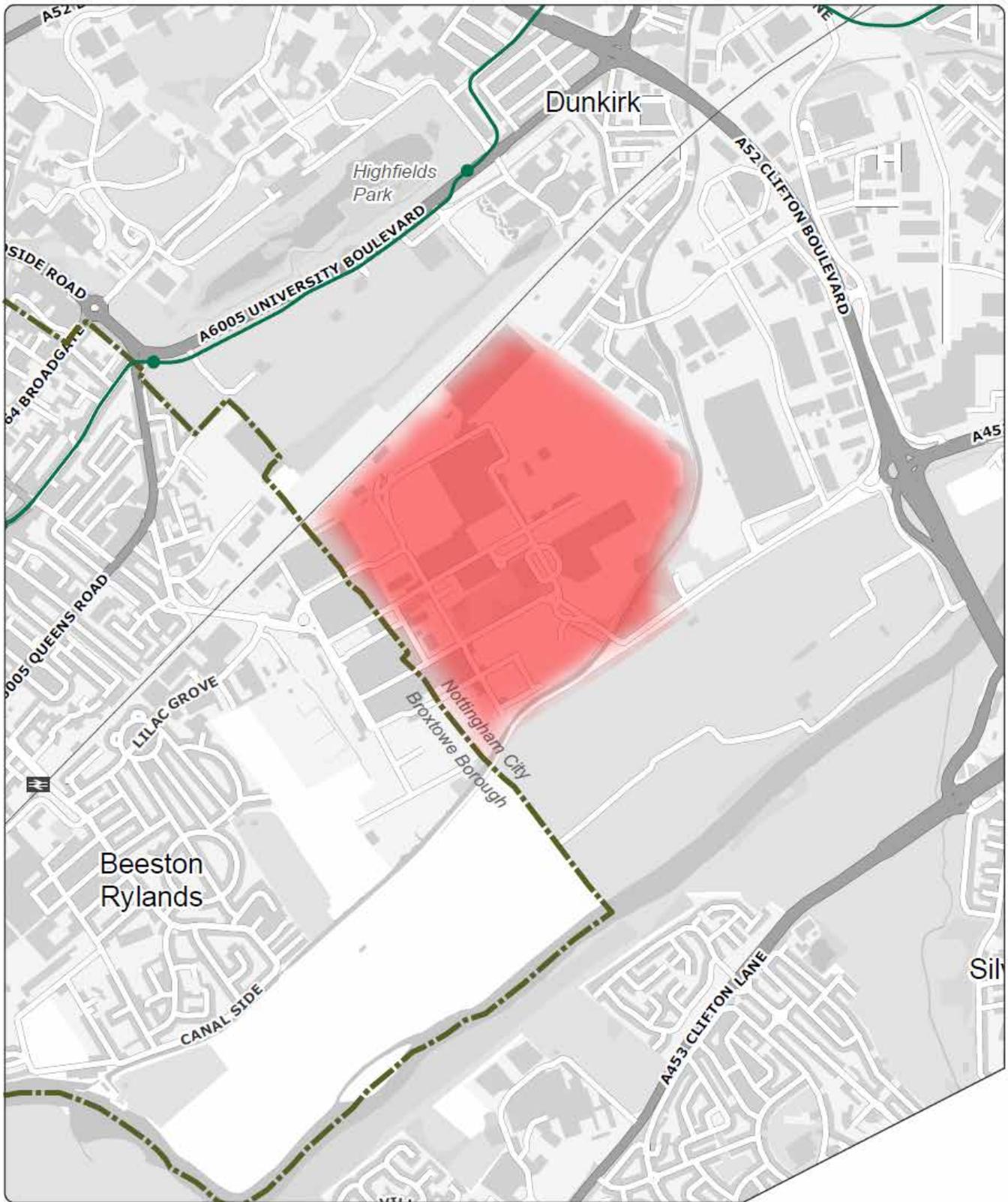
Key

- Strategic Location
- Administrative Boundary
- NET Phase Two (under construction)

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Boots (Nottingham) Indicative Plan



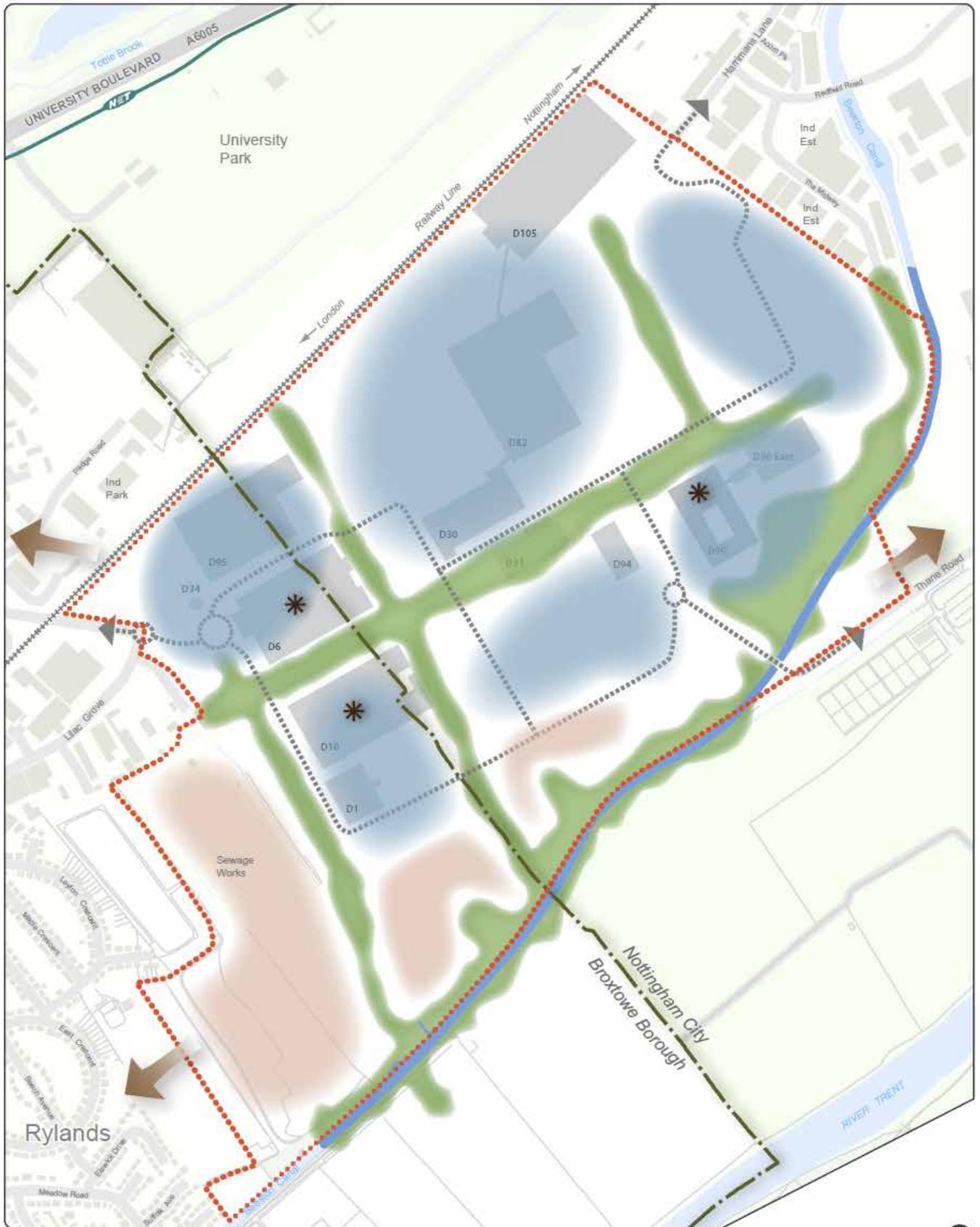
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- Strategic Location
- Administrative Boundary
- NET Phase Two (under construction)

0 25 50 Meters



Boots site (Nottingham and Broxtowe) Indicative Plan



Key

| | | |
|--------------------------|-----------------------------|---|
| Indicative Site Boundary | Residential | Proposed improved links to surrounding area and/or strategic road network |
| Administrative Boundary | Road Network | Landscape Structure |
| Mixed use | Existing Landmark Buildings | Railway Line |

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0 50 100 200 Meters

Nottingham City Council

Field Farm, North of Stapleford (Broxtowe)

Site Summary

| | |
|---------------------|---|
| ACS Designation | Allocation |
| Timescale | To commence within first 5 years of plan period |
| Site Area | 28 ha |
| Housing Units | 450 |
| Employment Uses | None |
| Other Uses | Education, Health, Green Infrastructure. |
| Ownership/Developer | Willing developer in control of site. Planning Application for 450 homes submitted Winter 2011, considered by Development Control committee in April 2013 with a positive resolution to grant permission. Comprehensive Section 106 Agreement signed by all relevant parties. |

IDP Constraints/Requirements Summary

| Infrastructure | Summary Assessment | Further Work |
|----------------|---|--|
| Transport | Integrated transport package required estimated at £30,000 per net developable hectare of site, estimated cost of £750,000 - £900,000. No further highway improvements will be funded by the Highways Agency. | TA submitted and further detailed work on transport impacts carried out during the planning application process . Contributions have been agreed as part of S106 . A travel plan, covering measures for reducing the number of single occupancy car journeys to and from the site and increasing the use of more sustainable modes of transport, was submitted with the application. |
| Utilities | Electricity - no abnormal requirements. Gas – no abnormal requirements Waste water – existing service at/near capacity – see flooding info below. Water supply – no abnormal requirements IT – no abnormal requirements | Included in Western Power programme to be implemented by 2015. See flooding below. |

| Infrastructure | Summary Assessment | Further Work |
|-------------------------|--|--|
| Flooding and Flood Risk | Part of the site is within the functional floodplain (Zone 3b) of Boundary Brook and part is within the 1 in 100 year floodplain (Zone 3a). A Sequential Test was completed in Feb 2012. The site covers a complex drainage area with previous flooding occurrences due to interaction of local sewers and overland flows. | Site specific flood risk assessment and development of strategy to reduce, manage and mitigate flood risk and increase resilience (including appropriate location of dwellings and use of flood areas for Green Infrastructure) was completed to the satisfaction of the Environment Agency as part of the outline planning application. Related conditions to be met which will include appropriate involvement from Severn Trent and the Environment Agency to secure mitigation measures. |
| Health | Enhancements to local health infrastructure assumed at an estimated cost of £427,500. No contributions requested as part of the outline planning application process. | |
| Education Provision | Contribution to provide capacity at infant and junior schools required - estimated cost £525,000. Capacity within existing secondary schools. | Contributions as part of S106. |
| Police Services | No abnormal requirements. | Further dialogue on opportunities to use local facilities for neighbourhood policing as detailed proposals emerge through the consideration of reserved matters planning application details. |
| Ambulance Services | No abnormal requirements. | Further dialogue required on inclusion of standby locations as detailed proposals emerge through the consideration of reserved matters planning application details. |
| Fire and Rescue | No abnormal requirements. | Further dialogue required on layout and mix of units through the consideration of reserved matters planning application details. |
| Waste Management | No abnormal requirements. | Further dialogue on detailed proposals through the consideration of reserved matters planning application details. |
| Community Services | Good range of town centre facilities at Stapleford. | Further dialogue on detailed proposals but no additional facilities required to be provided on site. |

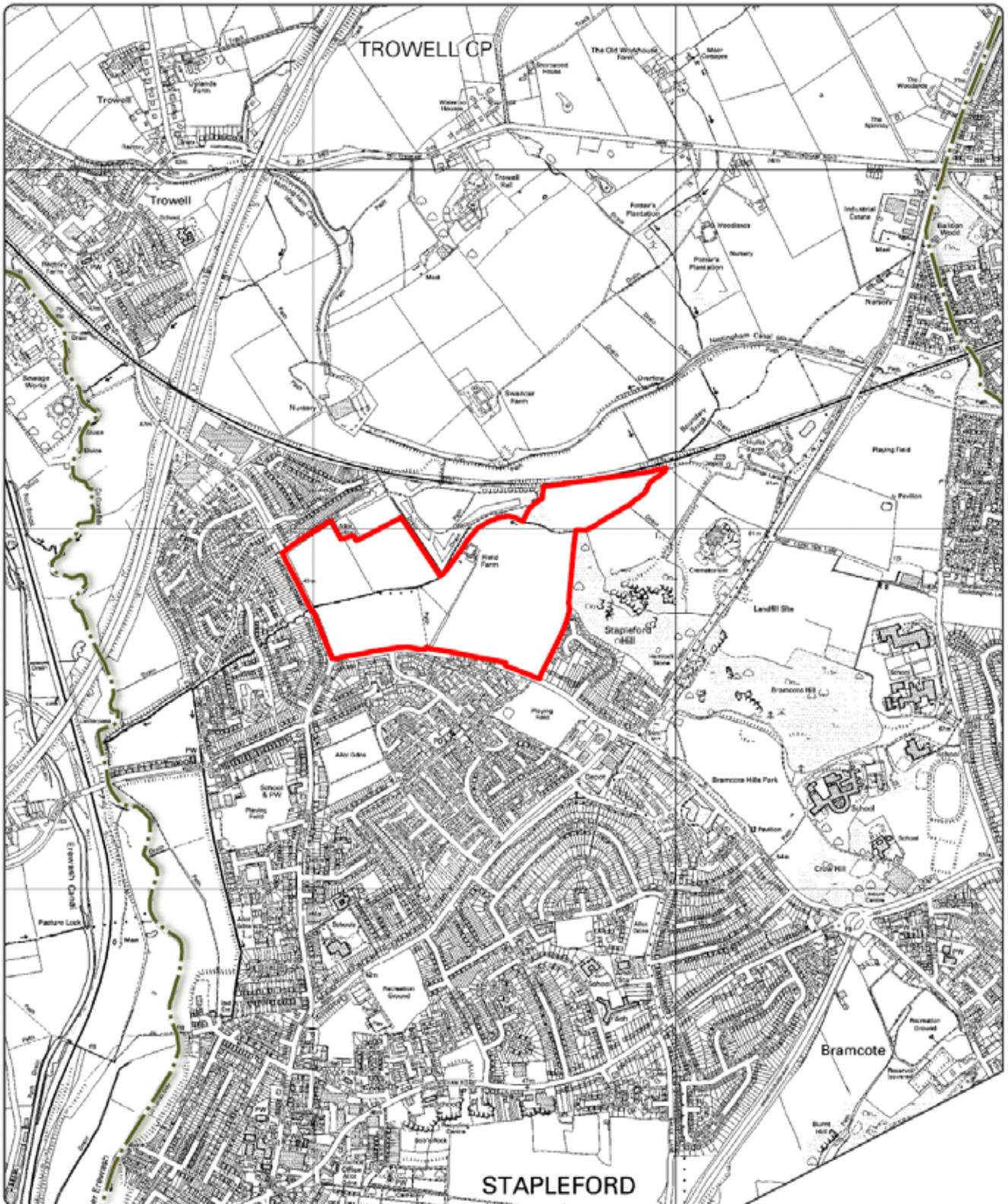
| Infrastructure | Summary Assessment | Further Work |
|----------------------|---|--|
| Green Infrastructure | Within the Greenwood Community Forest. Opportunities for on site Green Infrastructure and open space including 2 full sized football pitches and pavilion and playgrounds. Maintenance contribution sought of £828,666. | Indicative buffer of between 8 and 20 metres reserved next to Boundary Brook. To be progressed via reserved matters planning application details. |
| Contamination | No abnormal requirements. | |
| Heritage Assets | Site is not within a designated Conservation Area and has no impact upon a designated Conservation Area or heritage assets. | |
| Other | Potential surface coal reserves and coal mining legacy issues. | Condition 14 (requiring further ground investigation works and implementation of any necessary mitigation measures) of the draft planning permission is recommended as a result of the comments from the Coal Authority who had no objection to the application subject to the imposition of this condition. |

Indicative Assessment

This is a green field site close to the existing urban area, Stapleford Town Centre and transport networks and is expected to commence within the first 5 years of the plan. A planning application has been submitted and positively considered by the Development Control committee (April 2013) and is ready for Broxtowe to determine subject to the Secretary of State withdrawing his call in direction. A section 106 agreement has been signed which provides a commitment to delivering a comprehensive package of measures designed to ensure the development is deliverable and responds positively to meeting the needs of the area.

No irresolvable constraints to development have been identified. Joint meetings with the Environment Agency and Severn Trent have identified a need for an holistic approach to fluvial, surface water and waste water drainage including recommendations from the Pitt Review which have been addressed through the progression of the planning application. As part of the processing of the planning application it was identified that 6% of the site comprises Grade 2 Agricultural Land and 33% Grade 3a which amounts to 10.8 Hectares. There are two individual and woodland Tree Preservation Orders which were confirmed in 2012 and extensive open areas of the site are to be retained to allow recreational use and to allow some habitat to encourage barn owl feeding.

Field Farm, North of Stapleford (Broxtowe)



Key

-  Site Boundary
-  Administrative Boundary

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Field Farm, North of Stapleford (Broxtowe) Indicative Plan



Key

- | | | | |
|--------------------------|-------------------------------|--------------|------------------------------|
| Indicative Site Boundary | Public Open Space | Play Area | Pedestrian/Cycle Access |
| Residential | Sustainable Urban Drainage | Estate Roads | Proposed Pedestrian Link |
| Undeveloped part of site | Existing Greenery/Landscaping | Site Access | Existing Public Right of Way |

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0034 nottingham.ssm.strategicfield farm revised PLW 160314



Land in the Vicinity of the Proposed HS2 Station at Toton (Broxtowe)

Site Summary

| | |
|---------------------|---|
| ACS Designation | Strategic Location |
| Timescale | 3 -15 years with employment uses potentially provided beyond the end of the plan period in 2028. |
| Site Area | Minimum of 73 ha |
| Housing Units | Minimum of 500 with any increase to be determined through the Broxtowe's part 2 Local Plan. |
| Employment Uses | Minimum of 18,000 square metres B class employment space with details to be determined through Broxtowe's part 2 Local Plan. |
| Other Uses | Minimum of 16ha open space, safeguarded route for a Net extension and vehicle access arrangements for the HS2 station, and additional land for community facilities including education and limited local retail provision. |
| Ownership/Developer | Planning Application submitted on part of the land. Willing owners positively engaged to meet the needs of HS2. |

IDP Constraints/Requirements Summary

| Infrastructure | Summary Assessment | Further Work to be coordinated by the Toton HS2 Working Group |
|----------------|--|---|
| Transport | <p>Integrated transport package required. Requirement for a subsidised bus service incorporating Banks Road estate, Stapleford, Beeston and the City Centre. Access improvements to the strategic road network to include new access points off Toton/ Stapleford Lane. Transport modelling undertaken for a location west of Toton/ Stapleford Lane for up to 1000 homes has been carried out. This indicates that the following mitigation works may be required including:</p> <p>A52 (T)/B6003 junction (Bardills Roundabout):</p> <ul style="list-style-type: none"> • Third traffic lane on the A52 (T) east approach • A 3 lane circulatory carriageway connecting the A52 (T) east approach to the A52(T) west exit • A 3 lane exit of the A52 (T) west exit • Extension to the A52(T) west approach | |

| Infrastructure | Summary Assessment | Further Work to be coordinated by the Toton HS2 Working Group |
|----------------|--|---|
| Transport | <ul style="list-style-type: none"> • M1 Junction 25 • Additional 60m lane on the A52(T) east off-slip to provide dedicated left turn along with extended 3 lane provision <p>Mitigation impacts to the following County Road junctions:</p> <ul style="list-style-type: none"> • Stapleford Lane / Darley Avenue • Stapleford Lane / Woodstock Road and • Stapleford Lane / Swiney Way. <p>Travel Planning with the following objectives:</p> <ul style="list-style-type: none"> • Achieve the minimum number of car movements to and from the development, • Reduce the need to travel to and from the site, • Address the access needs of site users, by supporting walking cycling and public transport, • Provide adequately for those with mobility difficulties. <p>Public Transport Support:</p> <ul style="list-style-type: none"> • Contribution to fund extension of existing bus services <p>Safeguarding NET extension:</p> <ul style="list-style-type: none"> • NET route safeguarded through the site <p>Road Safety Audit.</p> | <p>Internal roads layout to be prepared.</p> <p>Ongoing discussions with NET to ensure no conflict with the park and ride facility.</p> <p>Ongoing dialogue with HS2 to ensure no conflict with access arrangements including alternative access to the station and safeguarded extended tram to HS2 station.</p> <p>Ongoing dialogue with highway authorities and Highways Agency to confirm detailed requirements as set out in the Transport Background Paper Addendum May 2013 including consideration of potential improvements to the A52 between M1 J25 and A6007.</p> |

| Infrastructure | Summary Assessment | Further Work to be coordinated by the Toton HS2 Working Group |
|-------------------------|---|--|
| Utilities | <p>Electricity – overhead power lines to be rerouted underground beneath the roads on site and a new terminal pylon located in the SW corner of the site. Western Power have been consulted and have no objection in principle to doing this. Further work required to confirm most appropriate WWTW.</p> <p>Water supply – no abnormal requirements subject to phasing. There is no objection in principle from Severn Trent to the planning application for 775 homes on the west of Toton Lane</p> <p>IT – No abnormal requirements.</p> | <p>Opportunities for extension to existing CHP facilities.</p> <p>Further dialogue with Western Power and Severn Trent as detailed proposals emerge.</p> |
| Flooding and Flood Risk | <p>Site within Flood Zone 1. No significant flood risk. No significant risk for fluvial sources and therefore no specific mitigation required.</p> <p>Potential increase in surface water run off requiring mitigation from attenuation storage and on site Sustainable Urban Drainage Systems (SuDS) provision.</p> | <p>Ongoing dialogue with the Environment Agency to ensure suitable mitigation methods are adopted.</p> |
| Health | <p>Land set aside for health facilities if required.</p> | <p>Planning application contains a site for a medical centre. Further dialogue with PCT/CCG. Contributions to be agreed as part of S106 discussions.</p> |
| Education Provision | <p>Detailed assessment of education requirement suggests development would generate a need for a new primary school and extended secondary school provision would be required. Land has been set aside for a nursery school if required.</p> | <p>Proceed with development of a Master plan for the education provision. Continued dialogue with the council, education authority, developers and the planning department regarding S106 contributions.</p> |
| Emergency Services | <p>No abnormal requirements.</p> | <p>Further dialogue as plans are finalised.</p> |

| Infrastructure | Summary Assessment | Further Work to be coordinated by the Toton HS2 Working Group |
|----------------------|--|---|
| Waste Management | No known abnormal requirements. | Further dialogue as plans are finalised. |
| Community Services | Good range of town centre facilities available at Stapleford Town Centre. Excellent potential (NET) access to range of facilities at Beeston and Nottingham City Centre. Land set aside for a community building if required. | Further details to be developed as part of ongoing discussions. Planning application proposals include a Local centre to be created incorporating offices, pub, restaurant/pub, education space, medical plot, limited local retail provision and day nursery. |
| Green Infrastructure | Extensive Green Infrastructure to be provided. Potential loss of hedgerows, damage to retained trees during construction, loss of roosting opportunities and bird migration patterns, degradation of local nature reserve through increased public activity from development. Opportunities for creation of new green infrastructure and swales which could offset negative impacts. Increased long term opportunities for wildlife and biodiversity and habitat creation. | Strategy to protect/enhance and/or relocate as part of ongoing studies. Opportunities to extend Green Infrastructure network. |
| Contamination | Potential contaminants from former agricultural uses on the site. Potential impact on the human receptors on the site from contaminants from Toton Sidings, the sewage works and the electricity substation. | Gas monitoring over a 3 month period and topsoil chemical tests should be carried out to further inform remediation strategy. |
| Heritage Assets | No significant heritage issues on the site. Erewash have undertaken a Conservation Area character appraisal of Sandiacre Lock which identifies a vulnerability of the area to development at Toton. | Erewash have been invited to participate in the Working Group, and this in combination with the Sandiacre Lock Conservation Area management plan will enable development at Toton to be designed in such a way as to have full regard to maintaining the character and appearance of the Conservation Area. |

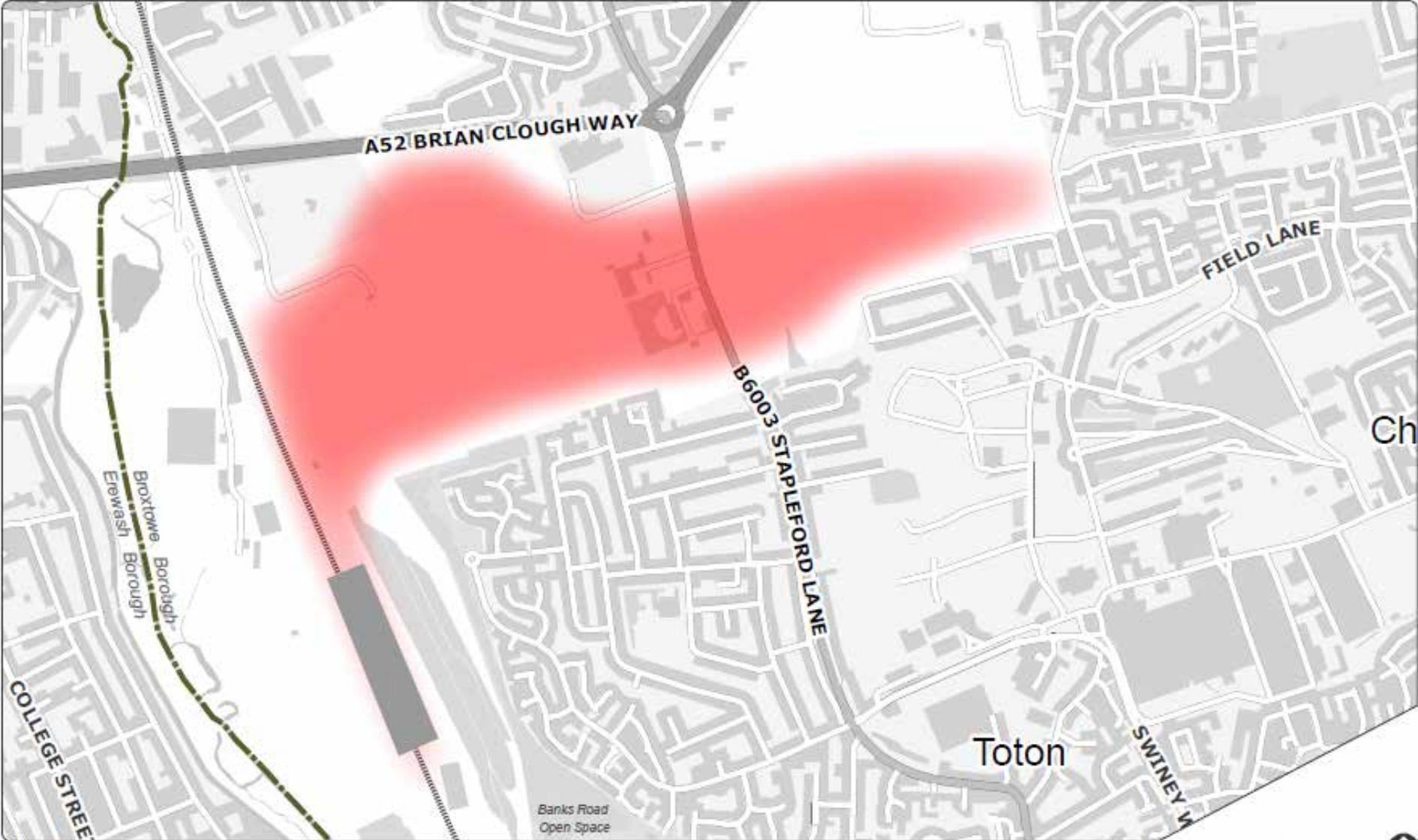
| Infrastructure | Summary Assessment | Further Work to be coordinated by the Toton HS2 Working Group |
|----------------|--|--|
| Other | <p>Following HS2 announcement strong potential for positive social-economic benefits for the wider area. No significant demolition issues associated with the development.</p> | <p>Strategy and detailed assessment of HS2 requirements required to be incorporated into Master-plan. Ongoing discussions as detailed proposals of HS2 emerge. Joint-working with HS2 and NET. Volterra were commissioned by Nottingham City, Broxtowe Borough, Nottinghamshire County and Derbyshire County Councils to report on maximising the economic benefits of the East Midlands HS2 station at Toton. Their final report was published in November 2013 and their conclusions in relation to the economic benefits of development in the vicinity of the HS2 station at Toton are summarised in sections 7.22 to 7.24 of their report where they point out that-</p> <p>The main implication for the proposed development at Toton is that the commencement of residential development in the vicinity of the HS2 station does not mean that other mixed uses will not be built in the future. After all, NET phase 2 makes residential development viable in the near term, bringing the benefits forward. These economic benefits will be more valuable than those that will accrue in the medium to long term.</p> <p>Meanwhile, commercial development is unlikely in the near term within the vicinity of the HS2 station at Toton – as envisaged by HS2 ltd in its regional factsheet. The absence of a market in the area, combined with uncertainty surrounding the HS2 station that will be developed in 20 years, means that there will be huge doubts over the viability of office type developments around the station in the near or medium terms.</p> |

Indicative Assessment

This strategic location is a green field site close to the existing urban area with existing links to Stapleford Town Centre and potential excellent future transport links to Nottingham City Centre and the rest of the UK/Europe. The site can be developed to reflect garden city principles and maintain the separate identities of Stapleford and Toton. Delivery is able to commence promptly following the adoption of Broxtowe's part 2 Local Plan in 2015. From this point it is expected that the provision of housing can be built earlier in the plan period than employment development, which at the earliest is not expected to commence until the middle years of the Core Strategy time period given the conclusions of the Volterra consultants in paragraphs 7.22 to 7.24 of their report. Broxtowe have established a working group to look at all of the issues, benefits and challenges linked to development of HS2. The Council views the HS2 station as being a nationally significant location and is concerned to ensure that any development in the area is appropriate to support such a significant scheme. Part of the terms of reference for the Working Group includes the preparation of a master plan for the development of the area which will feed into Broxtowe's part 2 Local Plan. Broxtowe views it as being essential that this work is allowed to conclude before development takes place and as a result it is not anticipated that development will come forward until after the adoption of the Broxtowe Part 2 Allocations Local Plan which is at Issues and Options stage now. This will allow full consideration of the requirements of HS2 and a better understanding of maximising the benefits of the station. A planning application has been submitted for land on the west side of Toton Lane and is under consideration and negotiations have reached an advanced stage. No irresolvable constraints have been identified. If built development takes place on the east of Toton Lane then the long term defensible Green Belt boundary in this location will be confirmed in the Broxtowe's part 2 Local Plan. Decisions on appropriate development to the west of the Strategic Location in the more immediate vicinity of the HS2 station will need to comply with the requirements of HS2 regarding land take and access arrangements for the station. The announcement from HS2 to locate their preferred station at Toton strongly contributes to the strategic importance of the site. Continued joint working with NET, the Highways Agency and the commencement of dialogue with HS2 will be essential.

The work described above will be coordinated by the Broxtowe's Toton/ HS2 Working Group.

Land in the Vicinity of the Proposed HS2 Station at Toton (Broxtowe) Indicative Plan



Key

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- Strategic Location
- Proposed HS2 Hub Station
- Administrative Boundary



Key Settlement - Awsworth (Broxtowe)

Site Summary

| | |
|------------------------|--------------------|
| ACS Designation | Strategic Location |
| Timescale for Delivery | 6 + years |
| Housing Units | Up to 350 |
| Other Uses | To be confirmed |

IDP Constraints/Requirements Summary

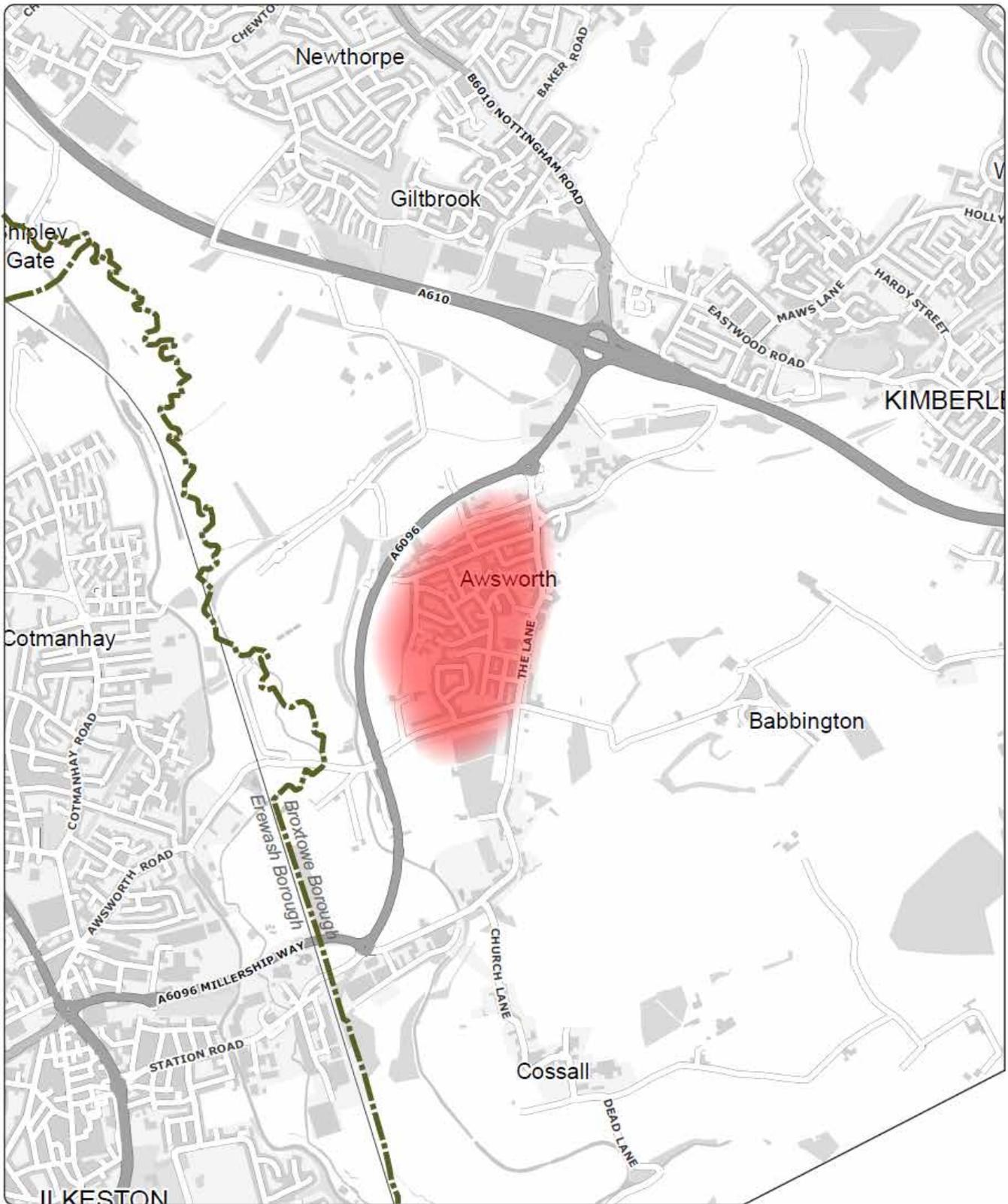
| Infrastructure | Summary Assessment | Further Work |
|----------------|---|---|
| Transport | Existing frequent bus service to Ilkeston and Kimberley. Transport modelling underway. Integrated transport/walking and cycling package required. | Transport assessment and further highway requirements to be developed as part of master-planning work. |
| Utilities | Electricity - Additional 33/11KV primary required at Watnall. Depending on phasing of this and other sites reinforcement further up the network may be required by upgrading an existing Bulk Supply Point. New primary at Watnall included in Western Power programme to be implemented by 2015 Gas – no abnormal requirements. IT – no abnormal requirements. Water supply/Waste water – no constraints identified subject to phasing. | Further dialogue with Western Power as proposals emerge. Further ongoing dialogue with Severn Trent. |

| Infrastructure | Summary Assessment | Further Work |
|-------------------------|---|--|
| Flooding and Flood Risk | <p>The Gilt Brook flows through land to the North of Awsworth, some of which falls in Flood Zone 3, land to the East and South of the settlement lie largely outside of the floodplain, an ordinary watercourse flows between Awsworth and Babbington.</p> <p>Settlement is located on a Secondary Aquifer. Alluvial deposits close to Erewash canal provide possible pathway for any contaminants.</p> | <p>Avoid areas of flood risk. Further flood risk assessment maybe required if land to north of settlement or land near to water course between Awsworth and Babbington be considered.</p> <p>Development proposals to ensure adequate protection to aquifer from foul and surface water flows.</p> |
| Health Facilities | No existing GP practice. Existing residents register with both Nottinghamshire and Derbyshire Practices. | Dialogue underway with Nottinghamshire PCT re appropriate future facilities. |
| Education Provision | <p>Limited capacity at existing primary schools which requires further review in consultation with education colleagues. Potential for reconfiguration of secondary school.</p> <p>On the basis of Nottinghamshire County Council's education multiplier the following education contributions may be sought - £842k for primary school places and £967k for secondary school places.</p> | Potential extension of existing schools under review by Education Colleagues. 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 abnormal requirements. | Further dialogue on opportunities to use local facilities for neighbourhood policing as detailed proposals emerge. |
| Ambulance Services | No abnormal requirements. | Further dialogue required on inclusion of standby locations as detailed proposals emerge. |
| Fire and Rescue | No abnormal requirements. | Further dialogue required on layout and mix of units. |
| Waste Management | No known abnormal requirements. | Further dialogue as detailed proposals emerge. |
| Community Services | Main town centre facilities located at Kimberley and Ilkeston. | Further dialogue as detailed proposals emerge. |

| Infrastructure | Summary Assessment | Further Work |
|-----------------------|---|---|
| Green Infrastructure | Within the Greenwood Community Forest. Opportunities for enhanced Green Infrastructure along water courses (including SINCs). | Opportunities to enhance Green Infrastructure to be explored as proposals emerge. |
| Contamination | Areas of previously used land , landfill and waste transfer station present. | Appropriate desk top studies and investigation if required. |
| Heritage Assets | 3 Listed Buildings are present in Awsworth. | Further dialogue with English Heritage as proposals emerge to preserve and enhance heritage assets. |
| Other | Potential cross boundary considerations. Underlying coal strata and coal mining legacy issues. | Dialogue with Nottinghamshire and Derbyshire PCT's required re health facilities and Erewash Borough Council re Town Centre facilities. Appropriate desk top studies and investigation if required. Further dialogue with the Coal Authority. |

| Indicative Assessment |
|--|
| <p>No major constraints to development. An area of former landfill to the south west of the settlement will not impede delivery of the amount of new development proposed for Awsworth with several options available to deliver Awsworth Core Strategy housing numbers. Development expected to come forward in the middle of the plan period but opportunities for earlier delivery on several sites with planning permission or allocated for housing in the adopted Broxtowe Local Plan. Education requirements of several settlements are closely linked. Further review of how best to accommodate cumulative school places within all of the settlements of Awsworth, Brinsley, Eastwood and Kimberley will be required with close consultation with education colleagues at Nottinghamshire County Council. Further dialogue with Environment Agency required as development proposals emerge. Proposals to have regard to presence of water courses outside of the main settlement.</p> |

Key Settlement - Awworth (Broxtowe) Indicative Plan



Key

- Strategic Location
- Administrative Boundary

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Key Settlement - Brinsley (Broxtowe)

Site Summary

| | |
|------------------------|--------------------|
| ACS Designation | Strategic Location |
| Timescale for Delivery | 6 + years |
| Housing Units | Up to 150 |
| Other Uses | To be confirmed. |

IDP Constraints/Requirements Summary

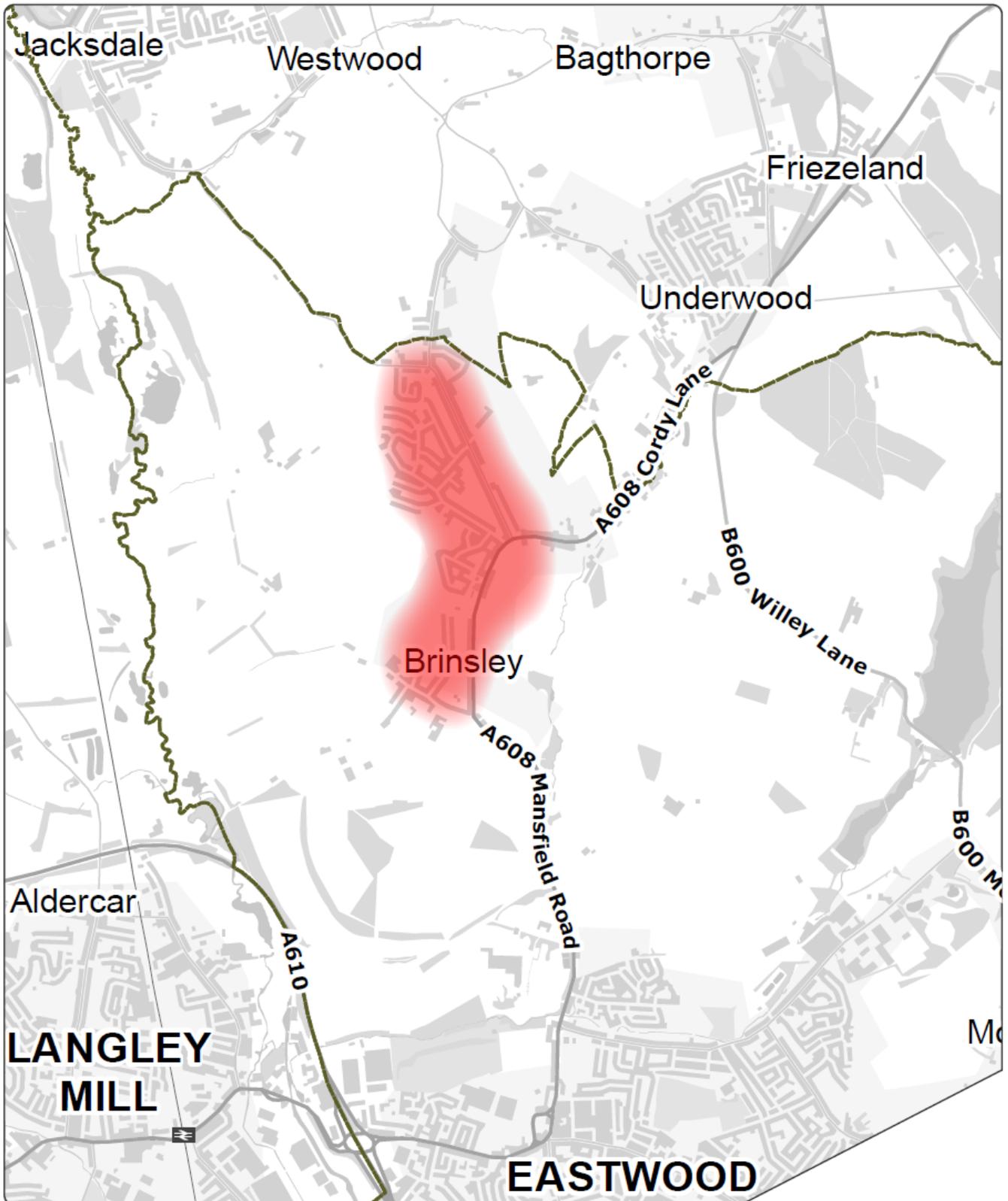
| Infrastructure | Summary Assessment | Further Work |
|----------------|--|---|
| Transport | Existing frequent bus services. Transport modelling underway. Integrated transport/walking and cycling package required. | Transport assessment and further highway requirements to be developed as part of master-planning work. |
| Utilities | Electricity - Additional 33/11kV primary and circuits in the Eastwood area. Depending on phasing of this and other sites reinforcement further up the network may be required by upgrading an existing Bulk Supply Point. Gas – no abnormal requirements IT – no abnormal requirements Water supply/Waste water – no constraints identified subject to phasing. | Further dialogue with Western Power as proposals emerge. Further ongoing dialogue with Severn Trent. |

| Infrastructure | Summary Assessment | Further Work |
|-------------------------|---|--|
| Flooding and Flood Risk | Much of area surrounding settlement is within Flood Zone 1 and therefore low risk. Some ordinary water courses present. Land to west of Brinsley is a Secondary Aquifer. Reservoirs along the railway line to the west of the settlement are sensitive groundwater receptors and surrounded by alluvial deposits. | Should development proposals include areas covered by ordinary water courses, further flood risk assessment may be required. Development proposals to include adequate protection to aquifer from foul and surface flows. Further dialogue with Environment Agency as detailed proposals emerge. |
| Health Facilities | No existing GP practices. Existing residents register at Eastwood, Jacksdale and Underwood. | Dialogue underway with Nottinghamshire PCT re appropriate future facilities. |
| Education Provision | Close relationship with schools in Selston. Limited capacity for expansion of primary schools. Further review required with education colleagues. Re-configuration of secondary school possible. On the basis of Nottinghamshire County Council's education multiplier the following education contributions may be sought - £361k for primary school places and £414k for secondary school places. | 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 abnormal requirements. | Further dialogue on opportunities to use local facilities for neighbourhood policing as detailed proposals emerge. |
| Ambulance Services | No abnormal requirements. | Further dialogue required on inclusion of standby locations as detailed proposals emerge. |
| Fire and Rescue | No abnormal requirements. | Further dialogue required on layout and mix of units. |
| Waste Management | No known abnormal requirements. | Further dialogue as detailed proposals emerge. |
| Community Services | To be confirmed. | Further dialogue as detailed proposals emerge. |

| Infrastructure | Summary Assessment | Further Work |
|-----------------------|---|---|
| Green Infrastructure | Within the Greenwood Community Forest and the Erewash valley. Areas of POS to the east and south of Brinsley, SINC located to west and smaller SINC to west and east. | Opportunities to enhance Green Infrastructure to be explored as proposals emerge. |
| Contamination | Areas of previously used land and landfill present. | Appropriate desk top studies and investigation if required. |
| Heritage Assets | There is one Conservation Area within Brinsley and 2 Listed Buildings in the area, in addition to Brinsley Headstocks . | Further dialogue with English Heritage as proposals emerge to preserve and enhance heritage assets. |
| Other | Alluvium deposits and coal strata and coal mining legacy issues. | Appropriate desk top studies and investigation if required. Further dialogue with the Coal Authority. |

| Indicative Assessment |
|---|
| <p>No major constraints to development. Development expected to come forward in the middle of the plan period but opportunities for earlier delivery on several sites with planning permission or allocated for housing in the adopted Broxtowe Local Plan. Areas to the west of Brinsley are visually prominent, include a Mature Landscape Area and several Sites of Importance for Nature Conservation. The amount of development proposed in the Core Strategy can be accommodated without adversely impacting on these areas.</p> <p>Education requirements of several settlements are closely linked. Further review of how best to accommodate cumulative school places within all of the settlements of Awsworth, Brinsley, Eastwood and Kimberley will be required with close consultation with education colleagues at Nottinghamshire County Council. Further dialogue with Environment Agency required as development proposals emerge.</p> |

Key Settlement - Brinsley (Broxtowe) Indicative Plan



Key

- Strategic Location
- Administrative Boundary

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Key Settlement - Eastwood (Broxtowe)

Site Summary

| | |
|------------------------|--------------------|
| ACS Designation | Strategic Location |
| Timescale for Delivery | 6 + years |
| Housing Units | Up to 1,250 |
| Other Uses | To be confirmed. |

IDP Constraints/Requirements Summary

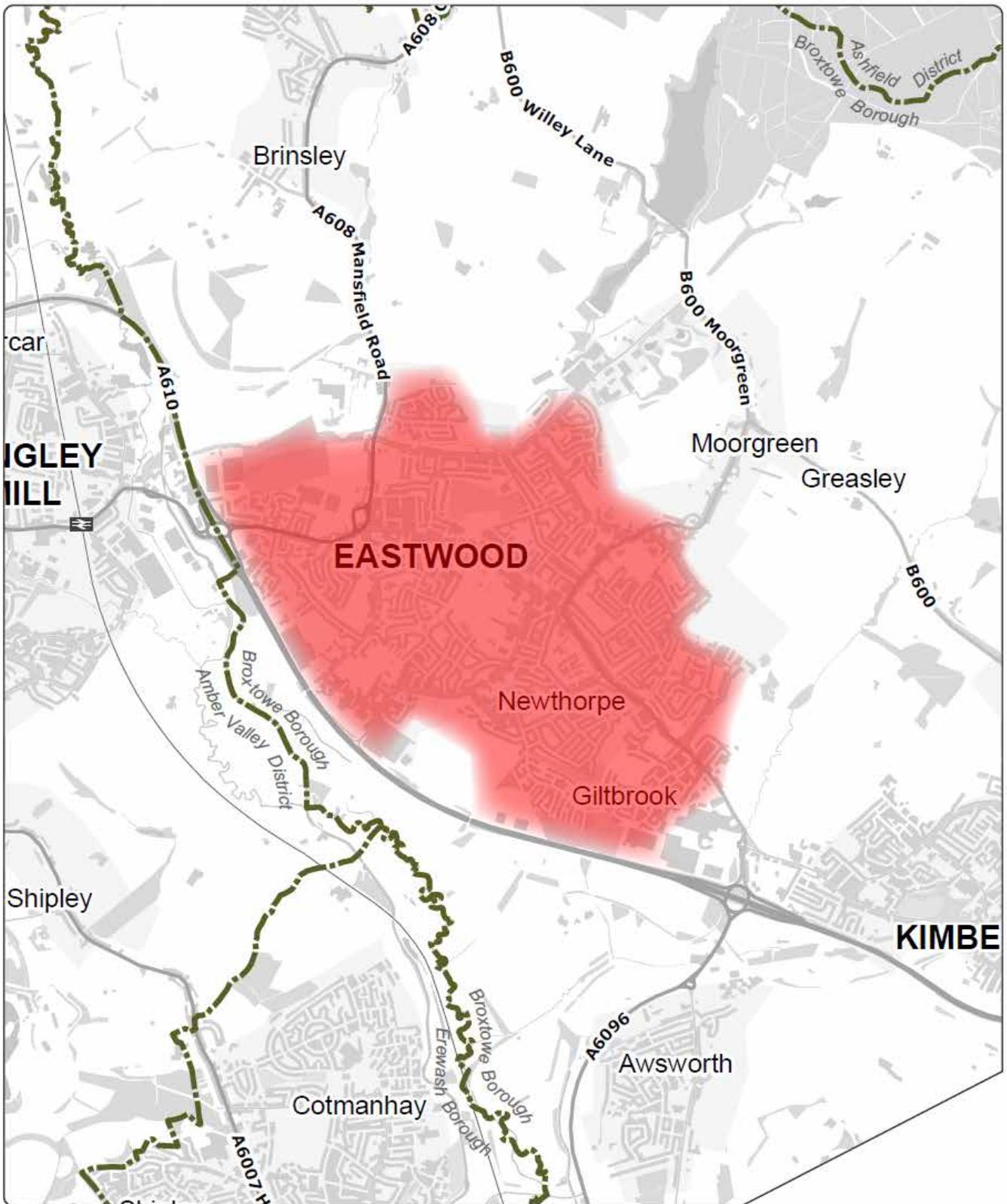
| Infrastructure | Summary Assessment | Further Work |
|-------------------------|---|--|
| Transport | Existing high frequency bus service. Transport modelling underway. Integrated transport/walking and cycling package required. | Transport assessment and further highway requirements to be developed as part of master-planning work. |
| Utilities | Electricity - Additional 33/11kV primary and circuits in the Eastwood area. Depending on phasing of this and other sites reinforcement further up the network may be required by upgrading an existing Bulk Supply Point. Gas – no abnormal requirements. IT – no abnormal requirements. Water supply/Waste water – no constraints identified subject to phasing. | Further dialogue with Western Power as proposals emerge. Further ongoing dialogue with Severn Trent. |
| Flooding and Flood Risk | Much of Eastwood and surrounding area lie in Flood Zone 1 and are at low risk. However the Beauvale Brook, River Erewash and Gilt Brook are located to the north, west and east of the settlement respectively. Other surface water courses to north and west of settlement on alluvial deposits are sensitive to development due to potential for transmission of pollutants. | Generally low risk. Should proposals near Beauvale Brook or River Erewash emerge further flood risk assessment is required. Development proposals located to avoid sensitive areas. Further dialogue with Environment Agency as proposals emerge. |

| Infrastructure | Summary Assessment | Further Work |
|-----------------------|--|--|
| Health Facilities | 4 existing GP practices. | Dialogue underway with Nottinghamshire PCT re appropriate future facilities. |
| Education Provision | Limited capacity at existing primary school, further review by education colleagues. Reconfiguration of secondary school possible. On the basis of Nottinghamshire County Council's education multiplier the following education contributions may be sought - £3m for primary school places and £3.5m for secondary school places. | 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 abnormal requirements. | Further dialogue on opportunities to use local facilities for neighbourhood policing as detailed proposals emerge. |
| Ambulance Services | No abnormal requirements. | Further dialogue required on inclusion of standby locations as detailed proposals emerge. |
| Fire and Rescue | No abnormal requirements. | Further dialogue required on layout and mix of units. |
| Waste Management | No abnormal requirements. | Further review when detailed proposals emerge. |
| Community Services | Opportunities to support existing town centre. | |
| Green Infrastructure | Within the Greenwood Community Forest and proximity to the Erewash Valley. Large SINC located to the southwest, smaller SINC to south and east. | Opportunities to enhance Green Infrastructure to be explored as proposals emerge. |

| Infrastructure | Summary Assessment | Further Work |
|-----------------------|--|--|
| Contamination | Small area of land between A610 and New Eastwood is historic landfill, piled foundations unlikely to be acceptable due to nature of waste. Areas of previously used land. In proximity to a Waste Transfer Station and Household Waste Recycling Centre. | Development proposals to avoid this area. Appropriate desk top studies and investigation if required. |
| Heritage Assets | Scheduled Monument present at Greasley. Conservation Area and 20 Listed Buildings in Eastwood. | Further dialogue with English Heritage as proposals emerge to preserve and enhance heritage assets. |
| Other | Underlying coal strata and coal mining legacy issues. | Appropriate desk top studies and investigation if required. Further dialogue with the Coal Authority. |

| Indicative Assessment |
|--|
| No major constraints to development. Development expected to come forward in the middle of the plan period but opportunities for earlier delivery on several sites with planning permission or allocated for housing in the adopted Broxtowe Local Plan. Education requirements of several settlements are closely linked. Further review of how best to accommodate cumulative school places within all of the settlements of Awsworth, Brinsley, Eastwood and Kimberley will be required with close consultation with education colleagues at Nottinghamshire County Council. Further dialogue with Environment Agency required as development proposals emerge. |

Key Settlement - Eastwood (Broxtowe) Indicative Plan



Key

- Strategic Location
- Administrative Boundary

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Key Settlement - Kimberley (including parts of Nuthall and Watnall - Broxtowe)

Site Summary

| | |
|------------------------|--------------------|
| ACS Designation | Strategic Location |
| Timescale for Delivery | 6 + years |
| Housing Units | Up to 600 |
| Other Uses | To be confirmed. |

IDP Constraints/Requirements Summary

| Infrastructure | Summary Assessment | Further Work |
|----------------|---|---|
| Transport | Existing high frequency bus services to Nottingham. Transport modelling underway. Integrated transport/ walking and cycling package required. | Transport assessment and further highway requirements to be developed as part of master-planning work. |
| Utilities | Electricity - new 33/11kV primary at Watnall required. Included in Western Power programme to be implemented by 2015. Gas – no abnormal requirements. IT – no abnormal requirements. Water supply/Waste water – no constraints identified subject to phasing. | Further dialogue with Western Power as proposals emerge. Further ongoing dialogue with Severn Trent. |

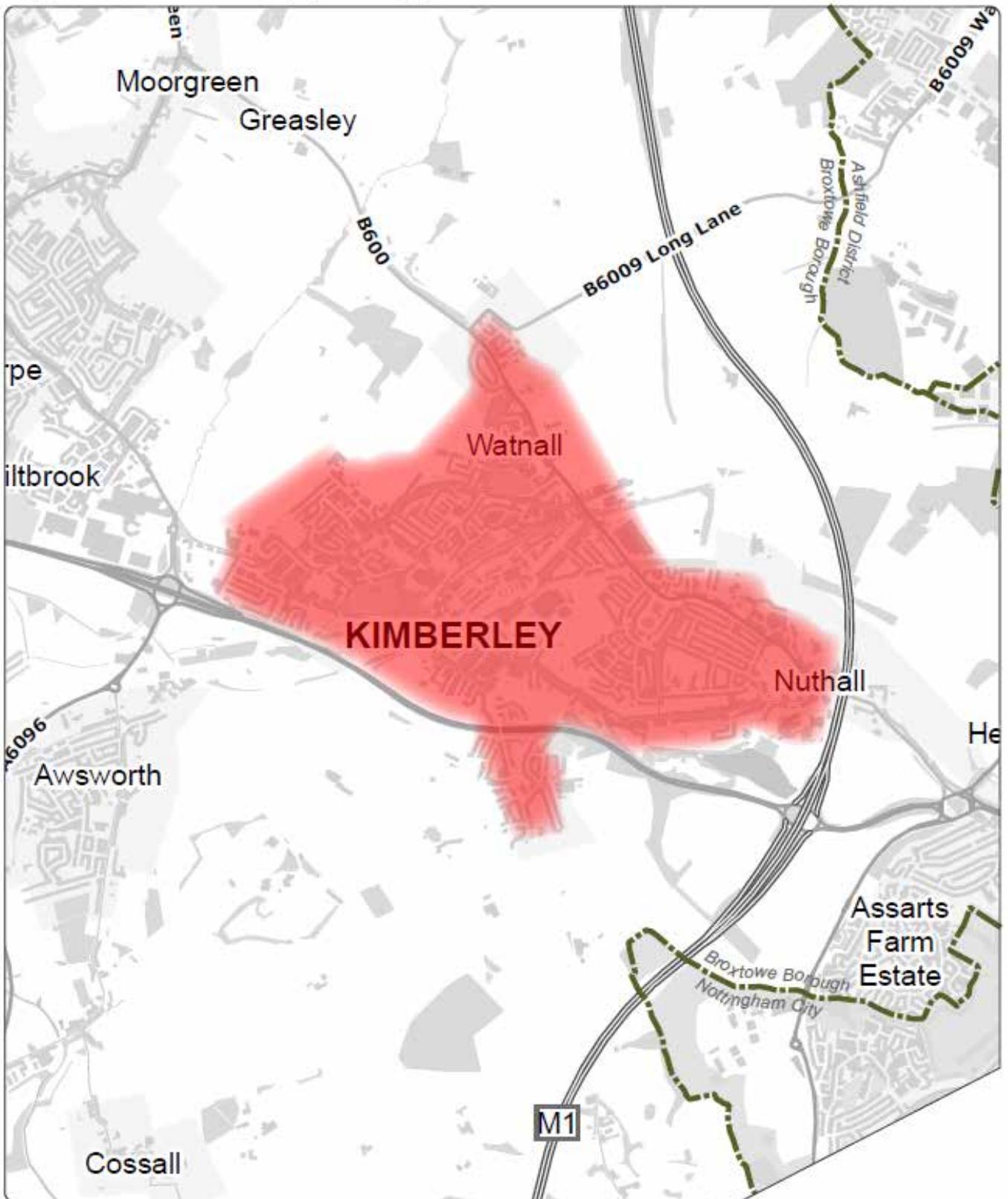
| Infrastructure | Summary Assessment | Further Work |
|-------------------------|--|---|
| Flooding and Flood Risk | <p>The Gilt Brook runs to the west of Kimberley. Much of Kimberley and Watnall and land to the immediate west of Nuthall fall within Flood Zone 1 and are therefore low risk. Environment Agency maps identify some surface water flooding. A lake and ordinary watercourse are located to the south of the settlement, north of the A610. Area underlain by a Principal Aquifer. Underlying bedrock at Nuthall susceptible to rapid migration of pollutants. A total Source Protection Zone is present over High Wood Cemetery (west of A6002).</p> | <p>Generally low flood risk but depending on the location of development further flood risk assessment (including surface water) may be required. Development proposals to include full protection from contamination for the aquifer/ground water and controlled waters. Further dialogue with Environment Agency as proposals emerge.</p> |
| Health Facilities | One existing GP practice. | Dialogue underway with Nottinghamshire PCT re appropriate future facilities. |
| Education Provision | <p>Most primary schools nearing capacity but some potential to expand. Further review with education colleagues. Potential capacity within existing secondary schools. On the basis of Nottinghamshire County Council's education multiplier the following education contributions may be sought - £1.4m for primary school places and £1.6m for secondary school places.</p> | 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 abnormal requirements | Further dialogue on opportunities to use local facilities for neighbourhood policing as detailed proposals emerge. |
| Ambulance Services | No abnormal requirements. | Further dialogue required on inclusion of standby locations as detailed proposals emerge. |
| Fire and Rescue | No abnormal requirements. | Further dialogue required on layout and mix of units. |

| Infrastructure | Summary Assessment | Further Work |
|-----------------------|--|---|
| Green Infrastructure | Within the Greenwood Community Forest, local SSSIs and SINCs. Several water courses present. | Opportunities to enhance Green Infrastructure to be explored as proposals emerge. |
| Waste Management | No abnormal requirements. | |
| Community Services | Good range of facilities within existing settlement. | Opportunities to support existing town centre as details of proposals emerge. |
| Contamination | Areas of previously used land and landfill. | Appropriate desk top studies/investigation if required. |
| Heritage Assets | There are two Conservation Areas within Kimberley and 13 Listed Buildings in the area. | Further dialogue with English Heritage as proposals emerge to preserve and enhance heritage assets. |
| Other | Underlying coal strata and coal mining legacy issues. | Appropriate desk top studies/investigation if required. Further dialogue with the Coal Authority. |

Indicative Assessment

No major constraints to development. Development expected to come forward in the middle of the plan period but opportunities for earlier delivery on several sites with planning permission or allocated for housing in the adopted Broxtowe Local Plan. Education requirements of several settlements are closely linked. Further review of how best to accommodate cumulative school places within all of the settlements of Awsworth, Brinsley, Eastwood and Kimberley will be required with close consultation with education colleagues at Nottinghamshire County Council. Further dialogue with Environment Agency required.

Key Settlement - Kimberley (including parts of Nuthall and Watnall - Broxtowe) Indicative Plan



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00294 - Kimberley key settlement revised PLW 16/07/2014

- Strategic Location
- Administrative Boundary



Teal Close (Gedling)

Site Summary

| | |
|------------------------|--|
| ACS Designation | Allocation |
| Timescale | To commence within first 5 years of plan period |
| Site Area | Development area approximately 48 ha |
| Housing Units | 830 |
| Indicative Housing Mix | affordable housing to be confirmed as part of section 106 discussions |
| Employment Uses | 7 ha |
| Other Uses | Local Centre, community building, care home, education, formal and informal recreation and green infrastructure. |
| Ownership/Developer | Proactive owner, planning application submitted. |

IDP Constraints/Requirements Summary

| Infrastructure | Summary Assessment | Further Work |
|----------------|---|---|
| Transport | Integrated transport walking and cycling package required. Primary access to the western and eastern residential areas will be provided from the A612. The employment uses will be accessed via Stoke Lane. | Transport Assessment submitted as part of the planning application. Contributions sought up to about £2.3 m for integrated transport measures/public transport improvements and contribution to the Gedling Access Road/works to individual junctions in local network, to be agreed as part of S106 discussions. |
| Utilities | Gas – no abnormal requirements Electricity – no abnormal requirements Water – no abnormal requirements IT – no abnormal requirements | Initial utility information document provided as part of planning application concludes that there are potential connection points for gas, electricity and water to serve the proposed development. |

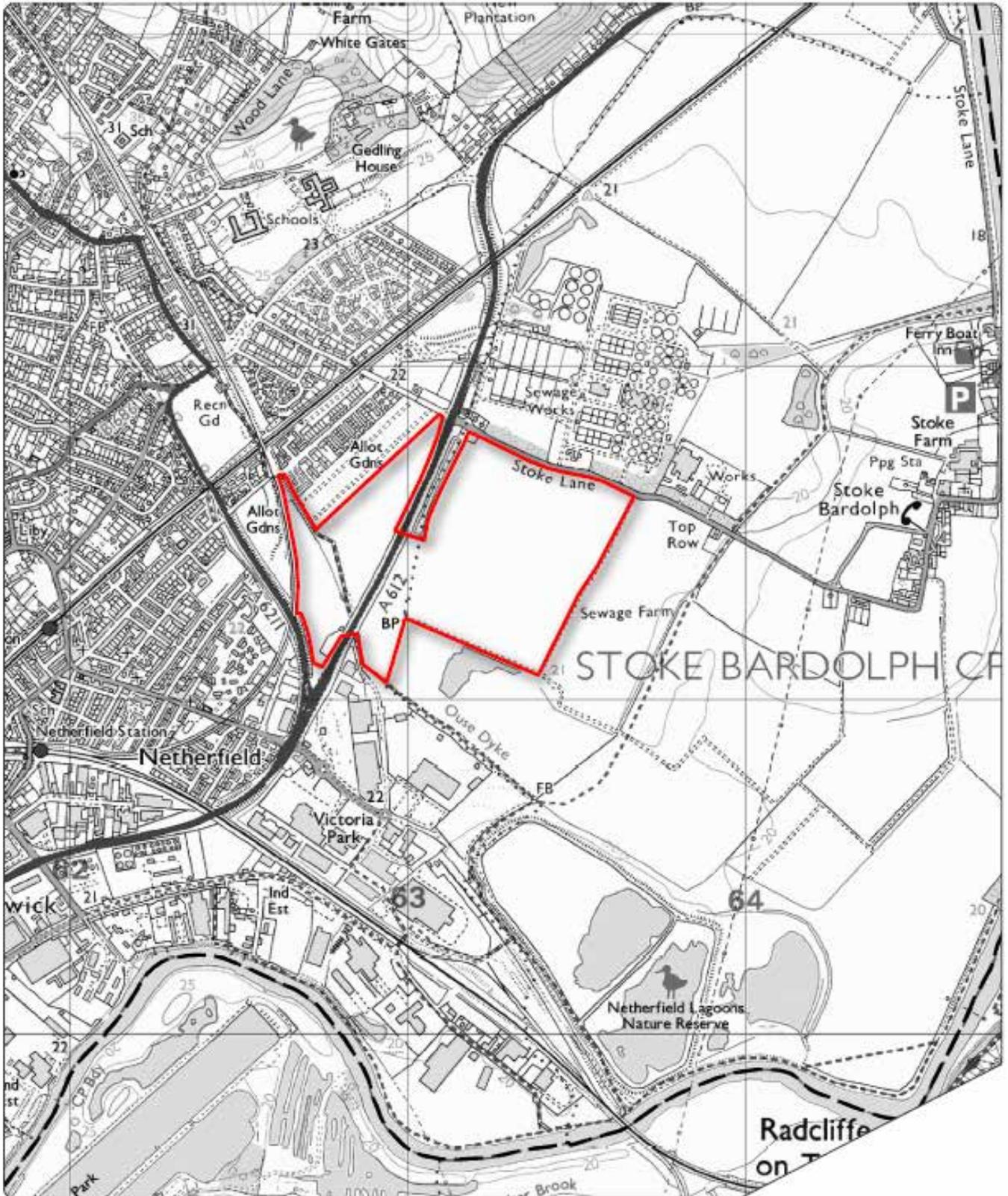
| Infrastructure | Summary Assessment | Further Work |
|--------------------------|--|---|
| Flooding and Flood Risk | Part of the site is located within Flood Zones 2 and 3a. A watercourse the Ouse Dyke runs along the southern boundary of the site. | A site specific flood risk assessment (FRA) has been submitted as part of the planning application. The FRA shows that the majority of the site is only at risk of flooding in the event of a breach of the established flood defences. Details of strategy to reduce and mitigate against residual flood risk is being progressed as part of the planning application details. |
| Health | Contribution to local health care facilities required. | Contributions sought up to £360,000. Level of contribution to be agreed as part of section 106 discussions. |
| Education | New 1 form entry primary school to be provided on 1.1 ha site. | Contributions and phasing to be agreed as part of S106 discussions. |
| Police Services | No abnormal requirements | Further consideration of measures to mitigate any potential crime and disorder concerns at the detailed design stage required. |
| Ambulance Services | No abnormal requirements | |
| Fire and Rescue Services | No abnormal requirements | |
| Waste Management | No abnormal requirements | |
| Community Services | Local Centre to be accommodated including up to 2,800 sq. m A1 – A5 and D1. | Details to be progressed as part of planning application process. |

| Infrastructure | Summary Assessment | Further Work |
|-------------------------------------|--|--|
| Green Infrastructure/ Open Space | Significant levels of green infrastructure to be provided, including adjoining Netherfield Lagoons Local Nature Reserve and utilising as necessary the adjacent Green Belt to the south. Public open space and green infrastructure to be provided to reflect scale of development / resident needs. Replacement sport pitch provision and community building to be provided. Allotments to be provided. Landscape buffers/structural planting required around the boundaries of the site particularly to the northern/eastern boundary. | Details to be progressed as part of the planning application. |
| Contamination | The site has been subject to sewage sludge disposal. A ground condition survey is required. | A ground condition survey has been prepared as part of the planning application. Details to be progressed as part of planning application process. |
| Heritage Assets | There are no designated heritage assets on site. | |

Indicative Assessment

This is a green field site adjoining the existing urban area, close to Netherfield town centre, facilities at Victoria Park and transport networks. It is expected to commence within the first 5 years of the Plan. The site has outline planning consent for a mixed use development of 830 homes and employment use. No major constraints to development have been identified.

Teal Close (Gedling)



Key

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00294 Netherfield OS base app 15/07/2014

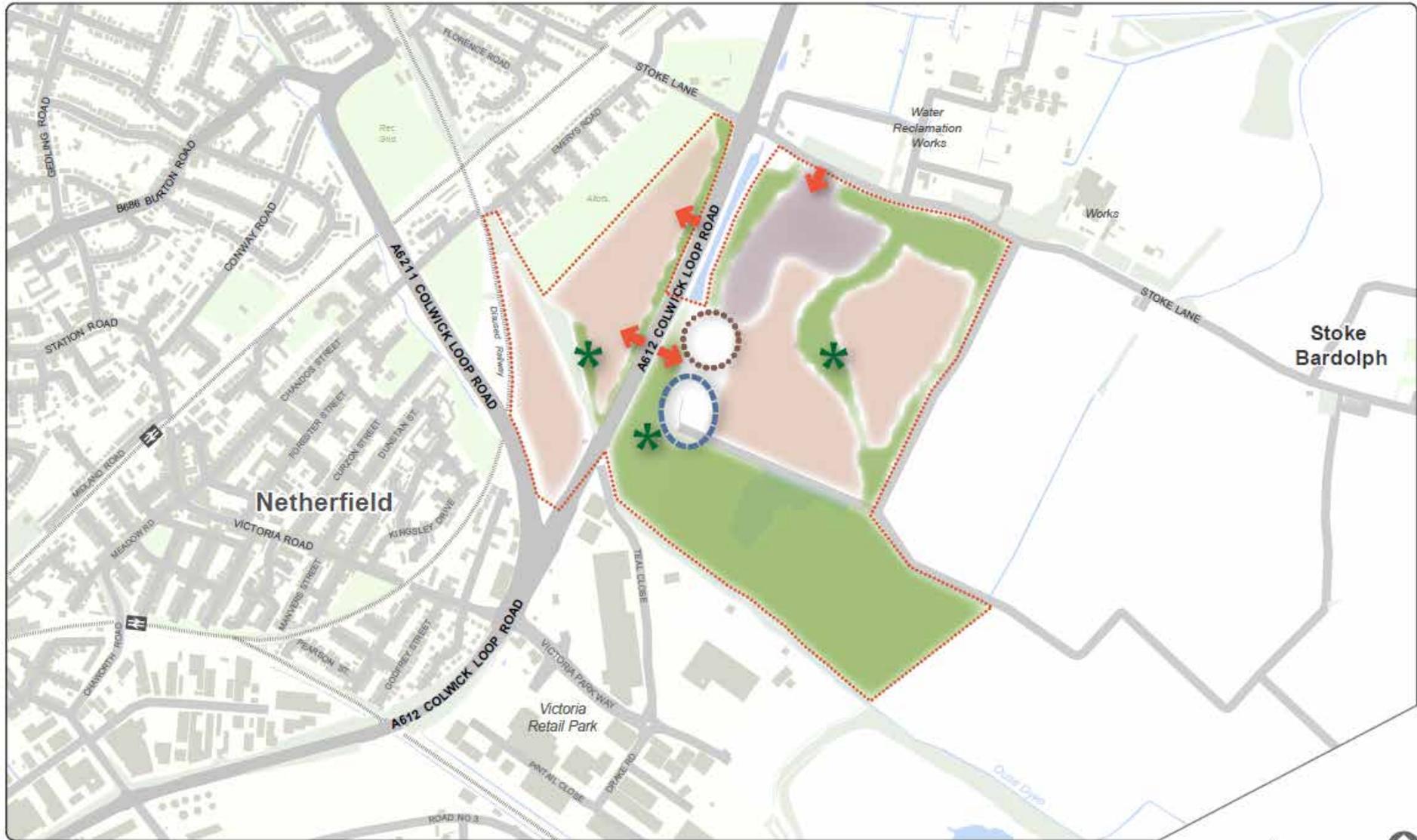


 Local Authority Boundary

 Site Boundary



Teal Close (Gedling) Indicative Plan



- | | | | |
|-------------------------------|---------------------------------|----------------|---------------|
| Planning Application Boundary | Employment | Local Centre | Play Area |
| Residential | Open Space/Green Infrastructure | Primary School | Access Points |

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00294 Teal Close Netherfield Indicative.eps 16/07/2014



Stoke Bardolph

Netherfield

Victoria Retail Park

Water Reclamation Works

Works

Gedling Colliery/Chase Farm (Gedling)

Site Summary

| | |
|------------------------|--|
| ACS Designation | Strategic Location |
| Timescale | Last six years of the plan |
| Site Area | To be determined |
| Housing Units | At least 600 |
| Indicative Housing Mix | Affordable housing to be confirmed as part of section 106 discussions. |
| Employment Uses | At least 2 ha |
| Other Uses | Local Centre, education, green infrastructure. |
| Ownership/Developer | Proactive owner, work on funding scheme for highway infrastructure underway. |

IDP Constraints/Requirements Summary

| Infrastructure | Summary Assessment | Further Work |
|----------------|---|--|
| Transport | Requires delivery of the Gedling Access Road (GAR) alongside other integrated transport measures. | Secure funding for the GAR. |
| Utilities | Gas – no abnormal requirements. Electricity – no abnormal requirements. Water – no abnormal requirements. IT – no abnormal requirements. | Detailed dialogue with utilities providers underway as part of planning application process. |

| Infrastructure | Summary Assessment | Further Work |
|-------------------------------------|--|--|
| Flooding and Flood Risk | No flooding on site. SUDs will be required to address surface water runoff. | Detailed SUDs scheme to be worked up as part of planning application/masterplan. |
| Health | Contribution to local health care facilities required. | Contributions to be agreed as part of section 106 discussions. |
| Education | New primary school to be provided on 1.1 ha site at a cost of £3.5 m. | Contributions and phasing to be agreed as part of S106 discussions. |
| Police Services | No abnormal requirements. | |
| Ambulance Services | No abnormal requirements. | |
| Fire and Rescue Services | No abnormal requirements. | |
| Waste Management | No abnormal requirements. | |
| Community Services | A new local centre will be provided which will include community facilities. A contribution will be required. | Details of contributions to be worked up as part of planning application/masterplan. |
| Green Infrastructure/ Open Space | Site is adjacent to the Gedling Country Park and an existing playing field. Local play facilities will be required within new residential areas. | Details to be progressed as part of the planning application/masterplan. |
| Contamination | The site is heavily contaminated due to former uses. A detailed ground survey and remediation scheme will be required. | |

| Infrastructure | Summary Assessment | Further Work |
|-----------------|---|--|
| Heritage Assets | There are no designated heritage assets on site. There are three Grade II and one Grade 1 Listed Buildings to the south along Arnold Lane however impact is not considered substantial. | Detailed assessment of impact and mitigation to be worked up as part of planning application/masterplan. |

Indicative Assessment

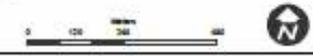
This is a mixed brownfield and green field site adjoining the existing urban area, close to Gedling village. It is expected to commence within the last 6 years of the Plan. A planning application for the Gedling Access Road is being prepared and anticipated to be submitted to Gedling Borough Council in the summer of 2014. A hybrid planning application for 300 homes and outline application for the remainder of the site is anticipated to be submitted summer 2015. The key constraint to development is the need to construct the Gedling Access Road.

Gedling Colliery/Chase Farm (Gedling) Indicative Plan



- Key**
- Strategic Location
 - Stage 1 Access Road
 - Stage 2 Access road
 - Administrative Boundary

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North of Papplewick Lane (Gedling)

Site Summary

| | |
|------------------------|--|
| ACS Designation | Allocation |
| Timescale | To commence within first 5 years of plan period |
| Site Area | Development Area approximately 10 hectares. The planning application also includes land outside the strategic allocation in the same ownership to the north east which is to remain in the Green Belt for surface water attenuation. |
| Housing Units | Up to 300 |
| Indicative Housing Mix | 30% affordable housing |
| Employment Uses | None |
| Other Uses | Education, green infrastructure. |
| Ownership/Developer | Willing owner. Planning application has been submitted on behalf of the Co-operative Group for 300 houses on 15.7 ha which includes additional land outside of the allocation for an Ecological Park which will be made available to the public. |

IDP Constraints/Requirements Summary

| Infrastructure | Summary Assessment | Further Work |
|----------------|--|--|
| Transport | <p>A Transport Assessment has been completed as part of the planning application by the Co-operative Group. The assessment utilised the highways model for Hucknall prepared and supported by Nottingham County Council and verified by MVA Consultancy.</p> <p>Integrated transport/walking and cycling package required including links to Hucknall Station (NET/Train stops within 800 m of parts of the site).</p> <p>TA provided as part of planning application for 300 dwellings. The Co-operative Group site is to be accessed from Papplewick Lane.</p> | <p>Contributions to highway mitigation and integrated transport/walking and cycling package be agreed as part of S106 discussions.</p> |

| Infrastructure | Summary Assessment | Further Work |
|-------------------------|---|---|
| Utilities | <p>Electricity - Update required to existing 33/11KV primary at Calverton, may also require new 33/11kV primary in the area. Depending on phasing new Bulk Supply Point may be required.</p> <p>Waste water – no abnormal constraints or requirements.</p> <p>Water supply – no abnormal constraints or requirements.</p> <p>Gas – no abnormal requirements.</p> <p>IT – no abnormal requirements.</p> | Early dialogue with Western Power required re phasing. |
| Flooding and Flood Risk | <p>According to the Environment Agency's Flood Zones a small part of the site is in Flood Zone 2 of the River Leen with the remainder of the site being in Flood Zone 1 with other smaller watercourses that run through the site. Environment Agency comment that site has an overall low flood risk.</p> <p>A detailed flood risk assessment has been submitted with the Planning application. Following a successful challenge by the Co-operative Group's consultants to the Environment Agency's Flood Zone, the extent of Flood Zone 2 has been revised in consultation with the Environment Agency. Approximately, 1% of the site is now located in Flood Zone 2 and the remainder is in Flood Zone 1. The sequential test has been satisfied because there are no other suitable sites available which would meet the housing requirement at a lower flood risk. Within the site only amenity and open space would occupy the small part of the site in Flood Zone 2.</p> | <p>A sustainable drainage strategy will be required including the use of attenuation ponds to the north east of the development site along the Leen Corridor. The north east field adjoining the developable part of the site is to remain in Green Belt. For the parts of the site which cannot be drained into ponds a tank storage system will be required. The Flood Risk Assessment submitted as part of the planning application details that the risk from groundwater flooding is less than 25%. Additional site specific ground investigations may be required to provide information to accurately quantify risk of groundwater flooding.</p> |
| Health | Likely that a financial contribution towards the expansion of existing primary health care surgeries will be required. | Contributions to be agreed as part of S106 discussions. |

| Infrastructure | Summary Assessment | Further Work |
|--------------------------|---|--|
| Education | New primary school to be provided on 1.1 ha site cost estimated at £3.5m, subject to an assessment demonstrating that the anticipated pupil yield cannot be accommodated in the existing school system through the extension or improvement of existing schools. Capacity to expand existing secondary school with contributions based on Nottinghamshire County Education multiplier estimated cost is £1.24m. | Following consultation with the Education Authority land is set aside for an annex primary school. Details to be confirmed through the planning application process. |
| Police Services | No abnormal requirements. | Further consideration of measures to mitigate any potential crime and disorder concerns at the detailed design stage required. |
| Ambulance Services | No abnormal requirements. | |
| Fire and Rescue Services | No abnormal requirements. | |
| Waste Management | No abnormal requirements. | |
| Community Services | <p>Close to existing local centre and Hucknall Town Centre. Potential to support town centre regeneration.</p> <p>The planning application includes supporting information which sets out the benefits of the development in terms of helping regeneration in the town centre.</p> | |

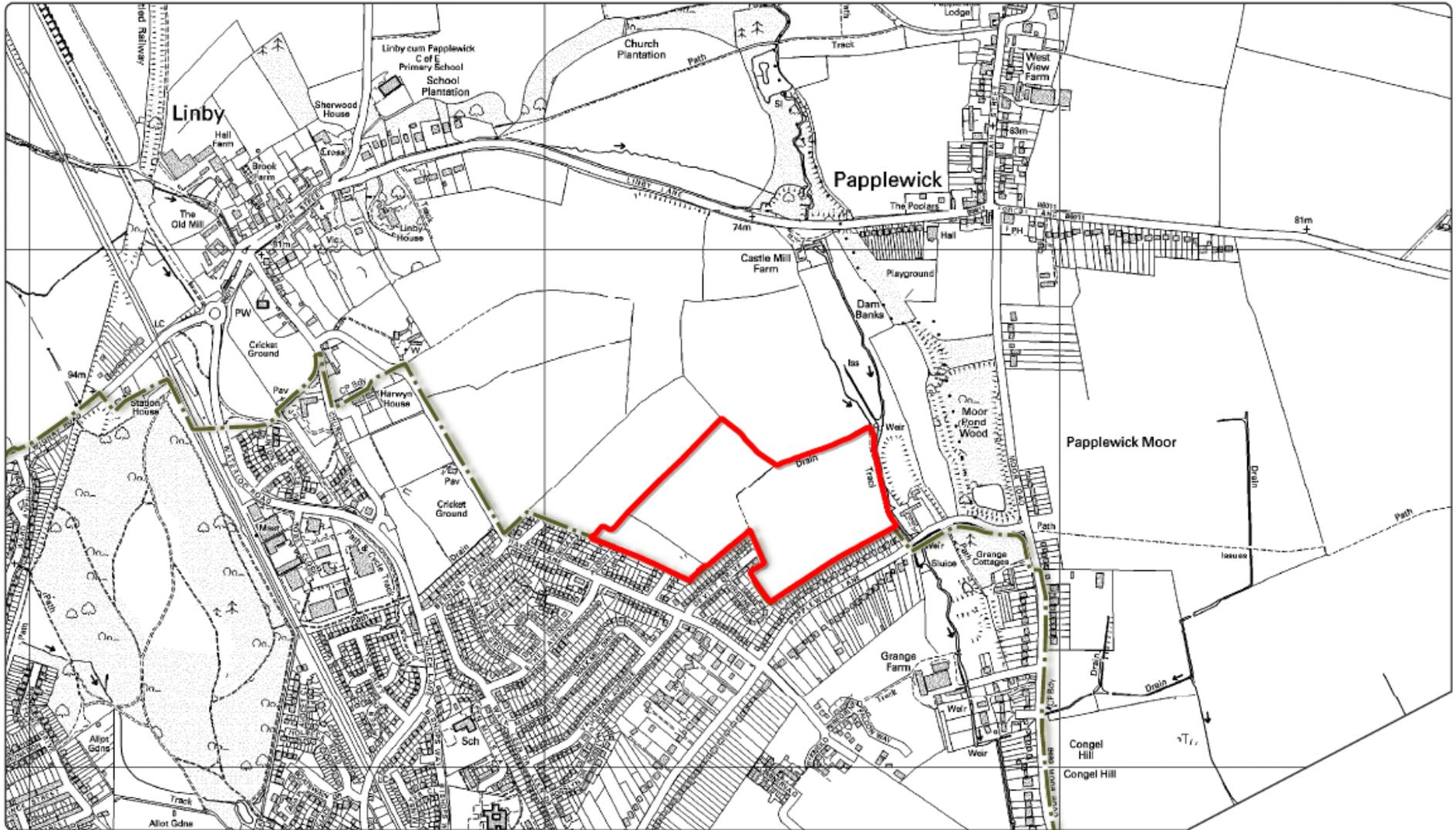
| Infrastructure | Summary Assessment | Further Work |
|-------------------------------------|--|---|
| Green Infrastructure/ Open Space | <p>Significant Green Infrastructure assets on site. A significant proportion of the existing hedgerows will be retained and will form Green Infrastructure routes along the northern boundary. There will be a 30m buffer from the River Leen Corridor to provide public open space and pedestrian routes in this area. Additional Green Infrastructure is provided from Papplewick Lane through the site. Public open space of approx. 1.6ha to be provided on site with maintenance via a Management Company or through a commuted sum payment.</p> <p>Planning application extends the outline area to include the field to the north east of the safeguarded land which is required for surface water attenuation. The indicative masterplan includes a network of new attenuation ponds in this north eastern area close to the Leen Corridor. A 30 m buffer strip along the Leen Corridor is also to be maintained.</p> <p>The area of land to be used for attenuation ponds will include significant landscaping and a network of green infrastructure to create an Ecological Park which will be open to the future and existing community. This area of land totals nearly 5ha and constitutes additional off site Public Open Space.</p> | Further details to be agreed as part of planning application process. |
| Contamination | No abnormal requirements. | |

| Infrastructure | Summary Assessment | Further Work |
|-----------------|--|--|
| Heritage Assets | <p>Proximity to Site of Special Scientific Interest (“Quarry Banks”), Conservation Areas at Linby and Papplewick, Ancient Monuments, Historic Parks and Gardens at Newstead Abbey and Papplewick Hall, Listed Buildings present in and around Linby and Papplewick. There are no ‘on-site’ heritage assets.</p> <p>As part of the planning application an Archaeological Geophysical Survey was completed. This showed that no anomalies of archaeological potential have been identified and the archaeological potential of the site is assessed as being low.</p> | <p>A landscape and visual impact Assessment has been prepared as part of the planning application which concludes the development will not have a significant adverse impact on surrounding areas. Any further details to be progressed as part of planning application.</p> |
| Other | <p>Cross boundary considerations - close to Ashfield District Council and Nottingham City Council. Nearest town centre facilities are located in Hucknall. The Co-operative Group has secured access to their land from Papplewick Lane as proposed in the planning application.</p> | <p>Further dialogue with adjacent Local Authorities (particularly re highway, public transport and communities facilities) to help inform S106 discussions.</p> |

Indicative Assessment

No major constraints to physical site delivery are identified. The site is close to the administrative boundaries of Ashfield District Council and Nottingham City Council and further dialogue regarding cross boundary impacts is required as detailed proposals emerge. Information on capacity of local health facilities is awaited.

North of Papplewick Lane (Gedling)



Key

 Site Boundary

 Administrative Boundary

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00294 OS base North of Papplewick Lane PLW 15/07/2014

0 125 250 500
Meters



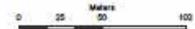
North of Papplewick Lane (Gedling) Indicative Plan



Key

- Indicative Site Boundary
- Proposed Improvements to River Leen Corridor/ balancing ponds
- Proposed Pedestrian and Cycle Links
- Administrative Boundary
- Residential
- Proposed Open Space/Green Infrastructure
- ➔ Proposed Vehicular Access Points
- Existing Local Facilities

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2024 land north of papplewick lane 1873014



Top Wighay Farm (Gedling)

Site Summary

| | |
|---------------------|---|
| ACS Designation | Allocation |
| Timescale | To commence within first 5 years of plan period |
| Site Area | 35.6 ha |
| Housing Units | 1000 |
| Housing Mix | 30% affordable housing. |
| Employment Uses | 8.5 ha (B1,B8) |
| Other Uses | Education, health and green infrastructure. |
| Ownership/Developer | Willing owner. Dialogue underway. |

IDP Constraints/Requirements Summary

| Infrastructure | Summary Assessment | Further Work |
|-------------------------|---|---|
| Transport | Access details developed. Planning permission granted for two junctions from A611/Wighay Road. Integrated transport/walking and cycling package required including potential link buses to Hucknall NET/train station. | TA required as part of planning application. Contributions to be agreed as part of S106 discussions |
| Utilities | Electricity - Uprating Hucknall to 40MVA required. Depending on phasing a new Bulk Supply Point may be required. Uprating works programmed by Western Power for completion by 2015. Waste water - local upsizing likely to be required, subject to hydraulic modelling. Water supply - extensive off-site mains may be required - approx 1.5km to Wood Lane and booster pumps. Gas – no abnormal requirements. IT – no abnormal requirements. | Further dialogue with Western Power and Severn Trent re phasing as details emerge. |
| Flooding and Flood Risk | No abnormal requirements | |

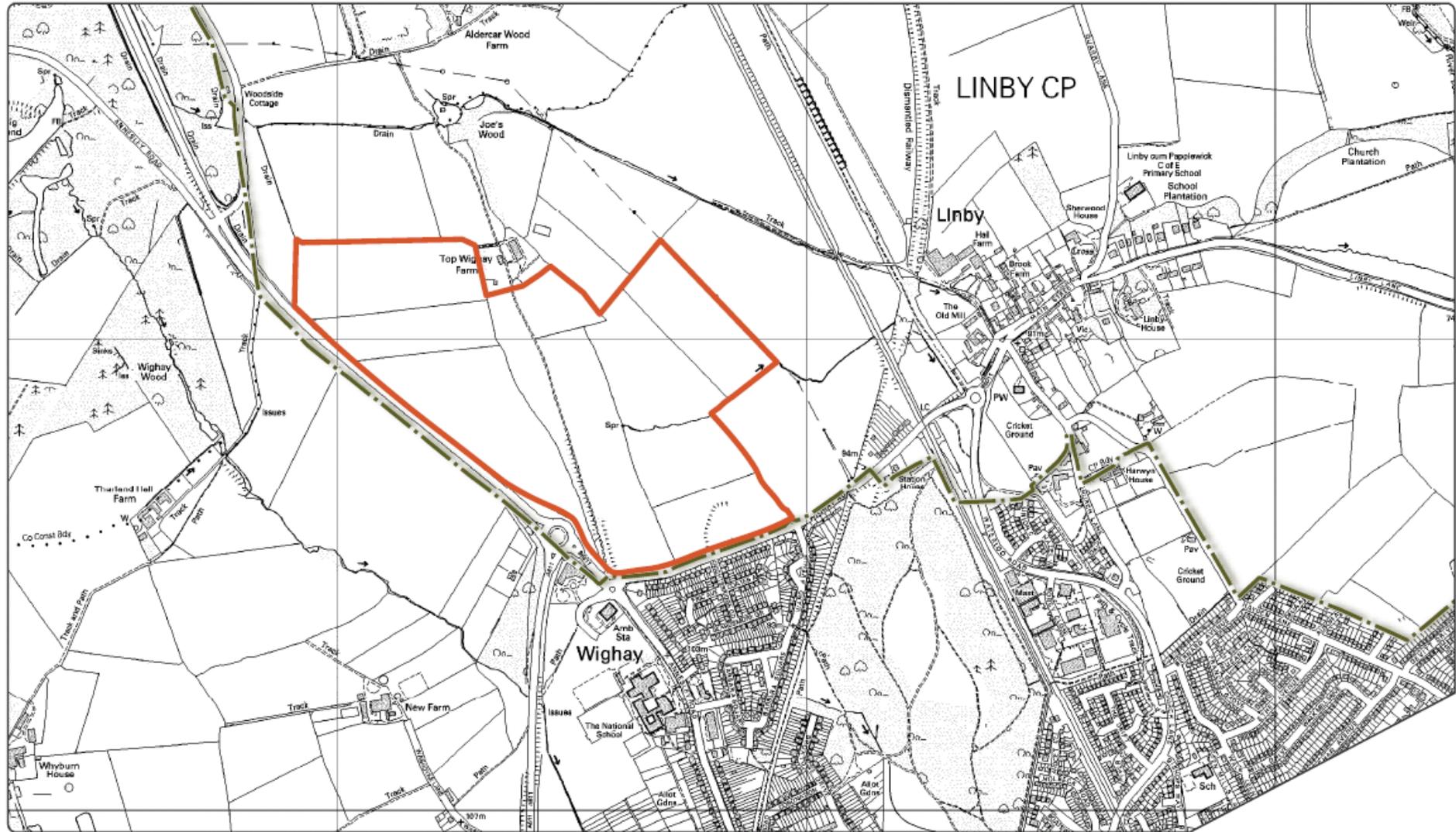
| Infrastructure | Summary Assessment | Further Work |
|--------------------------|--|--|
| Health | Contributions to be sought to support health care – likely to be in the form of a contribution to existing Hucknall surgeries (info from PCT awaited). | Contributions to be agreed as part of S106 discussions. Dialogue with PCT underway. |
| Education Provision | New primary school to be provided on 1.5 ha site estimated cost £3.5m. Capacity to expand existing secondary schools. Contributions required based on Notts County Education multiplier estimated at £828k. | Contributions and phasing to be agreed as part of S106 discussions. |
| Police Services | No abnormal requirements. | Further dialogue on use of local facilities for neighbourhood policing as detailed proposals emerge. |
| Ambulance Services | No abnormal requirements. | Further dialogue re inclusion of standby locations required as detailed proposals emerge. |
| Fire and Rescue Services | No abnormal requirements. | Further dialogue on layout and mix of units required as detailed proposals emerge. |
| Waste Management | Nottinghamshire County Council are likely to seek contributions for a waste-recycling site. Estimated cost £500k. | Contributions to be agreed as part of S106 discussions. |
| Community Services | Close to existing local centres and Hucknall Town Centre. Potential to support town centre regeneration. | Further dialogue with Ashfield District Council as detailed proposals emerge. |
| Green Infrastructure | Habitats Regulation Assessment (HRA) screening record concluded scale of development would not be likely to have significant impact on any European site. Significant Green Infrastructure assets on site (2 x SINCs) provide opportunities for protection and enhancement of Green Infrastructure. Additional public open space to be provided on site. | Green Infrastructure proposals to be developed as part of detailed masterplanning. Maintenance contributions to be agreed via S106 negotiations. |

| Infrastructure | Summary Assessment | Further Work |
|-----------------|---|--|
| Contamination | Report by ECUS (May 2006) recommends desk top survey followed by excavations to check for contamination. Only likely to apply to former brickworks on Wighay Road which is part of SINC and therefore likely to form part of protected Green Infrastructure area. | Desk top survey to inform master-planning. |
| Heritage Assets | Proximity to Site of Special Scientific Interest (“Quarry Banks”), Conservation Area at Linby, Scheduled Monuments, Historic Parks and Gardens at Newstead Abbey and Papplewick Hall, Listed Buildings present in and around Linby. | Further dialogue with English Heritage as proposals emerge to preserve and enhance heritage assets. |
| Other | Potential archaeological sites within the allocated land. Cross boundary considerations - close to Ashfield District Council and Nottingham City Council. Nearest town centre facilities are located in Hucknall. | A programme of investigation will need to be agreed and the protection / enhancement of any remains. Further dialogue with adjacent Local Authorities (particularly highway, public transport and communities facilities). |

Indicative Assessment

No major constraints to physical site delivery are identified. Site is located close to Ashfield District Council and Nottingham City Council and further dialogue regarding cross boundary impacts is required as detailed proposals emerge. Information on capacity of local health facilities awaited from Nottinghamshire PCT.

Top Wighay Farm (Gedling)



Key

 Site Boundary

 Administrative Boundary

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00294 Top Wighay OS base. St 16/07/2014



Top Wighay Farm (Gedling) Indicative Plan



Key

- | | | | | |
|--------------------------|-------------|--|-------------------------------------|-------------------------|
| Indicative Site Boundary | Employment | Proposed Open Space/Green Infrastructure | Public Transport Corridor | Proposed Primary School |
| Administrative Boundary | Residential | Proposed Vehicular Access Points | Proposed Pedestrian and Cycle Links | Play Area |

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00394 Top Wighay Indicative 0714 PLM

Key Settlement - Bestwood Village (Gedling)

Site Summary

| | |
|-----------------|--------------------|
| ACS Designation | Strategic Location |
| Timescale | 6 + years |
| Housing Units | Up to 560 |
| Other Uses | N/A |

IDP Constraints/Requirements Summary

| Infrastructure | Summary Assessment | Further Work |
|-------------------------|---|--|
| Transport | Transport modelling underway. Integrated transport/walking and cycling package required. | Transport assessment and further highway requirements to be developed as part of master-planning work. |
| Utilities | Electricity – updating of existing 33/11kV primary at Calverton required, may also need a new 33/11kV primary in the area. Depending on phasing a new Bulk Supply Point may be required. Waste water - upsizing of sewers is likely to be required, subject to hydraulic modelling. Water supply – no abnormal requirements. Gas – no abnormal requirements. IT – no abnormal requirements. | Further dialogue with Western Power and Severn Trent when phasing details emerge. |
| Flooding and Flood Risk | Watercourse located to the west of the settlement - low flood risk. | Further dialogue with the Environment Agency as detailed location and layout emerges. |
| Health | To be confirmed. | Dialogue with PCT underway. Capacity issues to reviewed as detailed proposals emerge. |

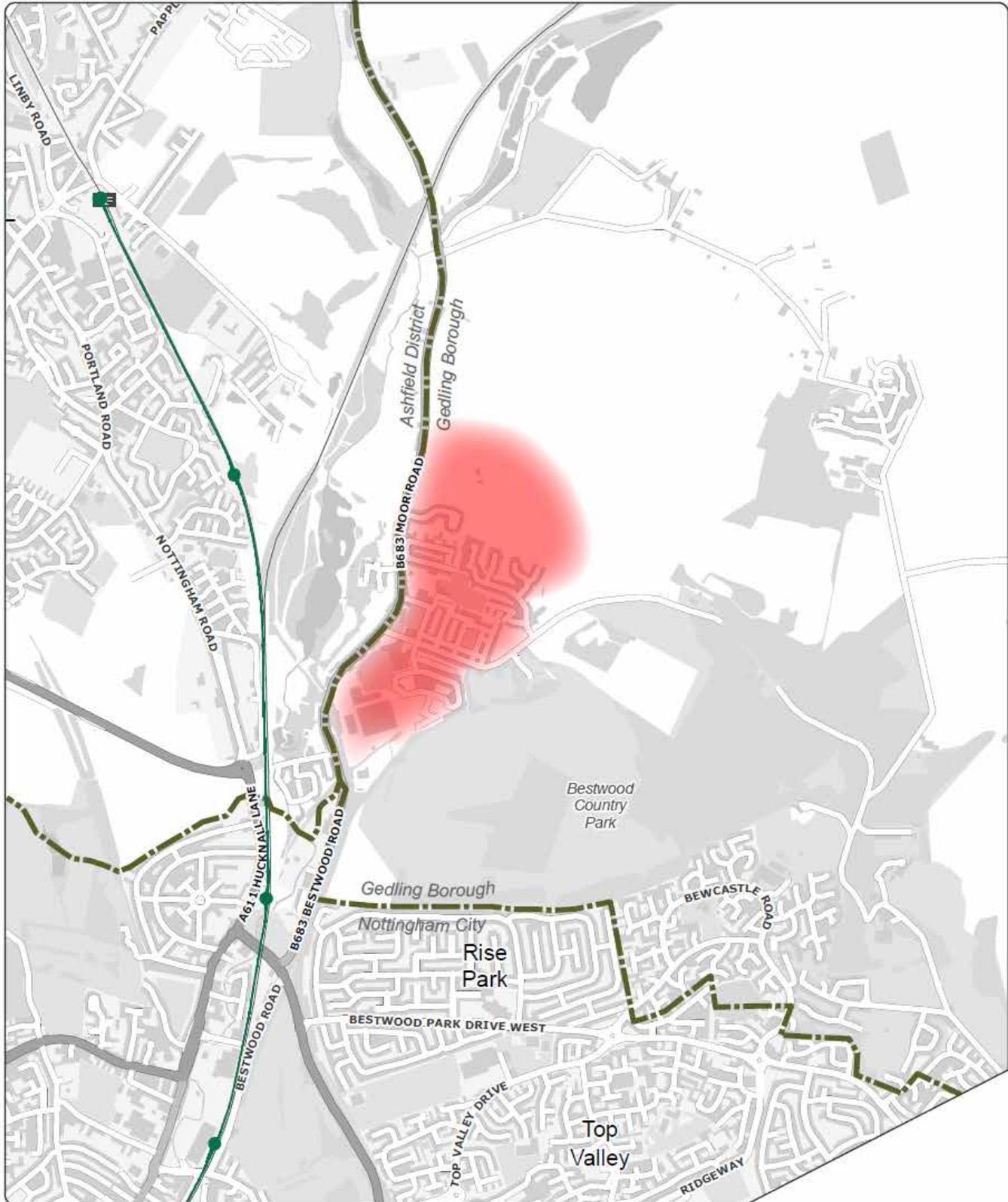
| Infrastructure | Summary Assessment | Further Work |
|--------------------------|---|--|
| Education Provision | A new primary school may be required to accommodate school places for both the existing population and new growth. Contributions to the school from new development would be proportionate to school places generated by the new development – the estimated cost for a new primary school on a 1.1ha site is £3.5m. Capacity to expand existing secondary schools. Contributions required based on Notts County Education multiplier of £1.5m. | Education contributions to be reviewed in light of pupil projection data (only valid 5 years in advance of development) to provide accurate assessment of school capacity when development proposals emerge and to confirm if contributions to expand existing schools are appropriate or if new school provision is required. |
| Police Services | No abnormal requirements. | Further dialogue on use of local facilities for neighbourhood policing as detailed proposals emerge. |
| Ambulance Services | No abnormal requirements. | Further dialogue re inclusion of standby locations required as detailed proposals emerge. |
| Fire and Rescue Services | No abnormal requirements. | Further dialogue on layout and mix of units required as detailed proposals emerge. |
| Waste Management | No abnormal requirements. | Further dialogue on detailed proposals |
| Community Services | No abnormal requirements. | Further dialogue on detailed proposals |
| Green Infrastructure | HRA screening record concluded the scale of development proposed at Bestwood would not be likely to have significant impact on any European site. | Masterplanning to identify opportunities for enhanced Green Infrastructure and public open space. |
| Contamination | Bestwood landfill and various waste licences present. | Appropriate desk top studies/further investigation as required. |
| Heritage Assets | Conservation Area, Scheduled Monument and Listed Buildings present in and around Bestwood Village. | Further dialogue with English Heritage as proposals emerge to preserve and enhance heritage assets. |

| Infrastructure | Summary Assessment | Further Work |
|----------------|--------------------------------------|---|
| Other | Potential coal mining legacy issues. | Further review as detailed proposals emerge and further dialogue with the Coal Authority. |

Indicative Assessment

No major infrastructure constraints to development are identified. Further development of transport impacts and mitigation required. Phasing of development and contributions relating to school provision will be particularly important. Further dialogue with all infrastructure/service providers and the Environment Agency is required as more detailed proposals emerge.

Key Settlement - Bestwood Village (Gedling) Indicative Plan



Key

- Strategic Location
- NET Line 1
- Administrative Boundary

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Key Settlement - Calverton (Gedling)

Site Summary

| | |
|------------------------|--------------------|
| ACS Designation | Strategic Location |
| Timescale for Delivery | 6 + years |
| Housing Units | Up to 1,055 |
| Other Uses | N/A |

IDP Constraints/Requirements Summary

| Infrastructure | Summary Assessment | Further Work |
|----------------|---|---|
| Transport | Transport modelling underway. Integrated transport/walking and cycling package required. | Transport assessment and further highway requirements to be developed as part of master-planning work. |
| Utilities | <p>Electricity – updating of existing 33/11kV primary at Calverton required may also need a new 33/11kV primary in the area. Depending on phasing a new Bulk Supply Point may be required.</p> <p>Waste Water - upsizing of sewers is likely to be required, subject to hydraulic modelling.</p> <p>Water Supply - Capacity available within the network system, but some reconfiguration of the local distribution network will be necessary depending on programme of development.</p> <p>Gas – no abnormal requirements.</p> <p>IT – no abnormal requirements.</p> | Further dialogue with Western Power and Severn Trent following confirmation of location and phasing of development. |

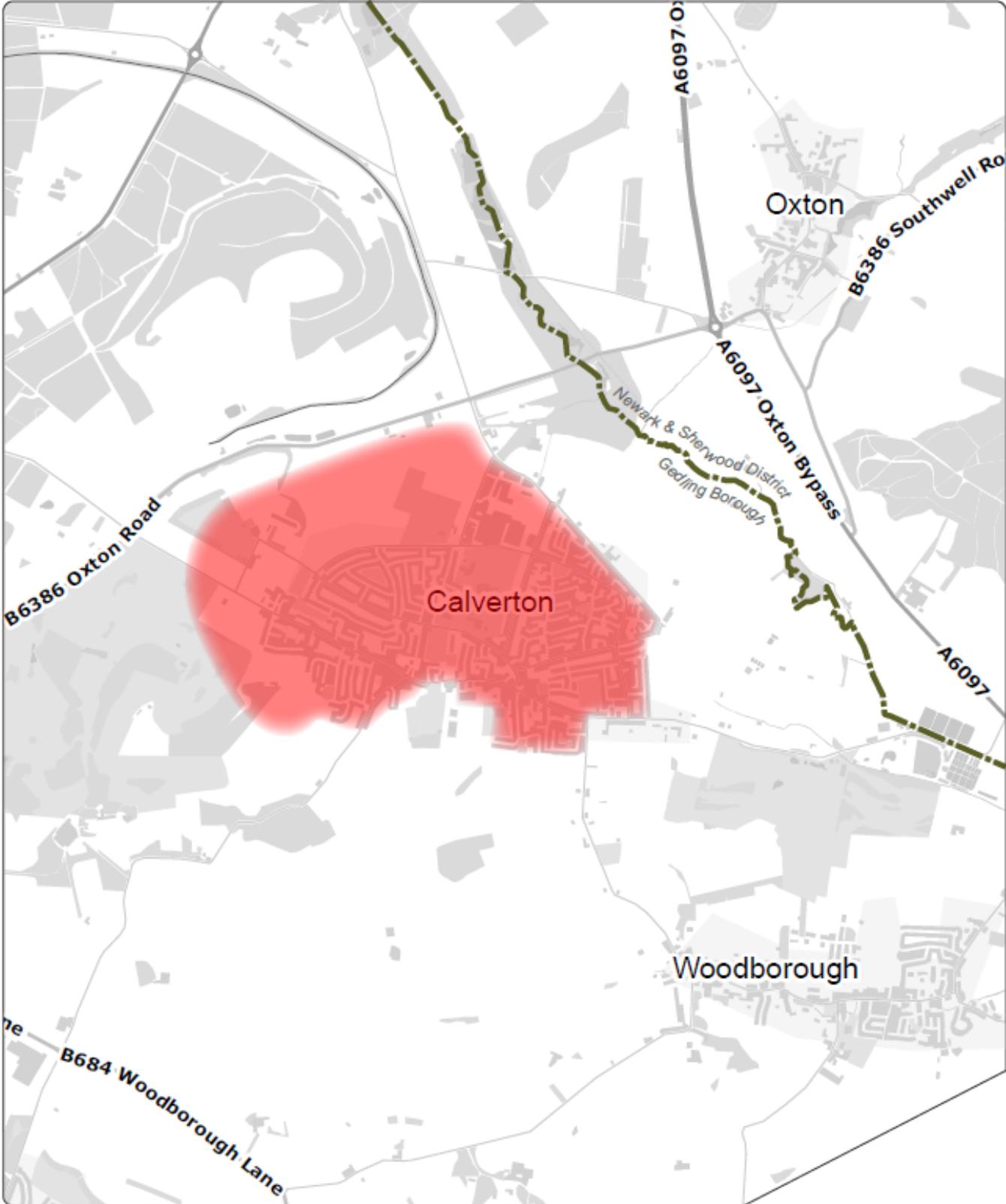
| Infrastructure | Summary Assessment | Further Work |
|--------------------------|--|--|
| Flooding and Flood Risk | The strategic location falls outside of the flood zone but a watercourse runs along the northern boundary of the site which has an associated flood zone. The flood zone may be misaligned away from the watercourse. | Environment Agency advise that a hydrological assessment of the watercourse is recommended to inform a site-specific Flood Risk Assessment. No built development should then take place within that part of the site shown to be at flood risk by the site-specific Flood Risk Assessment. Layout to include an appropriate easement from the watercourse and SUDS to be incorporated into the scheme. Further dialogue with Environment Agency required as detailed location and layout of development emerges. |
| Health Facilities | To be confirmed. | Dialogue with PCT underway |
| Education Provision | Potential capacity for expansion of existing primary school within Calverton but requires further analysis of constraints. If not possible a new primary school may be required. Potential costs range from £1.8m based on standard multiplier to approximately £3.5m for new school. Potential capacity to expand existing secondary schools but requires further analysis. Some reconfiguration may be required which may require contributions over the standard multiplier costs. Costs based on Notts County Education multiplier estimated at £2m. | Further review of potential for expansion underway by education colleagues. Requirements to be reviewed in light of future pupil projection data (only valid 5 years in advance of development) to provide accurate assessment of school capacity when development proposals emerge and to confirm if contributions to expand existing schools are appropriate or if new school provision is required. |
| Police Services | No abnormal requirements. | Further dialogue on use of local facilities for neighbourhood policing as detailed proposals emerge. |
| Ambulance Services | No abnormal requirements. | Further dialogue re inclusion of standby locations required as detailed proposals emerge. |
| Fire and Rescue Services | No known abnormal requirements. | Further dialogue on layout and mix of units required as detailed proposals emerge. |

| Infrastructure | Summary Assessment | Further Work |
|----------------------|---|---|
| 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 | <p>A Habitats Regulation Assessment Screening Report has been undertaken relating to a prospective Special Protection Area near to Calverton. The Screening Report concludes that potential significant effect cannot be ruled out without the implementation of a mitigation strategy.</p> | <p>Masterplanning and planning applications to include appropriate mitigation measures (full details set out in the David Tyldesley and Associates Screening Record Feb 2012) including:</p> <ul style="list-style-type: none"> • Management of car parking provision in the vicinity of the prospective SPA habitat; • Avoiding the provision of a footway along Main Street west of Hollinwood Lane down to the B6386; • Maintaining further use of arable fields on the perimeter of Watchwood Plantation; • Maintaining the integrity of the fence along the B6386; • Provision of Suitable Alternative Natural Green Space (SANGS); • Providing high levels of open spaces and attractive green infrastructure within the development to facilitate dog walking and to promote routes to other less sensitive sites; • Reviewing the alignment of footpaths in the plantations relating to the location of breeding territories; • Provision of good quality information for walkers and dog walkers. • Review of mitigation measures should the prospective SPA be confirmed • Establishing a forum to explore co-ordination of activities to maximise recreational potential without significant adverse impact on breeding populations. • Ongoing dialogue with neighbouring Local Authorities regarding 'in-combination' effects. |

| Infrastructure | Summary Assessment | Further Work |
|-----------------------|---|---|
| Contamination | Proximity to landfill sites, Calverton Colliery and several sites with waste management licences | Appropriate desk top studies/further investigation as required. |
| Heritage Assets | Proximity to Scheduled Monuments. Conservation Area and Listed Buildings present in and around Calverton. | Further dialogue with English Heritage as proposals emerge to preserve and enhance heritage assets. |
| Other | Potential coal mining legacy issues. | Further review as detailed proposals emerge. Further dialogue with the Coal Authority. |

| Indicative Assessment |
|---|
| <p>No major infrastructure constraints to development are identified. However, the location of a prospective Special Protection Area near to Calverton will require careful management, including mitigation measures as set out in the Habitats Regulation Assessment Screening Report (February 2012). Phasing of development and contributions relating to school provision will be particularly important to ensure capacity meets development need. Further development of transport impacts and mitigation measures is required including dialogue with all infrastructure/service providers as more detailed proposals emerge.</p> |

Key Settlement - Calverton Village (Gedling) Indicative Plan



Key

- Strategic Location
- Administrative Boundary

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Key Settlement - Ravenshead (Gedling)

Site Summary

| | |
|------------------------|--------------------|
| ACS Designation | Strategic Location |
| Timescale for Delivery | 6 + years |
| Housing Units | Up to 330 |
| Other Uses | N/A |

IDP Constraints/Requirements Summary

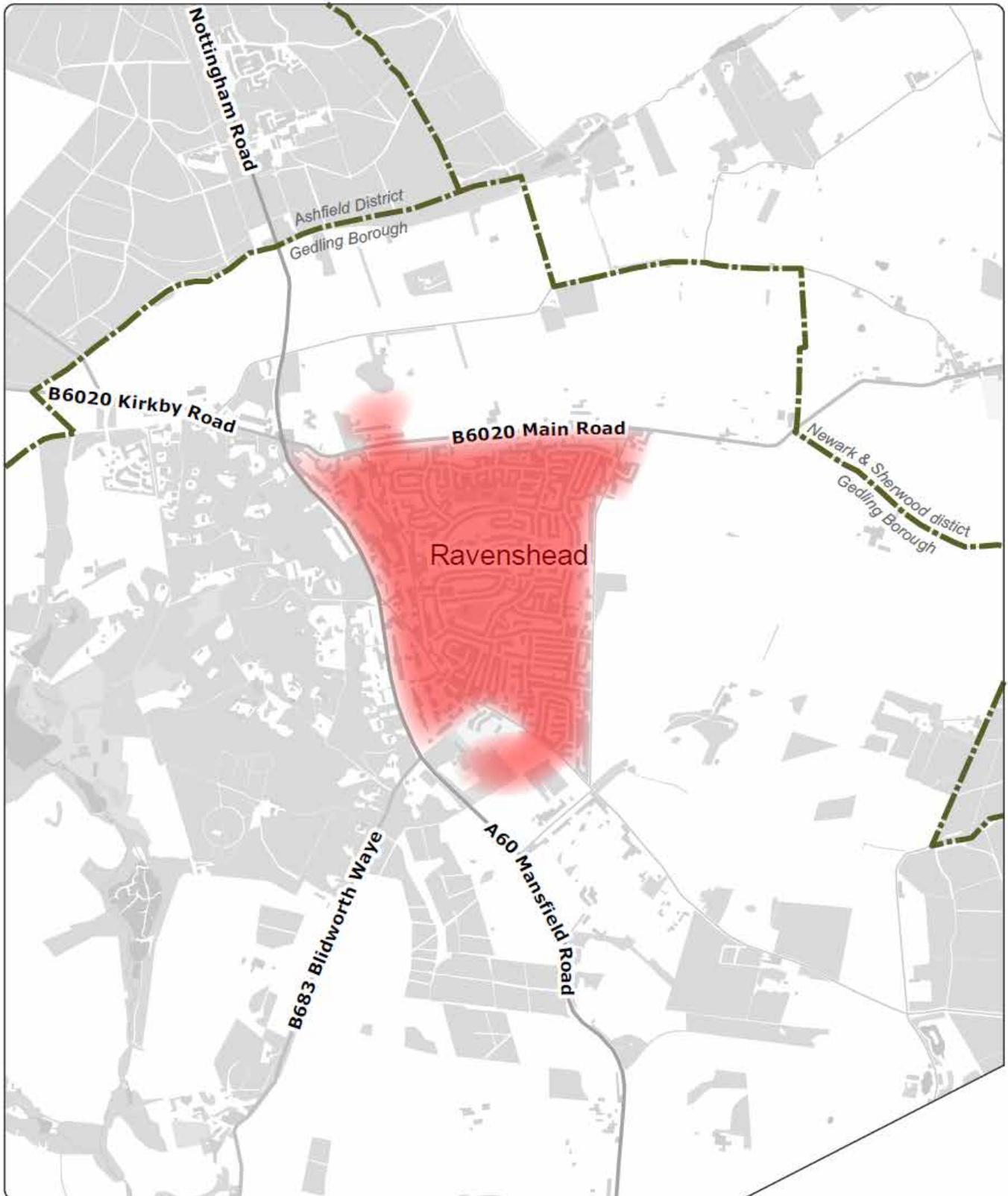
| Infrastructure | Summary Assessment | Further Work |
|-------------------------|--|---|
| Transport | Transport modelling underway. Integrated transport/walking and cycling package required. | Transport assessment and further highway requirements to be developed as part of master-planning work. |
| Utilities | <p>Electricity – updating of existing 33/11kV primary at Calverton required may also need a new 33/11kV primary in the area. Depending on phasing a new Bulk Supply Point may be required.</p> <p>Waste Water - Low/ Medium – impact, upsizing of sewers likely to be required for large sites to the south. Sites to the north and smaller sites unlikely to cause too many issues, subject to hydraulic modelling.</p> <p>Water Supply. The Kinghill site may require extensive off site mains otherwise capacity can be provided from the outlet of local booster pumps.</p> <p>Gas – no abnormal requirements.</p> <p>IT – no abnormal requirements.</p> | Further dialogue with Western Power and Severn Trent following confirmation of location and phasing of development. |
| Flooding and Flood Risk | No abnormal requirements. | |

| Infrastructure | Summary Assessment | Further Work |
|--------------------------|---|--|
| Health Facilities | To be confirmed. | Dialogue with PCT underway. |
| Education Provision | <p>Current information suggests sufficient capacity within primary schools to accommodate growth. However should this change a contribution of £553k would be required based on the multiplier.</p> <p>Capacity to expand existing secondary schools. Contributions required based on Notts County Education multiplier of £635k.</p> | Education contributions to be reviewed in light of pupil projection data (only valid 5 years in advance of development) to provide accurate assessment of local school capacity when proposals emerge and to confirm if contributions to expand existing schools are required. |
| Police Services | No known abnormal requirements. | Further dialogue on use of local facilities for neighbourhood policing as detailed proposals emerge. |
| Ambulance Services | No known abnormal requirements. | Further dialogue re inclusion of standby locations required as detailed proposals emerge. |
| Fire and Rescue Services | No known abnormal requirements. | Further dialogue on layout and mix of units required 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 | HRA Screening Report confirmed the scale of development proposed for Ravenshead would have no significant impact on any European site. | |
| Contamination | No abnormal requirements. | |

| Infrastructure | Summary Assessment | Further Work |
|-----------------|--|---|
| Heritage Assets | Proximity to Historic Park and Garden at Newstead Abbey. Special Character Area between Sheepwalk Lane and Mansfield Road (A60). Listed Buildings present around Ravenshead. | Further dialogue with English Heritage as proposals emerge to preserve and enhance heritage assets. |

| Indicative Assessment |
|---|
| No major infrastructure constraints to development are identified. Further development of transport impacts and mitigation measures is required. Further dialogue with all infrastructure/service providers, particularly Severn Trent is required as more detailed proposals emerge. |

Key Settlement - Ravenshead (Gedling) Indicative Plan



Key

-  Strategic Location
-  Administrative Boundary

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Stanton Tip – Hempshill Vale (Nottingham City)

Site Summary

| | |
|------------------------|---|
| ACS Designation | Strategic Location |
| Timescale for Delivery | 6 + years |
| Site Area | 42ha |
| Housing Units | 500 |
| Employment Uses | 4 – 6 ha employment land |
| Other Uses | Local scale retail, community uses and Green Infrastructure. |
| Ownership/Developer | Willing owner positively engaged. Nottingham City Council part owner. |

IDP Constraints/Requirements Summary

| Infrastructure | Summary Assessment | Further Work |
|----------------|--|--|
| Transport | No abnormal issues anticipated. Integrated transport package required. New vehicle/ped/cycle connections with adjacent housing area required. Improved connection to NET stop required. | Transport assessment and further highway requirements to 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. |

| Infrastructure | Summary Assessment | Further Work |
|-------------------------|--|--|
| 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 Facilities | To be confirmed. | Dialogue with Nottingham PCT. |
| Education Provision | On the basis of Nottingham City's education multiplier the following education contributions may be sought: 1. Contribution to primary school places of £1,030,950 2. Contribution to secondary school places of £690,400. | 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. |
| Emergency 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 | SINC located on site – opportunities for enhanced Green Infrastructure provision. | To be reviewed as part of master-plan. |
| Contamination | Historic uses on site necessitate remediation works with likely duration of 2-3 years. | Remediation strategy required as part of master plan and detailed proposals. |
| Heritage Assets | Site is not within a designated Conservation Area and has no impact upon a designated Conservation Area or heritage assets. | |

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

Indicative Assessment

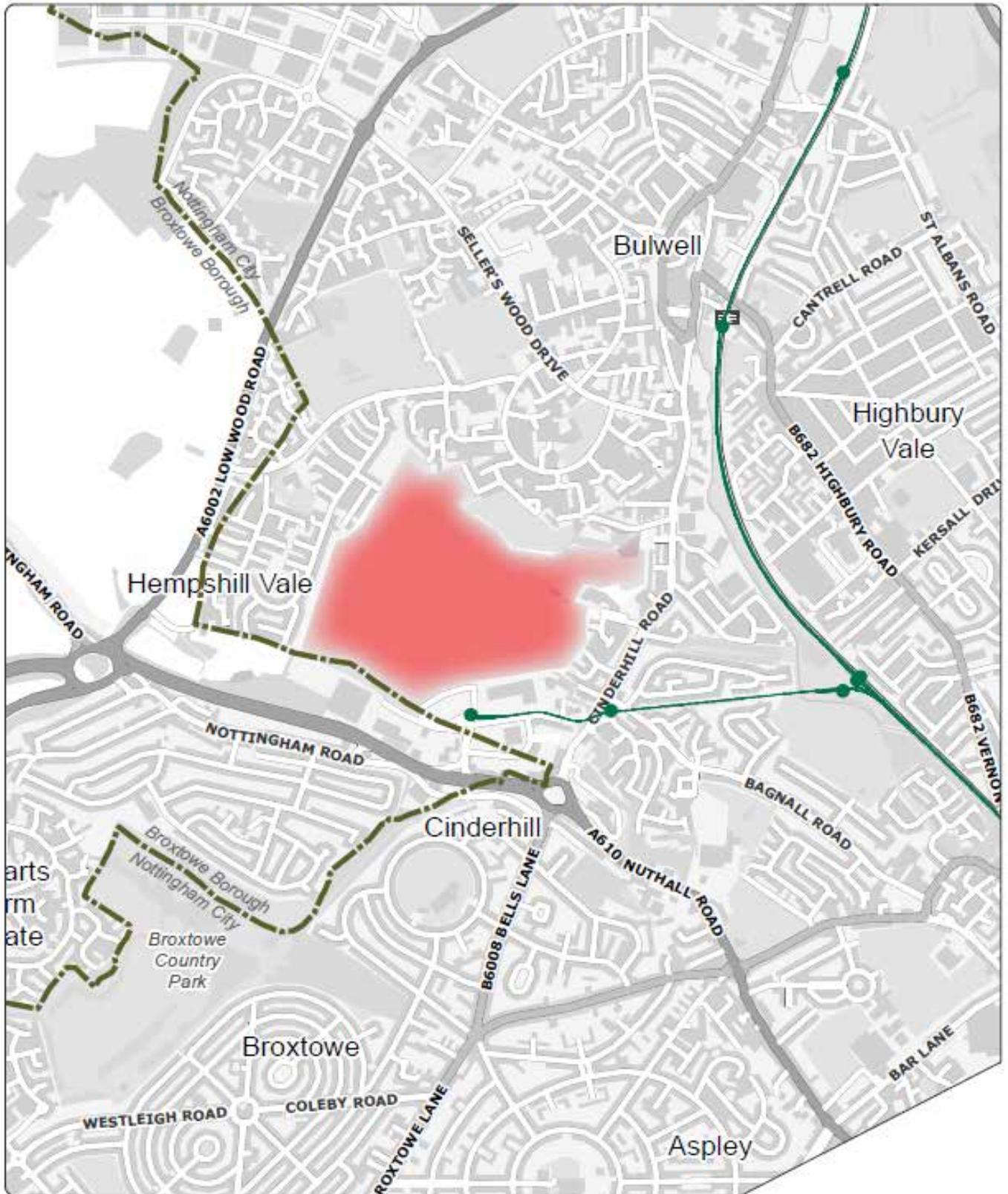
Positive engagement with landowner. Development is expected to come forward mid/end of plan period. Existing allocation within the Nottingham Local Plan. Concept statement agreed and further public engagement planned by developers.

Site boundaries and allocation to be confirmed via Nottingham City Council's emerging part 2 Local Plan.

This is a brownfield site with likely abnormal costs associated with contamination and flood risk. Gas monitoring currently underway. Nottingham City Council's interest in the site to be used proactively to assist in site delivery.

Further site assessments and detailed master-planning to be undertaken.

Stanton Tip, Hemphill Vale (Nottingham City)



Key

- Strategic Location
- Administrative Boundary
- NET Line 1

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 8034 Stanton Tip OS PLW 19010214



Stanton Tip, Hempshill Vale (Nottingham City) Indicative Plan



Key

- | | | | |
|---|---|--|--|
|  Indicative Site Boundary |  Potential Employment Use |  Potential Local Scale Retail Centre |  NET Terminus and Park and Ride |
|  Administrative Boundary |  Biological Site of Importance for Nature Conservation (BSINC) |  Potential Access to Site |  NET Line One |
|  Potential Residential Use |  Potential Connections/Links to surrounding Areas/Green Space | | |

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Waterside Regeneration Zone (Nottingham City)

Site Summary

| | |
|------------------------|--|
| ACS Designation | Strategic Location |
| Timescale for Delivery | Mid to late plan period |
| Site Area | 100ha |
| Housing Units | 3,000 |
| Employment Uses | B1, B2, B8 |
| Other Uses | Health, education, community, retail, sport, markets, public open space and Green Infrastructure. |
| Ownership/Developer | Ongoing dialogue established with key owners and stakeholders via Nottingham Regeneration Limited. Significant land holdings by Nottingham City Council, HCA and ISIS. |

IDP Constraints/Requirements Summary

| Infrastructure | Summary Assessment | Further Work |
|----------------|--|--------------|
| Transport | <p>Improved and more direct highway access through the Regeneration Zone required. Package of potential schemes may include:</p> <ol style="list-style-type: none"> 1. Cattle Market Road realignment estimated cost £3.5m. 2. Cattle Market Road/London Road Junction pedestrian improvements estimated cost £750k. 3. Pedestrian improvements at level crossings estimated cost £1.5m. 4. Environmental Improvements to Trent Lane cost to be confirmed. 5. Lady Bay Bridge/Meadow Lane junction pedestrian crossing estimated cost £750k | |

| Infrastructure | Summary Assessment | Further Work |
|-------------------------|--|--|
| Transport | <ul style="list-style-type: none"> 6. A612 cycle commuter route between Waterside/Eastside/ City Centre estimated cost £250k. 7. Lady Bay Bridge pedestrian improvements estimated cost £2.5m. 8. North South cycle routes Seinton/A612 to river costs to be confirmed. 9. Eastern Bus Rapid Transit Link inc expansion of Racecourse Road P&R estimated cost £4.5m. 10. Safeguarded tram route along A612 to connect eastern site of City. 11. Shop link bus services connecting to Sneinton. 12. Continuous cycle and walking route adjacent to River Trent (already in place at River Crescent). 13. Integrated transport package required for each development site. | <p>Requirements to be defined as site specific proposals emerge (early contributions agreed as part of Eastpoint development). Contributions to be agreed as part of S106 discussions/CIL and future Local Transport Plan (LTP) packages.</p> <p>Scheme under development by Network Rail.</p> |
| Utilities | <p>Electricity - A new Bulk Supply Point is required in the city centre to relieve load from 3 existing points. A further primary substation may be required depending on phasing and final loads</p> <p>Waste Water — no abnormal requirements</p> <p>Water Supply – no abnormal requirements</p> <p>Gas – no abnormal requirements.</p> <p>IT – no abnormal requirements.</p> | <p>Early dialogue with Western Power required re phasing, depending on planned works investment costs may be met by Western Power.</p> |
| Flooding and Flood Risk | <p>Part of the area around Meadow Lane falls within Flood Zone 3 of the River Trent and Tinkers Leen. These parts of the regeneration zone remain at flood risk during a climate change and 1 in 1000 year flood, post completion of the Nottingham Left Bank Flood Alleviation Scheme. Culverted watercourse located to the west of the Regeneration Area.</p> | <p>Site specific flood risk and mitigation strategies required.</p> |

| Infrastructure | Summary Assessment | Further Work |
|----------------------|---|--|
| Health Facilities | To be confirmed. | Dialogue with Nottingham PCT. |
| Education Provision | On the basis of Nottingham City's education multiplier the following education contributions may be sought - contribution to primary school places of £6,185,700 and contribution to secondary school places of £4,142,400. | Education contributions to be reviewed on a site by site basis and 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. |
| Emergency 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 | Sneinton Greenway improvements estimated cost £250k. Site specific open space and Green Infrastructure. Provision to be made on site for continuous walking and cycle route along the River Trent. | Contributions to be agreed as part of site specific S106 discussions. |
| Contamination | Contamination in various forms likely due to historic uses. Proximity to Enviroenergy, Eastcroft Energy from Waste Plant and Clinical Waste Plant. | Remediation strategies required as part of detailed site proposals. Appropriate desk top studies/further investigation as required to address contamination and pollution control issues |
| Heritage Assets | Proximity to Station Conservation Area and Colwick Hall and remains of Church and grave yard of John the Baptist, several Listed Buildings and structures present in the area | Further dialogue with English Heritage as proposals emerge to preserve and enhance heritage assets. |

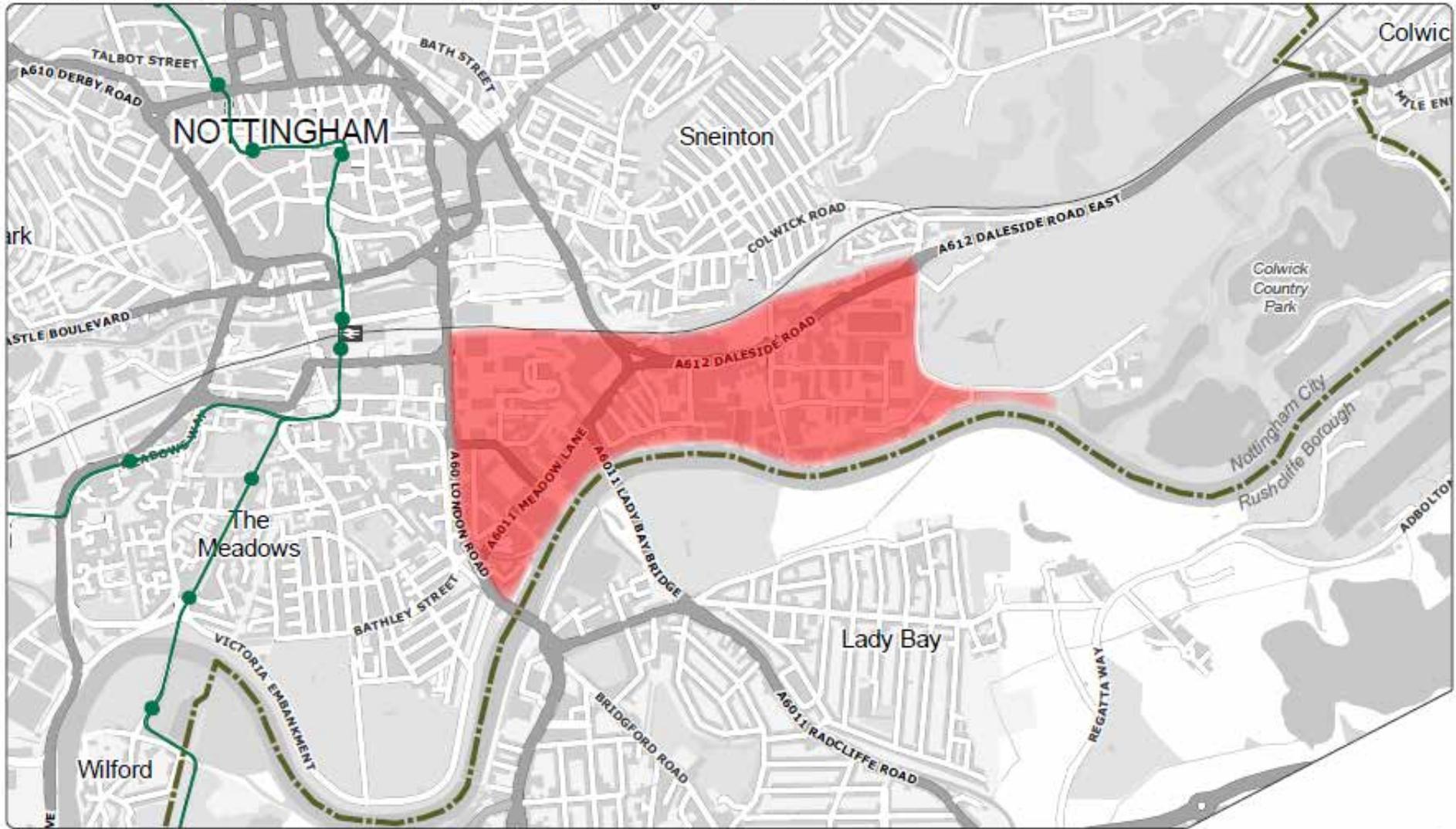
Indicative Assessment

Development is expected to come forward on a phased basis on a number of sites within the Regeneration Zone mid to end of plan period. Specific sites are to be allocated within the City Council's emerging part 2 Local Plan.

There are likely to be abnormal costs associated with contamination and flood risk requiring proactive and innovative delivery mechanisms by the public and private sector.

Nottingham Regeneration Limited is leading on development of regeneration proposals with a collaborative approach established for Trent Basin (13ha) involving HCA, Nottingham Regeneration Limited (NRL), Nottingham City, Metropolitan Housing Trust, ISIS and a potential developer. Ongoing proactive dialogue established with the Environment Agency on flood risk matters. Further assessments required as site specific proposals emerge.

Waterside Regeneration Zone (Nottingham City) Indicative Plan



Key

- Strategic Location
- Administrative Boundary
- Tram route and stops

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Southside Regeneration Zone (Nottingham City)

Site Summary

| | |
|------------------------|--|
| ACS Designation | Strategic Location |
| Timescale for Delivery | Throughout plan period |
| Site Area | 38ha |
| Housing Units | To be confirmed via part 2 Local Plan |
| Employment Uses | B1, B2 |
| Other Uses | Transport hub, health, retail, community, public open space and Green Infrastructure (and appropriate city centre uses). |
| Ownership/Developer | Ongoing dialogue established with key owners and stakeholders. |

IDP Constraints/Requirements Summary

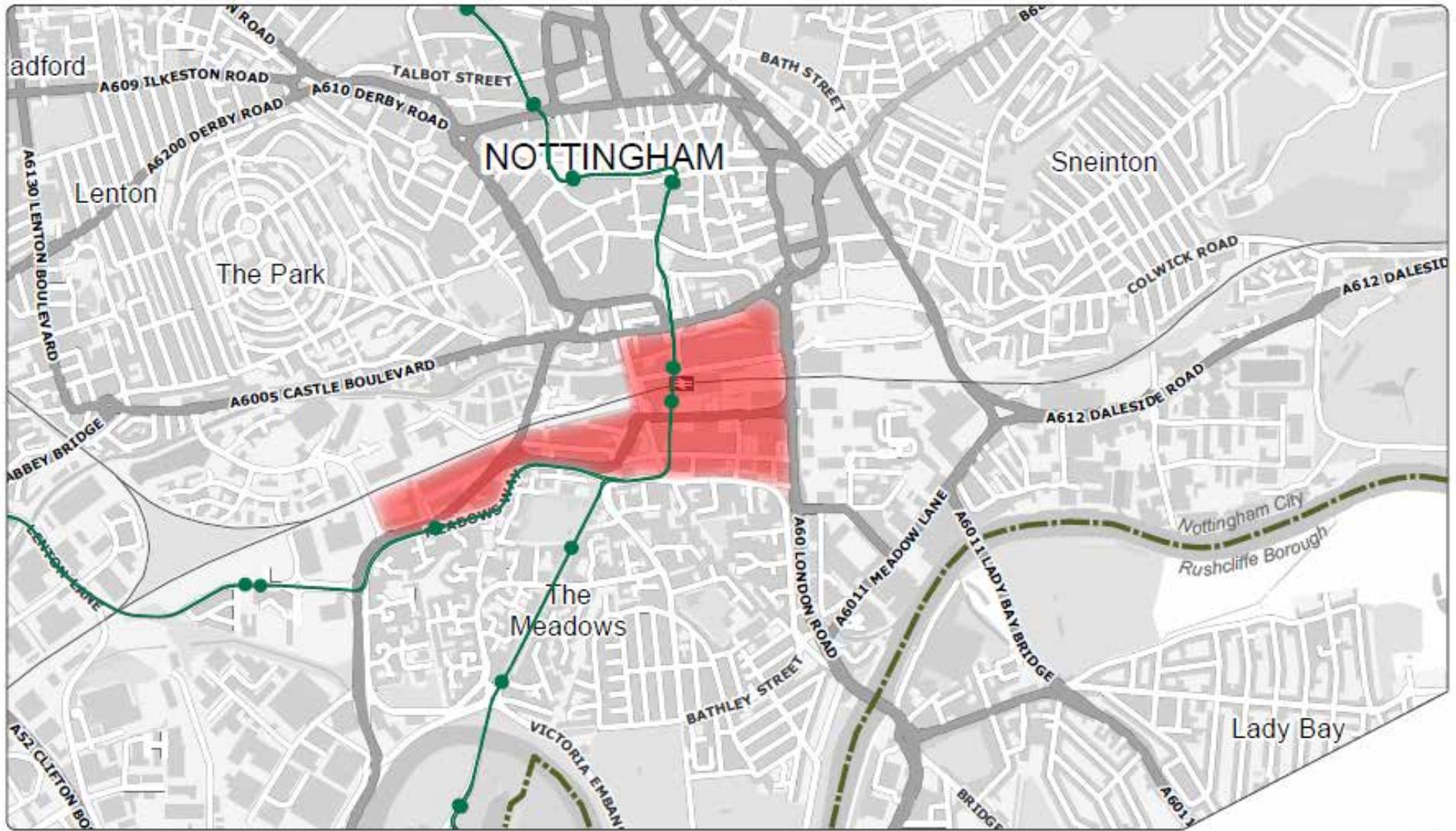
| Infrastructure | Summary Assessment | Further Work |
|----------------|---|--|
| Transport | <p>Improved transport connections required to secure high quality integrated transport hub at the heart of Southside Regeneration Zone. Package of potential schemes may include:</p> <ol style="list-style-type: none"> 1. The Hub Transport Interchange – under construction. 2. NET Phase Two (lines 2 and 3 of the tram) – approved. 3. Turning Point South – downgrading of inner ringroad cost to be confirmed. 4. New Broad Marsh Bus Station cost to be confirmed. 5. Improvements to pedestrian and cycle links at Arkwright Walk estimated cost £750k. 6. Cattle Market Road/ Long Road pedestrian crossing improvements (see also Waterside Regeneration Zone) estimated cost £750k. 7. Route extension for centre link services. Cost to be confirmed. 8. Integrated transport package for each site. | <p>Requirements to be defined as site specific proposals emerge.</p> <p>Contributions to be agreed as part of S106 discussions/CIL.</p> <p>Planning permission granted for Phase I redevelopment of Broad Marsh Shopping Centre. Dialogue ongoing.</p> |

| Infrastructure | Summary Assessment | Further Work |
|-------------------------|--|--|
| Utilities | <p>Electricity – a new Bulk Supply Point is required in the city centre to relieve load from 3 existing points. A further primary substation may be required depending on phasing and final loads. Opportunities for connection to District Heating network.</p> <p>Waste Water – no abnormal requirements depending on phasing.</p> <p>Water Supply – no abnormal requirements depending on phasing.</p> <p>Gas – no abnormal requirements.</p> <p>IT – no abnormal requirements.</p> | <p>Early dialogue with Western Power required re phasing, depending on planned works investment costs may be met by Western Power.</p> |
| Flooding and Flood Rise | <p>Part of the regeneration zone around the Station Hub and Queens Road fall within Flood Zone 3 of the River Trent, Tinkers Leen and Nottingham Canal. These parts of the regeneration zone remain at flood risk during a climate change and 1 in 1000 year flood event post completion of the Nottingham Flood Alleviation Scheme.</p> | <p>Ongoing dialogue with Environment Agency. Site specific flood risk and mitigation strategies required.</p> |
| Health Facilities | <p>To be confirmed.</p> | <p>Dialogue with Nottingham PCT re future capacity.</p> |
| Education Provision | <p>Housing and education requirements to be confirmed via the part 2 Local Plan.</p> | <p>Further dialogue as detailed proposals emerge.</p> |
| Emergency Services | <p>No known abnormal requirements.</p> | <p>Further dialogue as detailed proposals emerge.</p> |
| Waste Management | <p>No known abnormal requirements.</p> | <p>Further dialogue as detailed proposals emerge.</p> |
| Community Services | <p>To be confirmed.</p> | <p>Further dialogue as detailed proposals emerge.</p> |

| Infrastructure | Summary Assessment | Further Work |
|----------------------|--|--|
| Green Infrastructure | Opportunities for enhancement along canal routes and culverted watercourses. | To be negotiated as detailed proposals emerge. |
| Contamination | Possible contamination hot spots due to historic uses. Proximity to Enviroenergy, Eastcroft Energy from Waste Plant and Clinical Waste Plant | Site specific investigations as detailed proposals emerge to address contamination and pollution control issues. |
| Heritage Assets | Incorporates part of the Station Conservation Area and adjoins the Canal Conservation Area, several Listed Buildings present. | Further dialogue with English Heritage as proposals emerge to preserve and enhance heritage assets. |

| Indicative Assessment |
|---|
| <p>The Southside Regeneration Zone is one of the most sustainable commercial locations in the City and the focus of the City's integrated transport plans and growing office quarter. Further development within the zone is expected to come forward on a phased basis on a number of sites throughout the plan period with site opportunities to be identified within the City Council's emerging part 2 Local Plan.</p> <p>Although part of the zone is within the Flood Zone 3, satisfactory approaches to flood risk have been successfully developed with close dialogue with the Environment Agency.</p> |

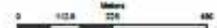
Southside Regeneration Zone (Nottingham City) Indicative Plan



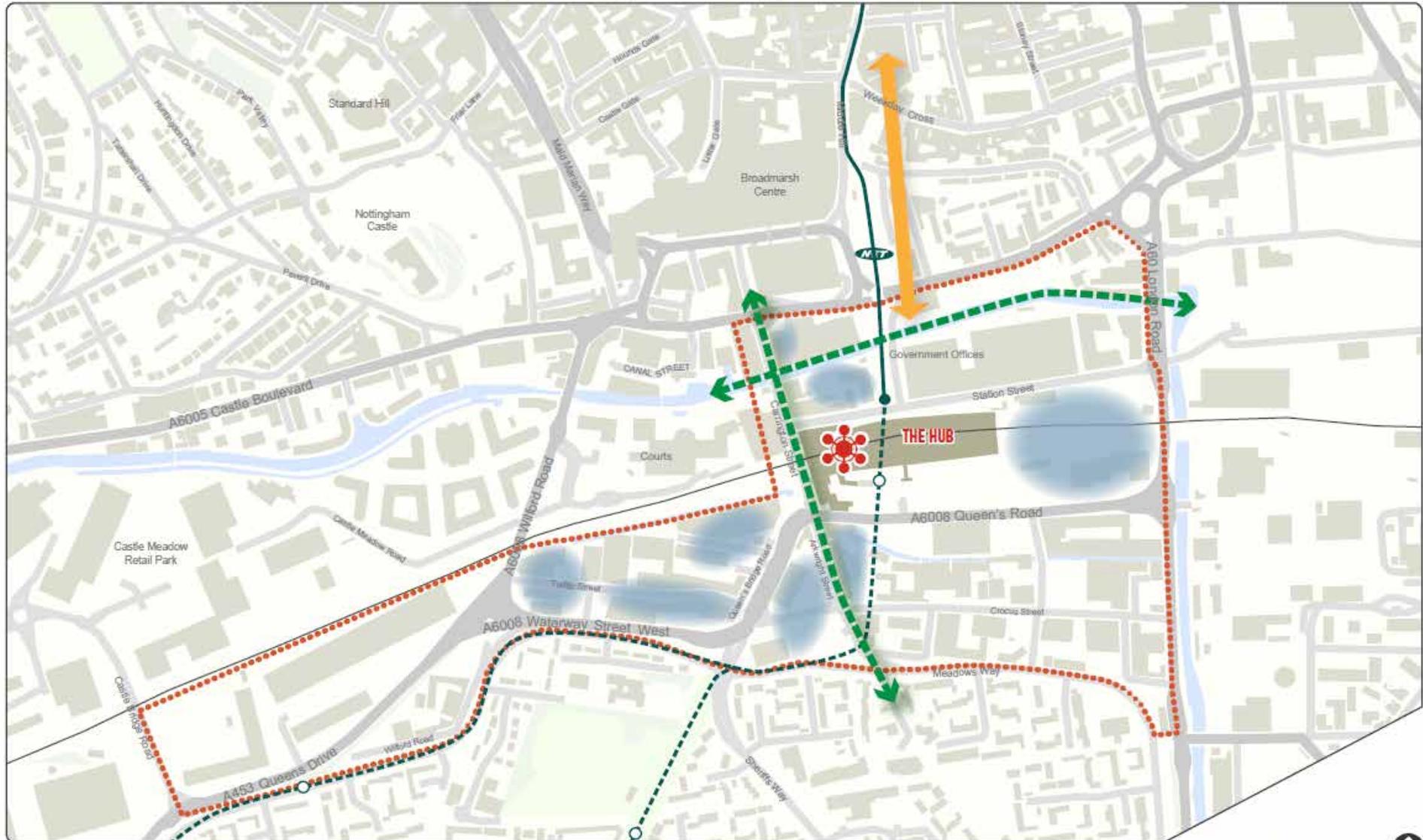
Key

- Strategic Location
- Tram route and stops
- Administrative Boundary

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Southside Regeneration Zone (Nottingham City) Indicative Plan



Key

-  Indicative Site Boundary
-  Walking & Cycling Links
-  NET Line One
-  Mixed use
-  Public Transport Improvements
-  NET Phase Two
-  Station Hub

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Eastside Regeneration Zone (Nottingham City)

Site Summary

| | |
|------------------------|--|
| ACS Designation | Strategic Location |
| Timescale for Delivery | Throughout plan period |
| Site Area | 56ha |
| Housing Units | To be confirmed via part 2 Local Plan |
| Employment Uses | B1, B2 |
| Other Uses | Retail, health, education, community, public open space and Green Infrastructure (and appropriate city centre uses). |
| Ownership/Developer | Ongoing dialogue established with key owners and stakeholders. |

IDP Constraints/Requirements Summary

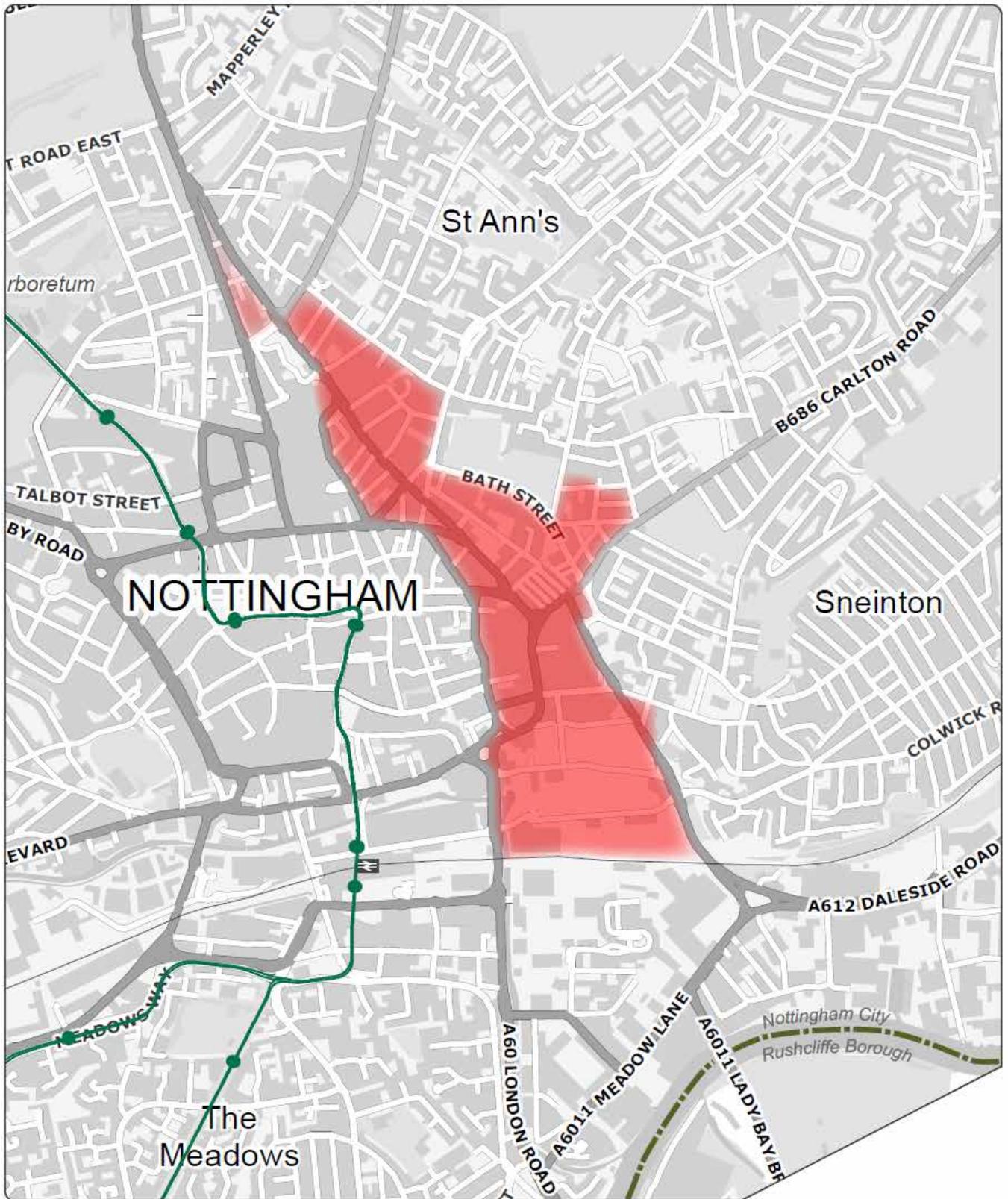
| Infrastructure | Summary Assessment | Further Work |
|----------------|---|---|
| Transport | <p>Improved transport connections required to integrate Eastside successfully with City Centre and surrounding communities. Package of potential future schemes may include:</p> <ol style="list-style-type: none"> 1. Connecting Eastside Phase II (completion of two way route on A60 and downgrading of inner ringroad, pedestrian and cycle improvements). Estimated cost £4-5m. 2. A612 Cycle Commuter Route (see also Waterside) estimated cost £250k. 3. Cross city centre cycle route estimated cost £100k. 4. Eastern Bus Rapid Transit Link inc expansion of Race Course P&R (see also Waterside) estimated cost £4.5m. 5. Integrated transport package for each site. | <p>Requirements to be defined as site specific proposals emerge.</p> <p>Contributions to be agreed as part of S106 discussions/CIL.</p> |

| Infrastructure | Summary Assessment | Further Work |
|-------------------------|--|--|
| Utilities | <p>Electricity – a new Bulk Supply Point is required in the city centre to relieve load from 3 existing points. A further primary substation may be required depending on phasing and final loads.</p> <p>Waste Water – Hydraulic modelling may be required depending on scale and phasing.</p> <p>Water Supply – no abnormal requirements.</p> <p>Gas – no abnormal requirements.</p> <p>IT – no abnormal requirements.</p> | <p>Early dialogue with Western Power required re phasing, depending on planned works investment costs may be met by Western Power. Further dialogue with Severn Trent.</p> |
| Flooding and Flood Risk | <p>Part of the regeneration zone around the Extended Island site lies within Flood Zone 3 from the River Trent and Nottingham Canal. This part of the regen zone remains at flood risk in a 1in 1000 year flood post completion of Nottingham Left Bank Flood Alleviation Scheme.</p> | <p>Flood risk principles for the Extended Island site agreed as part of the outline planning application. Ongoing dialogue with Environment Agency.</p> |
| Health Facilities | <p>To be confirmed depending on part 2 Local Plan.</p> | <p>Dialogue with Nottingham PCT.</p> |
| Education Provision | <p>Housing and subsequent education requirements to be confirmed via part 2 Local Plan.</p> | <p>Further dialogue as detailed proposals emerge.</p> |
| Emergency Services | <p>No known abnormal requirements.</p> | <p>Further dialogue as detailed proposals emerge.</p> |
| Waste Management | <p>No known abnormal requirements.</p> | <p>Further dialogue as detailed proposals emerge.</p> |
| Community Services | <p>To be confirmed.</p> | <p>Further dialogue as detailed proposals emerge</p> |
| Green Infrastructure | <p>Improvements to Sneinton Greenway (see also Waterside) estimated cost £250k.</p> | <p>To be negotiated as detailed proposals emerge.</p> |

| Infrastructure | Summary Assessment | Further Work |
|-----------------|--|---|
| Contamination | Some sites likely to have contamination constraints due to historic uses. Proximity to Enviroenergy, Eastcroft Energy from Waste Plant and Clinical Waste Plant. | Further assessment as site specific proposals emerge |
| Heritage Assets | Proximity to 4 Conservation Areas and several Listed Buildings. | Further dialogue with English Heritage as proposals emerge to preserve and enhance heritage assets. |
| Other | Victoria Leisure Centre Improvements. Estimated cost £9m. Sneinton Market improvements. Estimated Cost £6.8m. | Schemes are on site. |

| Indicative Assessment |
|---|
| <p>Development within the regeneration zone is expected to come forward on a phased basis on a number of sites throughout the plan period with site allocations identified within the City Council's emerging part 2 Local Plan.</p> <p>Public sector investment has/will be targeted to support transport and public realm improvements to support site specific private sector investment (for example Connecting Eastside/Sneinton Market). Proactive engagement is underway with key stakeholders/landowners via Nottingham Regeneration Limited. Although part of the zone is within Flood Zone 3, satisfactory approaches to flood risk have been successfully developed with close dialogue with the Environment Agency.</p> |

Eastside Regeneration Zone (Nottingham City) Indicative Plan



Key

■ Strategic Location

Tram route and stops

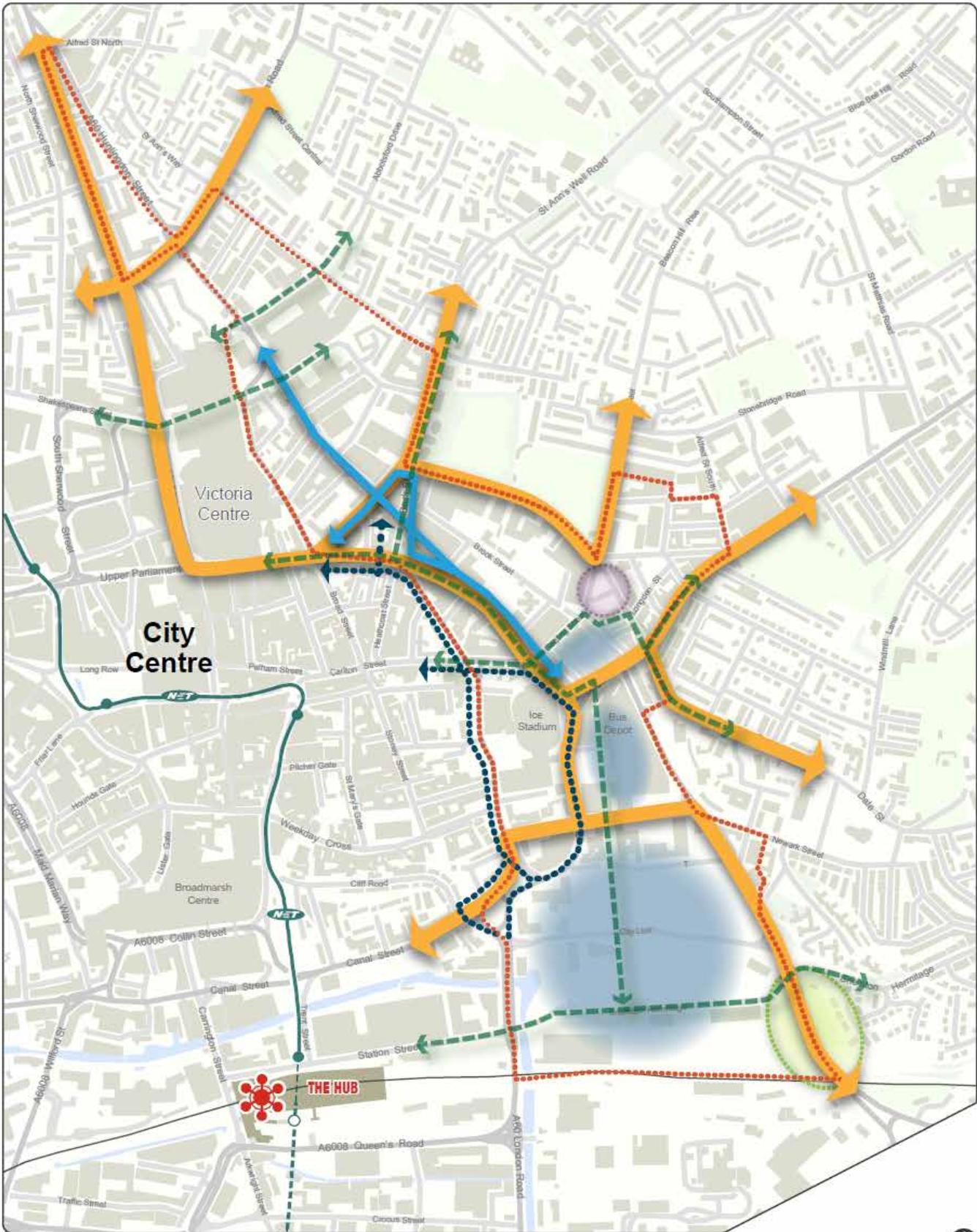
Administrative Boundary

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0 50 100 200 Meters



Eastside Regeneration Zone (Nottingham City) Indicative Plan



Key

- | | | | |
|--------------------------------|------------------------------------|-----------------------------------|---------------|
| Indicative Site Boundary | Public Realm Improvements | Connecting Eastside Phase One | NET Line One |
| Mixed use | High Frequency Bus Routes | Connecting Eastside Future Phases | NET Phase Two |
| Walking & Cycling Improvements | Enhanced Primary Pedestrian Routes | Station Hub | |

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Appendix B

Critical Infrastructure Requirements

| Nature | Infrastructure Category | LA | Strategic Site (where relevant) | Description/ Infrastructure Requirements | Progress | Est. Cost £k | Funding Secured £k | Funding Source | Lead | Timescale (years) | | |
|--------------------------------------|-------------------------|-------------------------------|--|---|--------------------------|-----------------|-----------------------|-----------------------------|---------------------|-------------------|------|-------|
| | | | | | | | | | | 0-5 | 6-10 | 10-15 |
| Critical Strategic and Site Specific | Flood Risk | BBC GBC NCC | Boots and Severn Trent Land Eastside Waterside | River Trent Left Bank Flood Alleviation Scheme | Underway | 51,000 | 51,000 | DEFR | EA | ✓ | | |
| Critical Strategic and Site Specific | Transport | BBC NCC Relevant to all | Southside Eastside Waterside Stanton Tip | NET Phase Two (Lines 2 and 3 serving the Meadows, Clifton, Beeston and Chilwell) | Underway | 570,000 | 570,000 | DFT NCC PFI | Tramlink Nottingham | ✓ | | |
| Critical Strategic and Site Specific | Transport | NCC Relevant to all | Southside | Nottingham Hub. Integrated transport hub including new station car park, station facilities and NET interchange | Underway | 67,000 | 67,000 | NR EMT NCC NsCC RHT | NR | ✓ | | |
| Critical Strategic | Transport | NCC | | Ring Road Major. Improvements to Nottingham Ring Road | Approved | 16,200 | 16,200 | DFT LTP S106 | NCC | ✓ | | |
| Critical Site Specific | Contamination | BBC NCC | Boots and Severn Trent | Site Remediation | Master planning underway | tbc | | Possibly GPF S106 HCA | Developer | | ✓ | ✓ |
| Critical Site Specific | Flood Risk | BBC | Field Farm | Site specific flood risk assessment and mitigation | Planning Application | tbc | tbc | Developer | Developer | ✓ | | |
| Critical Site Specific | Contamination | NCC | Stanton Tip | Site remediation | Master planning underway | tbc | | Direct provision | Developer | ✓ | | |

| Nature | Infrastructure Category | LA | Strategic Site (where relevant) | Description/ Infrastructure Requirements | Progress | Est. Cost £k | Funding Secured £k | Funding Source | Lead | Timescale (years) | | |
|---------------------------------------|-------------------------|-------------------------------|--|---|--|--------------|--------------------|--------------------------------|---|-------------------|------|-------|
| | | | | | | | | | | 0-5 | 6-10 | 10-15 |
| Important Strategic and Site Specific | Transport | NCC RBC Relevant to all | | A453 improvement scheme | Approved | 164,000 | 164,000 | DFT NsCC | HA | ✓ | | |
| Important Strategic | Transport | Relevant to all | | Midland Mainline Speed Improvements and Electrification | Listed as a priority scheme by Government awaiting funding approval. | Circa £500m | | Central Govt. via Network Rail | Network Rail | | ✓ | |
| Important Strategic | Transport | Relevant to all | | High Speed Rail 2 (outside of plan period but route decisions relevant to ACS) | Design Stage | 32bn | | DFT | DFT | | | |
| Important Strategic | Transport | BBC | Land in the vicinity of the proposed HS2 site at Toton | Improvements to A52 between M1 J25 and A6007 | To be reviewed as part of master-planning and detailed modelling | tbc | | tbc | Dependant on timing of development/ HS2 decisions. Potential partners, developers, BBC, HA, HS2 | ✓ | ✓ | |
| Important Strategic | Transport | Relevant to all | | Nottingham to Lincoln Rail Improvements | No commitment | tbc | | tbc | tbc | tbc | | |
| Important Strategic | Transport | Relevant to all | | Trent Resignalling. Improvements to rail signals within the Nottingham area | Underway | 105,000 | 105,000 | NR | NR | ✓ | | |
| Important Strategic | Transport | Relevant to all | | Track and line speed improvements on lines from Nottingham (to Birmingham, Leeds, Lincoln, Manchester, Norwich, Skegness and Worksop) | No commitment | tbc | tbc | tbc | NR | tbc | | |

| Nature | Infrastructure Category | LA | Strategic Site (where relevant) | Description/ Infrastructure Requirements | Progress | Est. Cost £k | Funding Secured £k | Funding Source | Lead | Timescale (years) | | |
|-------------------------|-------------------------|-------------------------------|---------------------------------|---|--|----------------|--------------------|---------------------------------|------------|-------------------|------|-------|
| | | | | | | | | | | 0-5 | 6-10 | 10-15 |
| Important Strategic | Transport | RBC NCC Relevant to all | | A52 Junction Improvements (between A6200 Derby Road and Bingham) | Planning application/ No commitment | 15,000 -18,000 | | Developer/ CIL/HA | HA | tbc | | |
| Important Strategic | Transport | BBC Relevant to all | | Junction modification/traffic management M1 junctions 25, 26 and 27 (also relevant to Erewash and Ashfield which are outside the plan area) | No commitment | tbc | | Developer/ CIL/HA | HA | tbc | | |
| Important Strategic | Transport | ABC | Rolls Royce | Access to the Rolls Royce site from the A611. Outside plan area but important to efficient operation of transport network | Design Stage | tbc | 500 | Growth Point S106 | Developers | ✓ | | |
| Important Strategic | Transport | NCC | Eastside | Connecting Eastside Phase II | Funding secured | 5,000 | 5,000 | TIF 2 | NCC | ✓ | | |
| Critical Site Specific | Transport | GBC | Gedling Colliery/Chase Farm | Gedling Access Road to facilitate development of Gedling Colliery/ Chase Farm. | In progress. Planning application summer 2014. | 32,400 | 18,000 | LTB HCA CIL NCC GBC | GBC | ✓ | ✓ | |
| Important Site Specific | Green Infrastructure | GBC | Calverton | Mitigation measures associated with prospective Special Protection Area | To be developed as part of master-planning | tbc | | S106 | GBC | | ✓ | ✓ |

Notes:

Full details of other infrastructure requirements and cost/delivery assumptions can be found in the Infrastructure Delivery Plan

Abbreviations

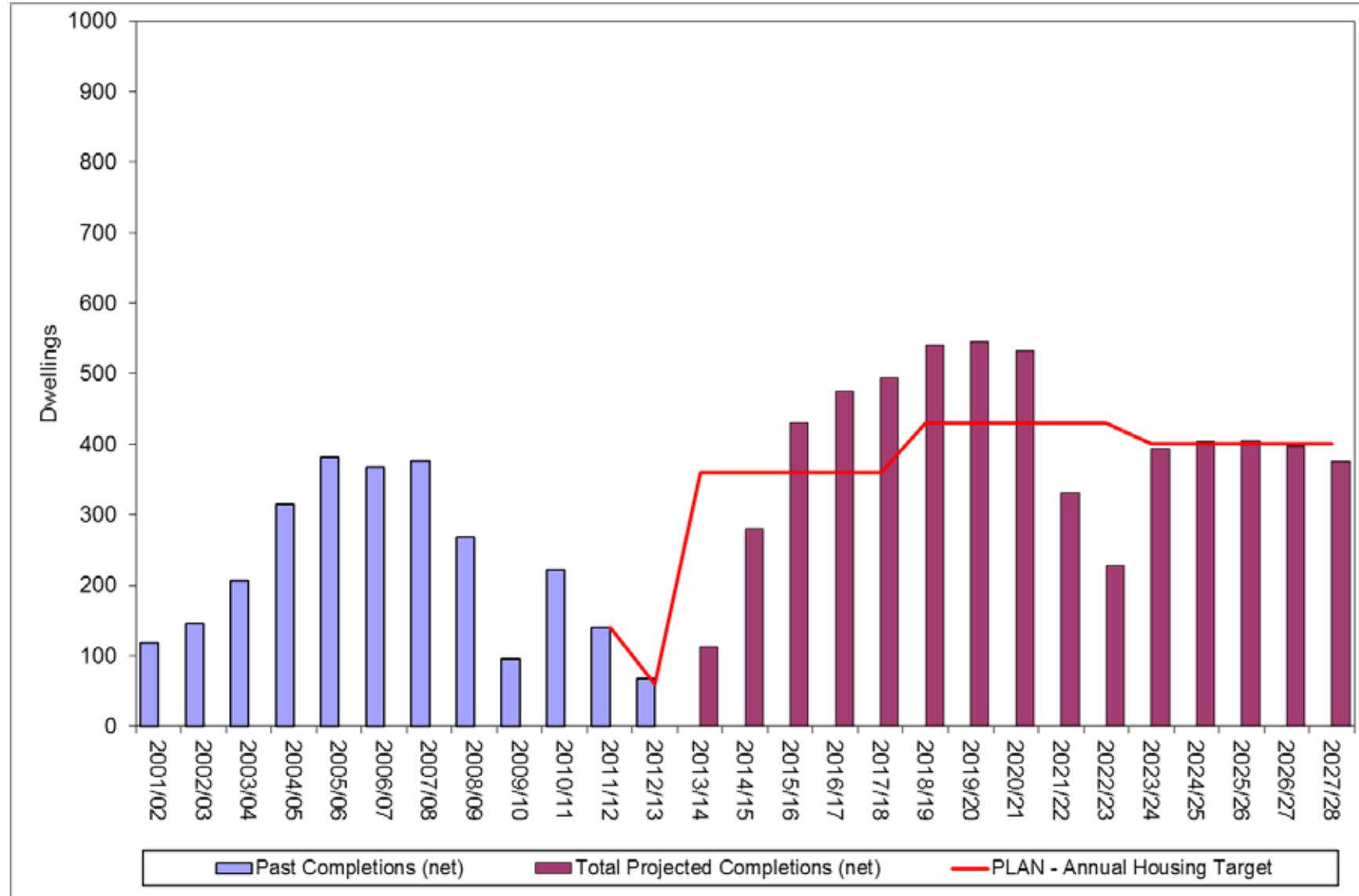
| | |
|-------|---|
| ADC | Ashfield District Council |
| BBC | Broxtowe Borough Council |
| DEFRA | Department for Environment Food and Rural Affairs |
| DFT | Department for Transport |
| EA | Environment Agency |
| EMT | East Midlands Trains |
| GBC | Gedling Borough Council |
| GP | Growth Point |
| GPF | Growing Places Fund |
| HA | Highways Agency |
| HCA | Homes and Communities Agency |
| LEP | D2N2 Local Enterprise Partnership |
| LA | Local Authority |
| LTB | Local Transport Board |
| LTP | Local Transport Plan |
| NCC | Nottingham City Council |
| NR | Network Rail |
| NsCC | Nottinghamshire County Council |
| PFI | Private Finance Initiative |
| RBC | Rushcliffe Borough Council |
| RHT | Railways Heritage Trust |

Appendix C

Housing Trajectories

Note that the graphs are not to the same scale.

Broxtowe Trajectory



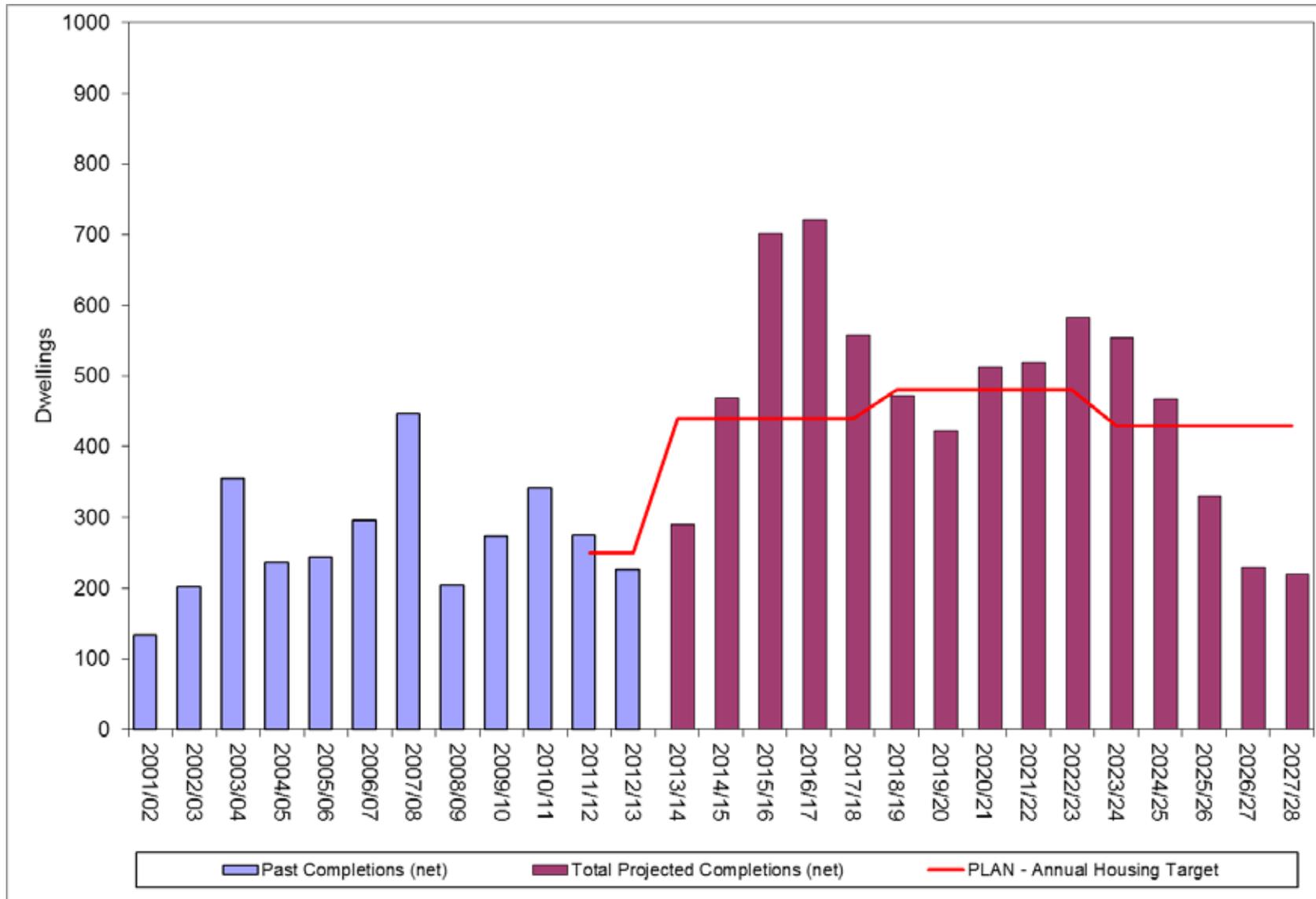
| | 2011/12 | 2012/13 | 2013/14 | 2014/15 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2011/28 |
|---|------------|------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Past Completions (net) | 140 | 67 | | | | | | | | | | | | | | | | 207 |
| Boots/Severn Trent | | | | | | | 80 | 80 | 80 | 105 | 105 | 25 | 25 | 25 | 25 | | | 550 |
| Field Farm | | | | 50 | 100 | 100 | 100 | 100 | | | | | | | | | | 450 |
| Strategic Location for Growth (Toton) | | | | | | 25 | 75 | 135 | 135 | 130 | | | | | | | | 500 |
| Awsworth allocations | | | | | | | | | | | | | 49 | 49 | 49 | 49 | 50 | 246 |
| Awsworth SHLAA sites | 1 | | 6 | 15 | 32 | 25 | 10 | 10 | 5 | | | | | | | | | 104 |
| Brinsley allocations | | | | | | | | | | | | | 21 | 22 | 22 | 22 | 22 | 109 |
| Brinsley SHLAA sites | | 2 | 7 | 3 | | | | 4 | 3 | 1 | | | | 5 | 5 | 5 | 6 | 41 |
| Eastwood allocations | | | | | | | | | | | | | 17 | 20 | 20 | 20 | 20 | 97 |
| Eastwood SHLAA sites | 98 | 18 | 13 | 91 | 137 | 125 | 141 | 58 | 83 | 82 | 29 | 3 | 35 | 35 | 35 | 35 | 35 | 1053 |
| Kimberley allocations | | | | | | | | | | | | | 37 | 37 | 37 | 37 | 38 | 186 |
| Kimberley SHLAA sites | 1 | 26 | 12 | 31 | 47 | 45 | 37 | 34 | 48 | 49 | 49 | 11 | 8 | 8 | 8 | | | 414 |
| Nottingham Urban Area allocations | | | | | | | | | | | | | 106 | 107 | 107 | 107 | 107 | 534 |
| Nottingham Urban Area SHLAA sites | 40 | 68 | 74 | 89 | 115 | 155 | 131 | 119 | 191 | 191 | 148 | 109 | 36 | 36 | 37 | 37 | 37 | 1613 |
| Other sites deliverable by 2028 (taken from Strategic Housing Land Availability) - in urban area | | | | | | | | | | | | | | | | | | 0 |
| Other sites deliverable by 2028 (taken from Strategic Housing Land Availability) - other villages | | | 1 | 1 | | | | | | | | | | | | | | 2 |
| Windfall allowance after 10 years | | | | | | | | | | | | | 60 | 60 | 60 | 60 | 60 | 300 |
| Demolitions | 0 | -47 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -47 |
| Total Projected Completions (net) | 140 | 67 | 113 | 280 | 431 | 475 | 494 | 540 | 545 | 533 | 331 | 228 | 394 | 404 | 405 | 397 | 375 | 6152 |
| Cumulative Completions | 140 | 207 | 320 | 600 | 1031 | 1506 | 2000 | 2540 | 3085 | 3618 | 3949 | 4177 | 4571 | 4975 | 5380 | 5777 | 6152 | 6152 |
| PLAN - Annual Housing Target | 140 | 60 | 360 | 360 | 360 | 360 | 360 | 430 | 430 | 430 | 430 | 430 | 400 | 400 | 400 | 400 | 400 | 6150 |
| PLAN - Housing Target (cumulative) | 140 | 200 | 560 | 920 | 1280 | 1640 | 2000 | 2430 | 2860 | 3290 | 3720 | 4150 | 4550 | 4950 | 5350 | 5750 | 6150 | 6150 |
| MONITOR - No. dwellings above or below cumulative housing target | 0 | 7 | -240 | -320 | -249 | -134 | 0 | 110 | 225 | 328 | 229 | 27 | 21 | 25 | 30 | 27 | 2 | 2 |
| MANAGE - Annual housing target taking account of past/projected completions | 362 | 376 | 396 | 416 | 427 | 427 | 422 | 415 | 401 | 383 | 362 | 367 | 395 | 395 | 392 | 385 | 373 | -2 |

Footnotes:

There are a greater number of developable sites in the main built up area and Eastwood than shown for the 6-10 tranche years; however in-line with the advice from G L Hearn a more realistic expected delivery of these additional sites is likely to be the 11-15 year tranche.

The Trajectory represents the situation at a particular point in time and is updated annually through the Council's Housing Land Availability Reports.

Gedling Trajectory



| | 2011/12 | 2012/13 | 2013/14 | 2014/15 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | 2027/28 | TOTAL |
|--|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|-------|
| Past Completions (net) | 275 | 227 | | | | | | | | | | | | | | | | 502 |
| Urban area (Arnold and Carlton) | 183 | 199 | 253 | 272 | 321 | 312 | 175 | 150 | 141 | 132 | 81 | 55 | 40 | 81 | 11 | 1 | | 2407 |
| Teal Close | | | | | 104 | 104 | 104 | 104 | 82 | 83 | 83 | 83 | 83 | | | | | 830 |
| Gedling Colliery/Chase Farm | | | | | | | | | | | | 100 | 100 | 100 | 100 | 100 | 100 | 600 |
| North of Papplewick Lane | | | | 15 | 60 | 90 | 90 | 45 | | | | | | | | | | 300 |
| Top Wighay Farm | | | | | 30 | 50 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 20 | | 1000 |
| Bestwood Village | 30 | 2 | 21 | | 10 | 65 | 56 | 50 | 50 | 50 | 90 | 90 | 90 | 90 | 90 | 90 | 97 | 971 |
| Calverton | 16 | 3 | 25 | 234 | 301 | 256 | 116 | 94 | 78 | 135 | 275 | 275 | 224 | 190 | 40 | 40 | 40 | 2342 |
| Ravenshead | 42 | 15 | 13 | 120 | 81 | 19 | 0 | 6 | 42 | 75 | 60 | 60 | 36 | | | | | 569 |
| Other villages | 4 | 8 | 14 | 25 | 8 | 9 | 13 | | 30 | 140 | 99 | 76 | 40 | 20 | 20 | | | 506 |
| Windfall allowance after 10 years | | | | | | | | | | | | | 40 | 40 | 40 | 40 | 48 | 208 |
| Demolitions | | | | | | | | | | | | | | | | | | 0 |
| Total Projected Capacity (net) | 0 | 0 | 326 | 666 | 915 | 905 | 654 | 549 | 523 | 715 | 788 | 839 | 753 | 621 | 401 | 291 | 285 | 9231 |
| Total Projected Completions (net) | 0 | 0 | 290 | 468 | 701 | 721 | 558 | 472 | 423 | 513 | 520 | 582 | 554 | 467 | 330 | 230 | 219 | 7048 |
| Cumulative Completions | 275 | 502 | 792 | 1260 | 1961 | 2682 | 3240 | 3712 | 4135 | 4648 | 5168 | 5750 | 6304 | 6771 | 7101 | 7331 | 7550 | 7550 |
| PLAN - Annual Housing Target | 250 | 250 | 440 | 440 | 440 | 440 | 440 | 480 | 480 | 480 | 480 | 480 | 430 | 430 | 430 | 430 | 430 | 7250 |
| PLAN - Housing Target (cumulative) | 250 | 500 | 940 | 1380 | 1820 | 2260 | 2700 | 3180 | 3660 | 4140 | 4620 | 5100 | 5530 | 5960 | 6390 | 6820 | 7250 | |
| MONITOR - No. dwellings above or below cumulative housing target | 25 | 2 | -148 | -120 | 141 | 422 | 540 | 532 | 475 | 508 | 548 | 650 | 774 | 811 | 711 | 511 | 300 | |
| MANAGE - Annual housing target taking account of past/projected completions | 426 | 436 | 450 | 461 | 461 | 441 | 415 | 401 | 393 | 389 | 372 | 347 | 300 | 237 | 160 | 75 | -81 | -300 |

Footnotes:

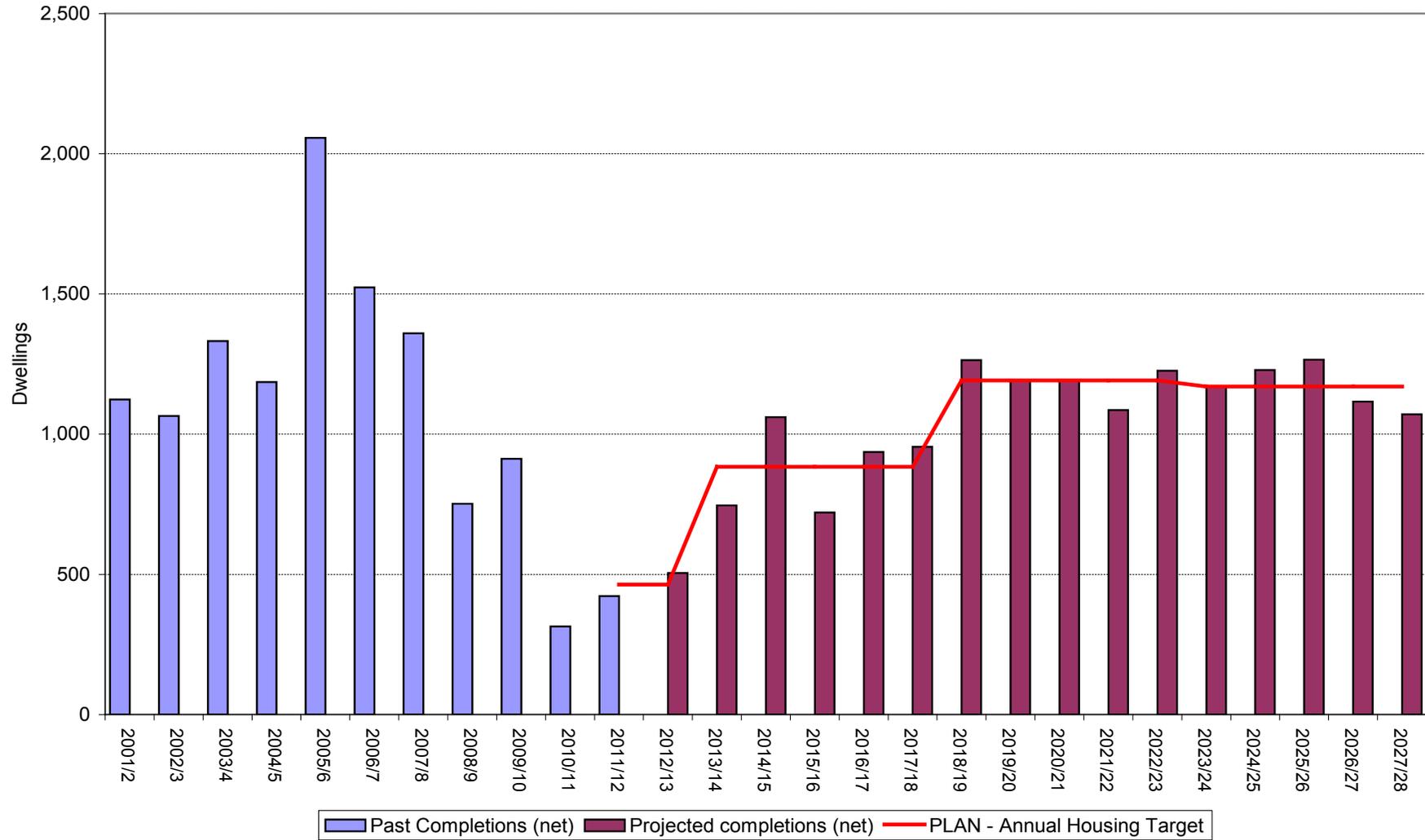
All suitable sites have been included to give a theoretical maximum number of dwellings that can be provided in Gedling Borough.

The annual projected completions for the villages for 2013-2028 have been reduced to provide annual projections to deliver the housing figures as set out in Policy 2.3

c) v, vi, vii and Policy 2.3 d).

The Trajectory represents the situation at a particular point in time and is updated annually through the Council's Housing Land Availability Reports.

Nottingham City Trajectory



| | 2011/12 | 2012/13 | 2013/14 | 2014/15 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2011/28 |
|---|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Past Completions (net) | 422 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 422 |
| Waterside (3,000) | | | | | | | 6 | 35 | 29 | 30 | 162 | 308 | 303 | 500 | 677 | 508 | 427 | 2,985 |
| Boots Campus (600) | | | | | | | | | | 100 | 100 | 100 | 100 | 100 | 100 | | | 600 |
| Stanton Tip (500) | | | | | | | | | | 41 | 62 | 62 | 62 | 63 | 63 | 63 | 84 | 500 |
| Other sites deliverable by 2028 (taken from Strategic Housing Land Availability Assessment) | | 744 | 1,014 | 1,348 | 898 | 867 | 879 | 1,159 | 1,093 | 950 | 642 | 636 | 554 | 415 | 276 | 395 | 400 | 12,271 |
| Windfall allowance | | | | | | 100 | 100 | 100 | 100 | 100 | 150 | 150 | 180 | 180 | 180 | 180 | 190 | 1,710 |
| Demolitions | | -239 | -269 | -288 | -178 | -30 | -30 | -30 | -30 | -30 | -30 | -30 | -30 | -30 | -30 | -30 | -30 | -1,334 |
| Projected completions (net) | - | 505 | 745 | 1,060 | 720 | 937 | 955 | 1,264 | 1,192 | 1,191 | 1,086 | 1,226 | 1,169 | 1,228 | 1,266 | 1,116 | 1,071 | 16,732 |
| Cumulative Completions | 422 | 927 | 1,672 | 2,733 | 3,453 | 4,390 | 5,344 | 6,609 | 7,801 | 8,992 | 10,078 | 11,304 | 12,473 | 13,701 | 14,967 | 16,083 | 17,154 | 17,154 |
| PLAN - Annual Housing Target | 475 | 475 | 880 | 880 | 880 | 880 | 880 | 1,190 | 1,190 | 1,190 | 1,190 | 1,190 | 1,170 | 1,170 | 1,170 | 1,170 | 1,170 | 17,150 |
| PLAN - Housing Target (cumulative) | 475 | 950 | 1,830 | 2,710 | 3,590 | 4,470 | 5,350 | 6,540 | 7,730 | 8,920 | 10,110 | 11,300 | 12,470 | 13,640 | 14,810 | 15,980 | 17,150 | 17,150 |
| MONITOR - No. dwellings above or below cumulative housing target | -53 | -23 | -158 | 23 | -137 | -80 | -6 | 69 | 71 | 72 | -32 | 4 | 3 | 61 | 157 | 103 | 4 | 4 |
| MANAGE - Annual housing target taking account of past/projected completions | 1,009 | 1,046 | 1,082 | 1,106 | 1,109 | 1,141 | 1,160 | 1,181 | 1,171 | 1,169 | 1,165 | 1,179 | 1,169 | 1,169 | 1,150 | 1,091 | 1,067 | - |

Footnotes:

Although the deliverable sites are those included in the Strategic Housing Land Availability Assessment (SHLAA), other sites may be identified in the course of the preparation of the Local Plan (Land and Planning Policies document). Likewise, the Local Plan preparation process may result in some of the SHLAA sites not being taken forward as allocations.

Purpose-built student units (dwellings) are included in the figures, including the Aligned Core Strategies strategic allocation, in line with current Department for Communities and Local Government definitions.

Although windfall sites are not included until after the first ten years, it is very likely, based on the City's past performance, that a significant number of windfall sites will come forward and be developed before then. This will provide a contingency against lack of delivery of housing on other sites.

The Trajectory represents the situation at a particular point in time and is updated annually through the Council's Housing Land Availability Reports.

Appendix D

Summary of Sustainable Community Strategies

The matrix below presents the identified issues and themes for each Council's Sustainable Community Strategies priorities. Where ticks (ü) are shown, this indicates that the issue is complemented in delivery of the associated Aligned Core Strategies policy.

| Sustainable Community Strategies and Community Strategy Identified Priority | Aligned Core Strategies Policies | | | | | | | | | | | | | | | | | | |
|--|----------------------------------|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| Broxtowe Borough Council | | | | | | | | | | | | | | | | | | | |
| Community Safety | | | | | | | | | | ü | | | | | | | | | |
| Community Relations | | | | | | | | | ü | | | | | | | | | | |
| Children and Young People | | | | | | | | | | | | | | | | | | | |
| Healthy Living | | | | | | | | ü | | ü | | ü | ü | | | ü | | | |
| Employment | | ü | | ü | | ü | ü | | | | | ü | | | | | | | |
| The Environment | ü | | ü | | | | | | | ü | | | | ü | ü | ü | ü | | |
| Housing | | | | | | | | ü | | | | | | | | | | | |
| Gedling Borough Council | | | | | | | | | | | | | | | | | | | |
| A place of safe and strong communities | | | | | | | ü | ü | | ü | | ü | | | | | | | |
| A place where people are treated fairly and have the opportunity to get involved | | ü | | | | | | | | | | ü | | | | | | ü | ü |
| A place where we take care of our environment | ü | | ü | | | | | | | | ü | | | ü | | ü | ü | | |
| A place where people can lead a healthy and active lifestyle | | | | | | | | | | | | ü | ü | | | ü | | | |
| A place that contributes to a vibrant and prosperous Greater Nottingham | | | | ü | ü | ü | | | | | | | | | ü | | | | |

| | Aligned Core Strategies Policies | | | | | | | | | | | | | | | | | | |
|---|----------------------------------|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|
| Sustainable Community Strategies and Community Strategy Identified Priority | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| Nottinghamshire County Council | | | | | | | | | | | | | | | | | | | |
| A Safer Nottinghamshire | | | | | | | | | | ✓ | | | | | | | | | |
| Making Nottinghamshire's Communities Stronger | | | | | | | | | ✓ | | | | | | | | | | |
| A place where Nottinghamshire's children achieve their full potential | | | | | | | | | | ✓ | | ✓ | | | | ✓ | | | |
| A healthier Nottinghamshire | | | | | | | | ✓ | | ✓ | | ✓ | ✓ | | | ✓ | | | |
| A more prosperous Nottinghamshire | | ✓ | | ✓ | | ✓ | ✓ | | | | | ✓ | | | | | | | |
| A greener Nottinghamshire | ✓ | | ✓ | | | | | | | ✓ | | | | ✓ | ✓ | ✓ | ✓ | | |

Appendix E

Saved Policies from Adopted Local Plans

Broxtowe Borough Council

| Policy | Saved? | Reason |
|--|--------|--|
| K4 Town Centres | Yes | No full replacement policy in the ACS. |
| K5 The Environment (Green Belt) | Yes | No full replacement policy in the ACS. |
| E1 Good Design | No | Covered by ACS Policy 10 (Design and Enhancing Local Identity). |
| E2 Energy-efficient design and layout | No | Covered by ACS Policy 1 (Climate Change). |
| E3 Development within Conservation Areas | No | Covered by ACS Policy 11 (The Historic Environment). |
| E8 Development in the Green Belt | Yes | No full replacement policy in the ACS. |
| E12 Protected Open Areas | Yes | No replacement policy in the ACS. |
| E13 Prominent Areas for Special Protection | Yes | No replacement policy in the ACS. |
| E14 Mature Landscape Areas | Yes | No replacement policy in the ACS. |
| E16 Local Wildlife Sites | Yes | No full replacement policy in the ACS. |
| E19 Other Nature Conservation Resources | No | Covered by ACS Policy 17 (Biodiversity). |
| E23 Greenwood Community Forest | No | Covered by ACS Policy 16 (Green Infrastructure, Parks and Open Space). |
| E24 Trees, hedgerows and Tree Preservation Orders | Yes | No replacement policy in the ACS. |
| E25 Renewable Energy Development | No | Covered by ACS Policy 1.6 (Climate Change: Stand Alone Energy Generation). |
| E26 Pollution | Yes | No replacement policy in the ACS. |
| E27 Protection of Groundwater | Yes | No replacement policy in the ACS. |
| E29 Contaminated Land | Yes | No replacement policy in the ACS. |
| E31 Gassing Landfill sites | Yes | No replacement policy in the ACS. |

| Policy | Saved? | Reason |
|---|---------------|--|
| E32 Hazardous substances, hazardous installations and major hazard pipelines | Yes | No replacement policy in the ACS. |
| E33 Light Pollution | Yes | No replacement policy in the ACS. |
| E34 Control of Noise Nuisance | Yes | No replacement policy in the ACS. |
| E35 Telecommunications | Yes | No replacement policy in the ACS. |
| H1 New Housing Sites | Yes | No replacement policy in the ACS. |
| H2 Phasing of Housing | No | Phase 2 released (Cabinet 04.09.07) |
| H3 Housing Type and Size | No | Covered by ACS Policy 8 (Housing Size, Mix and Choice). |
| H4 Subdivision or Adaptation of Existing Buildings | Yes | No replacement policy the in ACS. |
| H5 Affordable Housing | Yes | No full replacement policy in the ACS. |
| H6 Density of Housing Development | Yes | No full replacement policy in the ACS. |
| H7 Land Not Allocated for Housing Purposes | Yes | No replacement policy in the ACS. |
| H8 Businesses in Residential Areas and Properties | Yes | No replacement policy in the ACS. |
| H9 Domestic Extensions | Yes | No replacement policy in the ACS. |
| H10 Extensions for Dependent Relatives | Yes | No replacement policy in the ACS. |
| H11 Minor Development | Yes | No replacement policy in the ACS. |
| H12 Loss of Residential Accommodation | Yes | No replacement policy in the ACS. |
| H13 Sites for Gypsies and Travelling Showpeople | No | Covered by ACS Policy 9 (Gypsies, Travellers and Travelling Showpeople). |
| EM1 New Employment Sites | Yes | No replacement policy in the ACS. |

| Policy | Saved? | Reason |
|---|---------------|--|
| EM2 Protection of Employment Land and Premises | No | Covered by ACS Policy 4 (Employment Provision and Economic Development). |
| EM3 Expansion/Redevelopment of Existing Employment Premises | Yes | No replacement policy in the ACS. |
| T1 Developers' Contributions to Integrated Transport Measures | Yes | No full replacement policy in the ACS. |
| T2 Improvements to Bus Facilities | No | Covered by ACS Policy 14 (Managing Travel Demand). |
| T3 Bus Facilities in New Development | No | Covered by ACS Policy 14 (Managing Travel Demand). |
| T4 Park-and-Ride Facilities | Yes | No full replacement policy in the ACS. |
| T5 South Notts Rail Network | Yes | No full replacement policy in the ACS. |
| T6 Nottingham Express Transit | Yes | No full replacement policy in the ACS. |
| T7 Cycling Routes and Facilities | No | Covered by ACS Policy 14 (Managing Travel Demand). |
| T9 Pedestrian Routes and Facilities | No | Covered by ACS Policy 14 (Managing Travel Demand). |
| T10 Proposed Road Schemes | Yes | No replacement policy in the ACS. |
| T11 Guidance for Parking Provision | Yes | No replacement policy in the ACS. |
| T12 Facilities for People with Limited Mobility | Yes | No replacement policy in the ACS. |
| S1 Shopping and Associated Uses Within Town Centres | Yes | No full replacement policy in the ACS. |
| S2 Sites for Retail and Associated Development | Yes | No replacement policy in the ACS. |
| S3 Retail and Associated Development in Locations Outside Town Centres | Yes | No full replacement policy in the ACS. |
| S4 Prime Shopping Frontages | Yes | No replacement policy in the ACS. |

| Policy | Saved? | Reason |
|--|---------------|---|
| S5 Local Shopping Development | Yes | No replacement policy in the ACS. |
| S6 Protection of Local Shopping | Yes | No replacement policy in the ACS. |
| S7 Food and Drink Retailing Outside Town Centres | Yes | No replacement policy in the ACS. |
| S8 Shop front Design | Yes | No replacement policy in the ACS. |
| S9 Security Measures | Yes | No replacement policy in the ACS. |
| S10 Shop front Signage | Yes | No replacement policy in the ACS. |
| RC1 Leisure Facilities | Yes | No full replacement policy in the ACS. |
| RC2 Community and Education Facilities | Yes | No full replacement policy in the ACS. |
| RC3 Community and Education Facilities: Safeguarded Sites | Yes | No replacement policy in the ACS. |
| RC4 Developers' Contributions to Education & Community Facilities | No | Covered by ACS Policy 19 (Developer Contributions). |
| RC5 Protection of Open Spaces | Yes | No replacement policy in the ACS. |
| RC6 Open Space: Requirements for New Developments | Yes | No replacement policy in the ACS. |
| RC7 New Playing Fields | Yes | No replacement policy in the ACS. |
| RC8 New Informal Open Space | Yes | No replacement policy in the ACS. |
| RC9 Contributions for Maintenance of Open Spaces | No | Covered by ACS Policy 19 (Developer Contributions). |
| RC10 Allotments | Yes | No replacement policy in the ACS. |
| RC11 Cemetery Extensions | Yes | No replacement policy in the ACS. |

| Policy | Saved? | Reason |
|--|---------------|-----------------------------------|
| RC12 Caring Institutions | Yes | No replacement policy in the ACS. |
| RC13 Day Nurseries | Yes | No replacement policy in the ACS. |
| RC14 Footpaths, Bridleways and Cycle Routes | Yes | No replacement policy in the ACS. |
| RC15 Long Distance Trails | Yes | No replacement policy in the ACS. |
| RC16 Greenways | Yes | No replacement policy in the ACS. |
| RC17 Outdoor Recreation Pursuits | Yes | No replacement policy in the ACS. |
| RC18 Tourism Facilities including Hotels | Yes | No replacement policy in the ACS. |

Gedling Borough Council

| Policy | Saved? | Reason |
|--|--------|--|
| ENV1 Development Criteria | Yes | Require amenity criteria b) – will not be replaced by ACS. |
| ENV2 Landscaping | No | Addressed by ACS |
| ENV3 Development on Contaminated Land | Yes | No replacement policy in ACS |
| ENV4 Unstable Land | | Not Saved |
| ENV5 Renewable Energy | Yes | Amenity and Green Belt issues not covered by NPPF or ACS |
| ENV6 Energy Efficiency | | Not Saved |
| ENV7 Development where hazardous substances are to be used or stored | Yes | No replacement policy in ACS |
| ENV8 Development affecting hazardous substances sites | Yes | No replacement policy in ACS |
| ENV9 Noise generating development | | Not Saved |
| ENV10 Noise sensitive development | | Not Saved |
| ENV11 Pollution generating development | Yes | No replacement policy in ACS |
| ENV12 Telecommunications development | No | NPPF (paras 42-46) applies |
| ENV13 Demolition in Conservation Areas | No | NPPF (paras 132-141) applies |
| ENV14 Change of Use of a Building in a Conservation Area | Yes | Policy guidance goes beyond that contained within NPPF |
| ENV15 New Development in a Conservation Area | Yes | Policy guidance goes beyond that contained within NPPF |
| ENV16 Old Woodthorpe SCA | Yes | No replacement policy in ACS – likely to be covered by part 2 Local Plan |

| Policy | Saved? | Reason |
|---|--------|---|
| ENV17 Ravenshead SCA | Yes | No replacement policy in ACS – likely to be covered by part 2 Local Plan |
| ENV18 Demolition of a Listed Building | No | NPPF (paras 132-141) applies |
| ENV19 Extension or alteration of a Listed Building | No | NPPF (paras 132-141) applies |
| ENV20 Change of use of a Listed Building | No | NPPF (paras 132-141) applies |
| ENV21 Setting of a Listed Building | No | NPPF (paras 132-141) applies |
| ENV22 Local Interest Buildings | Yes | While this is covered by the NPPF (paras 132-141) the associated list of local interest buildings need to be saved until replaced by an updated list in the part 2 Local Plan |
| ENV23 Archaeological Sites of national importance | | Not Saved |
| ENV24 Other sites of archaeological importance | | Not Saved |
| ENV25 Registered Parks and Gardens | Yes | While NPPF (paras 132-141) covers this, the situation with the associated areas identified on the Policies Map needs to be retained until shown on the Policies Map. |
| ENV26 Control over Development in the Green Belt | No | NPPF (paras 79-92) applies |
| ENV27 Re-use of buildings in the Green Belt | | Not Saved |
| ENV28 Extensions to dwellings or limited Residential Curtilage Buildings in the Green Belt | Yes | No replacement policy in ACS – likely to be covered by part 2 Local Plan |

| Policy | Saved? | Reason |
|---|---------------|--|
| ENV29 Replacement Dwellings in the Green Belt | Yes | No replacement policy in ACS – likely to be covered by part 2 Local Plan |
| ENV30 Development within defined infill boundaries of green belt wash villages | Yes | No replacement policy in ACS – likely to be covered by part 2 Local Plan |
| ENV31 safeguarded land | Yes | Those areas not allocated through the ACS will require protection until future is considered through part 2 Local Plan |
| ENV32 protection of the ridgelines/urban fringe | Yes | Protection will be required until a replacement policy is considered through the part 2 Local Plan |
| ENV33 Agricultural Land | | Not Saved |
| ENV34 Habitat protection and enhancement | | Not Saved |
| ENV35 National Nature conservation designations | Yes | Policy will be saved to ensure that areas are identified on Policies Map. Policy accords with NPPF (para 118). |
| ENV36 local nature conservation designations | Yes | Protection will be required until a replacement policy is considered through the part 2 Local Plan |
| ENV37 Mature Landscape areas | Yes | Protection will be required until a replacement policy is considered through the part 2 Local Plan |
| ENV38 Protected Species | | Not Saved |
| ENV39 Landscape features of importance for nature conservation | | Not Saved |
| ENV40 river environment | Yes | Protection will be required until a replacement policy is considered through the part 2 Local Plan |
| ENV41 Flooding | | Not Saved |

| Policy | Saved? | Reason |
|---|---------------|--|
| ENV42 Aquifer Protection | Yes | Protection will be required until a replacement policy is considered through the part 2 Local Plan |
| ENV43 Greenwood Community Forest | Yes | A statement of the intention to negotiate additional woodland |
| ENV44 Gedling Colliery Park | Yes | Protection will be required until the future of the former colliery site is finalised |
| ENV45 Ancient Woodlands | Yes | No replacement policy in ACS – likely to be covered by part 2 Local Plan |
| ENV46 Amenity and Commercial Woodlands | | Not Saved |
| ENV47 Tree Preservation Orders | No | Covered by separate legislation |
| ENV48 Hedgerow Protection | No | Covered by separate legislation |
| H1 Housing Provision | | Not Saved |
| H2 Distribution of Residential Development | Yes | Required to retain supporting text and enable Development Briefs adopted as SPDs to 'hang off' |
| H3 Land at Former Gedling Colliery and Chase Farm | No | Development Brief adopted for site to guide development. |
| H4 Stockings Farm | No | Development underway |
| H5 Teal Close/North of Victoria Park | No | Teal Close is included as a strategic allocation in ACS and a planning application approved. |
| H6 Top Wighay Farm | No | Development Brief adopted for site to guide development. |
| H7 Residential Development on Unidentified Sites Within the Urban area and Defined Village Envelopes | Yes | Policy to guide development of windfall sites. Likely to be replaced through part 2 Local Plan |

| Policy | Saved? | Reason |
|---|---------------|---|
| H8 Residential Density | Yes | Policy to guide development of windfall sites. Likely to be replaced through part 2 Local Plan |
| H9 Replacement Dwellings | | Not Saved |
| H10 Extensions | Yes | Likely to be replaced through part 2 Local Plan |
| H11 Conversions and Change of Use to Residential | Yes | Likely to be replaced through part 2 Local Plan |
| H12 Living Over the Shop | | Not Saved |
| H13 Residential Homes | Yes | Likely to be replaced through part 2 Local Plan |
| H14 Houses in Multiple Occupation | Yes | Likely to be replaced through part 2 Local Plan |
| H15 Comprehensive Development | Yes | Safeguards allocated sites from piecemeal development |
| H16 Design of Residential Development | No | Replaced by Policy 10 of ACS |
| H17 Visitability | | Not Saved |
| H18 Affordable Housing | No | Policy to guide development of windfall sites. Likely to be replaced through part 2 Local Plan. Adopted SPD on Affordable Housing – this will need to ‘hang off’ ACS Policy 8 |
| S1 Retailing in Shopping Centres | Yes | Includes criteria which will not be replaced by the ACS |
| S2 Non-Retail Uses in District Shopping centres | Yes | Includes criteria which will not be replaced by the ACS |
| S3 Use of Upper Floors in Shopping Areas | Yes | Includes criteria which will not be replaced by the ACS |
| S4 Environmental Improvements | Yes | Includes criteria which will not be replaced by the ACS |
| S5 Arnold Town Centre | Yes | Includes criteria which will not be replaced by the ACS |
| S6 Arnold Secondary Shopping Area | Yes | Includes criteria which will not be replaced by the ACS |

| Policy | Saved? | Reason |
|---|---------------|---|
| S7 Carlton Square | Yes | Includes criteria which will not be replaced by the ACS |
| S8 Mapperley Plains | Yes | Includes criteria which will not be replaced by the ACS |
| S9 Netherfield | Yes | Includes criteria which will not be replaced by the ACS |
| S10 Local Shopping Centres | No | ACS Policy 6 applies |
| S11 Retail Development Outside Shopping Centres | No | NPPF (para 24-27) applies |
| S12 Retail Development Outside of District, Local and Town Centres | No | NPPF (para 24-27) applies |
| S13 Local Day-to-Day Shopping Needs | No | NPPF (para 24-27) applies |
| S14 Food & Drink Uses | | Not Saved |
| S15 Petrol Filling Stations | | Not Saved |
| S16 Design of Shop Fronts | Yes | Includes criteria which will not be replaced by the ACS |
| S17 Security Shutters | Yes | Includes criteria which will not be replaced by the ACS |
| E1 Allocation of Employment Land | Yes | Will be replaced by part 2 Local Plan |
| E2 Proposed Mix Use at Hillcrest Park Calverton | Yes | Retain until development fully complete |
| E3 Retention of Employment | Yes | Includes criteria which will not be replaced by the ACS |
| E4 Employment Development on Unallocated Sites | Yes | Includes criteria which will not be replaced by the ACS |
| E5 Expansion of Existing Employment Uses not in the Green Belt | Yes | Includes criteria which will not be replaced by the ACS |

| Policy | Saved? | Reason |
|---|--------|--|
| E6 Business/Working from Home in Residential Areas | | Not Saved |
| E7 Employment Development in Rural Settlements | | Not Saved |
| E8 Redevelopment of Calverton Colliery | | Not Saved |
| E9 Rural Employment Diversification | Yes | Includes criteria which will not be replaced by the ACS |
| E10 Inappropriate Employment Sites | | Not Saved |
| E11 Office Development Outside Shopping Centres | Yes | Includes criteria which will not be replaced by the ACS |
| T1 Transport Developments – Developer Contributions | No | Covered by ACS Policy 19 |
| T2 New Developments – Sustainable Transport | | Not Saved |
| T3 Proposed Transport Schemes | No | Covered by Infrastructure Delivery Plan and ACS Policy 19 |
| T4 Park & Ride | Yes | Subject to confirmation of final decisions re: Top Wighay Farm and Gedling Colliery/Chase Farm |
| T5 Traffic Management | | Not Saved |
| T6 Pedestrian Improvements | | Not Saved |
| T7 Pedestrian Movements | | Not Saved |
| T8 Cycle Facilities | | Not Saved |
| T9 Cycle Routes | Yes | Links to identified routes on Policies Map – likely to be covered by part 2 Local Plan |

| Policy | Saved? | Reason |
|--|--------|--|
| T10 Highway Design and Parking Guidelines | Yes | Gedling Borough Parking Provision for Residential Developments SPD adopted |
| T11 Trentside Path | Yes | Subject to review of progress with the LBFAS |
| T12 Public Rights of Way | | Not Saved |
| C1 Community Services General Principles | Yes | Adjoining amenity is not sufficiently addressed by ENV1 |
| C2 Community Facilities for New Development | No | Covered by ACS Policy 12 |
| C3 Nursery Facilities | Yes | Includes criteria which will not be replaced by the ACS |
| C4 Loss of Community Facilities | Yes | Includes criteria which will not be replaced by the ACS |
| R1 Protection of Open Space | Yes | Required to be identified on the Policies Map |
| R2 Accessible Public Open Space | Yes | Includes criteria which will not be replaced by the ACS |
| R3 Provision of Open Space with New Residential Development | Yes | Subject to final wording of the policy and Open Space SPD to 'hang off' ACS policy |
| R4 Golf Courses | Yes | Includes criteria which will not be replaced by the ACS |
| R5 Allotments | No | Covered by ACS Policy 16 |
| R6 Indoor Leisure Facilities | | Not Saved |
| R7 Sherwood Community Forest | Yes | Includes criteria which will not be replaced by the ACS |
| R8 Tourist Accommodation | Yes | Includes criteria which will not be replaced by the ACS |
| R9 Recreational Routes | | Not Saved |
| R10 Equestrian Development | Yes | Includes criteria which will not be replaced by the ACS |

| Policy | Saved? | Reason |
|--|--------|---|
| R11 Keeping of Horses and Construction of Small Stables | Yes | Includes criteria which will not be replaced by the ACS |
| R12 Recreational Value of Watercourses | | Not Saved |

Nottingham City Council

| Policy | Saved? | Reason |
|---|--------|---|
| ST1 Sustainable Communities | Yes | Links to the Building Balanced Communities Supplementary Planning Document (BBC SPD) |
| ST2 A Successful Economy | No | Different language used but essentially captured by ACS Policy 4 and National Planning Policy Framework (NPPF) |
| ST3 City Centre | No | Different language used but essentially captured by ACS Policy 5 |
| ST4 Integration Of Planning And Transport Policies | No | Sufficiently covered by ACS policy. An explicit link with the Local Transport Plan (LTP) is not stated in ACS Policy, though the principle is reaffirmed in ACS Policies 13 (in ref to 'significant' travel demand generation), 8 (ref housing) and 11 (Community facilities). |
| H1 New Housing Development | Yes | Not covered by ACS Policy/NPPF. There are some allocated sites which haven't been totally developed. Also, links to the BBC SPD |
| H2 Density | Yes | ACS Policy 8 refers to density as a general criteria Though not an issue in NPPF |
| H3 Appropriate Housing Types | No | 'Generally' covered by ACS Policy 8 |
| H5 Affordable Housing | Yes | Not covered by ACS Policy or NPPF. CS suggests will be carried forward by LPA. Also, links to the BBC SPD |
| H6 Student Housing | Yes | Not covered by ACS Policy or NPPF. Also, Links to the BBC SPD |
| H7 Inappropriate Uses In Residential Areas | Yes | Not covered by ACS Policy or NPPF |
| H8 Residential Homes And Hostels | Yes | Not covered by ACS Policy or NPPF. |

| Policy | Saved? | Reason |
|--|---------------|--|
| H9a Travellers | No | Covered by ACS Policy 9 |
| H9b Travellers | No | Covered by ACS Policy 9 |
| H9c Travellers | Yes | Not covered by ACS Policy |
| E1 Strategic High Quality Employment Sites | Yes | There are some allocated sites which haven't been totally developed. |
| E2 Industrial Development / Expansion And Restructuring | Yes | There are some allocated sites which haven't been totally developed. |
| E3 Major Business Parks / Industrial Estates | Yes | Partially covered by ACS Policy |
| E4 Regeneration Of Previously-Used Employment Sites And Employment Premises | Yes | Partially covered by ACS Policy 4 (9) |
| MU1 Mixed Use Sites In The City | Yes | There are some allocated sites which haven't been totally developed. |
| MU2 Southside Regeneration Zone | No | Covered by ACS Policy 7 |
| MU3 Southside Regeneration Zone - Mixed Use Sites | Yes | There are some allocated sites which haven't been totally developed. |
| MU4 Eastside Regeneration Zone | No | Generally covered by ACS Policy 7(1) Though 4c, d & e not fully covered |
| MU5 Eastside Regeneration Zone – Mixed Use Sites | Yes | There are some allocated sites which haven't been totally developed. |
| MU6 Waterside Regeneration Zone | No | Generally covered by ACS Policy 7(1) |
| MU7 Waterside Regeneration Zone – Mixed Use Sites | Yes | There are some allocated sites which haven't been totally developed |
| MU8 Rest Of The City – Mixed Use Sites | Yes | There are some allocated sites which haven't been totally developed |

| Policy | Saved? | Reason |
|---|---------------|--|
| MU9 Stanton Tip | No | Partially/generally covered by ACS Policy 7(1) |
| S1 New Retail Development In The City Centre | Yes | Generally covered by ACS 5/NPPF/IRPG |
| S2 Major Retail Developments And Extensions To The Broadmarsh Centre | Yes | |
| S3 Retail Or Mixed Use Development On A Site Adjoining The Victoria Centre | Yes | |
| S4 Retail Or Mixed Use Development In Town And Local Centres | Yes | |
| S5 New Retail Development On The Edge Of Or Outside Existing Centres | Yes | |
| S6 Non – Retail Uses | Yes | Not covered by ACS Policy or NPPF |
| S7 Food And Drink | Yes | Not covered by ACS Policy or NPPF |
| S8 High Occupancy Licensed Premises In The City Centre | Yes | Very specific and not covered by the ACS |
| R1 Development Of Open Space | Yes | The ACS doesn't reference the Open Space Network |
| R2 Open Space In New Development | Yes | Only partly covered by ACS Policy 16 (2c) |
| R3 Access To Open Space | Yes | Only partly covered by ACS Policy 10 & PPG 17 (20) |
| R4 Rivers And Waterways | No | Covered by ACS/Interim 106 planning guidance |
| R5 Playing Fields And Sports Grounds | Yes | Covered partially by ACS/PPG 17 Audit/Playing Pitch Strategy |
| R6 Allotments | Yes | Covered partially by ACS/PPG 17 Audit |
| R7 Sports, Leisure, Entertainment And Arts Facilities | No | Covered by ACS/NPPF |

| Policy | Saved? | Reason |
|---|---------------|-----------------------------------|
| R8 Leisure Uses Outside Of The City Centre, Town Centres And Local Centres | No | Covered by ACS/NPPF |
| R9 Leisure Development In Major Parks And District Parks | Yes | No relating ACS Policy |
| CE1 Community Facilities | Yes | No relating ACS Policy |
| CE2 Joint Provision And Dual Use Of Community Facilities | Yes | No relating ACS Policy |
| CE3 Loss Of Existing Community Facilities | Yes | Not covered by ACS Policy or NPPF |
| CE6 The Provision Of Health Facilities / Hospitals | Yes | Not covered by ACS Policy or NPPF |
| CE7 Education | Yes | Not covered by ACS Policy or NPPF |
| CE8 Further And Higher Education | Yes | Not covered by ACS Policy or NPPF |
| BE1 Design Context In The Public Realm | No | Covered by ACS/NPPF |
| BE2 Layout And Community Safety | No | Covered by ACS/NPPF |
| BE3 Building Design | No | Covered by ACS/NPPF |
| BE4 Sustainability In Design | No | Covered by ACS/NPPF |
| BE5 Landscape Design | No | Covered by ACS/NPPF |
| BE6 Creation Of New Pedestrian Routes In The City Centre | Yes | Not covered by ACS Policy or NPPF |
| BE7 Creation And Improvement Of Public Open Spaces In The City Centre | Yes | Not covered by ACS Policy or NPPF |

| Policy | Saved? | Reason |
|--|---------------|---|
| BE8 City Skyline And Tall Buildings | Yes | Only partially covered by ACS |
| BE9 Demolition Of Listed Buildings | Yes | Not covered by ACS Policy or NPPF |
| BE10 Development Within The Curtilage, Or Affecting The Setting, Of A Listed Building | Yes | Not covered by ACS Policy or NPPF |
| BE11 Alterations And Extensions To A Listed Building | Yes | Not covered by ACS Policy or NPPF |
| BE12 Development In Conservation Areas | Yes | Not covered by ACS Policy or NPPF |
| BE13 Demolition In Conservation Areas | Yes | Not covered by ACS Policy or NPPF |
| BE14 Historic Parks And Gardens | Yes | Not covered by ACS Policy or NPPF |
| BE15 Archaeology | Yes | Not covered by ACS Policy or NPPF |
| BE16 Archaeology | Yes | Not covered by ACS Policy or NPPF |
| BE17 Archaeology | Yes | Not covered by ACS Policy or NPPF |
| BE18 Telecommunications Equipment | Yes | BE18 a, b, d & e covered by NPPF (14, 20, 21, 30), BE 18c but amenity aspect not covered. |
| BE19 Advertisements And Shop Fronts | Yes | Not covered by ACS Policy or NPPF |
| BE20 Unauthorised And Deemed Consent Advertisements | Yes | No relating ACS Policy |
| BE21 Shopfronts | Yes | Not covered by ACS Policy or NPPF |
| BE22 Roller Shutters | Yes | Not covered by ACS or NPPF |
| NE1 SSSIs | Yes | No relating ACS Policy |
| NE2 Natural Conservation | Yes | No relating ACS Policy |
| NE3 Conservation Of Species | Yes | No relating ACS Policy |

| Policy | Saved? | Reason |
|--|---------------|--|
| NE4 Biological Or Geological Sites Of Importance For Nature Conservation | Yes | No relating ACS Policy |
| NE5 Trees | Yes | No relating ACS Policy |
| NE6 Trees Protected By Tree Preservation Orders | Yes | Not covered by ACS |
| NE8 Green Belt | Yes | Only covered partially by ACS |
| NE9 Pollution | Yes | No relating ACS Policy |
| NE10 Water Quality And Flood Protection | Yes | No relating ACS Policy |
| NE11 Hazardous Installations | Yes | No relating ACS Policy |
| NE12 Derelict And Contaminated Land | Yes | No relating ACS Policy |
| NE13 Development Likely To Result In Site Contamination Or Dereliction | Yes | No relating ACS Policy |
| NE14 Energy | Yes | No relating ACS Policy |
| NE15 Waste Implications Of Major Developments | Yes | No relating ACS Policy |
| NE16 Minerals | Yes | Not covered by ACS/NPPF |
| T1 Location Of Development And The Sequential Approach | No | Generally covered by ACS and PPS |
| T2 Planning Obligations And Conditions | Yes | Generally covered by ACS, but Interim Planning Guidance and interim transport planning statement linked to this. |
| T3 Car, Cycle And Servicing Parking (Appendix 1: Maximum Car Parking Levels, Cycle Standards And Servicing) | Yes | Not covered by ACS/NPPF |

| Policy | Saved? | Reason |
|---|---------------|---|
| T6 Nottingham Express Transit | Yes | Not covered by ACS/NPPF |
| T7 Major Development And Public Transport | Yes | Needs to be retained though definition/thresholds for 'major development' are not detailed in Appendix 1 so use PPG13 |
| T8 Park And Ride | Yes | Not covered by ACS/NPPF – retain and review schemes listed |
| T9 Public Transport Interchanges | Yes | Not covered by ACS/NPPF – retain and review schemes listed |
| T10 Management Of The Highway Network (Appendix 2: Schedule Of Proposed Highway Schemes And Status Forming Part Of Policies T10 And T14) | Yes | Not covered by ACS/NPPF – retain and review schemes listed |
| T11 Cycling | Yes | Not covered by ACS/NPPF – retain and review schemes listed |
| T12 Public Rights Of Way | Yes | Not covered by ACS/NPPF |
| T14 Traffic Management (Appendix 2: Schedule Of Proposed Highway Schemes And Status Forming Part Of Policies T10 And T14) | Yes | Not covered by ACS/NPPF – retain and review schemes listed |
| T15 City Centre Car Parking | Yes | Not covered by ACS/NPPF |
| T16 City Centre Car Parking | Yes | Not covered by ACS/NPPF |

Glossary

Glossary of Terms and Abbreviations

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: Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. 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.

Social rented housing is owned by local authorities and private registered providers (as defined in section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency.

Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).

Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing.

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

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 Appraisal will determine whether there is a significant effect, if there is, its nature, and whether it can be mitigated.

Article 4 Direction: A direction which withdraws automatic planning permission granted by the General Permitted Development Order. 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 being used in areas where there is concentration of Houses in Multiple Occupation (HMOs).

B1, B2 and B8 Use Classes: (commonly known as the traditional employment uses)

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

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 and is designed to protect and restore biological systems.

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

Building for Life: Sets out a national standard for well-designed homes and neighbourhoods.

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

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.

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

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

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

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 but CIL is expected to substantially replace the use of S106 agreements by April 2015 (see Section 106 Agreement).

Community Infrastructure Levy (CIL) Front Runners: Councils which have been awarded access to a tailored package of support from the Planning Advisory Service to help them set a CIL charge for their area. Applies to Gedling Borough.

Comparison Goods: Items not obtained on a frequent basis and include clothing, footwear, household and recreational goods.

Conservation (for heritage policy): 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.

Conurbation: A large densely populated urban area formed by the coalescence of individual town and cities.

Convenience Goods: Everyday essential items, including food, drinks, newspapers/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 key Development Plan Document, setting out the long term spatial vision for the area, the spatial objectives and strategic policies to deliver that vision. As such, it implements the spatial aspects of the Sustainable Community Strategy.

Countryside: The rural parts of Greater Nottingham lying outside the main built up area of Nottingham, the Sub Regional Centres of Hucknall and Ilkeston, and other larger settlements. Countryside is sometimes taken to exclude land designated as Green Belt (see Rural Areas).

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

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

Department for Communities and Local Government (DCLG): The Government department responsible for planning and local government.

Derby Derbyshire Nottingham Nottinghamshire Local Enterprise Partnership (D2N2 LEP): The Local Enterprise Partnership that covers Greater Nottingham as well as the administrative areas of Derby, Derbyshire and Nottinghamshire. See also Local Enterprise Partnership.

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

Development Plan: This includes adopted Local Plans and Neighbourhood Plans, and is defined in section 38 of the Planning and Compulsory Purchase Act 2004.

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

District 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 Midlands Regional Plan: See Regional Plan / Regional Strategy.

Economic Development: Development, including that within the B Use Classes, public and community uses and main town centre uses (but excluding housing development).

Edge of Centre: For retail purposes, a location that is well connected 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.

Employment Sector: One of four subdivisions of the economy which are primary (mining of raw materials), secondary (processing and production), tertiary (service provision) and quaternary (high technology industries).

Enterprise Zones: An area of high growth potential where simpler planning and discounted business rates can be used to boost the local economy. Within Greater Nottingham, the Boots campus, MediPark, Beeston Business Park and Nottingham Science Park have been designated as an Enterprise Zone.

Environmental Assets: Physical features and conditions of notable value occurring within the plan area.

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

Equality Impact Assessment (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 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.

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

Greater Nottingham: 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 Aligned Core Strategies document it refers to the whole of Greater Nottingham, unless otherwise explained. The term 'plan area' is used to denote the area covered by the Aligned Core Strategies and covers the administrative areas of Broxtowe, Gedling and Nottingham. An explanation of the joint working arrangements with the other districts that make up Greater Nottingham (Erewash, Rushcliffe and the Hucknall part of Ashfield) can be found at Section 1.

Green Belt: An area of land around a City having five distinct purposes:

- 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.

As set out in the National Planning Policy Framework.

Green Infrastructure: A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits and can include includes parks, open spaces, playing fields, woodlands, wetlands, grasslands, river and canal corridors, allotments and private gardens.

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

Growth Point: See New Growth Point.

Gypsies and Travellers: 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' that may have an impact of a European nature conservation site, such as a Special Protection Area (see definition below). It is an assessment of the impacts of implementing a plan or policy on a European nature conservation site with the purpose to consider the impacts of a land-use plan against conservation objectives of the site and to ascertain 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.

Hearings: Sessions open to the public to discuss aspects of the Soundness of the Core Strategies. Organised by the Planning Inspectorate as part of their independent examination of the Core Strategies.

Hectare (ha): An area 10,000 square metres or 2.471 acres.

Heritage Asset: 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).

High Technology Industry: Industry that involves highly advanced or specialised systems or devices.

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

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

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. They reflect the key functional linkages between places where people live and work. The Nottingham Core Housing Market Area consists of all of the Greater Nottingham Councils except for Hucknall in Ashfield which is within the Nottingham Outer Housing Market Area.

Housing Strategy: A Housing Strategy is produced by 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.

HS2 Toton Working Group: The Working Group will have responsibility for considering all matters relating to the strategic location for growth and the wider area including the boundaries of the site, the retention of open space, the promotion of employment, integration with the proposed and existing infrastructure including road improvements, the tram and rail links and the suitable mix of development within the site.

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

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

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

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

Key Settlements for Growth: Settlements which will experience growth in line with the spatial strategy set out in Policy 2 of the Aligned Core Strategies.

Knowledge Economy: Classification of a particular individual industry, if 25% of its workforce is qualified to graduate standard. Often used as a term for an economy dominated by these business types, with generally higher-skill levels and higher wages than found in lower-technology sectors.

Legal Compliance: As part of the process of preparing Core Strategies, the document is examined by the Planning Inspectorate to make sure that it is legal and sound. A plan is considered legal 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;
- Whether the Aligned Core Strategies has regard to the Sustainable Community Strategies for the areas it covers; and
- Whether the requirements of the Duty to Cooperate have been met.

Lifetime Homes: Standard to help house builders produce flexible, adaptable and accessible homes that can respond to changes in individual circumstances.

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). English Heritage 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 Development Document (LDD): A Document that forms part of the Local Plan and can be either a Development Plan Document or a Supplementary Planning Document. LDDs collectively deliver the spatial planning strategy for the local planning authority's area.

Local Development Framework (LDF): A portfolio of Local Development Documents which set out the spatial strategy for the development of the local authority area. The term Local Plan is now used.

Local Development Scheme (LDS): A document setting out the timescales for the production of the Development Plan Documents.

Local Enterprise Partnership (LEP): A body, designated by the Secretary of State for Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area. D2N2 has been formed which covers the administrative geographical areas of Derby City, Derbyshire County Council, Nottingham City and Nottinghamshire County Council.

Local Investment Plan (LIP): Outlines the Council's priorities and objectives for Homes and Communities Agency (HCA) funding relating to housing, economic development and infrastructure.

Local Nature Reserve (LNR): Non-statutory 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: The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. Current Core Strategies or other planning policies, which under the regulations would be considered to be Development Plan Documents, form part 1 of the Local Plan. Part 2 Local Plans will include site allocations and development management policies.

Local Strategic Partnership: An overall partnership that brings together organisations from the public, private, community and voluntary sectors within a local authority area, with the objective of improving people's quality of life.

Local Transport Plan (LTP): Set out 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 Site 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: Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

Main Built Up Area of Nottingham: Includes West Bridgford (Rushcliffe), Clifton, Beeston, Stapleford, Long Eaton (Erewash), Bulwell, Arnold and Carlton (same as Principal Urban Area).

Minerals Local Plan: Prepared jointly by the County and City Councils acting as the authorities responsible for minerals related issues with the County.

National Planning Policy Framework (NPPF): The NPPF replaces 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 Planning and Compulsory Purchase Act 2004).

New Growth Point: An agreement between councils and the Government whereby the Government agreed to provide funding for new infrastructure to deliver an agreed amount of new homes. Greater Nottingham was awarded Growth Point status in 2005.

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

Open Space: All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.

Option for Consultation: Informal stage of Core Strategies preparation flowing from the Issues and Options, where consultation takes place on a possible option to address the issues highlighted in the Issues and Options report.

Out of Centre: A location which is not in or on the edge of a centre but not necessarily outside the urban area.

Pitch and Plot (Gypsy and Traveller): '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 Aligned Core Strategies covering the administrative areas of Broxtowe, Gedling and Nottingham City.

Planning Inspectorate (PINS): Independent agency which examines Core Strategies (and other Development Plan Documents) to ensure they are sound. Also decides planning appeals for individual planning applications. Is sometimes abbreviated to PINS.

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.

Possible Special Protection Area (pSPA): A site which is undergoing consideration for designation as a Special Protection Area.

Previously Developed Land (PDL): 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 has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

Primary Shopping Area: Defined area where retail development is concentrated (generally comprising the primary and those secondary frontages which are adjoining and closely related to the primary shopping frontage).

Primary Shopping Frontages: Consist of a high proportion of retail uses which may include food, drinks, clothing and household goods.

Principal Urban Area (PUA): See Main Built Up Area of Nottingham.

Prospective 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 possible Special Protection Area in due course. The area is centred on Sherwood Forest and includes land within Gedling's administrative area.

Publication Version: First full draft of the Aligned Core Strategies, 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 brownfield sites but also applies to development which helps to sustain and revitalise rural areas and villages.

Regeneration Zones: Areas defined in the Nottingham Local Plan (2005), characterised by an under use of land, generally poor environment, and poor linkages. They are proposed as a focus for regeneration through a mix of improvement and redevelopment.

Regional Funding Allocation: Allocation of resources to regions for transport, economic development and housing.

Regional Plan / Regional Strategy: Strategic plan for the Region that Development Plan Documents had to be in general conformity with. The East Midlands Regional Plan was adopted in March 2009 and on the 6th July 2010 the Secretary of State announced the revocation of Regional Strategies. On the 20th March 2013 the Secretary of State laid in Parliament a statutory instrument to revoke the Regional Strategy for the East Midlands. This came into force on 12th April 2013 as such the East Midlands Regional Plan no longer forms part of the Development Plan.

Regional Transport Strategy (RTS): Part of the former Regional Strategy. Aimed to integrate land-use planning and transport planning to steer new development into more sustainable locations, reduce the need to travel and enable journeys to be made by more sustainable modes of transport.

Renewable and Low Carbon Energy: Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).

Robin Hood Line: The passenger railway line developed to connect Nottingham, Hucknall, Kirkby-in-Ashfield, Mansfield and Worksop.

Rural Areas: Those parts of Greater Nottingham identified as Green Belt or Countryside. For the purposes of affordable housing provision, rural areas include small rural settlements. These are defined as villages/parishes with a population of 3,000 or less and are specifically designated under Section 17 of the Housing Act 1996.

Rural Exception Sites: 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. Small numbers of market homes may be allowed at the local authority's discretion, for example where essential to enable the delivery of affordable units without grant funding.

Safeguarded Land: Land outside of main built up areas of Nottingham and settlements specifically excluded from the Green Belt but safeguarded from development unless a future 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.

Scheduled Monument: Nationally important monument usually archaeological remains that enjoy greater protection against inappropriate development through the Ancient Monuments and Archaeological Areas Act 1979.

Science City: A designation given by the Government aimed at promoting Nottingham as a centre of scientific innovation and promoting the knowledge economy.

Secondary Shopping Frontages: Provide greater opportunities for a diversity of uses than Primary Shopping Frontages, such as restaurants, cinemas and businesses.

Section 106 Agreement (S106): Section 106 (S106) of the Town and Country Planning Act 1990 allows a Local Planning Authority to enter into a legally binding agreement or planning obligation with a landowner in association with the grant of planning permission. This agreement is a way of addressing matters that are necessary to make a development acceptable in planning terms and secures the provision of essential services and infrastructure, such as highways, recreational facilities, education, health and affordable housing. Use of S106 agreements is likely to be substantially replaced by the use of a Community Infrastructure Levy, if implemented (see definition above).

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.

Service Sector: Sector of the economy made up of financial services, real estate and public administration that are normally office-based.

Setting of a Heritage Asset: 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 (Historic Asset): The value of a heritage asset to this and future generations because of its heritage interest. That 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 Importance for Nature Conservation (SINCs): (Now known as Local Wildlife Sites.) 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.

Site of Special Scientific Interest (SSSI): A site designated by Natural England under the Wildlife and Countryside Act 1981.

Smarter Choices: See Demand Management.

Soundness: As part of the process of preparing Core Strategies, the document is examined by the Planning Inspectorate to make sure it is legal and sound. There are four 'tests of soundness' as explained in paragraph 182 of the National Planning Policy Framework:

Positively prepared - the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development;

Justified - the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence;

Effective - the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities; and

Consistent with national policy - the plan should enable the delivery of sustainable development in accordance with the policies in the Framework.

Spatial Objectives: Principles by which the Spatial Vision will be delivered.

Spatial Planning: Spatial planning goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they function. This will include policies which can impact on land use by influencing the demands on, or needs for, development, but which are not capable of being delivered solely or mainly through the granting or refusal of planning permission and which may be implemented by other means.

Spatial 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 found within European Union countries. They are European designated sites, classified under the Birds Directive.

Statement of Community Involvement (SCI): A document which informs how a council will involve the community on all major planning applications and in the preparation of documents making up the Local Plan.

Strategic Allocations: Strategic sites which are expected to commence delivery within the first five years of adoption of the plan and for which site specific boundaries are provided as part of the Policies Map.

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 their 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 housing potential 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 Greater Nottingham the Nottingham Core Strategic Housing Market Assessment was carried out in 2007 and updated in the Housing Background Paper 2012 and the Housing Background Paper Addendum 2013.

Strategic Locations: Strategic sites which are expected to commence delivery more than five years after adoption of the Aligned Core Strategies and for which further details are to be set out within documents such as masterplans, Neighbourhood Plans and part 2 Local Plans. Strategic locations are indicated on the Key Diagram.

Strategic Sites: Strategically important employment or housing sites which consist of both 'Strategic Allocations', which are expected to commence within the first five years of adoption of the plan, and 'Strategic Locations', which are expected to commence after five years from adoption of the plan.

Student Households: Households which can claim student council tax exemption including those within halls of residence.

Submission Draft: Final draft of the Aligned Core Strategies, submitted to the Secretary of State for 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.

Suitable Alternative Natural Green Space (SANGS): Alternative green space that is of a quality and type suitable to be used as mitigation to alleviate recreational pressure on sites where ecological sensitivity is high.

Sustainable Drainage System (SuDS): The system of control of surface water runoff, designed to reduce the potential impact to new and existing development with respect to surface water drainage discharge.

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.

Sustainability Appraisal (SA): Examines the social, environmental and economic effects of strategies and policies in a Local Development Document from the outset of its preparation.

Sustainable Communities: Places in which people want to live, now and in the future. They embody the principles of sustainable development at the local level. This means they improve quality of life for all whilst safeguarding the environment for future generations.

Sustainable Community Strategy (SCS): A joint plan agreed by the Local Strategic Partnerships covering a local authority area. Coordinates the actions of local public, private, voluntary and community sectors with the aim of enhancing economic, social and environmental wellbeing.

Sustainable Development: The National Planning Policy Framework refers to Resolution 42/187 of the United Nations General Assembly which defined sustainable development as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

Sustainable 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): 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 Local Plans, existing out of centre developments, comprising or including main town centre uses, do not constitute town centres. For the Aligned Core Strategies, they are the second level of centres after Nottingham City Centre.

Transport Assessment (TA): A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as public transport, walking and cycling and what measures will need to be taken to deal with the anticipated transport impacts of the development.

Travel Plan: A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed.

Travelling Showpeople: 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 (see B1, B2 and B8): 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.

Viability (of a retail centre): A measure of a centre's commercial wellbeing.

Vitality (of a retail centre): A measure of how active and buoyant a centre is.

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.

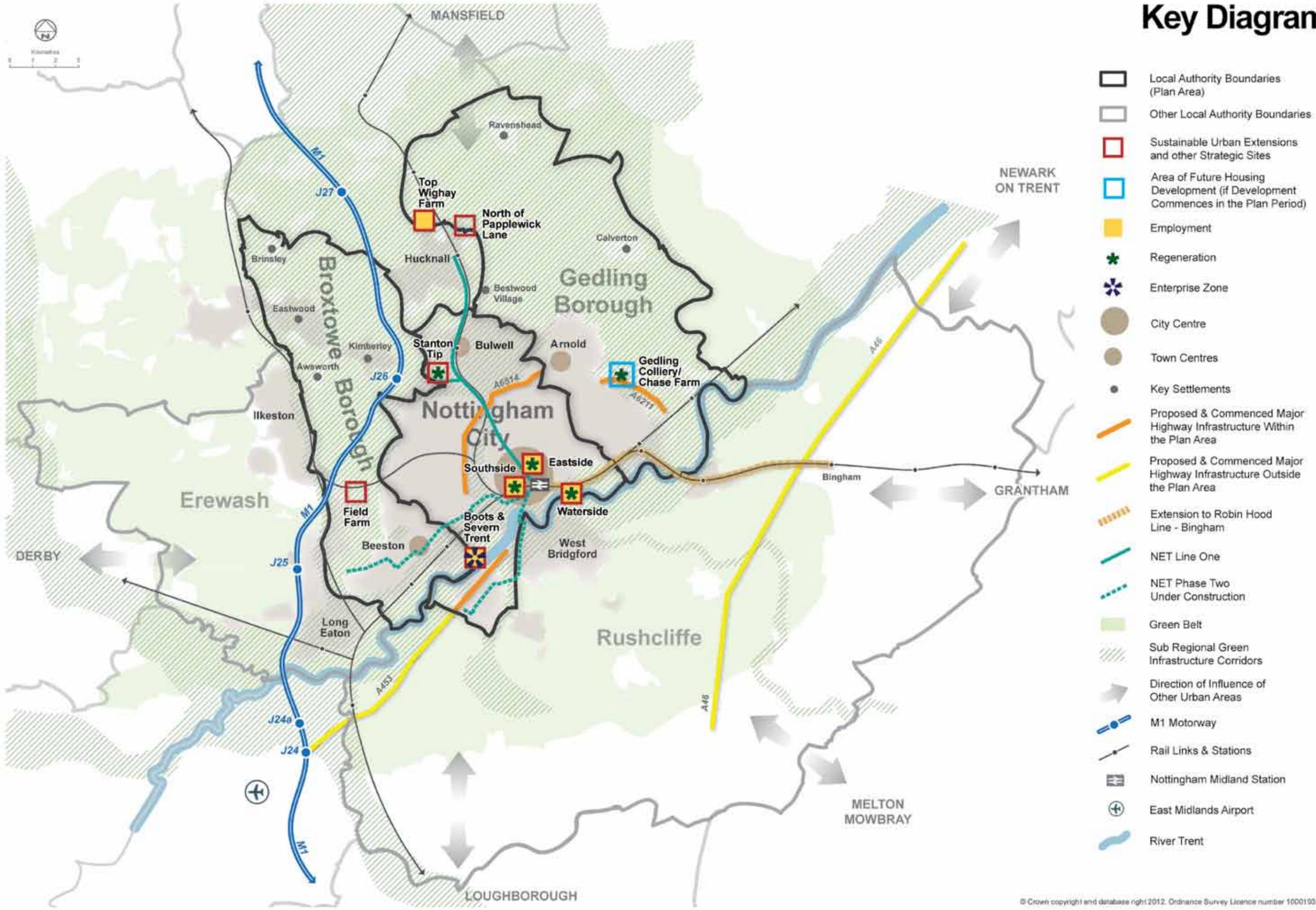
Workplace Parking Levy (WPL): A council levy on parking spaces at places of work aimed at raising resources to fund more sustainable transport and behavioural change measures, notably the Nottingham Express Transit (tram). The levy was introduced within Nottingham City Council area in October 2011 with eligible employers being required to pay WPL charges from April 2012.

World Heritage Site: A site considered by UNESCO (United Nations Education, Scientific and Cultural Organisation) to be of outstanding universal value to humanity.

Zero Carbon: High standards of energy efficiency for the fabric of new buildings to reduce regulated emissions so when coupled with other carbon reduction measures, including the provision of renewable energy generation ideally on site (or off site) to reduce carbon emissions to zero. The definition excludes a requirement to mitigate emissions from energy-using equipment inside the home, such as televisions and washing machines collectively known as unregulated emissions.

Key Diagram

Key Diagram



- Local Authority Boundaries (Plan Area)
- Other Local Authority Boundaries
- Sustainable Urban Extensions and other Strategic Sites
- Area of Future Housing Development (if Development Commences in the Plan Period)
- Employment
- Regeneration
- Enterprise Zone
- City Centre
- Town Centres
- Key Settlements
- Proposed & Commenced Major Highway Infrastructure Within the Plan Area
- Proposed & Commenced Major Highway Infrastructure Outside the Plan Area
- Extension to Robin Hood Line - Bingham
- NET Line One
- NET Phase Two Under Construction
- Green Belt
- Sub Regional Green Infrastructure Corridors
- Direction of Influence of Other Urban Areas
- M1 Motorway
- Rail Links & Stations
- Nottingham Midland Station
- East Midlands Airport
- River Trent

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मेळत तुमों दिण सोढोस्टेड निमो वेत ताम नं देठोई दिंच लेण सुचोचे रो अ विण वरवे 0115 9177777 रे मडे ठठ मंखव वते।

如果你需要此傳單用其他的形式或文字寫成，請撥電話 0115 917 7777 與我們聯絡。

اگر آپ چاہتے ہیں کہ یہ لیف لیٹ آپ کو اردو زبان میں مہیا کیا جائے تو براہ مہربانی فون نمبر: 0115 9177777 پر رابطہ کریں۔

If you need this leaflet in other formats or languages contact us on 0115 917 7777

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