

Greater Nottingham Strategic Plan



Site Selection Report Appendix D - Rushcliffe September 2024

Greater Nottingham
Planning Partnership



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1. Introduction

- 1.1 This appendix should be read in conjunction with the Site Selection Report, which sets out the approach that has been taken to site selection. Part A of the Site Selection Report deals with housing/mixed use sites and general employment sites. Part B covers strategic distribution sites.
- 1.2 This appendix provides details of the site selection process for Broxtowe Borough Council. It includes a series of Site Schedules which present the information and supporting material for each Reasonable Alternative site that has been considered. The site selection process for strategic distribution sites includes very specific criteria relating to the operational needs and sustainability of potential distribution sites and so requires additional factors to be taken into account and so is set out separately below.

Reasonable Alternative housing/mixed use sites and general employment sites

- 1.3 For each site, two key decisions have been made. Firstly, whether the site could be allocated for strategic development. This decision is taken with reference to the site in isolation. This includes considering whether:
- the site has practical and achievable means of access to the public highway;
 - if the site is within the Green Belt, there are defensible features which could be used to define the boundary of the Green Belt;
 - the site is being promoted for development;
 - there are other policy designations (such as open space or employment) and evidence suggesting the designation should continue;
 - a significant portion of the site is at risk of flooding;
 - development of the site would cause significant harm to a number of the factors identified (such as heritage, landscape, flooding).
- 1.4 Secondly, consideration has been given as to whether a site should be allocated for strategic development. This is a comparative exercise between the sites being considered.
- 1.5 For Rushcliffe Borough the assessment of the reasonable alternatives has shown that there are 25 reasonable alternative housing/mixed use sites and eight reasonable alternative employment sites in Rushcliffe Borough. Two of the employment sites have also been considered as reasonable alternatives for strategic distribution uses. These are as set out below:

Reference	Name of site	Site Assessment page number
R02.1PA	West of RAF Newton	11
R02.2PA	Former RAF Newton Strategic Allocation	18
R03.1PA	North and East of Bingham	24
R03.3PA	Land North of Bingham Strategic Allocation	31
R06.1PA	Hall Farm, Grantham Road, Radcliffe on Trent	37
R06.2PA	East of Radcliffe on Trent	43
R07.1PA*	East of Lady Bay, West Bridgford	50
R07.2PA	North of Gamston Strategic Allocation	58
R08.1PA	Colston Gate, Cotgrave	66
R08.5PA	Former Cotgrave Colliery Strategic Allocation	73
R10.1PA	West of Sharphill Wood	78
R10.2PA	Edwalton Golf Course	84
R10.3PA	Land at Wilford Road, Ruddington	90
R10.4PA	Land South of Wheatcroft Island	97
R10.5PA	Land at Melton Road Strategic Allocation	104
R11.1PA*	South of Gamston Strategic Allocation	109
R11.5PA	East of Gamston North Tollerton Strategic Allocation	117
R12.1PA	West of Pasture Lane, Ruddington	125
R12.2PA	East Ruddington	133
R12.3PA*	North Ruddington	140
R13.1PA	West Keyworth	146
R15.1PA	Land south west of Nottingham (East of A453)	153

Reference	Name of site	Site Assessment page number
R15.5PA	South of Clifton Strategic Allocation	160
R16.2*	Land off West Leake Road	166
R16.3*	Land to the south of Rempstone Road	171
RBC-EMP-01	Ratcliffe on Soar Power Station	177
RBC-EMP-02	Rushcliffe 'Gateway'	186
RBC-EMP-03	South of Owthorpe Lane	192
RBC-EMP-04	North of Owthorpe Lane	198
RBC-EMP-05	Stragglethorpe Junction	204
RBC-EMP-06	North of Margidunvm	209
RBC-EMP-07	Land South of A52, Whatton	214
RBC-EMP-08*	Edwalton Triangle	219

- 1.6 Not all of the sites submitted through the call for sites for the Growth Options Study (2020), the Greater Nottingham Strategic Plan Growth Options consultation, the SHLAA process and the Employment Land Study (2021) have been assessed as Reasonable Alternatives. A sieving exercise considered the initial pool of sites and removed unsuitable sites through the application of a traffic light (or red/amber/green (RAG) rating) process to leave a shortlist with a "green rating" (details are set out in the main Site Selection Report and in the Sustainability Appraisal of the Preferred Approach).
- 1.7 For Rushcliffe, housing and mixed-use sites were not assessed if they are not of strategic size (generally below 500 dwellings) or they are located in areas of the Borough where strategic development is currently not promoted in the Preferred Approach. Employment sites have not been assessed if they are not of a strategic size.
- 1.8 Out of these 33 sites, six relate to existing strategic allocations allocated by the 2014 Rushcliffe Local Plan Part 1: Core Strategy, as follows:
- Former RAF Newton Strategic Allocation (R02.2PA) is an existing mixed use strategic allocation in the Core Strategy which has been granted planning permission and is under construction. The site schedule therefore cross refers to the planning permissions on the strategic allocation as the issues covered by the site schedule have already been considered through the planning application process.

- Land North of Bingham Strategic Allocation (R03.3PA) is an existing strategic allocation in the Core Strategy which has been granted planning permission within two phases (the second being constructed by two house builders). Both phases are currently under construction. The site schedule therefore cross refers to the planning permissions as the issues covered by the site schedules have already been considered through the planning application process.
- Former Cotgrave Colliery Strategic Allocation (R08.5PA) is an existing mixed use strategic allocation in the Core Strategy which has been granted planning permission for residential and employment. The residential element and some of the employment development has been delivered. The site has been assessed to determine whether the remaining undeveloped employment land should be allocated.
- Land at Melton Road Strategic Allocation (R10.5PA) is an existing strategic site allocated in the Core Strategy. The site has outline planning permission and reserved matters approved. A significant number of homes have been built, with only the latter phases not yet commenced.
- East of Gamston North of Tollerton Strategic Allocation (R11.5PA) is the only strategic allocation within the Core Strategy which does not yet have planning permission in outline or in full. The allocation is mixed use, adjacent to the main built area of Nottingham and is outside the Green Belt. The Council is working with landowners to develop a Supplementary Planning Document to co-ordinate the delivery of infrastructure and compliance with the development requirements and policies as set out in the Local Plan. Two planning applications have been submitted for part of the site.
- South of Clifton Strategic Allocation (R15.5PA) is an existing mixed use strategic site allocated in the Core Strategy. Outline planning permission has been granted and the first phases have been approved in detail, including Phase 1 of the housing area. Groundworks and infrastructure have been completed to facilitate delivery of the early phases. Housing development has commenced and some employment units have been delivered.

1.9 Nineteen housing/mixed use sites and eight employment sites have been assessed which are not subject to existing allocations. In respect of the housing/mixed use sites, the proposed approach to housing provision and distribution within Rushcliffe is outlined in the Strategic Plan and Housing Background

Paper. While it is proposed that all those strategic sites allocated by the Core Strategy should be carried forward as part of the Strategic Plan, there is no requirement for the allocation of any new strategic housing sites.

- 1.10 In respect of employment land provision within Rushcliffe, it is proposed to carry forward all those strategic employment sites allocated by the existing Core Strategy (which form part of mixed-use allocations). In addition, major new employment growth is proposed at the Ratcliffe on Soar Power Station site (within the R15 broad area).
- 1.11 The allocation of Ratcliffe on Soar as a strategic site supports the aspirations of the East Midlands Freeport. The site is also the subject of a Local Development Order (adopted in July 2023) which granted planning consent for employment and energy generation related uses on site. Further justification for the site's allocation is outlined in the Strategic Plan and Employment Background Paper. An element of the site is also identified as suitable for strategic distribution (further details are set out below).
- 1.12 Beyond these existing strategic allocations and the proposed allocation of the Ratcliffe on Soar Power station site, there is no justification for any further new strategic employment sites within Rushcliffe. This is explained and justified further in the Employment Background Paper.
- 1.13 In conclusion, the Strategic Plan includes the following seven strategic allocations for housing/mixed use sites and an employment site within Rushcliffe Borough:
 - Former RAF Newton existing strategic allocation;
 - Land North of Bingham existing strategic allocation;
 - Former Cotgrave Colliery existing strategic allocation;
 - Land at Melton Road existing strategic allocation;
 - East of Gamston North of Tollerton existing strategic allocation;
 - South of Clifton existing strategic allocation; and
 - Ratcliffe on Soar Power Station

Reasonable alternative Strategic Distribution sites

- 1.14 For each site, two key decisions have been made. Firstly, whether the site could be allocated for strategic distribution development. This decision is taken with reference to the site in isolation. This includes considering whether:

- the site could enable the transfer of freight onto the rail network, or, if direct access to the rail network is not available, is it in close proximity to an existing rail freight interchange;
- whether the site is located close to centres of population and employees and is accessible by public transport and active travel infrastructure;
- whether, within these centres of population, there are areas of high unemployment and deprivation;
- whether there are good connections with the strategic highway network – close to a junction with the motorway network or long-distance dual carriageway. Motorway/dual carriageway junctions and the approach routes should have sufficient network capacity;
- if the site is within the Green Belt, whether this would undermine a key purpose of Green Belt policy;
- whether the site is being promoted for development;
- whether there are other policy designations (such as open space or employment) and evidence suggesting the designation should continue;
- whether a significant portion of the site is at risk of flooding; and
- whether development of the site would cause significant harm to a number of the factors identified (such as heritage, landscape).

1.15 Secondly, consideration has been given as to whether a site should be allocated for strategic distribution development. This is a comparative exercise between the sites being considered taking into account whether the site is sustainably located and can utilise low carbon transport infrastructure, and whether there are environmental or other constraints which limit the extent to which the scale of need in the Logistics Study should be met within the Plan Area. Where it is considered appropriate to recommend the strategic allocation of a site, the whole of the site put forward for development has not automatically been recommended.

1.16 For Rushcliffe Borough the initial site sieving exercise for strategic distribution sites identified two reasonable alternative sites as set out below:

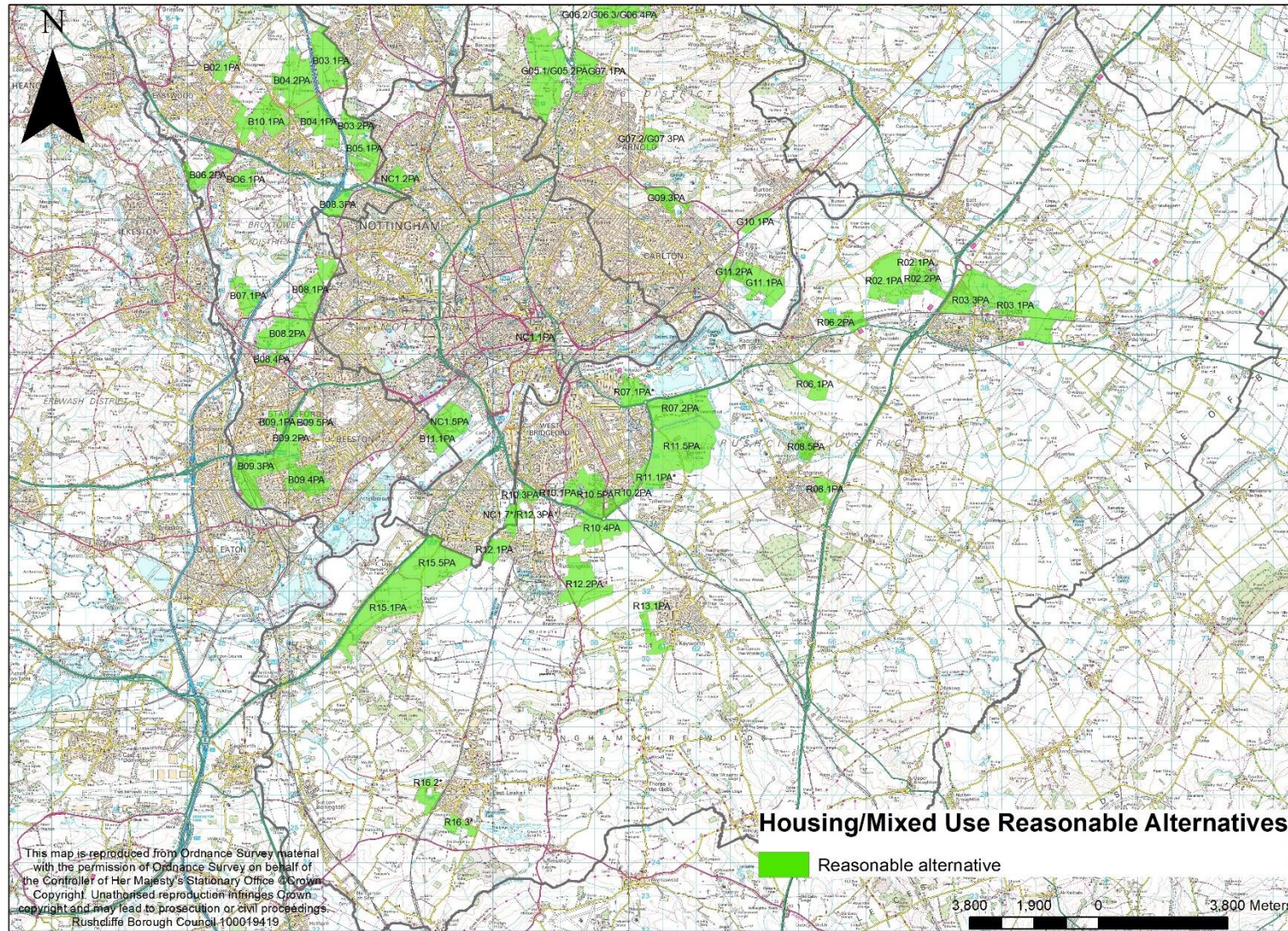
Reference	Name of site	Site Assessment page number
RBC-L01	Ratcliffe on Soar Power Station Site (part of site)	224
RBC-L02	Nottingham Gateway	238

1.17 The Ratcliffe on Soar Power Station has been identified as suitable for an element of strategic distribution in the Strategic Plan. The site is a designated Freeport within which up to 180,000 square metres of logistics development is

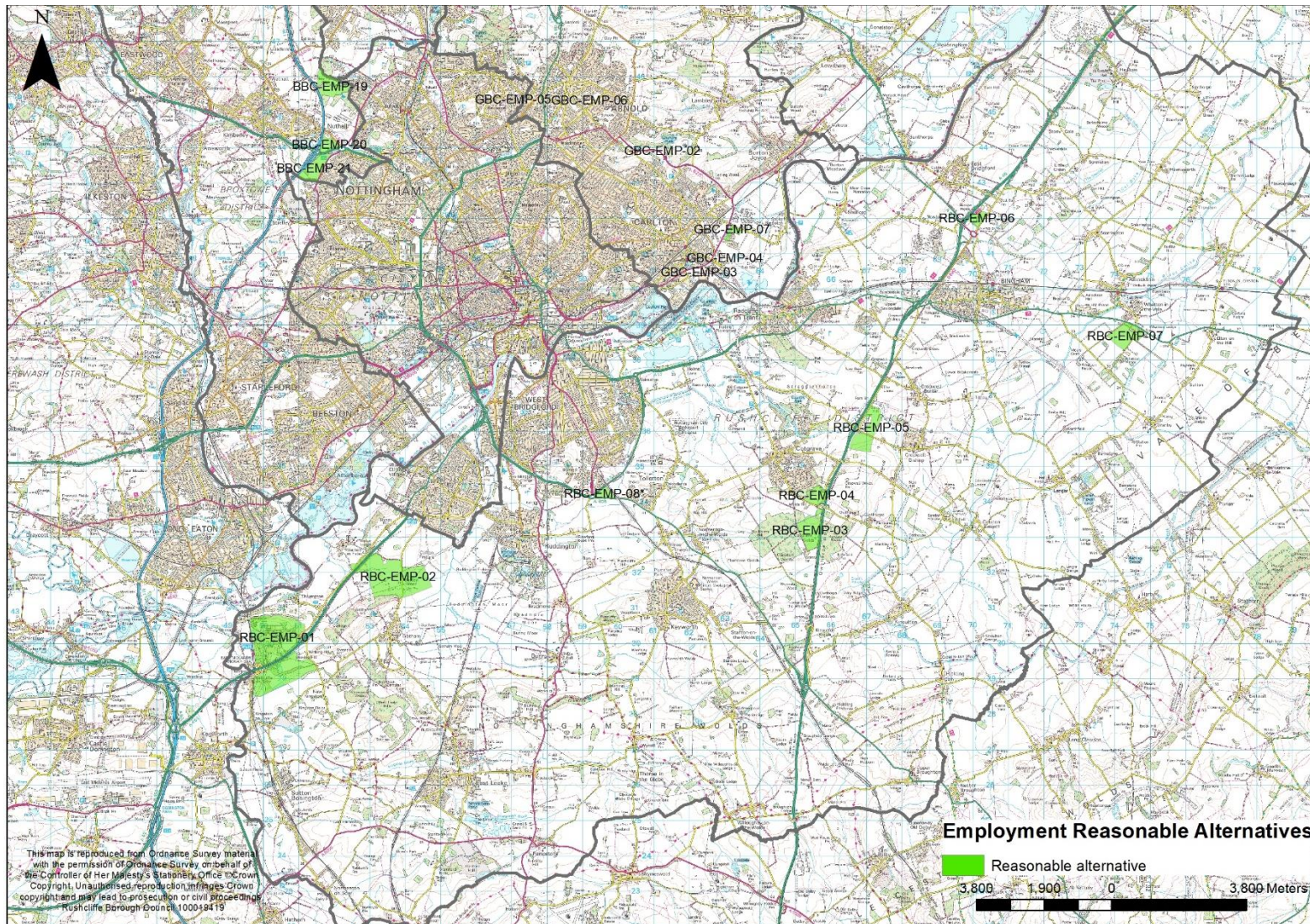
identified within the Ratcliffe on Soar Local Development Order, adopted in July 2024.

- 1.18 The site is considered suitable for strategic distribution and is a preferred location when compared against alternative sites. Although within the Green Belt, the site: would make a significant contribution to meeting identified need for distribution and logistics; contains extensive areas of brownfield land (north of the A453); would as a whole improve landscape and visual amenity across a wide area; has existing rail access and is in proximity to an existing rail freight interchange; has existing access onto the A453 (via two junctions) and is in close proximity to the M1. Critically the land is a designated Freeport and is covered by an adopted Local Development Order that identifies approximately 36 ha of land could accommodate storage and distribution. Combined these benefits outweigh the harm to the Green Belt and other potential environmental impacts, and exceptional circumstances exist to remove the land from the Green Belt.

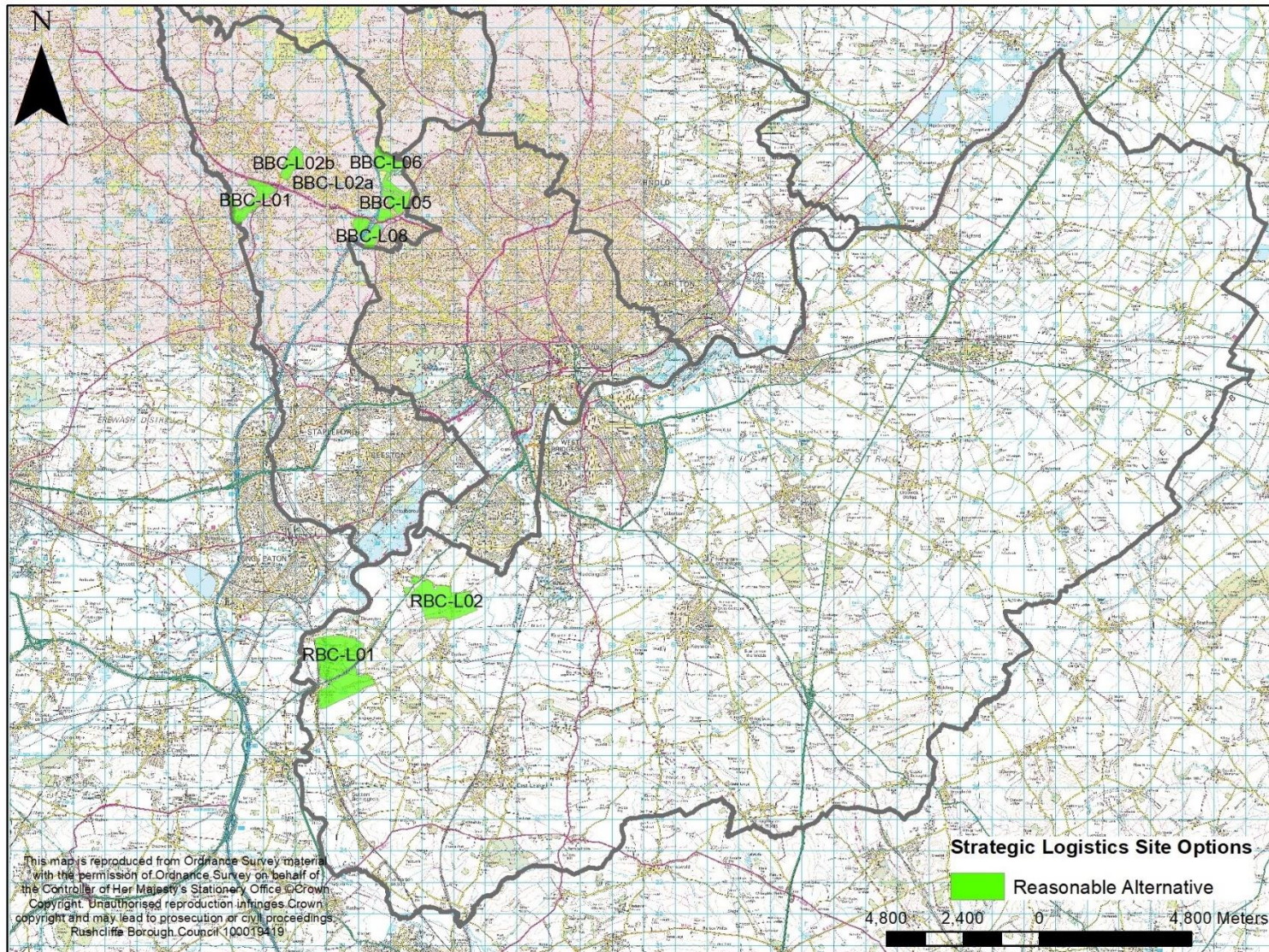
Map of Reasonable Alternative Sites (Housing and mixed use)



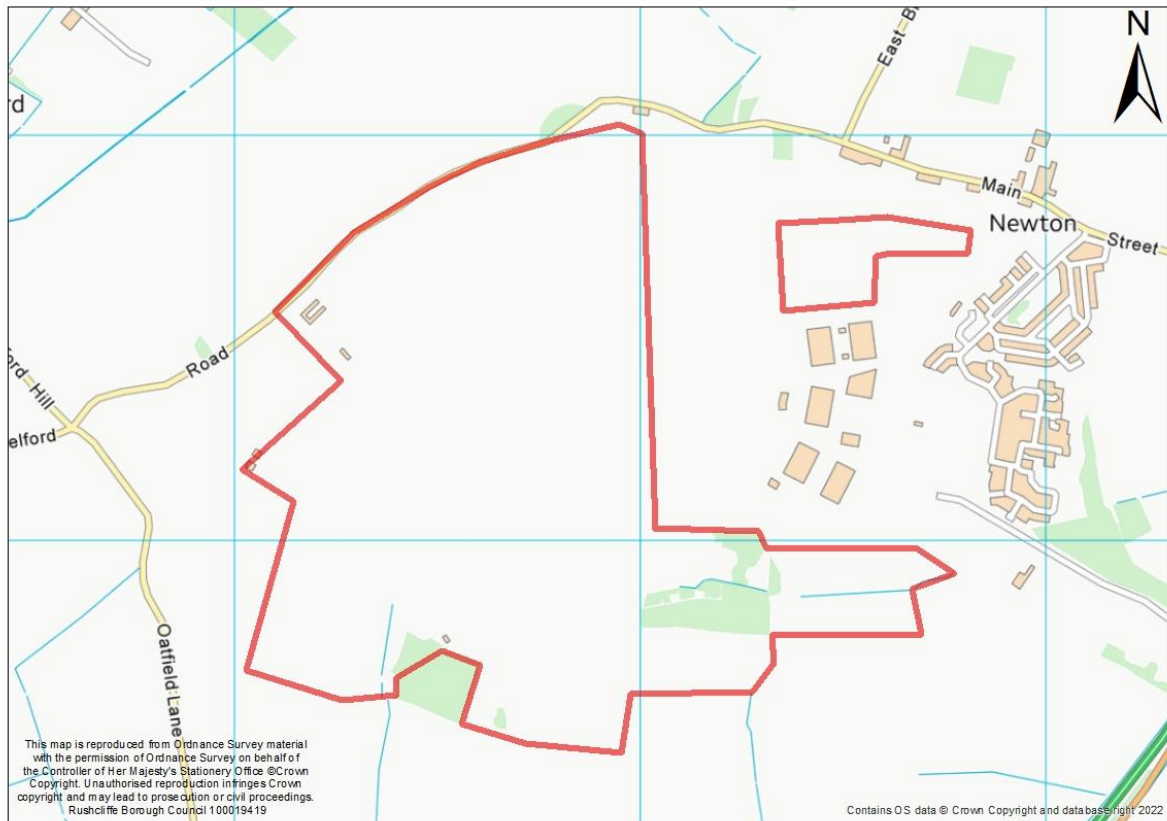
Map of Reasonable Alternative Sites (Employment)



Map of Reasonable Alternative Sites (Logistics)



R02.1PA – West of RAF Newton



Factors	Details
SHLAA reference	SHLAA/NEW/501
Size (hectares)	144
No of dwellings/ estimated employment floorspace	2700 dwellings
Existing Use	Agricultural
Known Land Contamination	Not within an AQMA. The area is identified as having potential for contaminated land due to its previous use as an airfield together with areas of made ground.
PDL or Greenfield	Greenfield
Agricultural Land	Not graded.
SHLAA Conclusion	The majority of this site (land west of the existing allocation) is in single ownership (MOD) and is available. The smaller area north of the permitted allocation is owned by Newton Nottingham LLP. Land

Factors	Details
	has been submitted as a strategic allocation and extension to the Former RAF Newton site and has been assessed within the Growth Options Study (as part of a larger strategic growth area). The Growth Options Study states that the site provides sufficient land capable of delivering a co-dependent new settlement (with Bingham). Parts of the RAF Newton site (particularly its western extent) are some distance away from central Bingham and its existing services and rail station, with the A46 forming a physical barrier between the two. As such provision of new social infrastructure and improved linkages with Bingham are required in the location.
Growth Options Study Conclusions	<p>Both areas of R02.1PA are largely free from constraints except the flood risk to the north west and four listed buildings in the north of the area. The two sites would be suitable for development pending further investigations.</p> <p>High potential area for strategic growth - the areas provide sufficient land capable of delivering a co-dependent new settlement. Parts of the RAF Newton site (particularly its western extent) are some distance away from central Bingham and its existing services and rail station, with the A46 forming a physical barrier between the two. As such provision of new social infrastructure and improved linkages with Bingham are required in the location.</p>
Compliance with GNSP settlement hierarchy	Adjoining other village
Viability and deliverability	A high level viability assessment will be required if the site is to come forward as an allocation.

Infrastructure

Type	Comments
Utilities	Electricity – The Infrastructure Delivery Plan confirms that it is likely that demand for electricity can be met for

Type	Comments
	<p>the proposed level of housing. However, local electricity distribution reinforcement of networks will be necessary. Primary networks may also need to be reinforced.</p> <p>Gas – The Infrastructure Delivery Plan confirms that it is unlikely that extra growth will create capacity issues.</p> <p>Water Supply – Located in a water stressed area. Severn Trent Water report that they are on track with commitments made in the 2019 Water Management Plan.</p> <p>Waste Water – Severn Trent Water take account of foreseeable growth set out in local development plans when they upgrade wastewater treatment works. However, the infrastructure may still struggle to accommodate to future pressures from climate change, growth and urban growth whilst still maintaining permit compliance without additional investment. Further engagement with Severn Trent Water is required.</p> <p>IT Communications – The Infrastructure Delivery Plan states that there have been no abnormal costs identified regarding telecommunications. Openreach will provide connectivity to every strategic site and most sites with planning permission have agreements with broadband providers to connect Gigabit capable broadband to each property.</p>
Emergency Services	<p>The Infrastructure Delivery Plan confirms that funding for the three emergency services comes from government budgets and council tax. Additional funding from developer contributions has not been justified.</p>
Education	<p>The Infrastructure Delivery Plan indicates that there are capacity issues for primary schools in East Bridgford (the closest location). Primary school sites reserved within both the Bingham and Newton strategic allocations may be capable of further development. Depending on the scale of these new schools an</p>

Type	Comments
	additional school may be required. There are no currently capacity issues for secondary schools, except in West Bridgford. Whether there would be capacity for the proposed development would depend on its scale.
Health	Additional healthcare services might be require to support potential growth.
Blue and Green Infrastructure	This strategic cluster is located within the proximity of the A46 and A52 BGI strategic network as identified within the GNBGI Strategy. Opportunities to link this strategic growth to these sub-regional corridors should be taken.
Community Facilities	Local facilities will be brought forward as part of the neighbouring Newton development. The nearest medical surgery is approximately 2.5km from the area of search with surplus capacity. The area of search wholly falls within catchments of existing GP practices.
Other	Adjacent to RAF Newton

Sustainability Appraisal

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

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

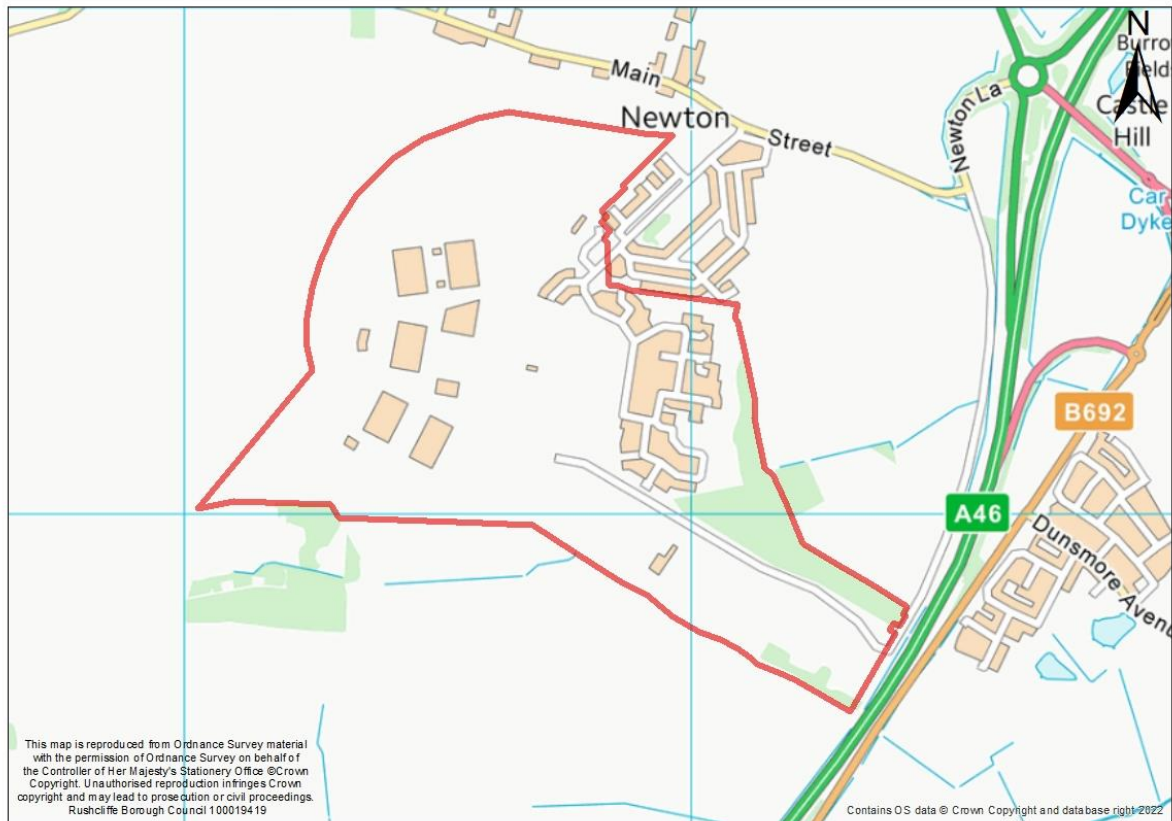
Other Factors

Topic	Commentary
Green Belt	The 2022 GB Review scores the area 14 out of 20. Former airfield tracks/roads and hedgerows comprise weak boundaries. Outfield Lane and the railway line comprise stronger boundaries to the south and west beyond the broad area. Located beyond the hangars of the former airfield, the site is disconnected from the residential area of Newton. The removal of the airfield would reduce the distance between Newton and Radcliffe on Trent (along Shelford Road) by over a third. The former airfield is now in agricultural use. Whilst former airfield structures remain, these are greening over (being reclaimed by nature). The area includes a number of non-designated heritage assets that are related to the former airfield, including pillboxes and shelters. Whilst there are no designated heritage assets in Newton, the history of the airfield plays a significant part of Newton's past and its character. Development of the former runways to the west of the hangars would affect the historic character of Newton.
Carbon Neutrality	The Infrastructure Delivery Plan states that in terms of renewable or low carbon energy/wind power and other technologies, developers will need to work with the Councils, Ofgem and individual suppliers to meet the sustainable energy targets set out in the Greater Nottingham Plan, District and Borough Local Plans and supporting Supplementary Planning Documents and Strategies.
Impact on Air Quality	Not within an AQMA. The area is identified as having potential for contaminated land due to its previous use as an airfield together with areas of made ground.
Transport / Accessibility	Site would be accessed through the permitted allocated site.

Topic	Commentary
	<p>The A46 is accessed to the south and east of the area of search, providing routes south to Leicester and north to Newark-on-Trent. The National Cycle Network (NCN) Route 48 runs along the southeast area of search boundary following the A46. Several local bus services operate through the area of search to Newton village which run hourly in general during working weekdays to Bingham, Newton and Nottingham.</p>
Flood Risk	<p>Site is within Flood zone 1. Small areas affected by surface water flooding.</p>
Natural Environment	<p>No designated nature conservation assets.</p>
Historic Environment	<p>No designated heritage assets, however there will be assets associated with the former airfield which will require preserving. These will likely be pillboxes, shelters etc. The setting of pillboxes and other structures would be significantly affected by development of the airfield, removing their historical context, however examples remaining are only part of the original defensive scheme.</p>
Landscape and topography	<p>SN05 - East Bridgford Escarpment Farmlands. Landscape condition is moderate (loss of hedgerows). Character strength is also moderate (uniform character of arable fields with prominent village fringes. Views of urban fringe are frequent from the escarpment).</p>
Consultation Response	<p>Saxondale Parish Meeting objects due to the lack of justification provided for further housing, significant levels of recent housing development in the area, lack of supporting infrastructure to support any further growth, and lack of capacity on the A52 corridor.</p> <p>The Ministry of Defence promoted its landholding west of former RAF Newton. It considers that development could be expanded to include areas to the west, north and south which could potentially provide up to 25 ha of additional employment land, an additional 3,000 dwellings, together with open space and green infrastructure. Its co-dependent relationship with</p>

Topic	Commentary
	<p>Bingham means there is an opportunity to create a critical mass of over 5,000 new dwellings around 60 ha of additional employment land in this in this broad strategic location which is in close proximity to the A52 and A46. This would reduce pressure on higher value Green Belt locations and enable the delivery of infrastructure improvements, including transport and environmental improvements.</p> <p>Newton Nottingham LLP considers that an expanded allocation would enable the delivery of other uses to create a sustainable settlement. The size of the overall development at Newton thus far has compromised the ability to deliver certain uses on site. This is on account of the quantum of residential and, as such the population yield, being insufficient to support infrastructure.</p> <p>CPRE and Nottinghamshire WT both object.</p> <p>Local residents object due to urban sprawl, the level of current growth, loss of green belt, distance from facilities, lack of transport infrastructure, and merging of settlements.</p>
Conclusion	<p>While it is proposed that all the strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP, there is no requirement for the allocation of any new strategic housing sites.</p>

R02.2PA Former RAF Newton Strategic Allocation



Factors	Details
SHLAA reference	SHLAA/NEW/002
Size (hectares)	29
No of dwellings/ estimated employment floorspace	528 dwellings
Existing Use	Former MoD
Known Land Contamination	Site is not within NUAZ and is over 5km from nearest AQMA (A52/Stragglethorpe Road). Unknown at this stage whether further development of the site would create a new AQMA.
PDL or Greenfield	Brownfield
Agricultural Land	The site is classified as Grade 3 agricultural land but of unknown sub-grade.
SHLAA Conclusion	Two phases underway and will continue delivery until site completion.

Factors	Details
Growth Options Study Conclusions	As an existing site allocation with extant planning permission, this site was not assessed in the Growth Options consultation.
Compliance with GNSP settlement hierarchy	Adjoining other village
Viability and deliverability	Site has extant planning permission in full and development has commenced. Viability has been addressed through the extant planning permissions.

Infrastructure

Type	Comments
Utilities	<p>Electricity – Addressed by utility companies to meet the requirements of the extant permissions.</p> <p>Gas – Addressed by utility companies to meet the requirements of the extant permissions.</p> <p>Water Supply – Addressed by utility companies to meet the requirements of the extant permissions.</p> <p>Waste Water – Addressed by utility companies to meet the requirements of the extant permissions.</p> <p>IT Communications – Addressed by utility companies to meet the requirements of the extant permissions.</p>
Emergency Services	Addressed within extant and future permissions
Education	The Infrastructure Delivery Plan indicates that there are capacity issues for primary schools in East Bridgford (the closest location). Primary school sites reserved within both the Bingham and Newton strategic allocations may be capable of further development. Depending on the scale of these new schools an additional school may be required.

Type	Comments
Health	The S106 secures financial contributions to improve local healthcare facilities.
Blue and Green Infrastructure	The site is in close proximity of the A46, a national cycle route and BGI corridor (identified in the Greater Nottingham BGI Strategy).
Community Facilities	The site is allocated to provide a neighbourhood centre of appropriate scale to serve the residential development and has planning permission for ancillary town centre uses. The site is within 30 travel time by bike and bus of Bingham District Centre. The site is not currently within close walking distance of community facilities but obligations to provide either a financial contribution or the provision of a new community centre and primary school within the site have been secured through a section 106 agreement.
Other	Land at RAF Newton (phase 2)

Sustainability Appraisal

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

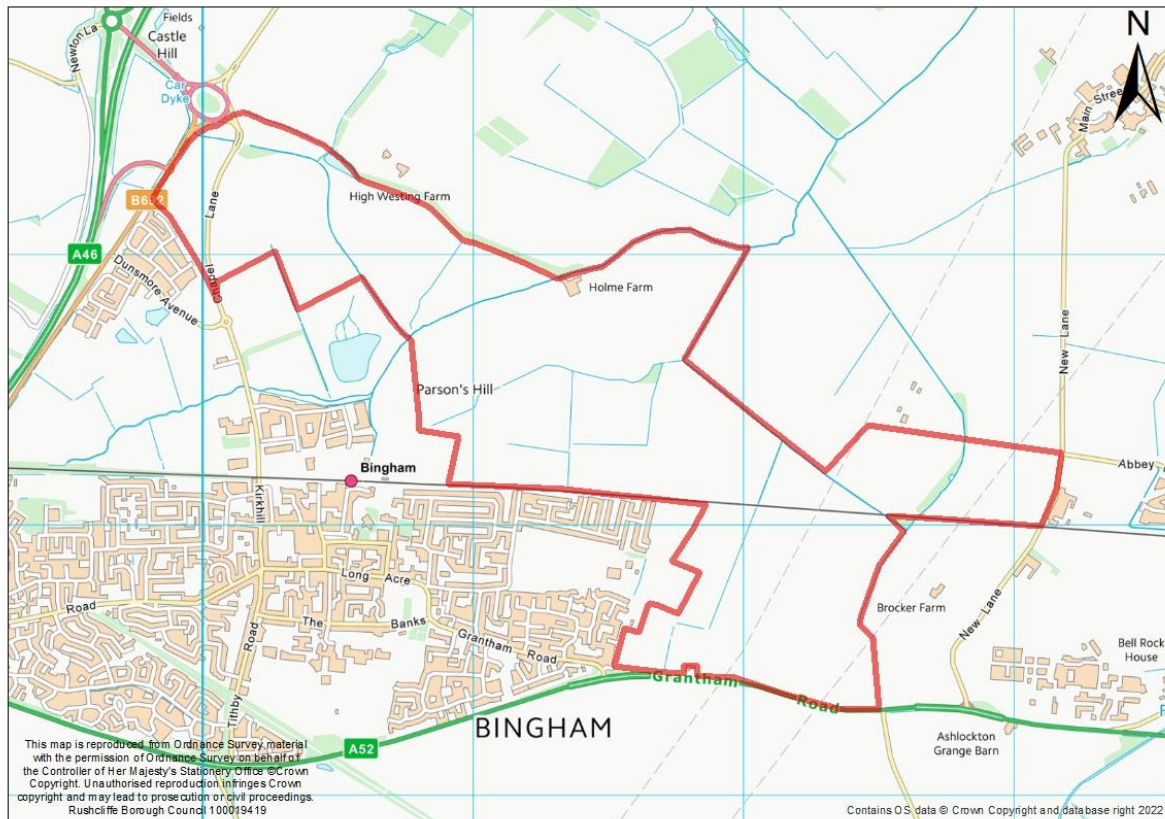
Other Factors

Topic	Commentary
Green Belt	The site was removed from the Green Belt and allocated for mixed use development in the existing Rushcliffe Local Plan Part 1: Core Strategy.
Carbon Neutrality	Addressed within extant and future permissions
Impact on Air Quality	Site is not within NUAZ and is over 5km from nearest AQMA (A52/Stragglethorpe Road). Unknown at this stage whether further development of the site would create a new AQMA.
Transport / Accessibility	<p>The site is accessed via Wellington Avenue. Access to the strategic highway network (A46) can be achieved via the nearby junction with the A6097. Details have been agreed as part of the planning permissions and any contributions secured via the S106 agreement.</p> <p>The developed part of the site is accessible to buses with stops on Fairway Crescent and Wellington Avenue providing services that run hourly during weekdays into Bingham, Newark and Nottingham. Connectivity with Bingham by walking and cycling is proposed to be improved in relation to the planning permission requirements. The site lacks a direct walking route into Bingham, being separated by the A46, however, the provision of a footbridge has been secured under the planning permission for the site, although this has not been delivered yet.</p>
Flood Risk	The site is at very low risk of flooding (less than 0.1% each year) from rivers but with areas along the southern boundary along with small areas across the site that are at low to high risk surface water flooding. Details have been agreed as part of the planning permissions.
Natural Environment	Development of the site would not result in the loss of a designated site of nature conservation interest. The site is not adjacent to any designated site of nature or conservation interest. Development of the site may

Topic	Commentary
	result in the loss of some trees in the centre of the site and at its south-eastern corner.
Historic Environment	There are no designated heritage assets within the site that would be affected by the development. The HER identifies three records within the site (a WWII pillbox close to the eastern boundary and two Iron Age/Romano British features in the south-eastern corner) that could be non-designated heritage assets.
Landscape and topography	The site is within the East Bridgford Escarpment Farmlands DPZ (SN05). Both the condition and strength of the landscape within this DPZ are moderate. Given the presence of the existing hangers on the west side of the site and the earlier completed phase of residential development on the east side of the site, further development is unlikely to have an adverse impact on the existing landscape character.
Consultation Response	<p>The Environment Agency has no comments to make as it provided extensive comments at outline application stage.</p> <p>National Highways has assessed the site as having a Medium potential impact on the Strategic Route Network.</p> <p>Three developers noted that the site is allocated in the Rushcliffe Local Plan Part 1: Core Strategy in 2014 and the approach to include it in the CS Review is not 'pro-growth'. It would be more appropriate to include this development as a committed development to allow other strategic sites to be considered.</p> <p>Newton Nottingham LLP supports the retention of the allocation and has made representations to expand the allocation to the west. The Green Belt boundary at RAF Newton should be reviewed to allow for future expansion of the allocation. The size of the allocation does not support the delivery of other uses and is reason to consider an expansion of the site to the west. Please note a reserved matters application has been submitted for commercial space.</p>

Topic	Commentary
	<p>A major retailer proposed that the allocation include a reference to retail, and amenity uses to ensure they are consistent with the Plan's vision of the 20-minute neighbourhood.</p> <p>Comments from one local resident highlighted: pressure on local services in Radcliffe-on-Trent and Bingham, especially secondary schools, where sites at Toothill and Radcliffe-on-Trent are already cramped with no possibility for expansion without building on school sports fields; the impacts on limited parking in Bingham and Radcliffe-on-Trent as people are unlikely to make trips by foot or cycle; and that it is unlikely that the developer would use local builders.</p>
Conclusion	Site will be carried forward as an allocation within the Greater Nottingham Strategic Plan.

R03.1PA North and East of Bingham



Factors	Details
SHLAA reference	SHLAA/BIN/501
Size (hectares)	232
No of dwellings/ estimated employment floorspace	4400 dwellings
Existing Use	Agricultural
Known Land Contamination	The site is not within or in close proximity of an air quality management area. Small areas of made ground within the site which can be a source of potential contamination. Buffer area around petrol station also identified as a potential source of contamination.
PDL or Greenfield	Greenfield
Agricultural Land	The site is mainly grade 2 and grade 3 agricultural land.
SHLAA Conclusion	A large strategic site which is adjacent to the strategic allocation (North of Bingham) that is currently under

Factors	Details
	construction. There are identified constraints that would require further consideration in particular in relation to accessibility, connectivity and flood risk. Estimated dwelling capacity is a maximum estimate for the site as a whole, although three options have been put forward as site submissions. The site is in single ownership.
Growth Options Study Conclusions	High potential area for strategic growth. The submitted sites provide sufficient land capable of delivering the smallest typology (village expansion). The wider area identified would represent a near doubling of the town's footprint and would need to be delivered alongside a package of new social infrastructure and transport improvements. The presence of the rail station will help to support sustainable development in this location.
Compliance with GNSP settlement hierarchy	Adjoining key settlement
Viability and deliverability	A high level viability assessment will be required if the site is to come forward as an allocation.

Infrastructure

Type	Comments
Utilities	<p>Electricity – The Infrastructure Delivery Plan confirms that it is likely that demand for electricity can be met for the proposed level of housing. However, local electricity distribution reinforcement of networks will be necessary. Primary networks may also need to be reinforced.</p> <p>Gas – The Infrastructure Delivery Plan confirms that it is unlikely that extra growth will create capacity issues.</p> <p>Water Supply – Located in a water stressed area. Severn Trent Water report that they are on track with commitments made in the 2019 Water Management Plan.</p> <p>Waste Water – Severn Trent Water take account of foreseeable growth set out in local development plans</p>

Type	Comments
	<p>when they upgrade wastewater treatment works. However, the infrastructure may still struggle to accommodate to future pressures from climate change, growth and urban growth whilst still maintaining permit compliance without additional investment. Further engagement with Severn Trent Water is required.</p> <p>IT Communications – The Infrastructure Delivery Plan states that there have been no abnormal costs identified regarding telecommunications. Openreach will provide connectivity to every strategic site and most sites with planning permission have agreements with broadband providers to connect Gigabit capable broadband to each property.</p>
Emergency Services	The Infrastructure Delivery Plan confirms that funding for the three emergency services comes from government budgets and council tax. Additional funding from developer contributions has not been justified.
Education	The Infrastructure Delivery Plan indicates that there are capacity issues for primary schools in Bingham. The provision of new primary schools on site would be required. There are no capacity issues for secondary schools, except in West Bridgford. Whether there would be sufficient capacity to accommodate the proposed development would be dependent on its scale.
Health	Additional healthcare services might be require to support potential growth.
Blue and Green Infrastructure	The site at present is under intensive farming, therefore opportunity to significantly improve the provision of green infrastructure within the area. The site is adjacent to the A46 and A52 Blue/Green Infrastructure Networks. These are identified in the GNBGI Strategy as primary networks which provide active travel opportunities between Bingham, Newark and Nottingham. Development would be expected to improve these connections and their environment.
Community Facilities	Bingham has a full range of facilities available within the town centre.

Type	Comments
Other	North and East of Bingham

Sustainability Appraisal

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

Other Factors

Topic	Commentary
Green Belt	The site is located outside the Green Belt.
Carbon Neutrality	The Infrastructure Delivery Plan states that in terms of renewable or low carbon energy/wind power and other technologies, developers will need to work with the Councils, Ofgem and individual suppliers to meet the sustainable energy targets set out in the Greater Nottingham Plan, District and Borough Local Plans and supporting Supplementary Planning Documents and Strategies.

Topic	Commentary
Impact on Air Quality	The site is not within or in close proximity of an air quality management area. Small areas of made ground within the site which can be a source of potential contamination. Buffer area around petrol station also identified as a potential source of contamination.
Transport / Accessibility	<p>The northern part of the site could possibly be accessed from the Chapel Lane Roundabout. Accessibility and connectivity would be more difficult to achieve the further east that you go in the site without new accesses onto the trunk road network and bridges over the railway line.</p> <p>Parts of the site are within proximity to Bingham Railway station but with limited access with direct routes only being along ProWs. There is limited connectivity to the rest of the town in terms of private vehicle access. There are numerous bus stops close to the edges of the west of the site, however buses run on an hourly frequency at best to Bingham, Nottingham and Newark, however the majority of the site is located away from the walking cycling and public transport network.</p>
Flood Risk	Areas of the site are located in flood zone 2 and flood zone 3. Areas also identified as at risk from surface water flooding at varying degrees of risk. Some remodelling of flood area on adjacent site may have benefitted part of this area - revised flood maps will need to be submitted to demonstrate this.
Natural Environment	No designated nature conservation interests. The sites are surrounded by hedgerows and there is grassland, which are priority habitats. Land largely in agricultural use. Hedgerow cover is limited and should be enhanced. A number of drains run across the site and these should be retained and enhanced to provide for wildlife corridors.
Historic Environment	In the setting of spire of Church of St. Mary and All Saint, (Grade 1). Margidunum Roman Station is a Scheduled Ancient Monument located either side of the Foss Way, including land within the site's north west

Topic	Commentary
	<p>corner in the vicinity of the B692 roundabout. HER registers flint finds within western area, close to the Foss Way. Potential harm to archaeological features that may be significant. Excavations to the north for A46 improvement works encountered paleochannels and iron age features. Development should avoid where possible, obscuring views of the spire from Chapel Lane. Linear and circular features around Parson's Hill may indicate possible archaeological remains. Anglo Saxon burial site located adjacent to the site near Parsons Hill (precise location of find unknown). Archaeological investigation should be readily detectable via magnetometry survey in support of any allocation and/or planning application. HER also indicates Palaeolithic to Neolithic flint finds recovered from fields south of railway line. Found as part of the History of Settlement of Bingham Parish Project, 2004-2009.</p>
Landscape and topography	<p>SN06 – Aslockton Village Farmlands. The overall landscape strategy is 'Conserve and Enhance'. The landscape condition is moderate. The character strength is strong. The area has a relatively uniform character of arable fields, linear blocks and clumps of woodland and small distinctive rural villages (LCA 2009).</p>
Consultation Response	<p>Saxondale Parish Meeting have objected. They are concerned about further sprawl along the A52 corridor and lack of public transport and infrastructure.</p> <p>CPRE and WT object.</p> <p>Erewash BC encourage the release of this site as it is preferable to Green Belt and would help meet their unmet need.</p> <p>Sports England raise concerns regarding ball strike from neighbouring sports facilities.</p> <p>The Crown Estate believes that the preferred approach should identify this site as either a preferred location or a reserve site as: it is the only location identified in the Growth Option's Study as suitable, which is outside of</p>

Topic	Commentary
	<p>the Green Belt; Bingham is a key rural services centre, avoiding longer trips to Nottingham; it is within a Multi-modal transport corridor: A46; A52; Nottingham-Grantham railway line; bus network; it is in single ownership of the Crown Estate; it would reduce reliance on windfall sites; is consistent with 20-minute neighbourhood approach; and site is available, suitable, and achievable. The Crown Estate submitted two concept plans in 2019: Option 1 – 800 homes; and Options 2a 2b – 2,500-2,700 new homes. These options need to be assessed as reasonable alternatives in the Sustainability Appraisal.</p> <p>FH Farms support the expansion of this site to the north (to include their site) (Land west of Car Colston).</p> <p>The executors of Evelyn Shepperson support development, in particular land east of Bingham north of the A52 and south of the railway. Their land interest forms two small parcels of land which fall just outside the boundary identified for R03.3. The land is free from constraints.</p> <p>A number of respondents from Aslockton objected to the identification of the growth zone, principally citing scale and the coalescence of Aslockton and Bingham and loss of identity that would result. A significant number of representations from the public highlighted inadequate infrastructure to accommodate this level of growth.</p>
Conclusion	<p>While it is proposed that all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP, there is no requirement for the allocation of any new strategic housing sites.</p>

R03.3PA Land North of Bingham Strategic Allocation



Factors	Details
SHLAA reference	SHLAA/BIN/015
Size (hectares)	61
No of dwellings/ estimated employment floorspace	1050 dwellings
Existing Use	Agricultural
Known Land Contamination	The site is not within or in close proximity of a AQMA.
PDL or Greenfield	Greenfield
Agricultural Land	On the east side of Chapel Lane the site is classified as Grade 1 or 2 agricultural land, albeit construction of the approved residential development is now substantially underway in those areas. On the west side of Chapel Lane the site is classified as mainly Grade 3b with an smaller area of Grade 3a land in the north corner upon

Factors	Details
	which the initial phases of residential development have been completed.
SHLAA Conclusion	All phases have full planning permission. 3 developers building at present (Barratts, Taylor Wimpey and David Wilson). The site is available now, suitable now and achievable now. Delivery rates should be 100dpa+ until completion.
Growth Options Study Conclusions	As an existing site allocation with extant planning permission, this site was not assessed in the Growth Options consultation.
Compliance with GNSP settlement hierarchy	Adjoining key settlement
Viability and deliverability	Site has extant planning permission in full and development has commenced on multiple phases. Viability has been addressed through the extant planning permissions.

Infrastructure

Type	Comments
Utilities	<p>Electricity – Addressed by utility companies to meet the requirements of the extant permissions.</p> <p>Gas – Addressed by utility companies to meet the requirements of the extant permissions.</p> <p>Water Supply – Addressed by utility companies to meet the requirements of the extant permissions.</p> <p>Waste Water – Addressed by utility companies to meet the requirements of the extant permissions.</p> <p>IT Communications – Addressed by utility companies to meet the requirements of the extant permissions.</p>
Emergency Services	Addressed within extant and future permissions

Type	Comments
Education	Bingham Primary School has opened within the site on land that was reserved for a school. Funding provision secured for the expansion of Toot Hill Academy (secondary school provision).
Health	The S106 agreement secures a financial contribution to provide two additional consulting rooms at the Bingham Health Facility.
Blue and Green Infrastructure	The centre of the site is within 400 metres walking distance of areas of existing open space/balancing ponds that have been laid out as part of the ongoing residential development of the site on both the east and west sides of Chapel Lane. The Car Dyke watercourse also runs west-east across the southern part of the site. This has been re-modelled to create a meandering BGI corridor. The site would not result in the loss of accessible BGI.
Community Facilities	Bingham has a full range of facilities available within the town centre.
Other	Land north of Bingham (planning application)

Sustainability Appraisal

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

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

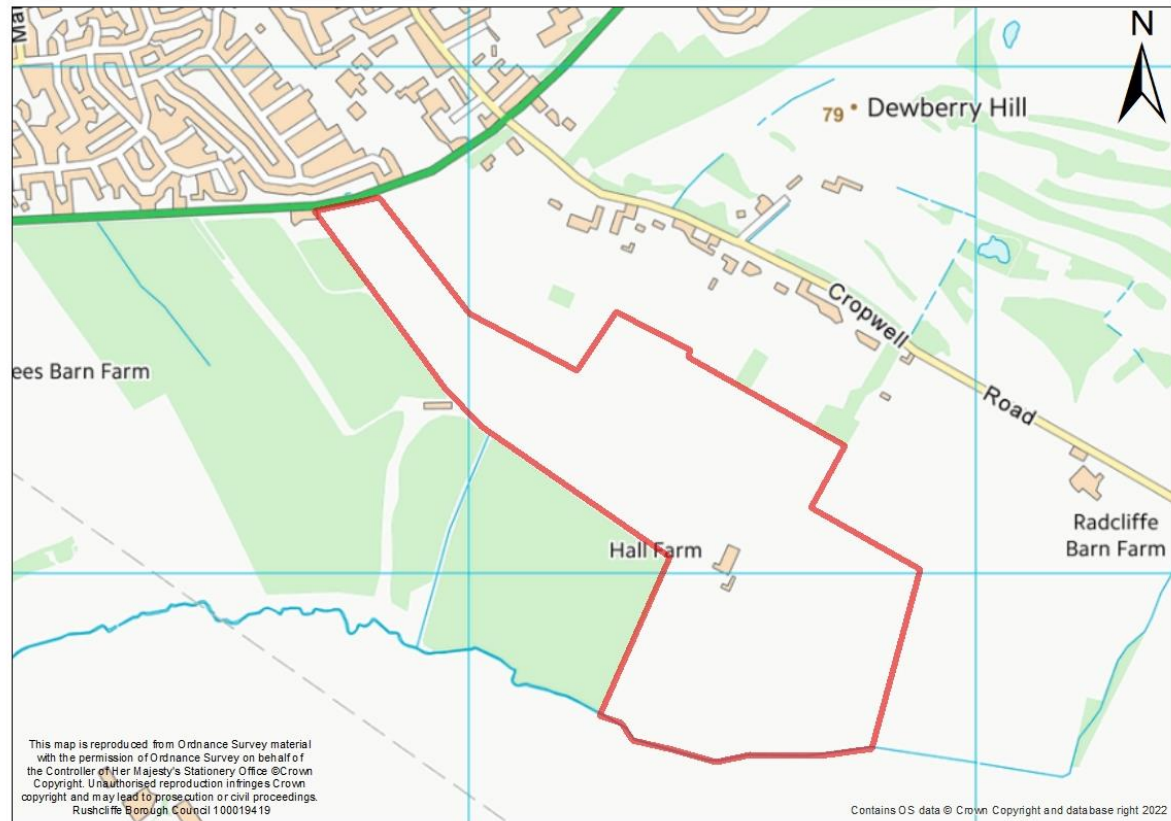
Other Factors

Topic	Commentary
Green Belt	The site is not within the Green Belt.
Carbon Neutrality	Addressed within extant and future permissions
Impact on Air Quality	The site is not within or in close proximity of a AQMA.
Transport / Accessibility	<p>Details have been agreed as part of the planning permissions and any contributions secured via the S106 agreement.</p> <p>The site adjoins Bingham key settlement and has direct pedestrian routes into Bingham via Chapel Lane/Kirkhill (approx. 16 minutes walk). The site is within 400 metres of bus stops on Chapel Lane that provides hourly services into Bingham (the Bingham Circular) during the day. In addition planning obligations have been secured for a bus service contribution to be paid towards the provision of new bus services or to extend or re-route existing bus services to serve the development.</p>
Flood Risk	The site is primarily at very low risk of flooding (less than 0.1% each year) from rivers but there are areas either side of the Car Dyke which runs through the site that are between low (between 0.1% and 1%) and high (3.3%) risk of flooding from rivers. Similar areas across the site at low to high risk of surface water flooding too. Planning permission has secured the delivery of a flood storage reservoir on the east of Chapel Lane (which has been constructed) along with the Car Dyke Management Scheme works (also complete) to alleviate flooding risks

Topic	Commentary
	on the site. In addition, two balancing ponds have been built within the site on the west side of Chapel Lane.
Natural Environment	The site is not adjacent to any designated site of nature or conservation interest. Development of the site may result in the loss of some hedgerows. The provision of new onsite open space has been secured under the existing planning permission for the site.
Historic Environment	<p>There are no designated heritage assets within the site but there are three scheduled monuments in the surrounding area. The nearest is the “Henge 850 metres southeast of Foss Road Farm” which lies beneath a car park within the Moorbridge Road Industrial Estate (approximately 110 metres from the sites southern boundary). The Roman small town of Margidunum lies 300 metres to the north and Bingham Medieval Settlement lies approximately 500 metres to the southeast. The nearest Listed Buildings are mostly located in and around the centre of Bingham with all but two being within Bingham Conservation Area.</p> <p>The HER identifies various flint finds across the site on the west side of Chapel Lane and beyond the northern boundary of the site on the east side of Chapel Lane. These date from Palaeolithic to Neolithic eras and were recovered following a parish fieldwalking project in 2004-2009.</p>
Landscape and topography	The site is within the Aslockton Village Farmlands DPZ (SN06). The landscape strength of the DPZ is strong and the landscape condition is moderate. The overall strategy for the DPZ is to conserve and enhance. There are no areas that are protected because of their landscape importance within or adjoining the site. Given the completion of the initial phases of residential development at the northern corner and to the east of Chapel Lane, further development is unlikely to have an adverse impact on the existing landscape character.
Consultation Response	The Environment Agency have supplied extensive comments on this site and have no further comments to make.

Topic	Commentary
	<p>National Highways has assessed the site as having a high potential impact on the Strategic Route Network.</p> <p>Developers highlighted that the site was allocated in the Rushcliffe Local Plan Part 1: Core Strategy in 2014 and the approach to include it in the CS Review is not 'pro-growth'. It would be more appropriate to include this development as a committed development to allow other strategic sites to be considered.</p> <p>Comments from local residents opposed further development of the site, due to the increased traffic that would occur and the limited parking within Bingham. This is compounded by the absence in improvements to public transport, active travel options in the town.</p> <p>Environmental concerns were raised, notably the loss of agricultural land. Laos that the country park and lake had not yet been delivered.</p> <p>There were a number comments regarding the impacts on character and that the development so far is over crammed, could be anywhere and that further development undermines the market town character.</p> <p>Concerns were also raised regarding pressure on local services in Bingham, especially health services and the secondary schools.</p> <p>Finally, that it is unlikely that the developer would use local builders.</p>
Conclusion	<p>The site has planning permission and will be carried forward as an allocation within the Greater Nottingham Strategic Plan.</p>

R06.1PA Hall Farm, Grantham Road, Radcliffe on Trent



Factors	Details
SHLAA reference	SHLAA/RAD/052
Size (hectares)	48
No of dwellings/ estimated employment floorspace	700 dwellings
Existing Use	Agriculture
Known Land Contamination	Not within AQMA. Hall Farm identified as being potential contaminated land, together with pockets of worked ground.
PDL or Greenfield	Greenfield
Agricultural Land	Grade 3
SHLAA Conclusion	Land is in single ownership and is therefore available. The Growth Study which supports the Greater Nottingham Strategic Plan concludes that the Hall Farm, Grantham Road site is free from major

Factors	Details
	constraints and suitable for development pending further site investigations.
Growth Options Study Conclusions	The Growth Study stated that the Hall Farm, Grantham Road site is free from major constraints and suitable for development pending further site investigations.
Compliance with GNSP settlement hierarchy	Adjoining key settlement
Viability and deliverability	A high level viability assessment will be required if the site is to come forward as an allocation.

Infrastructure

Type	Comments
Utilities	<p>Electricity – The Infrastructure Delivery Plan confirms that it is likely that demand for electricity can be met for the proposed level of housing. However, local electricity distribution reinforcement of networks will be necessary. Primary networks may also need to be reinforced.</p> <p>Gas – The Infrastructure Delivery Plan confirms that it is unlikely that extra growth will create capacity issues.</p> <p>Water Supply – Located in a water stressed area. Severn Trent Water report that they are on track with commitments made in the 2019 Water Management Plan.</p> <p>Waste Water – Severn Trent Water take account of foreseeable growth set out in local development plans when they upgrade wastewater treatment works. However, the infrastructure may still struggle to accommodate to future pressures from climate change, growth and urban growth whilst still maintaining permit compliance without additional investment. Further engagement with Severn Trent Water is required.</p> <p>IT Communications – The Infrastructure Delivery Plan states that there have been no abnormal costs identified</p>

Type	Comments
	regarding telecommunications. Openreach will provide connectivity to every strategic site and most sites with planning permission have agreements with broadband providers to connect Gigabit capable broadband to each property.
Emergency Services	The Infrastructure Delivery Plan confirms that funding for the three emergency services comes from government budgets and council tax. Additional funding from developer contributions has not been justified.
Education	The Infrastructure Delivery Plan indicates that there are no capacity issues for primary schools in the area. There are no capacity issues for secondary schools, except in West Bridgford. Although whether there would be capacity for the proposed development would depend on its scale.
Health	Additional healthcare services might be require to support potential growth.
Blue and Green Infrastructure	Land comprises arable land. There are no public rights of way within the site.
Community Facilities	Site is separated from the village centre, services and facilities by the A52. Nearest crossing is located at the junction of Cropwell Road.
Other	Hall Farm, Grantham Road

Sustainability Appraisal

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

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

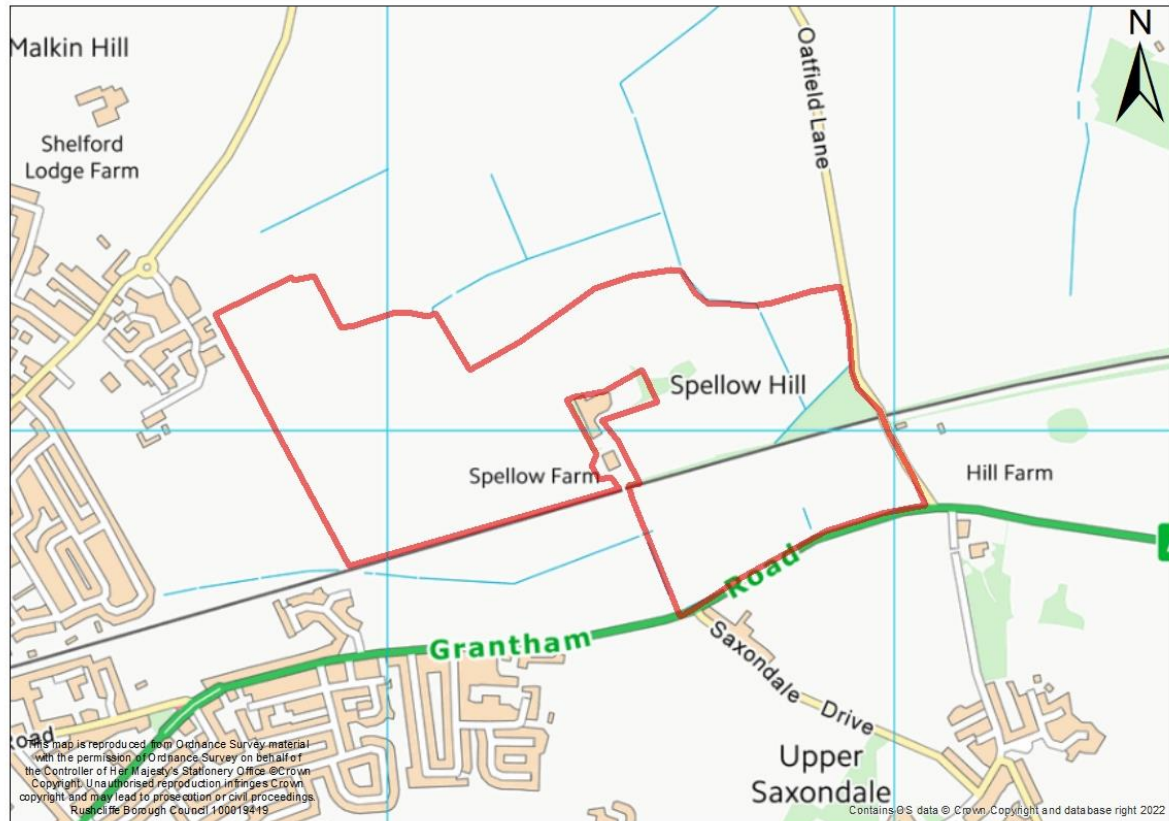
Other Factors

Topic	Commentary
Green Belt	The site is located within the Radcliffe on Trent: South West Green Belt Strategic Area. It scores 11. The topography slopes up from the A52 and consists of large open fields with weak defensible boundaries and woodland. Development south of the A52 would constitute prominent urban intrusion into the open countryside. Development south of the A52 would not significantly reduce the green belt between Radcliffe and Cotgrave/or the Cropwell's. Area contains development along Cropwell Road, although it is considered that this development forms a washed over part of Radcliffe on Trent. Land further west is open countryside in character with no inappropriate development within it. The area does not contain or form the setting of designated or non-designated heritage asset.
Carbon Neutrality	The Infrastructure Delivery Plan states that in terms of renewable or low carbon energy/wind power and other technologies, developers will need to work with the Councils, Ofgem and individual suppliers to meet the sustainable energy targets set out in the Greater Nottingham Plan, District and Borough Local Plans and supporting Supplementary Planning Documents and Strategies.

Topic	Commentary
Impact on Air Quality	Not within AQMA. Hall Farm identified as being potential contaminated land, together with pockets of worked ground.
Transport / Accessibility	<p>Access can only be achieved of the A52.</p> <p>Site is separated from the village centre, services and facilities by the A52. Nearest crossing is located at the junction of Cropwell Road. Poor connectivity at present to walking and cycling network and not within reasonable walking distance to frequent public transport (a limited service runs around the Radcliffe on Trent Bypass rather than through the village).</p>
Flood Risk	Flood Zone 1. Parts of the site are affected by surface water flooding.
Natural Environment	No designated nature conservation assets. Land contains some hedgerows, which are a local priority habitat.
Historic Environment	No constraints identified. HER identifies Palaeolithic to Bronze Age flints found within the site. HER identifies Spellow Farm as a historic building (Historic Farmstead Survey undertaken by NCC) and it may qualify as a non-designated heritage asset.
Landscape and topography	SN04 - Cotgrave and Tollerton Village Farmlands - Landscape condition is moderate. The strength of character of the area is moderate. The area has a uniform character of arable fields with prominent village fringes.
Consultation Response	<p>This site was identified as R06.2 within the Growth Options consultation.</p> <p>Radcliffe on Trent PC object. It is an extremely large piece of land that includes a woodland area. Overall, it considers that Radcliffe on Trent is unsuitable for further development due to the very poor existing infrastructure and the constraints on the single carriageway A52.</p>

Topic	Commentary
	<p>Jelson Homes and the Wheatcroft Family state that the Radcliffe on Trent Extension (reference R06) is fully supported.</p> <p>Wildlife Trust and CPRE objected to R06.2 (major intrusion into the countryside).</p> <p>Limited comments from residents, however some stated that R06.2 on the south side of the A52 should not take place. The A52 is a main transport corridor and any additional turnings should be avoided. A couple of comments consider the area to be isolated.</p>
Conclusion	<p>While it is proposed that all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP, there is no requirement for the allocation of any new strategic housing sites.</p>

R06.2PA East of Radcliffe on Trent



Factors	Details
SHLAA reference	SHLAA/RAD/054
Size (hectares)	54
No of dwellings/ estimated employment floorspace	700 dwellings
Existing Use	Agricultural
Known Land Contamination	The site is not within or in proximity of an air quality management area. Areas of potentially contaminated land to the east of Spellow Farm include a pit and legacy farming activities.
PDL or Greenfield	Greenfield
Agricultural Land	The provisional agricultural land classification is grade 2.

Factors	Details
SHLAA Conclusion	The site is located within the green belt. There are concerns in relation to whether the site is deliverable due to present access constraints. Whilst there are no concerns in relation to potential impacts on features of historic value, it is considered that the landscape appraisal has identified some areas of importance.
Growth Options Study Conclusions	The site is within the R06 strategic growth location. The study concludes that this area provides sufficient land capable of delivering the smallest typology (village expansion). The railway line and A52 act as a severance between the areas in the north and south. As such place making and improvements to access would need to be carefully considered. The presence of the rail station would help to support sustainable development in this location, especially if service frequency were to be increased.
Compliance with GNSP settlement hierarchy	Adjoining key settlement
Viability and deliverability	A high level viability assessment will be required if the site is to come forward as an allocation.

Infrastructure

Type	Comments
Utilities	<p>Electricity – The Infrastructure Delivery Plan confirms that it is likely that demand for electricity can be met for the proposed level of housing. However, local electricity distribution reinforcement of networks will be necessary. Primary networks may also need to be reinforced.</p> <p>Gas – The Infrastructure Delivery Plan confirms that it is unlikely that extra growth will create capacity issues.</p> <p>Water Supply – Located in a water stressed area. Severn Trent Water report that they are on track with commitments made in the 2019 Water Management Plan.</p>

Type	Comments
	<p>Waste Water – Severn Trent Water take account of foreseeable growth set out in local development plans when they upgrade wastewater treatment works. However, the infrastructure may still struggle to accommodate to future pressures from climate change, growth and urban growth whilst still maintaining permit compliance without additional investment. Further engagement with Severn Trent Water is required.</p> <p>IT Communications – The Infrastructure Delivery Plan states that there have been no abnormal costs identified regarding telecommunications. Openreach will provide connectivity to every strategic site and most sites with planning permission have agreements with broadband providers to connect Gigabit capable broadband to each property.</p>
Emergency Services	The Infrastructure Delivery Plan confirms that funding for the three emergency services comes from government budgets and council tax. Additional funding from developer contributions has not been justified.
Education	The Infrastructure Delivery Plan indicates that there are no capacity issues for primary schools in the area. There are no capacity issues for secondary schools, except in West Bridgford. Although whether there would be capacity for the proposed development would depend on its scale.
Health	Additional healthcare services might be require to support potential growth.
Blue and Green Infrastructure	Retain hedgerows and trees within the site to provide a framework for GI provision. Enhance watercourse corridor. Enhance green infrastructure along the A52, which is identified as a potential green infrastructure corridor.
Community Facilities	Radcliffe on Trent is a Key Settlement with a Local Centre as identified in the Core Strategy. The Local Centre contains a wide variety of shops, public houses, cafes/restaurants, and fast food establishments. It also has a range of community facilities including a health

Type	Comments
	centre, library, church hall and community centre. The village also has an infant and junior school and one secondary school (with sixth form). Radcliffe has two publicly accessible playing fields (Wharf Lane and Bingham Road).
Other	East of Radcliffe on Trent

Sustainability Appraisal

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

Other Factors

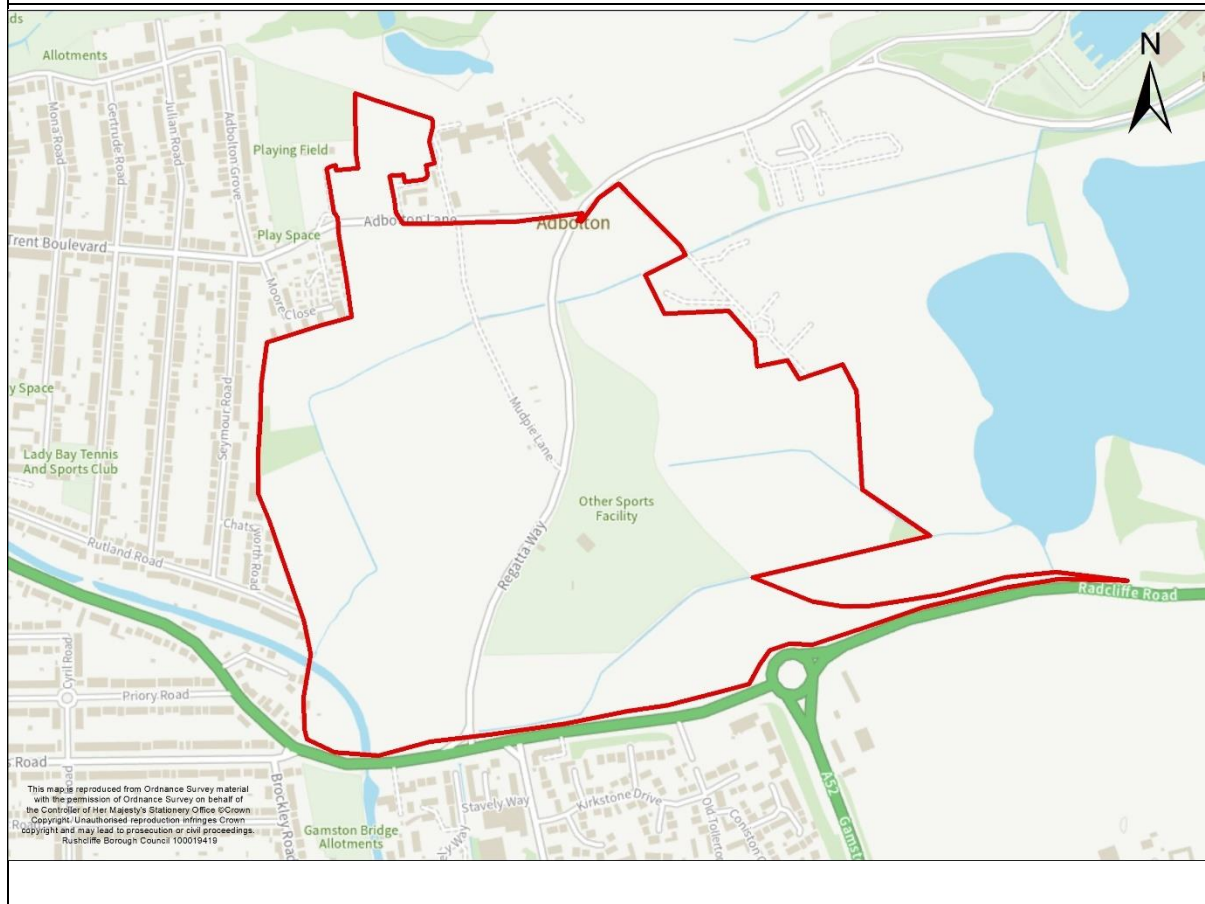
Topic	Commentary
Green Belt	The site is located within the Radcliffe on Trent: North East Green Belt Strategic Area. It scores 11. There is only one boundary with the green belt inset for Radcliffe on Trent. There are weak features (field boundaries) that could act as defensible boundaries. Oatfield Lane, No

Topic	Commentary
	<p>Joke Plantation and Shelford Road are stronger boundaries further out. Shelford and Saxondale and the strategic allocation at Former RAF Newton are some distance away. The area contains large open fields and woodland. There are no instances of inappropriate development within this area. The area does not contain or form the setting of designated</p> <p>heritage asset.</p>
Carbon Neutrality	<p>The Infrastructure Delivery Plan states that in terms of renewable or low carbon energy/wind power and other technologies, developers will need to work with the Councils, Ofgem and individual suppliers to meet the sustainable energy targets set out in the Greater Nottingham Plan, District and Borough Local Plans and supporting Supplementary Planning Documents and Strategies.</p>
Impact on Air Quality	<p>The site is not within or in proximity of an air quality management area. Areas of potentially contaminated land to the east of Spellow Farm include a pit and legacy farming activities.</p>
Transport / Accessibility	<p>The site can only be accessed from the south by a single track bridge over the Nottingham to Grantham Railway line. Improvements to access would be over third party land.</p> <p>Site lies approximately 1.6km from the centre of the village. Buses run along Grantham Road every 15 minutes during the day. Radcliffe also has a train station with services to Nottingham and Skegness although the site is some distance from this. The site is some distance from most community facilities and the village centre. Some connectivity possible with walking and cycling network to the south of the site running alongside Grantham Road, back to Radcliffe on Trent Centre and Bingham. All three non car modes are to be improved.</p>

Topic	Commentary
Flood Risk	Flood Zone 1. Parts of the site are identified as at risk from surface water flooding, particularly on the eastern side.
Natural Environment	Saxondale Railway LWS runs through the site. Whilst the majority of the site is intensively farmed, there are trees, hedgerows and a watercourse within the site.
Historic Environment	There are no identified impacts on designated or non designated heritage assets. HER identifies Spellow Farm as a historic building (Historic Farmstead Survey undertaken by NCC) and it may qualify as a non-designated heritage asset.
Landscape and topography	Landscape score 65/100. The site comprises a series of arable fields on the eastern edge of Radcliffe on Trent, forming a large finger of development towards the east into the rural setting of the village. The landscape value in the study area is low overall, but the generally well maintained landscape quality, the number of conservation interests and the strong rural edge contributed by the site within the study area all add value. In terms of susceptibility to change, development of the site would result in the creation of a finger of development into the strong rural edge, effectively eroding this edge and creating an increased perception of urbanisation. Development on Spellow Hill will be particularly problematic in terms of increased prominence of housing in the area. Due to this, the landscape susceptibility of the study area to change is therefore medium, and the landscape sensitivity is also medium. In visual terms, the site forms a strong rural setting to the settlement and this contributes to a medium visual value. In terms of visual susceptibility, the site forms the rural setting for both residential and transport receptors and includes areas of prominent land, resulting in a medium susceptibility. The visual sensitivity is overall medium.
Consultation Response	<p>This site was not specifically identified within the Potential Strategic Growth Area (R06).</p> <p>Radcliffe Parish Council considers that Radcliffe on Trent is unsuitable for further development due to the</p>

Topic	Commentary
	<p>very poor existing infrastructure and the constraints on the single carriageway A52.</p> <p>Saxondale Parish Meeting believe more growth along the A52 corridor should be avoided due to heavy congestion and limited rail services.</p> <p>Barwood Homes observe that Broad Area of Search R06 ('Radcliffe on Trent Extension') has been assessed as having a "high potential area for strategic growth".</p> <p>Samworth Farms Ltd stated that recent applications have demonstrated how new development can mitigate adverse impacts. Samworth Farms Ltd stated that the development of the site will have no adverse impacts on the Upper Saxondale conservation area, and has less of an impact to Upper Saxondale compared to other sites, particularly with regards to coalescence.</p> <p>Samworth Farms Ltd stated willingness to explore connectivity over the train line as part of any development proposals. They suggested development proposals could assist in funding a footbridge over the railway line or upgrading the existing vehicular connection over the railway line, which is under their control.</p> <p>Local residents raised concerns regarding congestion, loss of GB, and inadequate school provision.</p>
Conclusion	<p>While it is proposed that all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP, there is no requirement for the allocation of any new strategic housing sites.</p>

R07.1PA* East of Lady Bay, West Bridgford



Factors	Details
SHLAA reference	SHLAA/HOL/501
Size (hectares)	57
No of dwellings/ estimated employment floorspace	1,160 dwellings
Existing Use	Mixed - Agricultural and recreational
Known Land Contamination	The site is not within an AQMA. Development here may have an impact on the Trent Bridge/Lady Bay bridge AQMA. No areas identified as potentially contaminated land.
PDL or Greenfield	Greenfield
Agricultural Land	Site is a mixture of grade 2, grade 3a and grade 3b agricultural land.

Factors	Details
SHLAA Conclusion	This potential urban extension site could be reasonably well integrated with the Lady Bay area of West Bridgford, particularly with the creation of a new route through to Rutland Road. The site is relatively accessible to local services and facilities, although it would still be around 1500 metres to nearby centres from parts of the site. Development would also lead to the loss of a valuable recreational ground. One of the landowners has a poor track record in delivery and is considering the site as a potential combined primary and secondary school. Therefore, the site cannot be considered to be available or achievable now. The SFRA suggests majority of site in Flood zone 3b (functional floodplain). This is equivalent to functional floodplain. Due to the site's location within a flood zone the Growth Study (2020) concluded that it is potentially unsuitable for development. Consequently the site is not considered to be suitable for development.
Growth Options Study Conclusions	Whilst the site was not identified as a strategic growth location in the Growth Option Study, it is located adjacent to East of Gamston growth option. It was therefore assessed. This assessment concluded that, as the site is within a flood zone, it is potentially unsuitable for development.
Compliance with GNSP settlement hierarchy	Urban extension
Viability and deliverability	A high level viability assessment will be required if the site is to come forward as an allocation.

Infrastructure

Type	Comments
Utilities	Electricity – The Infrastructure Delivery Plan confirms that it is likely that demand for electricity can be met for the proposed level of housing. However, local electricity distribution reinforcement of networks will be necessary. Primary networks may also need to be reinforced.

Type	Comments
	<p>Gas – The Infrastructure Delivery Plan confirms that it is unlikely that extra growth will create capacity issues.</p> <p>Water Supply – Located in a water stressed area. Severn Trent Water report that they are on track with commitments made in the 2019 Water Management Plan.</p> <p>Waste Water – Severn Trent Water take account of foreseeable growth set out in local development plans when they upgrade wastewater treatment works. However, the infrastructure may still struggle to accommodate to future pressures from climate change, growth and urban growth whilst still maintaining permit compliance without additional investment. Further engagement with Severn Trent Water is required.</p> <p>IT Communications – The Infrastructure Delivery Plan states that there have been no abnormal costs identified regarding telecommunications. Openreach will provide connectivity to every strategic site and most sites with planning permission have agreements with broadband providers to connect Gigabit capable broadband to each property.</p>
Emergency Services	The Infrastructure Delivery Plan confirms that funding for the three emergency services comes from government budgets and council tax. Additional funding from developer contributions has not been justified.
Education	The Infrastructure Delivery Plan indicates that there are capacity issues for primary schools in the area. Therefore, provision of a new primary school or financial contributions for off-site provision will probably be required. There are also capacity issues for secondary schools in West Bridgford.
Health	Additional healthcare services might be require to support potential growth.
Blue and Green Infrastructure	Trees and hedgerows should be retained. Watercourses should be kept free of development. Site is within the

Type	Comments
	River Trent - Trent Washlands to Holme Pierrepont (incorporating Holme Pierrepont Country Park and Skylarks Nature Reserve) Green Corridor. Functions comprise: Sports and recreation, ecological network, floodwater storage, active travel between MUA and Radcliffe on Trent.
Community Facilities	Located on the edge of West Bridgford. West Bridgford has a full range of facilities
Other	East of Lady Bay

Sustainability Appraisal

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

Other Factors

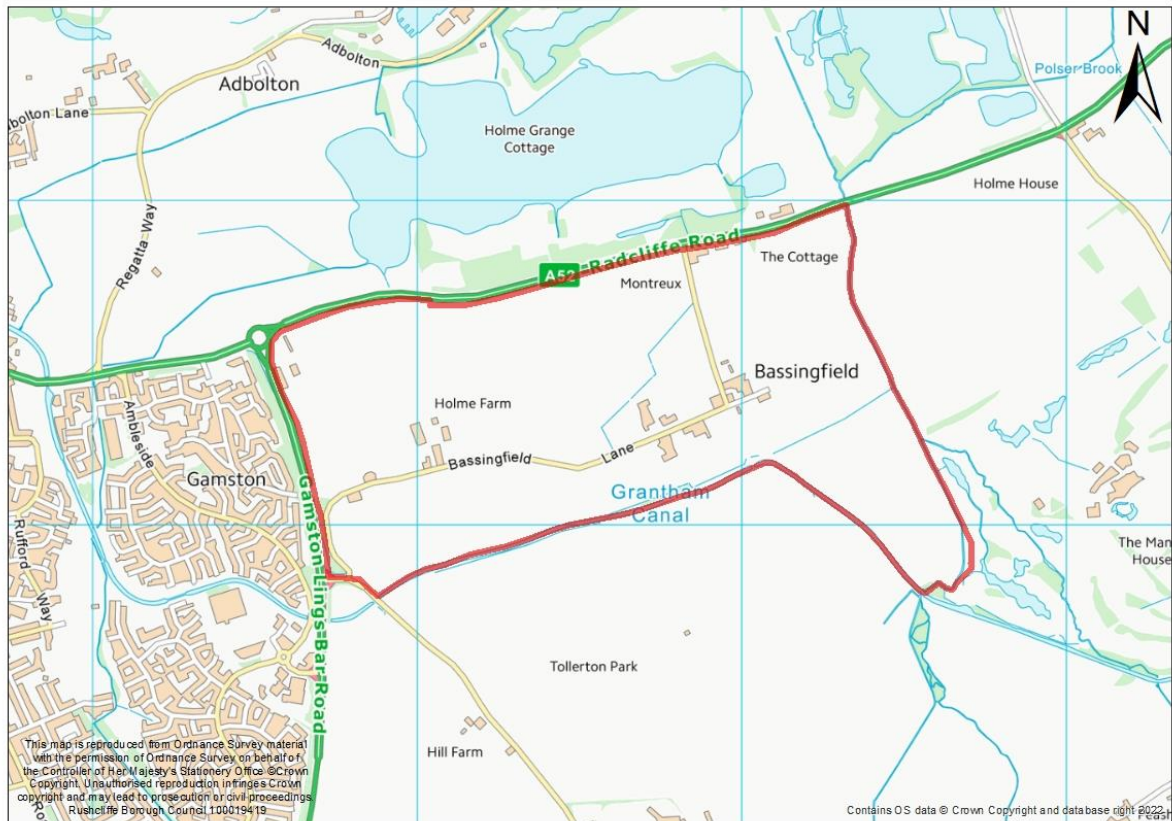
Topic	Commentary
Green Belt	<p>This site comprises a significant part of the Lady Bay Strategic Green Belt Area. The 2022 GB Review scores the area 9 out of 20. If development were to only occur up to Regatta Way then it has two boundaries to the main built up area of Nottingham. If development was to take place further east then the area would have one complete and one partial boundary. Some degree of sprawl possible, however the degree of sprawl would be contained by existing lakes within the area. Development within this area would not lead to the physical merging of settlements due to the presence of the lakes between the east of the area and Holme Pierrepont. There would be a minor perception of merging should the area become developed. The vast majority of the area consists of uses that are not considered to consist of inappropriate development within the green belt. These uses include agricultural land and buildings, playing fields, wildlife areas and paddocks. There is however a moderate degree of inappropriate development on the urban fringe on Adbolton Lane, and at Greenacres Park.</p>
Carbon Neutrality	<p>The Infrastructure Delivery Plan states that in terms of renewable or low carbon energy/wind power and other technologies, developers will need to work with the Councils, Ofgem and individual suppliers to meet the sustainable energy targets set out in the Greater Nottingham Plan, District and Borough Local Plans and supporting Supplementary Planning Documents and Strategies.</p>
Impact on Air Quality	<p>The site is not within an AQMA. Development here may have an impact on the Trent Bridge/Lady Bay bridge AQMA. No areas identified as potentially contaminated land.</p>

Topic	Commentary
Transport / Accessibility	<p>Access to Radcliffe Road via Regatta Way.</p> <p>The site is served by frequent buses along Radcliffe Road. Terminus of No 11 at north of site, which runs every 20 minutes during the day.</p>
Flood Risk	<p>Vast majority of site identified as Zone 3b (functional floodplain), and at significant risk should flood defences be breached.</p>
Natural Environment	<p>Some tree and hedgerow cover. Watercourses run through the site. Adbolton Ponds LWS is located beyond the site's northern boundary. Land east of Regatta Way is within the River Trent - Lady Bay to Gunthorpe Biodiversity Opportunity Focal Area.</p>
Historic Environment	<p>No significant historic assets present. Late Upper Palaeolithic and Mesolithic Flints. Linear features of unknown origin east of Regatta Way. Simkins Farmhouse, a Grade II listed building is in the northern part of the site. The southern aspect of the building can be viewed from the site and the open aspect of the agricultural fields form part of its setting. Archaeological investigation – nature of archaeology may be detectable via magnetometry survey in support of planning application. Listed farmhouse has little association beyond proximity, association with outbuildings and former orchard all to the north would be unaffected. Screening and set-back from the road frontage could serve to mitigate.</p>
Landscape and topography	<p>Majority of area within TW01 Gamston and Edwalton Meadowlands. A moderate sense of place with a moderate degree of visibility leads to a moderate landscape sensitivity. Flat open land offering views along Trent Valley to Nottingham and to open countryside. The site is very visible. The raised Regatta Way provides a reasonably prominent visual boundary to the site.</p>
Consultation Response	<p>Holme Pierrepont and Gamston Parish Council (HPGPC) state that site R07.1 should never be brought forward for development as it is within the functional</p>

Topic	Commentary
	<p>floodplain. It also includes the popular Regatta Way Sports Ground and is ideally suited for recreational use. HPGPC also oppose locating schools on this site due to these constraints.</p> <p>Sport England state that the playing field within R07.1 should be protected or full site/facility replacement provided prior to any loss.</p> <p>Nottinghamshire County Council highlights that this broad areas lies within the MSA/MCA for sand and gravel. If this site was taken forward within the Greater Nottingham Strategic Plan, it will need to be demonstrated that development here will not needlessly sterilise mineral resource and there is a clear need for non-mineral development in this area. Prior extraction will also be sought where practical.</p> <p>Nottinghamshire County Council (landowner of R07.1PA) support the allocation of R07.1.</p> <p>Croft Development Ltd state that land at Simkins Farm is available and suitable for development and does not have any significant constraints which would prevent development.</p> <p>Nottingham WT object.</p> <p>The Regatta Way Sports Club and Rushcliffe Green Party have objected to the allocation of R07.1 due to the land's location within a flood zone and the loss of the sports facility.</p> <p>Residents noted flood risks (which would be increased by development), impacts on the village feel and community, loss of sports facilities and recreational space (which is contrary to the plans objectives and must be replaced), and the need for and inappropriateness of locating a primary and secondary school (traffic, parking and flooding).</p>

Topic	Commentary
	<p>The site is partly being promoted by Havenwood Construction Ltd for residential development to meet the needs of specific groups, such as later living accommodation or self-build units. The site is located within the Green Belt, and within flood zones 2 and 3. Havenwood Construction Limited stated that there are no sensitive environmental designations on or adjacent to the site, but any development proposal would be designed to relate well to the existing Greenacre Park development. They stated that there are a number of services and facilities close to the site.</p> <p>A petition objecting to the site was received.</p>
Conclusion	<p>While it is proposed that all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP, there is no requirement for the allocation of any new strategic housing sites.</p>

R07.2PA North of Gamston Strategic Allocation



Factors	Details
SHLAA reference	SHLAA/HOL/502
Size (hectares)	151
No of dwellings/ estimated employment floorspace	2,800 dwellings
Existing Use	Mixed - agricultural /Airfield
Known Land Contamination	Not within or in proximity to an air quality management zone. Areas of the site identified as having potential for contamination include farm buildings and former farm buildings at Holme Farm, Lea Farm, Holly Farm and Manor farm. Other areas with potential contamination include fields adjacent to Gamston Depot and made ground next to the A52.
PDL or Greenfield	Mixed
Agricultural Land	The site is predominantly Grade 3 agricultural land.

Factors	Details
SHLAA Conclusion	Site lies north of the Strategic allocation East of Gamston/North of Tollerton. There are a number of constraints on the site. The first constraint is that the site lies within the Green Belt. Of particular concern is that the wholesale development of the area would consume the settlement of Bassingfield. The site is identified as R07 (East of Gamston) within the Growth Options Study. Notwithstanding the impacts on Bassingfield, the study concludes that R07 offers the option to expand upon the extant allocation East of Gamston/North of Tollerton. The land has been promoted by the landowner during consultation on the Greater Nottingham Strategic Plan.
Growth Options Study Conclusions	Potential area for strategic growth - the site provides sufficient land capable of delivering the smallest typology (urban extension). The location offers the option to expand upon the extant allocation East of Gamston/North of Tollerton. This would represent a sizeable increase to the main built up area of Nottingham and would require transport and social infrastructure improvements. The North of Gamston site is generally free from major constraints (except a portion to the east that lies within a flood zone and could introduce the risk of coalescence with Bassingfield) and is suitable for development pending further site investigations.
Compliance with GNSP settlement hierarchy	Urban extension
Viability and deliverability	A high level viability assessment will be required if the site is to come forward as an allocation.

Infrastructure

Type	Comments
Utilities	<p>Electricity – The Infrastructure Delivery Plan confirms that it is likely that demand for electricity can be met for the proposed level of housing. However, local electricity distribution reinforcement of networks will be necessary. Primary networks may also need to be reinforced.</p> <p>Gas – The Infrastructure Delivery Plan confirms that it is unlikely that extra growth will create capacity issues.</p> <p>Water Supply – Located in a water stressed area. Severn Trent Water report that they are on track with commitments made in the 2019 Water Management Plan.</p> <p>Waste Water – Severn Trent Water take account of foreseeable growth set out in local development plans when they upgrade wastewater treatment works. However, the infrastructure may still struggle to accommodate to future pressures from climate change, growth and urban growth whilst still maintaining permit compliance without additional investment. Further engagement with Severn Trent Water is required.</p> <p>IT Communications – The Infrastructure Delivery Plan states that there have been no abnormal costs identified regarding telecommunications. Openreach will provide connectivity to every strategic site and most sites with planning permission have agreements with broadband providers to connect Gigabit capable broadband to each property.</p>
Emergency Services	The Infrastructure Delivery Plan confirms that funding for the three emergency services comes from government budgets and council tax. Additional funding from developer contributions has not been justified.
Education	The Infrastructure Delivery Plan indicates that there are capacity issues for primary schools in the area. The

Type	Comments
	allocation requires the delivery of two primary schools on site. S106 contributions will be confirmed when the planning applications have been approved and dependant on timing and costs. There are also capacity issues for secondary schools in West Bridgford. The provision of a secondary school on site is required and will be agreed through the SPD currently being written with RBC. S106 contributions will be confirmed when the planning applications have been approved and dependant on timing and costs.
Health	Additional healthcare services are likely to be required to support potential growth. For the existing allocation the requirement for additional provision has been identified.
Blue and Green Infrastructure	The Grantham Canal is identified as a BGI corridor within the LP2 and GN BGI Strategy. Where possible, hedgerows, watercourses and grassland should be retained and enhanced.
Community Facilities	No community facilities near the proposal. Gamston centre is some distance away from the majority of the site.
Other	North of Gamston Strategic Site

Sustainability Appraisal

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

Objective	Score	Objective	Score
6. Community Safety	?	14. Landscape	-
7. Social Inclusion	+	15. Built and Historic Environment	-
8. Transport	+	16. Natural Resources and Waste Management	-

Other Factors

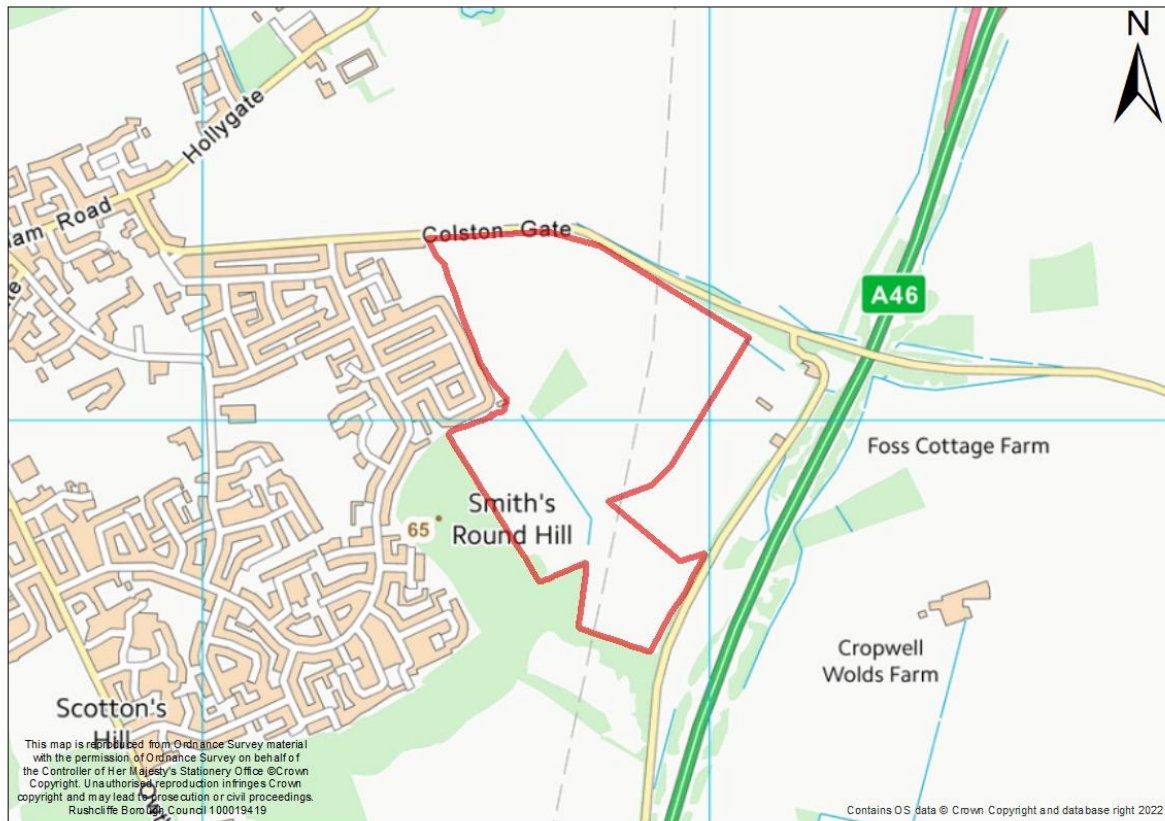
Topic	Commentary
Green Belt	This site comprises a significant part of the Bassingfield Strategic Green Belt Area. The 2022 GB Review scores the area 12 out of 20. This area is adjacent to the strategic allocation East of Gamston/North of Tollerton, and Gamston, although it is separated from Gamston by the A52 Lings Bar road. The area consists of agricultural fields, paddocks and the settlement of Bassingfield. Generally flat with smaller field patterns closer to the settlement. Having regard to the strategic allocation, there will be two boundaries to the urban edge. Defensible boundary to the north with the A52. Development within this area has the potential to completely absorb Bassingfield. Outside of the settlement of Bassingfield, inappropriate development is limited to a handful of dwellings and the County Councils depot at the Gamston roundabout. The remainder of the area is agricultural or paddocks.
Carbon Neutrality	The Infrastructure Delivery Plan states that in terms of renewable or low carbon energy/wind power and other technologies, developers will need to work with the Councils, Ofgem and individual suppliers to meet the sustainable energy targets set out in the Greater Nottingham Plan, District and Borough Local Plans and supporting Supplementary Planning Documents and Strategies.
Impact on Air Quality	Not within or in proximity to an air quality management zone. Areas of the site identified as having potential for contamination include farm buildings and former farm buildings at Holme Farm, Lea Farm, Holly Farm and

Topic	Commentary
	Manor farm. Other areas with potential contamination include fields adjacent to Gamston Depot and made ground next to the A52.
Transport / Accessibility	<p>Unknown at this stage.</p> <p>The site is not served by any public transport. Limited connectivity at present to the wider walking and cycling network.</p>
Flood Risk	A small part of the site is at risk of flooding from rivers and streams. Small area at risk of surface water flooding.
Natural Environment	There are numerous hedgerows that cross the site. Some scrubland in parts and some grassland and watercourses, including the Grantham Canal which is a LWS and BGI primary network. All of these are priority habitats that should be retained and enhanced.
Historic Environment	<p>There are a number of non-designated heritage assets within the site, including a possible longbarrow, an old field system and cropmarks. Rectangular enclosure with circular feature within, small circular feature indicate possible Roman settlement. Grantham Canal to the south is also a non-designated heritage asset. Potential harm to archaeological features. Harm to the setting of the canal. Archaeological investigation – nature of archaeology should be readily detectable via magnetometry survey in support of planning application. Avoid development encroaching close to the canal. Utilise this undeveloped area to enhance the canal as a GI asset/corridor. Longbarrow feature might need particular attention if confirmed.</p>
Landscape and topography	Site is within the Holme Pierrepont and Bassingfield Village Farmlands. The area has a moderate sense of place retaining historic features characteristic of the Trent Washlands Regional Character Area. Bassingfield village has remained a small settlement in redbrick with quiet country lanes surrounding this. The only exception is the busy A52 to the north and west of this settlement. Around Bassingfield the narrow hedge lined lanes with

Topic	Commentary
	<p>their ditches and verges have a distinct rural feel. Holme Pierrepont village has a strong parkland character. Although it is surrounded by worked out gravel pits, the mature tree cover and several historic buildings including the Hall give it a strong sense of time depth. The villages of Bassingfield and Holme Pierrepont along with sections of the Grantham Canal all contribute to the Trent Washland Character Area. Only the disused railway lines and some of the larger former mineral sites and sports fields are all relatively indistinct and recent. The degree of visibility is moderate due to gently undulating landform and intermittent tree cover. A moderate sense of place with a moderate degree of visibility leads to a moderate landscape sensitivity.</p>
Consultation Response	<p>HPGPC state that sites R07.2 and R07.3 cannot be linked with Gamston due to the A57. They are dependent upon infrastructure within neighbouring allocation being delivered and will engulf the settlement of Bassingfield.</p> <p>Barwood Land (landowner of R07.2PA) supports the Growth Study's conclusions that R07 is capable of delivering an urban extension in conjunction with the East of Gamston/North of Tollerton SUE. The A52 strategic Green Belt boundary has been breached with the allocation of the Gamston SUE and allocated land to the north would not materially alter the level of expansion that has already occurred. The Broad area of search for R07 should be re categorised from "potential area for strategic growth" to "high potential area for strategic growth".</p> <p>The Nottinghamshire Wildlife Trust objects.</p> <p>TABU (Tollerton Against Backdoor Urbanisation) do not support the allocation of R07 stating that development should be located north of the River Trent, or if within Rushcliffe, along the A453 or A46.</p>

Topic	Commentary
	<p>Many of the local residents highlighted the site's Green Belt status (and benefits it brings to wildlife and the prevention of Lady Bay, Gamston and West Bridgford merging), increased traffic and congestion (particularly along the A52), absence of any rapid transit system, loss of wildlife habitats, noise, pollution, the change in both rural character and local identity of Lady Bay and Gamston, and loss of recreational green space as constraints. Impacts on Tollerton (traffic) and Bassingfield (loss of identity as a village) were also raised by residents.</p> <p>The site is located within the Green Belt, but Taylor Wimpey stated that the site does not perform the purposes of the Green Belt. They therefore believe the site is in a suitable location to accommodate growth.</p>
Conclusion	<p>While it is proposed that all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP, there is no requirement for the allocation of any new strategic housing sites.</p>

R08.1PA Colston Gate, Cotgrave



Factors	Details
SHLAA reference	SHLAA/COT/007
Size (hectares)	29
No of dwellings/ estimated employment floorspace	170 dwellings
Existing Use	Agricultural
Known Land Contamination	Not within or near an Air Quality Management Area
PDL or Greenfield	Greenfield
Agricultural Land	Grade 3 agricultural land.
SHLAA Conclusion	The site is not constrained by biodiversity, heritage or landscape issues which cannot be avoided or mitigated. Development would require new footpaths and may require improvements to Colston Gate/Hollygate Lane. Due to its size, outlying location, open countryside

Factors	Details
	character and prominent topography however, the site scored highly against Green Belt purposes.
Growth Options Study Conclusions	Although not identified as a specific site in the Growth Options Consultation it is located within the broader growth options area. It concludes the wider area as a potential area for strategic growth. The area provides sufficient land capable of delivering the smallest typology (village expansion). The area is fairly remote from the MBUA of Nottingham and so any strategic growth would need to be delivered alongside new social infrastructure and transport improvements.
Compliance with GNSP settlement hierarchy	Adjoining other village
Viability and deliverability	A high level viability assessment will be required if the site is to come forward as an allocation.

Infrastructure

Type	Comments
Utilities	<p>Electricity – The Infrastructure Delivery Plan confirms that it is likely that demand for electricity can be met for the proposed level of housing. However, local electricity distribution reinforcement of networks will be necessary. Primary networks may also need to be reinforced.</p> <p>Gas – The Infrastructure Delivery Plan confirms that it is unlikely that extra growth will create capacity issues.</p> <p>Water Supply – Located in a water stressed area. Severn Trent Water report that they are on track with commitments made in the 2019 Water Management Plan.</p> <p>Waste Water – Severn Trent Water take account of foreseeable growth set out in local development plans when they upgrade wastewater treatment works. However, the infrastructure may still struggle to accommodate to future pressures from climate change,</p>

Type	Comments
	<p>growth and urban growth whilst still maintaining permit compliance without additional investment. Further engagement with Severn Trent Water is required.</p> <p>IT Communications – The Infrastructure Delivery Plan states that there have been no abnormal costs identified regarding telecommunications. Openreach will provide connectivity to every strategic site and most sites with planning permission have agreements with broadband providers to connect Gigabit capable broadband to each property.</p>
Emergency Services	The Infrastructure Delivery Plan confirms that funding for the three emergency services comes from government budgets and council tax. Additional funding from developer contributions has not been justified.
Education	The Infrastructure Delivery Plan indicates that there are currently no capacity issues for primary schools in the area. Similarly, there are no capacity issues for secondary schools, except in West Bridgford. Although whether there would be capacity for the proposed development would depend on its scale.
Health	Additional healthcare services might be require to support potential growth.
Blue and Green Infrastructure	Opportunities to enhance existing hedgerows around the site. Allocation has been enlarged to include substantial GI on elevated land to the south.
Community Facilities	Full range of facilities exist within Cotgrave. Cotgrave is a key settlement with a local centre that includes convenience (local supermarket) and a limited number of comparison shops, public houses and fast food establishments. The site is located some distance away from the village centre. It is proposed that the local centre within Cotgrave is going to be refurbished and upgraded in the near future. A leisure Centre and gym is also available.
Other	Land behind Firdale (Colston Gate)

Sustainability Appraisal

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

Other Factors

Topic	Commentary
Green Belt	The site is located within the Cotgrave East Strategic Area. It scored 11 within the Green Belt Review 2022. Whilst the A46 offers a strong strategic boundary, the use of this strategic highway as the inner Green Belt boundary would remove a significant area from the Green Belt within which development would be harder to constrain. The topography undulates significantly in this open area, increasing perceptions of urban sprawl. Land either side of Colston Gate is arable and not well contained by established and robust field boundaries. Within the southern area the urban edge is contained by woodland. Development beyond this tree belt would not be connected to the settlement edge. There is some distance between this area and the nearest settlement of Cropwell Bishop. This strategic area is predominantly

Topic	Commentary
	<p>agricultural and woodland, together with part of a country park and a green burial site. All of these uses are countryside uses. Whilst the Green Belt extends close to the centre of Cotgrave, there are no designated or non-designated heritage assets that would be affected but the areas development to the east of the town.</p>
Carbon Neutrality	<p>The Infrastructure Delivery Plan states that in terms of renewable or low carbon energy/wind power and other technologies, developers will need to work with the Councils, Ofgem and individual suppliers to meet the sustainable energy targets set out in the Greater Nottingham Plan, District and Borough Local Plans and supporting Supplementary Planning Documents and Strategies.</p>
Impact on Air Quality	<p>Not within or near an Air Quality Management Area</p>
Transport / Accessibility	<p>Access should be located so visibility is not obscured by bend to the east. Village Gateway to be relocated to incorporate site. New footway to connect to village required. Consideration to be given to impact on Colston Gate/Hollygate Lane junction.</p> <p>The site is some distance away from the main bus service which runs at least 3 times an hour during Monday-Friday daytime. Other sites are closer to retail and other facilities within the village, but it is not too far to the precinct.</p>
Flood Risk	<p>Site not at risk of river flooding from watercourses. Site frontage to Colston Gate identified is at risk of flooding from surface water, together with the north and west of the site.</p>
Natural Environment	<p>There are no designated nature conservation interests within or adjacent to the site. It is however bounded by</p>

Topic	Commentary
	some hedgerows which are a LBAP habitat. Hedgerow quality and connectivity should be preserved and enhanced. Adverse effects should be avoided, mitigated or as a last resort compensated.
Historic Environment	The site does not contain or preserve the setting of any statutory or non-statutory heritage assets.
Landscape and topography	As COT7 would not be developed in isolation the landscape assessment has combined COT7 and COT6. Landscape appraisal score 53/100. The area comprises an arable field and a field of rough ground on the eastern rural edge of Cotgrave. The two fields form part of the rural setting to the village, but the human influence within the study area, as well as the lack of conservation interests contribute to the low landscape value. In terms of landscape susceptibility, development of the site would not result in the loss of key characteristics. It would appear as an extension of the urban edge, albeit a finger of development that might increase the prominence of the settlement. Overall, the landscape susceptibility and sensitivity are both low. In terms of visual amenity, there is low visual value, limited to a slight residential amenity. The visual susceptibility is medium due to the relative openness of the site to its surroundings, as well as the moderate number of potential receptors. The visual sensitivity is overall low.
Consultation Response	<p>Parker Strategic Land considered that, based on representations made to the overall strategy, technical reviews and its vision for the site, that its land at Colston Gate, Cotgrave is suitable for development. The identification of Cotgrave as a key settlement is supported and thus the site should be allocated.</p> <p>Nottinghamshire WT object.</p> <p>A number of respondents are against additional development at Cotgrave and R08 in general, concerns relating to traffic and inadequate roads, impact on wildlife, footpaths and bridleways, flooding, the loss of Green Belt land, a lack of reliable and frequent bus</p>

Topic	Commentary
	services and pressure on local schools and services are raised.
Conclusion	While it is proposed that all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP, there is no requirement for the allocation of any new strategic housing sites.

R08.5PA Former Cotgrave Colliery Strategic Allocation



Factors	Details
SHLAA reference	N/A
Size (hectares)	28
No of dwellings/ estimated employment floorspace	538 dwellings
Existing Use	Former colliery site
Known Land Contamination	Site is not within a AQMA. Contamination has been dealt with as part of the planning permissions.
PDL or Greenfield	Brownfield
Agricultural Land	Grade 3.
SHLAA Conclusion	The site has been allocated in the Local Plan Part 1: Core Strategy for a mixed use development. The housing element has been fully delivered. The employment element has some land to be developed.

Factors	Details
Growth Options Study Conclusions	As an existing site allocation with extant planning permission, this site was not assessed in the Growth Options consultation.
Compliance with GNSP settlement hierarchy	Adjoining key settlement
Viability and deliverability	Site has extant planning permission in full and development has commenced. Viability has been addressed through the extant planning permissions.

Infrastructure

Type	Comments
Utilities	<p>Electricity – Discussions will be had on the remaining phase to ensure the delivery of appropriate utilities.</p> <p>Gas – Discussions will be had on the remaining phase to ensure the delivery of appropriate utilities.</p> <p>Water Supply – Discussions will be had on the remaining phase to ensure the delivery of appropriate utilities.</p> <p>Waste Water – Discussions will be had on the remaining phase to ensure the delivery of appropriate utilities.</p> <p>IT Communications – Discussions will be had on the remaining phase to ensure the delivery of appropriate utilities.</p>
Emergency Services	Discussions will be had on the remaining phase to ensure the delivery of appropriate infrastructure.
Education	The Infrastructure Delivery Plan indicates that there are no capacity issues for primary schools in the area. Similarly, there are no capacity issues for secondary schools, except in West Bridgford.

Type	Comments
Health	Additional healthcare services might be require to support potential growth.
Blue and Green Infrastructure	Open space and green infrastructure delivered as part of the planning applications, strengthening connections to the Grantham Canal and Cotgrave Country Park.
Community Facilities	Full range of facilities exist within Cotgrave. Cotgrave is a key settlement with a local centre that includes convenience (local supermarket) and a limited number of comparison shops, public houses and fast food establishments. The site is located some distance away from the village centre. It is proposed that the local centre within Cotgrave is going to be refurbished and upgraded in the near future. A leisure Centre and gym is also available.
Other	Former Cotgrave Colliery

Sustainability Appraisal

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

Other Factors

Topic	Commentary
Green Belt	The land was removed from the Green Belt and allocated for residential development within the Local Plan Part 1: Core Strategy.
Carbon Neutrality	Addressed within the extant permissions.
Impact on Air Quality	Site is not within a AQMA. Contamination has been dealt with as part of the planning permissions.
Transport / Accessibility	<p>Access from Hollygate Lane. Discussions will be had on the remaining phase to ensure the delivery of appropriate transport infrastructure.</p> <p>There are improvements that connect the site to the wider walking, cycling and public transport network secured through the extant planning permission.</p>
Flood Risk	Flood Zone 1. Small areas of the site at risk of surface water flooding.
Natural Environment	Cotgrave Country Park and the Grantham Canal are Local Wildlife Sites.
Historic Environment	The site will not result in a loss of, or harm the significance of, any designated or non-designated heritage assets or its setting. There are no heritage assets within close proximity of the site.
Landscape and topography	<p>Overall strategy is Enhance. High quality setting in a bowl surrounded by reclaimed waste tips that form part of the country park. SN04 Cotgrave and Tollerton Village Farmlands</p> <p>The overall landscape strategy is 'Enhance and Restore'. The landscape condition is moderate. The character strength of the area is moderate. The area has a relatively uniform character of arable fields with prominent village fringes. Urban elements are frequent and exert a strong influence.</p>

Topic	Commentary
	Man-made elements and landform have a localised influence on character.
Consultation Response	<p>The Environment Agency has no comments to make as it provided extensive comments at outline application stage.</p> <p>National Highways assessed the site as having a Low potential impact on the Strategic Route Network and likely to be acceptable to National Highways.</p> <p>Elton Garden Village Landowner Consortium: It is noted that the site was allocated as part of the Rushcliffe Part 1 Local Plan, which was adopted in 2014.</p> <p>Lidl GB Ltd proposes that the allocation include a reference to retail, and amenity uses to ensure they are consistent with the Plan's vision of the 20-minute neighbourhood.</p> <p>The site needs to be connected to Cotgrave precinct via a proper cycle path.</p>
Conclusion	Site will be carried forward as an allocation in the Greater Nottingham Strategic Plan.

R10.1PA West of Sharp Hill



Factors	Details
SHLAA reference	SHLAA/WBR/049
Size (hectares)	34
No of dwellings/ estimated employment floorspace	300 dwellings
Existing Use	Agricultural
Known Land Contamination	Site is not within a AQMA
PDL or Greenfield	Greenfield
Agricultural Land	Approximately 50% of site is Grade 2 and 40-50% Grade 3. The site contains best and most versatile agricultural land, which is not an absolute barrier to delivery. However the issue of releasing BMV land for development would need to be considered alongside other sustainability considerations.

Factors	Details
SHLAA Conclusion	Site has been promoted through LP2 process as a retirement village, Growth Options Study and Strategic Plan Growth Options Consultation. Landowner considers the site could accommodate 250-300 dwellings, plus significant areas of open space.
Growth Options Study Conclusions	There is a risk of perceived sprawl and coalescence in addition to restricted connectivity that combine to make this site potentially unsuitable. However, there may be more limited small-scale opportunities related to the existing housing located in the north of the area. The wider growth option area is identified as having Low Potential for strategic growth.
Compliance with GNSP settlement hierarchy	Urban extension
Viability and deliverability	A high level viability assessment will be required if the site is to come forward as an allocation.

Infrastructure

Type	Comments
Utilities	<p>Electricity – The Infrastructure Delivery Plan confirms that it is likely that demand for electricity can be met for the proposed level of housing. However, local electricity distribution reinforcement of networks will be necessary. Primary networks may also need to be reinforced.</p> <p>Gas – The Infrastructure Delivery Plan confirms that it is unlikely that extra growth will create capacity issues.</p> <p>Water Supply – Located in a water stressed area. Severn Trent Water report that they are on track with commitments made in the 2019 Water Management Plan.</p> <p>Waste Water – Severn Trent Water take account of foreseeable growth set out in local development plans when they upgrade wastewater treatment works. However, the infrastructure may still struggle to</p>

Type	Comments
	<p>accommodate to future pressures from climate change, growth and urban growth whilst still maintaining permit compliance without additional investment. Further engagement with Severn Trent Water is required.</p> <p>IT Communications – The Infrastructure Delivery Plan states that there have been no abnormal costs identified regarding telecommunications. Openreach will provide connectivity to every strategic site and most sites with planning permission have agreements with broadband providers to connect Gigabit capable broadband to each property.</p>
Emergency Services	The Infrastructure Delivery Plan confirms that funding for the three emergency services comes from government budgets and council tax. Additional funding from developer contributions has not been justified.
Education	A primary school has been delivered within the neighbouring Edwalton SUE (Rosecliffe Spencer Academy) . However, the Infrastructure Delivery Plan indicates that there are capacity issues for primary schools in the area. There are also capacity issues for secondary schools in West Bridgford.
Health	Additional healthcare services might be require to support potential growth.
Blue and Green Infrastructure	Site is located within the Edwalton/Sharphill Green Infrastructure Corridor, as identified within the RBC Local Plan. This corridor is also identified in the GNGBI Strategy. Submitted plans identify extension of community park between the proposed retirement village and West Bridgford.
Community Facilities	Site is on the edge of West Bridgford and the Edwalton Strategic Allocation. This allocation comprises a small local centre.
Other	West of Sharphill

Sustainability Appraisal

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

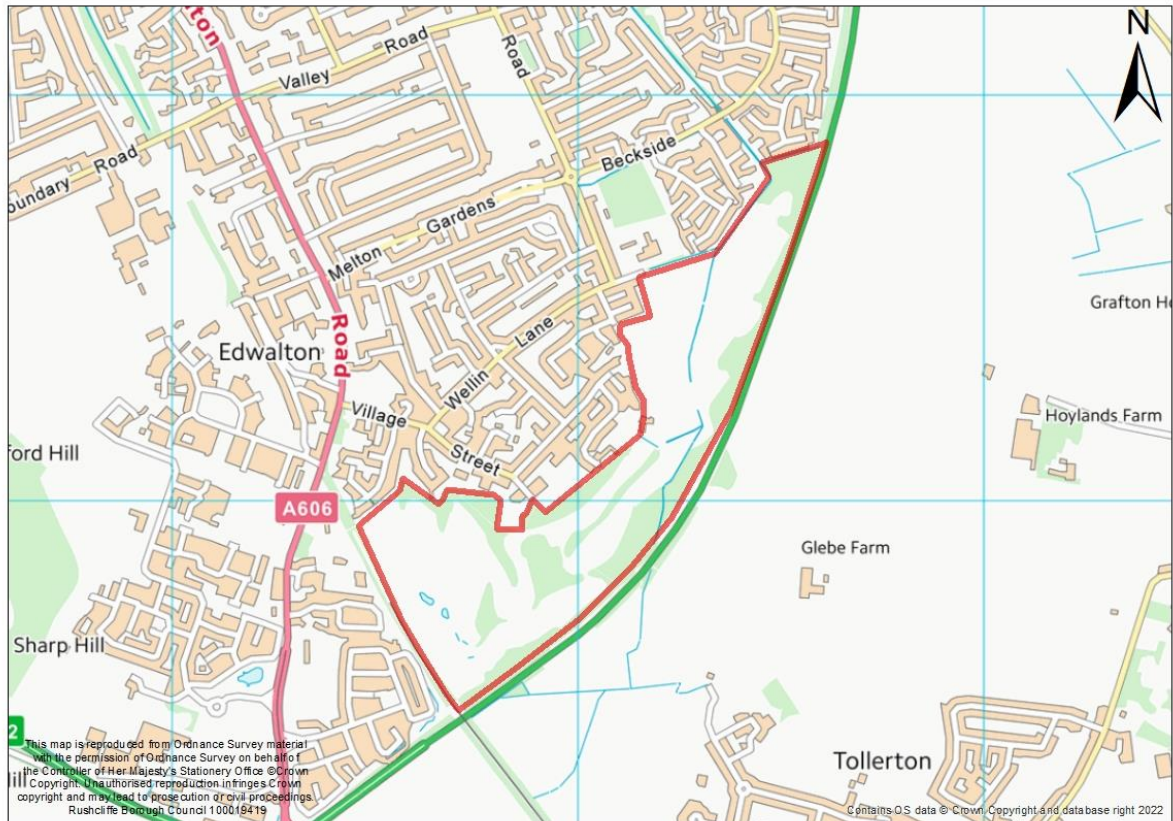
Other Factors

Topic	Commentary
Green Belt	The site is within North of A52 Strategic Green Belt Area, as identified in the Green Belt Review 2022. It scored 11. Having regard to the strategic allocation at Edwalton, the area has more than one boundary to the urban edge. Whilst the area is contained by the A52 Ring Road, it spills over a prominent ridgeline. Development of this area at its maximum extent would effectively close the gap between West Bridgford and the area of low density housing at Ruddington that is not inset from the green belt. Predominantly agricultural in use. Whilst the cemetery is located within this area, its use is not inappropriate development within the green belt.
Carbon Neutrality	The Infrastructure Delivery Plan states that in terms of renewable or low carbon energy/wind power and other

Topic	Commentary
	technologies, developers will need to work with the Councils, Ofgem and individual suppliers to meet the sustainable energy targets set out in the Greater Nottingham Plan, District and Borough Local Plans and supporting Supplementary Planning Documents and Strategies.
Impact on Air Quality	Site is not within a AQMA
Transport / Accessibility	<p>Access could be achieved through the neighbouring SUE.</p> <p>The site is not presently connected by walking, cycling or public transport, as no footways are provided through Wheatcroft business park or along Landmere Lane</p>
Flood Risk	Flood Zone 1. Minor areas of the site identified as being at risk from low to medium surface water flood risk.
Natural Environment	<p>SINCs, RIGS present on site. Sharphill Wood adjacent to site which is both a LWS and a Local Nature Reserve. The cumulative impact of any further development in addition</p> <p>to the area already granted planning permission would have to be assessed.</p>
Historic Environment	No constraints.
Landscape and topography	<p>SN03 Mickleborough Fringe - the overall landscape strategy is 'Enhance and Restore'. The landscape condition is moderate. The character strength of the area is weak. Whilst the hills are distinctive features, other features are less distinctive with varied urban uses and pressures exerting a strong influence on the character. Small changes in land use could have a significant effect on landscape character (LCA 2009). Very prominent site with steep slopes on the both north and south sides of the site, peaking at the ridgeline that runs between Sharphill and Wilford Hill. The site is visible from a very wide area and from large parts of the site offers considerable long distance views.</p>

Topic	Commentary
Consultation Response	<p>John A Wells Ltd are promoting the site as a new retirement village that will meet the needs of the area's aging population whilst deliverable landscape and biodiversity benefits through the expansion of the community park.</p> <p>Nottinghamshire Wildlife Trust objects to the inclusion of this site, which includes undelivered mitigation from the existing adjacent core strategy strategic sites.</p> <p>The Rushcliffe Green Party, The Friends of Sharphill Wood and Sharphill Action Group object to the allocation of R10.1PA due to the adverse effects on the biodiversity of Sharphill Wood.</p> <p>Residents opposing the allocation specifically highlighted: loss of valuable and accessible open space (Green Infrastructure) for informal recreation (walking and the enjoyment of countryside); harm to the Green Belt (which prevents the merging of Edwalton with Ruddington); loss of a wildlife corridor and impact on Sharphill Wood Local Nature Reserve; its sloping topography and visual impacts; distance from local serviced; proximity to and increased congestion on the A52, pollution and distance from public transport routes where identified as constraints.</p>
Conclusion	<p>While it is proposed that all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP, there is no requirement for the allocation of any new strategic housing sites.</p>

R10.2PA Edwalton Golf Course



Factors	Details
SHLAA reference	SHLAA/WBR/146
Size (hectares)	44
No of dwellings/ estimated employment floorspace	740 dwellings
Existing Use	Golf Course
Known Land Contamination	Site is not within a AQMA. Small area of made ground identified as area of potentially contaminated land alongside the A52.
PDL or Greenfield	Greenfield
Agricultural Land	Grade 2 and Grade 3.
SHLAA Conclusion	Site is owned by Rushcliffe Borough Council. However it is currently in use as a Golf Course. The site is

Factors	Details
	submitted as a potential growth option and considers the site to be potentially suitable for growth.
Growth Options Study Conclusions	The Growth Study concludes that Edwalton Golf Course is free from major constraints and is suitable for development pending further investigations. More broadly, R11 as a whole (including the submitted sites and identified areas) provides sufficient land capable of delivering the smallest typology (urban extension/village expansion). The location offers the potential to pursue one or more options: expansion of Tollerton; and/or an urban extension to Edwalton. Development in this location would need to carefully consider coalescence between the MBUA and Tollerton.
Compliance with GNSP settlement hierarchy	Urban extension
Viability and deliverability	A high level viability assessment will be required if the site is to come forward as an allocation.

Infrastructure

Type	Comments
Utilities	<p>Electricity – The Infrastructure Delivery Plan confirms that it is likely that demand for electricity can be met for the proposed level of housing. However, local electricity distribution reinforcement of networks will be necessary. Primary networks may also need to be reinforced.</p> <p>Gas – The Infrastructure Delivery Plan confirms that it is unlikely that extra growth will create capacity issues.</p> <p>Water Supply – Located in a water stressed area. Severn Trent Water report that they are on track with commitments made in the 2019 Water Management Plan.</p> <p>Waste Water – Severn Trent Water take account of foreseeable growth set out in local development plans when they upgrade wastewater treatment works.</p>

Type	Comments
	<p>However, the infrastructure may still struggle to accommodate to future pressures from climate change, growth and urban growth whilst still maintaining permit compliance without additional investment. Further engagement with Severn Trent Water is required.</p> <p>IT Communications – The Infrastructure Delivery Plan states that there have been no abnormal costs identified regarding telecommunications. Openreach will provide connectivity to every strategic site and most sites with planning permission have agreements with broadband providers to connect Gigabit capable broadband to each property.</p>
Emergency Services	The Infrastructure Delivery Plan confirms that funding for the three emergency services comes from government budgets and council tax. Additional funding from developer contributions has not been justified.
Education	Edwalton Primary School is adjacent to the site. A primary school has also been delivered within the nearby Edwalton SUE (Rosecliffe Spencer Academy). However, the Infrastructure Delivery Plan indicates that there are capacity issues for primary schools in the area. There are also capacity issues for secondary schools in West Bridgford.
Health	Additional healthcare services might be require to support potential growth.
Blue and Green Infrastructure	Rights of way should be preserved and form GI corridors that link to the wider countryside. Golf course comprises a significant part of a GI corridor along the A52.
Community Facilities	Site is on the edge of West Bridgford and close to Edwalton Strategic Allocation. Loss of golf course is a significant constraint.
Other	Edwalton Golf Course

Sustainability Appraisal

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

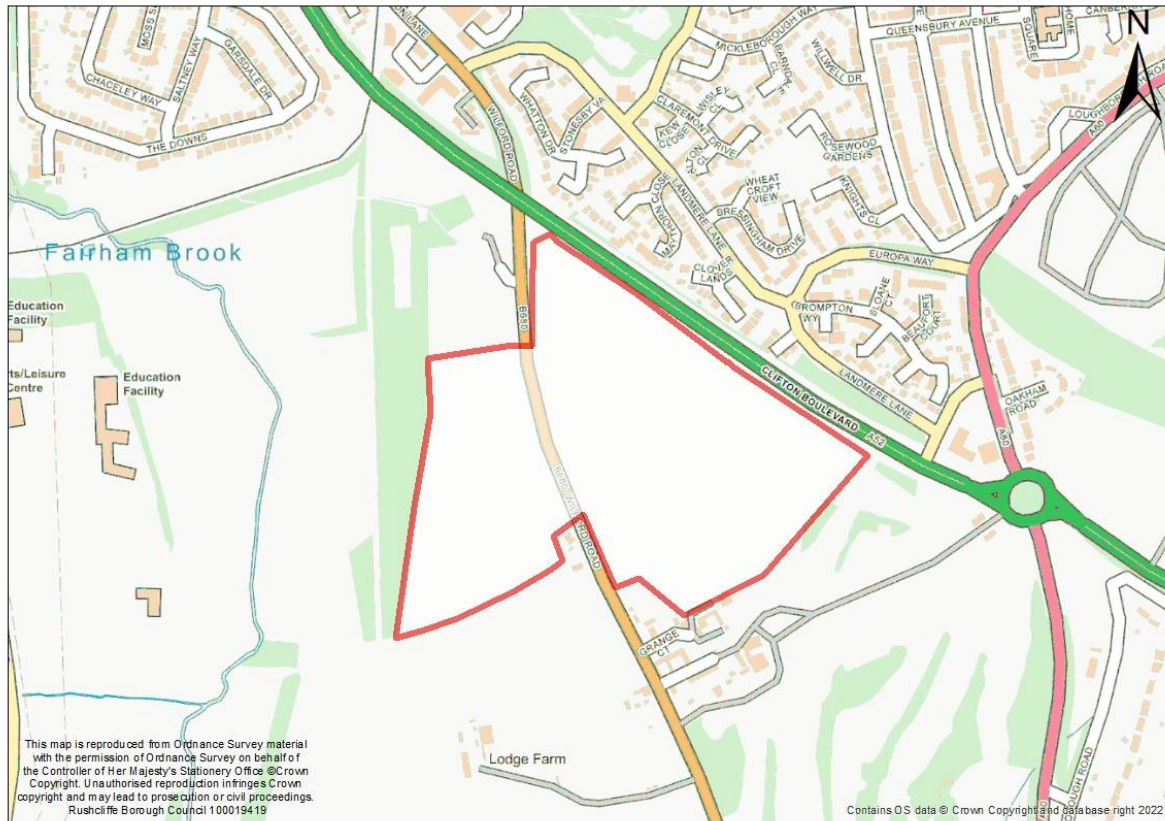
Other Factors

Topic	Commentary
Green Belt	The site is not located within the green belt but is identified as safeguarded land.
Carbon Neutrality	The Infrastructure Delivery Plan states that in terms of renewable or low carbon energy/wind power and other technologies, developers will need to work with the Councils, Ofgem and individual suppliers to meet the sustainable energy targets set out in the Greater Nottingham Plan, District and Borough Local Plans and supporting Supplementary Planning Documents and Strategies.
Impact on Air Quality	Site is not within a AQMA. Small area of made ground identified as area of potentially contaminated land alongside the A52.

Topic	Commentary
Transport / Accessibility	<p>Access is likely to be achieved of Lytham Drive and potentially off Wellin Lane. Confirmation required from NCC.</p> <p>Rights of way crosses the site linking to the wider network beyond the A52 (Tollerton). Site is within walking distance of the number 6 bus service, which runs between Edwalton and Nottingham every 15 minutes.</p>
Flood Risk	Flood zone 1.
Natural Environment	The golf course is likely to contain areas of priority habitat - grassland, scrub, woodland.
Historic Environment	Edwalton Conservation Area located adjacent to the site. Church of the Holy Rood is Grade II* listed and located adjacent to the site. Ridge and furrow embankment adjacent to Holy Rood Church. Open 'semi-natural' setting of Holy Rood Church, when viewed from the south would be significantly affected.
Landscape and topography	Located within the A52, this site was not assessed within the Greater Nottingham LCA.
Consultation Response	<p>This land was identified as R11.1 within the Growth Options consultation.</p> <p>Tollerton Parish Council objects to the wider R11 growth zone.</p> <p>Sport England object to any allocation at Edwalton Golf Course.</p> <p>Nottinghamshire Wildlife Trust object to inclusion of site R11.1 citing the need for it to be demonstrated that the golf course is surplus to requirements, or the requirement for it to be replaced by an equivalent or better. It also stresses the need for it to be considered alongside neighbouring sites in order for cumulative impacts to be assessed. It also highlights the site is habitat to protected species, including grass snake, and</p>

Topic	Commentary
	<p>highlight it as a potential for a Local Green Space designation.</p> <p>Rushcliffe Borough Council as landowners support redevelopment of part of the site for housing development. It cites its sustainable and accessible location as reasons for suitability of the site for redevelopment.</p> <p>The Edwalton Municipal Golf and Social Club object to site R11.1</p> <p>The ward members for Leake would like site R11.1 to be considered for future development.</p>
Conclusion	<p>While it is proposed that all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP, there is no requirement for the allocation of any new strategic housing sites.</p>

R10.3PA Land at Wilford Road Ruddington



Factors	Details
SHLAA reference	SHLAA/RUD/060
Size (hectares)	23
No of dwellings/ estimated employment floorspace	325 dwellings
Existing Use	Agricultural
Known Land Contamination	The site is not within or in proximity of an air quality management area. Areas of made ground identified around the fringes of the western part of the site being potentially contaminated land
PDL or Greenfield	Greenfield
Agricultural Land	The area is Grade 2 agricultural land.
SHLAA Conclusion	The site is located within the Green Belt adjacent to West Bridgford but within Ruddington Parish. It lies

Factors	Details
	immediately south of the A52 which forms a strong defensible green belt boundary. The site lies immediately adjacent to the Wilwell Cutting SSSI, which is designated for both its interest in flora and fauna. This would be a major barrier to delivery given the sensitivities identified for the SSSI. The southern part of the site lies within the setting of the Greenhouse at Ruddington golf course, a listed building. It is therefore considered that the site is not suitable for development.
Growth Options Study Conclusions	Site was not within a Growth Options location.
Compliance with GNSP settlement hierarchy	Urban extension
Viability and deliverability	A high level viability assessment will be required if the site is to come forward as an allocation.

Infrastructure

Type	Comments
Utilities	<p>Electricity – The Infrastructure Delivery Plan confirms that it is likely that demand for electricity can be met for the proposed level of housing. However, local electricity distribution reinforcement of networks will be necessary. Primary networks may also need to be reinforced.</p> <p>Gas – The Infrastructure Delivery Plan confirms that it is unlikely that extra growth will create capacity issues.</p> <p>Water Supply – Located in a water stressed area. Severn Trent Water report that they are on track with commitments made in the 2019 Water Management Plan.</p> <p>Waste Water – Severn Trent Water take account of foreseeable growth set out in local development plans when they upgrade wastewater treatment works. However, the infrastructure may still struggle to accommodate to future pressures from climate change,</p>

Type	Comments
	<p>growth and urban growth whilst still maintaining permit compliance without additional investment. Further engagement with Severn Trent Water is required.</p> <p>IT Communications – The Infrastructure Delivery Plan states that there have been no abnormal costs identified regarding telecommunications. Openreach will provide connectivity to every strategic site and most sites with planning permission have agreements with broadband providers to connect Gigabit capable broadband to each property.</p>
Emergency Services	The Infrastructure Delivery Plan confirms that funding for the three emergency services comes from government budgets and council tax. Additional funding from developer contributions has not been justified.
Education	The Infrastructure Delivery Plan indicates that there are capacity issues for primary schools in the area. Therefore, contributions will probably be required. There are no capacity issues for secondary schools, except in West Bridgford. Whether there would be capacity for the proposed development would depend on its scale.
Health	Additional healthcare services might be require to support potential growth.
Blue and Green Infrastructure	Hedgerow and corridor of the watercourse should be retained and enhanced.
Community Facilities	Ruddington is a Key Settlement. The village centre contains a variety of convenience and comparison stores, including a supermarket and post office. The village has two doctors surgeries (Church House Surgery and Ruddington Medical Centre). There are a number of public houses, restaurants and takeaways. The settlement has a village hall and second community space at St Peter's Rooms. Ruddington has a number of recreational open spaces - Rushcliffe Country park, Sellers Field, Elms Park, Vicarage Lane, Ruddington Green, and St Marys Community Park. The village centre and its amenities are some distance from the majority of the site.

Type	Comments
Other	Land at Wilford Road Ruddington

Sustainability Appraisal

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

Other Factors

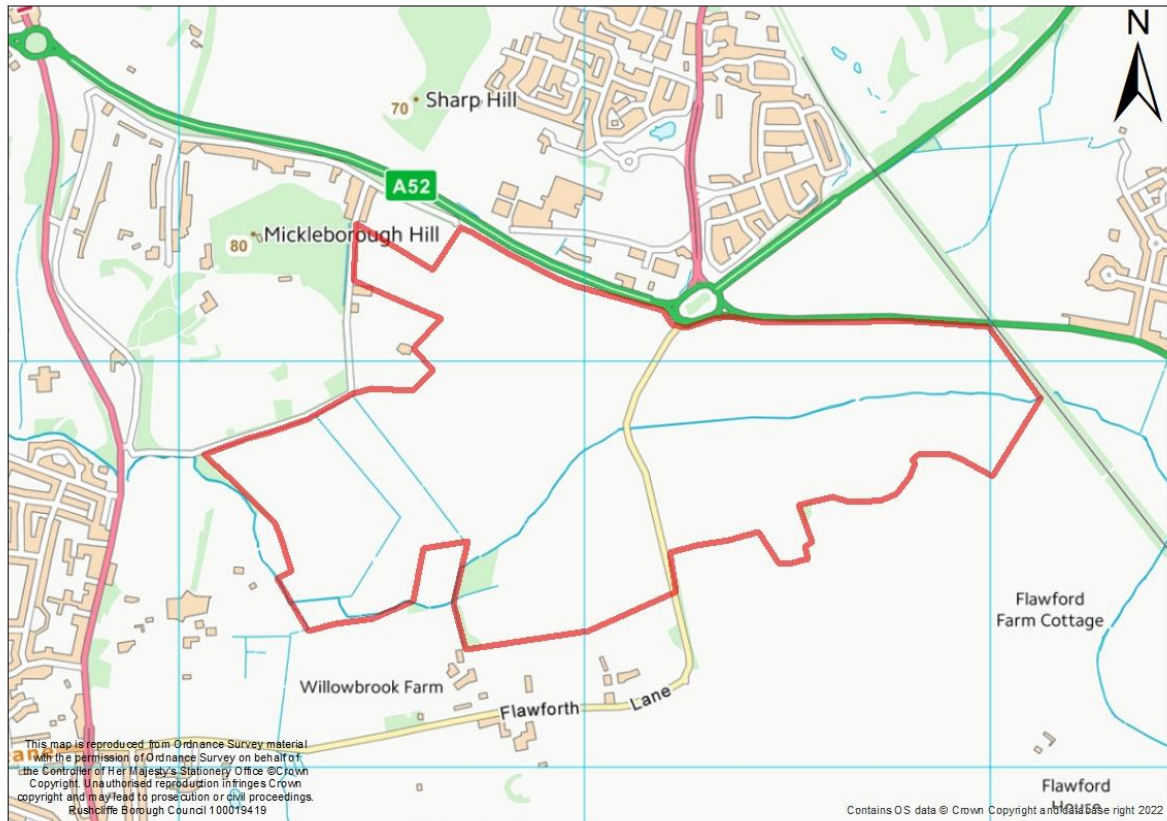
Topic	Commentary
Green Belt	The site is located within the Ruddington, West Bridgford and Clifton Strategic Area. It scored 13 within the Green Belt Review 2022. This broad area is contained by the existing edges of Clifton to the west, and, in part, Silverdale and Ruddington. It is not considered that development would round off the built up area. The Fairham Brook is a feature that may contain development going out from the Clifton direction. There are intermittent hedgerows and tree belts in the fields to the north of Clifton Lane. The broad area has no

Topic	Commentary
	<p>topographical features and is relatively flat. This broad area in large prevents the merging of the main built up area of Nottingham and Ruddington. Development in this location could physically join the two settlements together. There is a perception that the two settlements are already joined when travelling along Clifton Lane. Merging Clifton with Ruddington would potentially be less of an issue going out from the Clifton direction if the Fairham Brook was used as a boundary, however the broad area as a whole is critically important in preventing merging. There are some areas of inappropriate developments, particularly in the area between Clifton and the Fairham Brook, along Clifton Lane, although this ribbon development could be considered to be a washed over part of Ruddington. There are areas of inappropriate development at South Nottinghamshire Academy, St Peters School and developments within the grounds of Ruddington Golf Club. However, the majority of the area consists of arable fields that are clearly within open countryside.</p>
Carbon Neutrality	<p>The Infrastructure Delivery Plan states that in terms of renewable or low carbon energy/wind power and other technologies, developers will need to work with the Councils, Ofgem and individual suppliers to meet the sustainable energy targets set out in the Greater Nottingham Plan, District and Borough Local Plans and supporting Supplementary Planning Documents and Strategies.</p>
Impact on Air Quality	<p>The site is not within or in proximity of an air quality management area. Areas of made ground identified around the fringes of the western part of the site being potentially contaminated land</p>
Transport / Accessibility	<p>Access would have to be achieved off Wilford Road. Wilford Road at this point is National Speed Limit.</p> <p>The number 3 bus passes through the site, which currently provides for an hourly service between Ruddington and Nottingham. Ruddington Lane tram stop is located around 1km away from the middle of the site which offers frequent services to the city centre and</p>

Topic	Commentary
	beyond. Reasonable connections to walking and cycling network that runs along the eastern side of Wilford Road.
Flood Risk	The site is not identified as being at risk of flooding from watercourses. Parts of the site are however identified as being at risk from surface water.
Natural Environment	The site is next to Wilwell Cutting SSSI and Local Nature Reserve. This is designated for both its flora and fauna. The importance of the site would be at risk from domestic animals, modification of watercourses or the water table and changing water levels, and from increased usage of the site as a recreational facility. There are also hedgerows on the site that should be retained.
Historic Environment	In the setting of the Greenhouse at Ruddington golf course (Grade II Listed Building). Non designated heritage assets identified within the site by the HER include linear cropmarks, a rectangular enclosure and a well.
Landscape and topography	The Greater Nottingham Growth Options Report (Landscape Assessment) Oct 22 highlights that the site has high potential for strategic growth. Spatially, it forms an extension to Wilford, crossing the existing defensible boundary of the A52. Adjacent urban influences such as Wilford and Ruddington are already eroding the character of site and its context, the only accesses to the site are from these urban areas. The site has no coalescence issues and feels proportionate.
Consultation Response	Site was not identified as a Growth Options within the Growth Options Consultation. However the landowner did submit a representation promoting the site. It stated that the site is an appropriate location for new growth and a unique opportunity to provide a high-quality sports facility for the local community, including for West Bridgford Hockey Club, and housing in a highly sustainable location. It is also considered that the loss of this land from the Green Belt would be of lesser detriment than other Green Belt release options in the

Topic	Commentary
	vicinity, and would avoid coalescence with the Ruddington urban area due to the presence of Ruddington Grange Golf Course.
Conclusion	While it is proposed that all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP, there is no requirement for the allocation of any new strategic housing sites.

R10.4PA Land south of Wheatcroft Island



Factors	Details
SHLAA reference	SHLAA/RUD/054
Size (hectares)	113
No of dwellings/ estimated employment floorspace	2000 dwellings
Existing Use	Agriculture
Known Land Contamination	The site is not within or in proximity of an air quality management area. Areas having potential of contaminated land include Woodview Farm and surrounding fields.
PDL or Greenfield	Greenfield
Agricultural Land	Arable land. Majority of the land is Grade 2. Grade 3 adjacent to Packman Dyke.

Factors	Details
SHLAA Conclusion	When assessed in its entirety there are a number of barriers to delivery in relation to the site. Firstly the site is located within the green belt and provides a gap between Ruddington and the main built up area of Nottingham. Other constraints relate to the sites connectivity to the wider area, in particular the main built up area of Nottingham by walking and cycling, agricultural land classification and areas of the site are at risk of flooding from more than one source.
Growth Options Study Conclusions	Land south of Wheatcroft Island is free from major constraints and suitable for development pending further investigations.
Compliance with GNSP settlement hierarchy	Urban extension
Viability and deliverability	A high level viability assessment will be required if the site is to come forward as an allocation.

Infrastructure

Type	Comments
Utilities	<p>Electricity – The Infrastructure Delivery Plan confirms that it is likely that demand for electricity can be met for the proposed level of housing. However, local electricity distribution reinforcement of networks will be necessary. Primary networks may also need to be reinforced.</p> <p>Gas – The Infrastructure Delivery Plan confirms that it is unlikely that extra growth will create capacity issues.</p> <p>Water Supply – Located in a water stressed area. Severn Trent Water report that they are on track with commitments made in the 2019 Water Management Plan.</p> <p>Waste Water – Severn Trent Water take account of foreseeable growth set out in local development plans when they upgrade wastewater treatment works. However, the infrastructure may still struggle to</p>

Type	Comments
	<p>accommodate to future pressures from climate change, growth and urban growth whilst still maintaining permit compliance without additional investment. Further engagement with Severn Trent Water is required.</p> <p>IT Communications – The Infrastructure Delivery Plan states that there have been no abnormal costs identified regarding telecommunications. Openreach will provide connectivity to every strategic site and most sites with planning permission have agreements with broadband providers to connect Gigabit capable broadband to each property.</p>
Emergency Services	The Infrastructure Delivery Plan confirms that funding for the three emergency services comes from government budgets and council tax. Additional funding from developer contributions has not been justified.
Education	The Infrastructure Delivery Plan indicates that there are capacity issues for primary schools in the area. The scale of development would require a new primary school to be provided on site. There are no capacity issues for secondary schools, except in West Bridgford. Whether there would be capacity for the proposed development would depend on its scale.
Health	Additional healthcare services might be require to support potential growth.
Blue and Green Infrastructure	Site lies within the urban fringe and Edwalton/Sharphill Wood/Ruddington Corridor. Measures identified to enhance this area include Habitat protection, creation and enhancement (woodland and grassland).
Community Facilities	Ruddington is a Key Settlement. The village centre contains a variety of convenience and comparison stores, including a supermarket and post office. The village has two doctors surgeries (Church House Surgery and Ruddington Medical Centre). There are a number of public houses, restaurants and takeaways. The settlement has a village hall and second community space at St Peter's Rooms. Ruddington has a number of recreational open spaces - Rushcliffe Country park,

Type	Comments
	Sellers Field, Elms Park, Vicarage Lane, Ruddington Green, and St Marys Community Park. The village centre and its amenities are some distance from the majority of the site.
Other	Land to the south of Wheatcroft Island Land to the south of Wheatcroft Island

Sustainability Appraisal

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

Other Factors

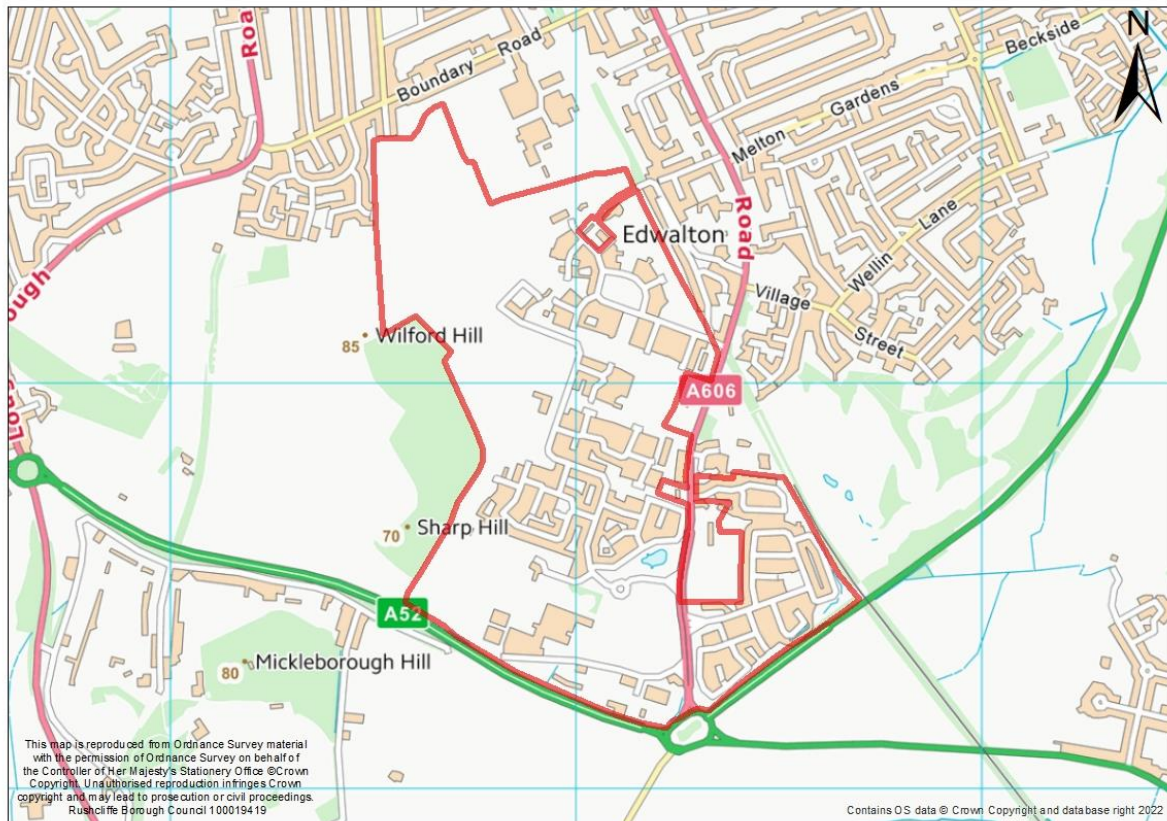
Topic	Commentary
Green Belt	The site is in the Green Belt but is adjacent to the Nottingham Urban Area on the northern side of the A52. GB Review 2022 identifies the land as being within the Ruddington North East Strategic Area and has a GB

Topic	Commentary
	<p>score of 13. This broad area consists of rolling topography, tree belts, hedgerows and woodland. These features provide defensible boundaries within which urban sprawl could be contained. However removal of land east of Ruddington would result in an urban extension beyond Loughborough Road into open countryside. At a strategic level, this area of Green Belt prevents the merging of Ruddington and Edwalton, part of Nottingham's main urban area. The Green Belt is 1.5km in width consequently the significant removal of land in this area would be contrary to this purpose. Land within the north of this area contains a reasonable level of inappropriate development. Encroachment in this area is significant. In the south, adjacent to Ruddington's urban area, the land contains less inappropriate development and is open countryside in character. This rural appearance increases further to the east. Land adjacent to Loughborough Road forms the setting of Easthorpe</p> <p>House and stables which are listed buildings. The grounds of the house are also identified as historic parkland. Ruddington's Conservation Area extends east of Loughborough Road into the Green Belt. The area therefore contributes to Ruddington's historic significance.</p>
Carbon Neutrality	<p>The Infrastructure Delivery Plan states that in terms of renewable or low carbon energy/wind power and other technologies, developers will need to work with the Councils, Ofgem and individual suppliers to meet the sustainable energy targets set out in the Greater Nottingham Plan, District and Borough Local Plans and supporting Supplementary Planning Documents and Strategies.</p>
Impact on Air Quality	<p>The site is not within or in proximity of an air quality management area. Areas having potential of contaminated land include Woodview Farm and surrounding fields.</p>
Transport / Accessibility	<p>Access to the wider site would have to be achieved from the A60 and Flawforth Lane. Wheatcroft Roundabout at</p>

Topic	Commentary
	<p>capacity and improvements are proposed to it as a result of existing planned development.</p> <p>This is a large site submission. Large parts of the site are some distance from facilities located at Ruddington. No safe crossing points across the A52 for walking and cycling. Limited connectivity at present to the wider walking and cycling network. Not served by public transport therefore no bus stops in close proximity to the site.</p>
Flood Risk	Parts of the site at risk of flooding from watercourses and also from surface water.
Natural Environment	No designated nature conservation assets. Hedgerows are LBAP priority habitats.
Historic Environment	<p>No designated heritage assets within the site. Scattered archaeological finds found, including medieval pottery and flint. Enclosure and linear feature identified in the north east corner (adjacent to A606 and railway line). Archaeological investigation – nature of archaeology should be readily detectable via magnetometry survey in support of a planning application.</p>
Landscape and topography	<p>Mickleborough Fringe DPZ - Rural/urban fringe. Condition of landscape is considered to be moderate as features show signs of decline or fragmentation such as loss of field patterns and fragmentation of hedgerows. Character strength of the area is weak due to varied urban uses.</p>
Consultation Response	<p>Site was identified as R012.3 within the Growth Options consultation.</p> <p>Site specific objections to R12.3 from Ruddington PC related to the proximity of the country park and potential negative ecological impact on it, the loss of Green Belt and concern that the plans failed to show the recently permitted developments. Tollerton Parish Council have objected.</p>

Topic	Commentary
	<p>JG Woodhouse & Sons propose a reconfigured broad area merging R12.3 and R12.4 and including an additional area of land in between these two sites.</p> <p>Wildlife Trust object.</p> <p>Comments on this site were received from the site promoter Barratt and David Wilson Homes. They believe consideration should be given alongside Gamston – or instead of Gamston - to this site as an SUE comprising approximately 2500 dwellings. Located on the edge of West Bridgford/Edwalton, the site is available and capable of being planned comprehensively and delivered on a phased basis, with the first phase coming forward for around 1000 dwellings.</p>
Conclusion	<p>While it is proposed that all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP, there is no requirement for the allocation of any new strategic housing sites.</p>

R10.5PA Melton Road Edwalton Strategic Allocation



Factors	Details
SHLAA reference	SHLAA/WBR/047
Size (hectares)	79
No of dwellings/ estimated employment floorspace	1776 dwellings
Existing Use	Mixed
Known Land Contamination	The site is not within or in close proximity of an AQMA.
PDL or Greenfield	Greenfield
Agricultural Land	The eastern parts of the site are predominantly classified as Grade 2 agricultural land with western and north-western parts being classified as Grade 3a or 3b. The site will result in the loss of some best and most versatile agricultural land but development of the majority of the areas classified as Grade 2 (with the exception of the paddock to the south of 245 Melton

Factors	Details
	Road) and Grade 3a (with the exception of the area to the south of Alison Close) have been completed or are substantially under construction.
SHLAA Conclusion	There are a number of phases ongoing. There will be 3 phases building out consecutively for the remaining duration of the development.
Growth Options Study Conclusions	As an existing site allocation with extant planning permission, this site was not assessed in the Growth Options consultation.
Compliance with GNSP settlement hierarchy	Urban extension
Viability and deliverability	Site has extant planning permission in full and development has commenced. Viability has been addressed through the extant planning permissions.

Infrastructure

Type	Comments
Utilities	<p>Electricity – Addressed by utility companies to meet the requirements of the extant permissions.</p> <p>Gas – Addressed by utility companies to meet the requirements of the extant permissions.</p> <p>Water Supply – Addressed by utility companies to meet the requirements of the extant permissions.</p> <p>Waste Water – Addressed by utility companies to meet the requirements of the extant permissions.</p> <p>IT Communications – Addressed by utility companies to meet the requirements of the extant permissions.</p>
Emergency Services	Addressed within the extant permissions.

Type	Comments
Education	A primary school has been delivered on site (Rosecliffe Spencer Academy). There are capacity issues for secondary schools in West Bridgford. Contributions secured through the S106 agreement will be used to expand Rushcliffe Spencer Academy to provide additional secondary places.
Health	The S106 agreement secures financial contributions to improve existing health care facilities.
Blue and Green Infrastructure	The site is adjacent to Sharphill Wood. The provision of new open space between the early development phases and the existing houses on Edwalton Lodge Close has been laid out. Additionally a new community park has received planning permission.
Community Facilities	There are limited community facilities within the immediate vicinity of the site. West Bridgford is within 30 minutes by public transport and is accessible by bicycle. Planning permission has been secured for a community hall on site.
Other	Land at Melton Road, Edwalton

Sustainability Appraisal

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

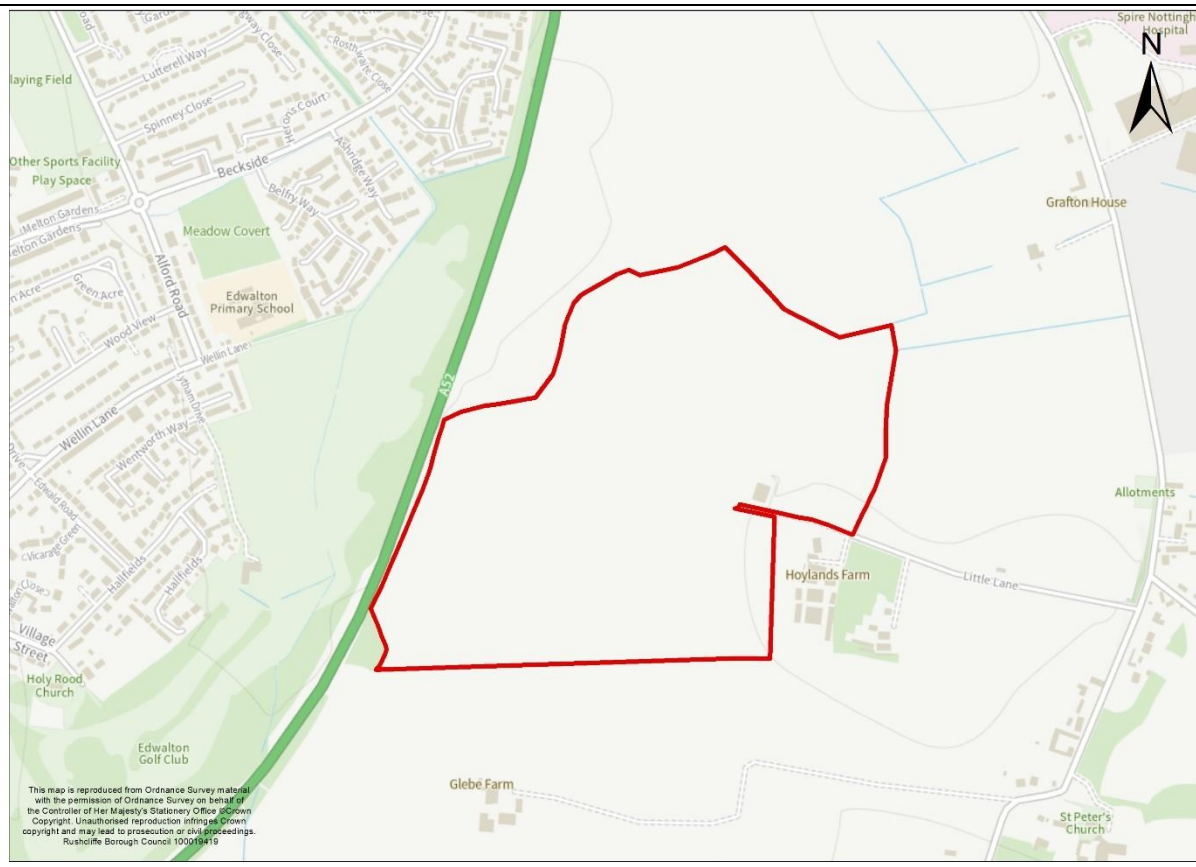
Objective	Score	Objective	Score
7. Social Inclusion	++	15. Built and Historic Environment	0
8. Transport	++	16. Natural Resources and Waste Management	-

Other Factors

Topic	Commentary
Green Belt	The land was removed from the Green Belt and allocated for residential development within the Local Plan Part 1: Core Strategy.
Carbon Neutrality	Addressed within the extant permissions.
Impact on Air Quality	The site is not within or in close proximity of an AQMA.
Transport / Accessibility	<p>Details have been agreed as part of the planning permissions and any contributions secured via the S106 agreement.</p> <p>The site is accessible by public transport with the Keyworth bus route running adjacent to the site on Melton Road, which run every 13-20 minutes during the working day and less frequent at other times. The site adjoins an existing business and retail stores. There are improvements that connect the site to the wider walking, cycling and public transport network secured during through planning permission, some of which have been completed. The site is within 30 minutes public transport time of community facilities, schools, retail centres and employment areas.</p>
Flood Risk	Flood Zone 1. Details have been agreed as part of the planning permissions.
Natural Environment	Development of the site would not result in loss of a designated site of nature conservation interest. The site is adjacent to the Sharphill Woods Local Wildlife Site. Development of the site will result in the loss of some existing hedgerows/field trees within the site.

Topic	Commentary
Historic Environment	The site will not result in a loss of, or harm the significance of, any designated or non-designated heritage assets or its setting. There are no heritage assets within close proximity of the site.
Landscape and topography	The site will potentially lead to an impact on local landscape character due to the site being located on greenfield land. The site will create a new landscape character locally.
Consultation Response	<p>The Environment Agency has no comment to make on this site.</p> <p>National Highways has assessed the site as having a medium potential impact on the strategic route network.</p> <p>Three developers/landowners stated that the site was allocated in the Rushcliffe Local Plan and the approach to include it in the CS Review is not 'pro-growth'. It would be more appropriate to include this development as a committed development to allow other strategic sites to be considered.</p> <p>The British Horse Society has concerns that the PROW BR2 is directly impacted by the development. The Active Travel Partnership (Ramblers, British Horse Society, cycle and inclusion groups) notes that equestrians are not included in the 'Transport' section of the site information. Equestrians should be included in all active travel routes and a Walking, Cycling, Horse-riding Assessment and Review (WCHAR) should be carried out on all trunk roads.</p>
Conclusion	Site will be carried forward as an allocation in the Greater Nottingham Strategic Plan.

R11.1PA* South of Gamston Strategic Allocation



Factors	Details
SHLAA reference	SHLAA/TOL/501
Size (hectares)	40
No of dwellings/ estimated employment floorspace	500 dwellings
Existing Use	Agricultural
Known Land Contamination	Not within or affecting an Air Quality Management Area. Area of made ground to the west of Hoylands Farm and along the side of the A52 identified as potentially contaminated land.
PDL or Greenfield	Greenfield
Agricultural Land	Grade 2 and grade 3.
SHLAA Conclusion	Site is adjacent to the Gamston/Tollerton Strategic Allocation. Land has been submitted by landowner during the Core Strategy Review call for sites (July 2019) and is being promoted through the Strategic Plan.

Factors	Details
	The land provides an important function separating the Gamston SUE from Tollerton. Site could be suitable if policy changes. The Growth Options Study concludes that this site is potentially suitable as a location for strategic development.
Growth Options Study Conclusions	The Growth Study looked at a wider area between Tollerton, the main urban area of Nottingham and the Gamston Strategic Allocation. The study concluded that the site is free from major constraints and suitable for development pending further investigations. Regarding the wider growth area, the study concluded that it had potential for strategic growth. Development in this location would need to carefully consider coalescence between the MBUA and Tollerton. The location also offers the option to expand upon the extant allocation East of Gamston/North of Tollerton. This would represent a sizeable increase to the main built up area of Nottingham and would require transport and social infrastructure improvements.
Compliance with GNSP settlement hierarchy	Urban extension
Viability and deliverability	A high level viability assessment will be required if the site is to come forward as an allocation.

Infrastructure

Type	Comments
Utilities	<p>Electricity – The Infrastructure Delivery Plan confirms that it is likely that demand for electricity can be met for the proposed level of housing. However, local electricity distribution reinforcement of networks will be necessary. Primary networks may also need to be reinforced.</p> <p>Gas – The Infrastructure Delivery Plan confirms that it is unlikely that extra growth will create capacity issues.</p> <p>Water Supply – Located in a water stressed area. Severn Trent Water report that they are on track with</p>

Type	Comments
	<p>commitments made in the 2019 Water Management Plan.</p> <p>Waste Water – Severn Trent Water take account of foreseeable growth set out in local development plans when they upgrade wastewater treatment works. However, the infrastructure may still struggle to accommodate to future pressures from climate change, growth and urban growth whilst still maintaining permit compliance without additional investment. Further engagement with Severn Trent Water is required.</p> <p>IT Communications – The Infrastructure Delivery Plan states that there have been no abnormal costs identified regarding telecommunications. Openreach will provide connectivity to every strategic site and most sites with planning permission have agreements with broadband providers to connect Gigabit capable broadband to each property.</p>
Emergency Services	The Infrastructure Delivery Plan confirms that funding for the three emergency services comes from government budgets and council tax. Additional funding from developer contributions has not been justified.
Education	The Infrastructure Delivery Plan indicates that there are capacity issues for primary schools in the area. Therefore, contributions will probably be required. There are no capacity issues for secondary schools, except in West Bridgford. Whether there would be capacity for the proposed development would depend on its scale.
Health	Additional healthcare services might be require to support potential growth.
Blue and Green Infrastructure	Other than the hedgerow corridors there are no identified green infrastructure within the site. Hedgerow quality and connectivity should be preserved and enhanced in accordance with Wider Landscape objectives within Biodiversity Opportunity Mapping Report. Adverse effects should be avoided, mitigated or as a last resort compensated. A right of way crosses the

Type	Comments
	site from Lodge Lane to Edwalton Golf Course. A right of way runs along the southern edge of the site parallel.
Community Facilities	Tollerton contains a primary school, a Post Office, pub petrol station, a parish office and several small shop units. A neighbourhood centre is proposed to be located within the allocated SUE.
Other	South of Gamston Strategic Allocation

Sustainability Appraisal

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

Other Factors

Topic	Commentary
Green Belt	This site comprises part of the Strategic Green Belt Area Between Tollerton and West Bridgford. The 2022 GB Review scores the area 14 out of 20. Having regard to the strategic allocation East of Gamston/North of

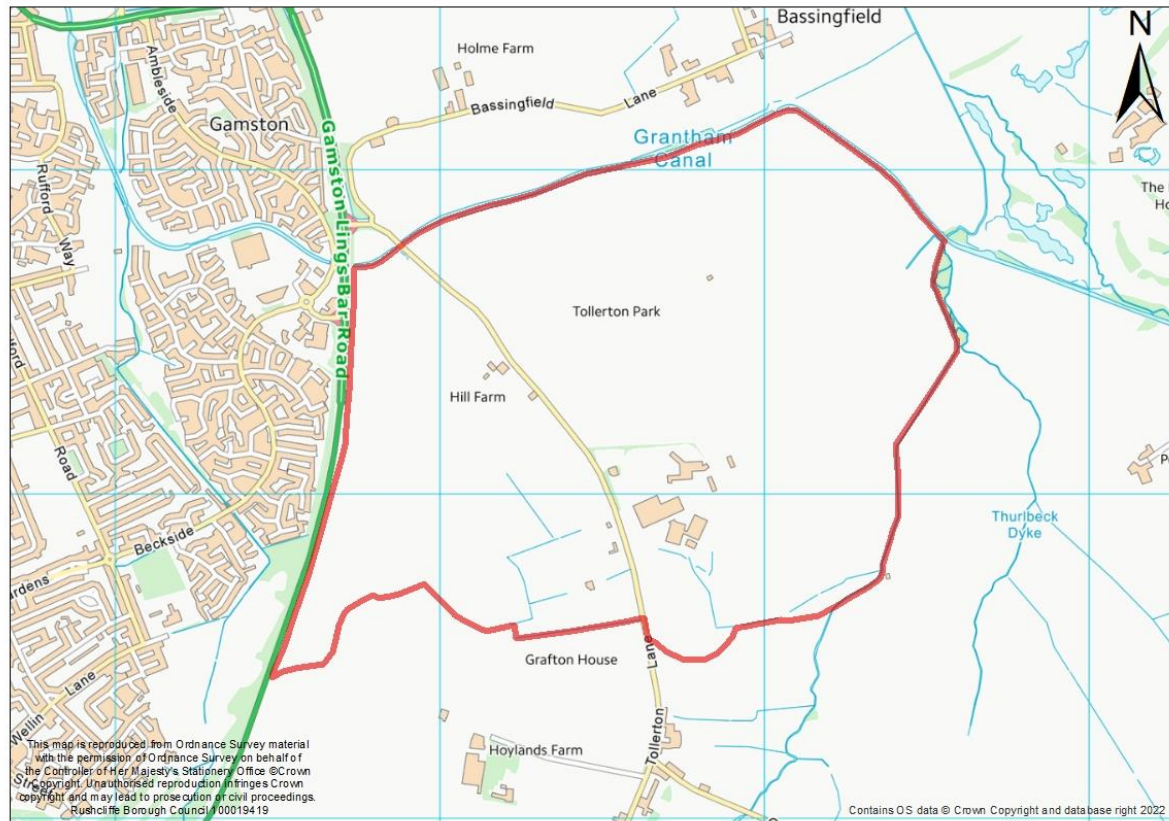
Topic	Commentary
	<p>Tollerton there is only part of a boundary adjoining the built up area, and only once the development of the strategic allocation is complete. The area is visually disconnected from West Bridgford. Scoring well against three green belt purposes (checking unrestricted sprawl, preventing merging, and safeguarding the countryside from encroachment). The area provides for an important strategic gap between West Bridgford and Tollerton. Development within this area would virtually join the two settlements together. The area is largely agricultural with an area of woodland. It contains limited inappropriate development.</p>
Carbon Neutrality	<p>The Infrastructure Delivery Plan states that in terms of renewable or low carbon energy/wind power and other technologies, developers will need to work with the Councils, Ofgem and individual suppliers to meet the sustainable energy targets set out in the Greater Nottingham Plan, District and Borough Local Plans and supporting Supplementary Planning Documents and Strategies.</p>
Impact on Air Quality	<p>Not within or affecting an Air Quality Management Area. Area of made ground to the west of Hoylands Farm and along the side of the A52 identified as potentially contaminated land.</p>
Transport / Accessibility	<p>Would require two points of access. Possible upgrade to Tollerton Lane/A606 and Cotgrave Lane junctions. Questionable from a sustainability standpoint as a lack of facilities in Tollerton means mainly car based travel. Most recent submission states that the allocation of this site can provide one or two junctions onto the A52 and unlock the adjacent Gamston SUE which has been delayed.</p> <p>The A52 is adjacent to the site. A neighbourhood centre is proposed to be located within the allocated SUE. The site is located some distance away from the Keyworth Connection which runs along the A606 on a 15 minute frequency during weekdays. This is at least a 20 minute walk. Hourly bus service during the day runs along Tollerton Lane to West Bridgford and to Cotgrave and</p>

Topic	Commentary
	beyond. Accessibility and connectivity by walking and cycling is poor at present.
Flood Risk	The site is not at risk of flooding from watercourses or from surface water run-off.
Natural Environment	There are no designated nature conservation interests within or adjacent to the site. It is however bounded by hedgerows in varied condition which are a LBAP habitat. Hedgerow quality and connectivity should be preserved and enhanced in accordance with wider landscape objectives within the Biodiversity Opportunity Mapping Report. Adverse effects should be avoided, mitigated or as a last resort compensated.
Historic Environment	There are no designated or non designated heritage assets identified within the site. HER picks up ridge and furrow, cropmarks, and a well as possible archaeological features. Archaeological investigation – nature of archaeology should be readily detectable via magnetometry survey in support of a planning application.
Landscape and topography	Land is within SN04 Cotgrave and Tollerton Village Farmlands. The overall landscape strategy is 'Enhance and Restore'. The landscape condition is moderate. The character strength of the area is moderate. The area has a relatively uniform character of arable fields with prominent village fringes. Urban elements are frequent and exert a strong influence. Man-made elements and landform have a localised influence on character. Land adjacent to Tollerton Lane was assessed within LVIA of potential LP2 sites. This land scored 69/100, determining that sensitivity of the landscape character is medium overall. Visually, there are no indicators or recognition of value. There is a medium number of potential receptors as the site forms part of the village edge. The overall visual susceptibility is high with some long distance views of the site and surrounding landscape. Overall, there is medium visual sensitivity.

Topic	Commentary
Consultation Response	<p>Tollerton Parish Council objects to the R11 growth zone, it favours an urban concentration strategy and considers this site requires significant investment in infrastructure.</p> <p>Davidsons Developments are supportive of development (as developers with an option on the land) (“land to the South of Gamston/North of Tollerton”). It identifies it can bring the site forward independently and quickly, providing access to enable delivery of the allocated SUE to the north. Alternatively, Davidsons Developments Ltd have suggested that the site could be identified as a reserve site, or safeguarded for development beyond the Strategic Plan period.</p> <p>Davidsons Developments Ltd stated that the site would adjoin the proposed Sustainable Urban Extension which has been removed from the Green Belt, and the design of the scheme would include a significant buffer between the site and West Bridgford and Tollerton to prevent coalescence. Apart from this, Davidsons Developments Ltd did not identify any other significant constraints to development.</p> <p>Harworth Group argues that this area has identified deliverability risks linked to the lack of current progress on the strategic allocation to the north and the requirement for this to be built out before R11.2.</p> <p>Tollerton Against Backdoor Urbanisation (TABU) object to any development that would lead to coalescence and compromise the identity of Tollerton as a village.</p> <p>Residents objected due to loss of GB, coalescence, congestion, scale of development, and impact on infrastructure.</p> <p>Nottinghamshire WT objects as the site breaches the A52.</p>
Conclusion	While it is proposed that all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1:

Topic	Commentary
	Core Strategy should be carried forward as part of the GNSP, there is no requirement for the allocation of any new strategic housing sites.

R11.5PA East of Gamston North of Tollerton Strategic Allocation



Factors	Details
SHLAA reference	SHLAA/TOL/008
Size (hectares)	246
No of dwellings/ estimated employment floorspace	4000 dwellings
Existing Use	Agricultural
Known Land Contamination	The site is not covered by any AQMA. Site may contain some legacy contamination at the airport. There are also areas of made and worked ground within the wider site.
PDL or Greenfield	Greenfield
Agricultural Land	Grade 3a and 3b.
SHLAA Conclusion	The site is allocated for development in the Local Plan Part 1 Rushcliffe Core Strategy. Site owners indicated through Local Plan submissions that there are no

Factors	Details
	barriers to delivery subject to the phasing of infrastructure in a viable fashion. An outline and a hybrid application have been submitted which cover a majority of the site. John Wells, Vistry, Taylor Wimpey and Barwood have agreed to develop an SPD that will ensure development complies with the Core Strategy.
Growth Options Study Conclusions	As an existing site allocation, this site was not assessed in the Growth Options consultation.
Compliance with GNSP settlement hierarchy	Urban extension
Viability and deliverability	High level requirements have been set out in the Strategic Plan. Detailed requirements will be agreed through the masterplan process.

Infrastructure

Type	Comments
Utilities	Electricity – No abnormal costs identified. Gas – No abnormal costs identified. Water Supply – No abnormal costs identified. Waste Water – No abnormal costs identified. IT Communications – No abnormal costs identified.
Emergency Services	No abnormal costs identified.
Education	It is expected that two primary schools will be delivered on site. There are capacity issues for secondary schools within West Bridgford and a new secondary school is expected on site.
Health	Additional healthcare services will be require to support potential growth. The future S106 for the site will need to secure either the delivery of a new health care facility, or

Type	Comments
	financial contributions towards the off site provision of a health care faci
Blue and Green Infrastructure	Site is adjacent to the Grantham Canal, which is identified as a strategically important green infrastructure asset. There are significant opportunities to provide GI and link to the canal.
Community Facilities	Adjacent to Main Urban Area and Gamston Centre of Neighbourhood Importance. No facilities within 10-15 minute walk - new facilities would have to be provided on the site. It is expected that there will need to be a new health facility on site or contributions towards off-site provision.
Other	East of Gamston North of Tollerton

Sustainability Appraisal

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

Other Factors

Topic	Commentary
Green Belt	N/A - Strategic Allocation.
Carbon Neutrality	The Infrastructure Delivery Plan states that in terms of renewable or low carbon energy/wind power and other technologies, developers will need to work with the Councils, Ofgem and individual suppliers to meet the sustainable energy targets set out in the Greater Nottingham Plan, District and Borough Local Plans and supporting Supplementary Planning Documents and Strategies.
Impact on Air Quality	The site is not covered by any AQMA. Site may contain some legacy contamination at the airport. There are also areas of made and worked ground within the wider site.
Transport / Accessibility	<p>Major infrastructure works are required. Highways modelling has identified improvements required to the strategic road network together with mitigation measures. Proportionate cost on development will be required to fund mitigation measures.</p> <p>No tram or rail stops within 20 minute walk. Currently there is a bus service (number 33) that provides an irregular service during weekdays (hourly or worse). A few uncoordinated walking routes that may be unsafe, poorly designed or that do not conveniently link with the main residential areas nearby. These would require enhancement to improve connectivity as part of the planning application process, in particular across Lings Bar Road.</p>
Flood Risk	The eastern edge of the site is located in flood zone 2 and 3. Parts of the site are at risk of surface water flooding.
Natural Environment	No designated sites. However site contains hedgerows which are a priority habitat within the LBAP.
Historic Environment	Grade II Listed Buildings present on site - 17 pillboxes within the site. Setting of pillboxes would be significantly

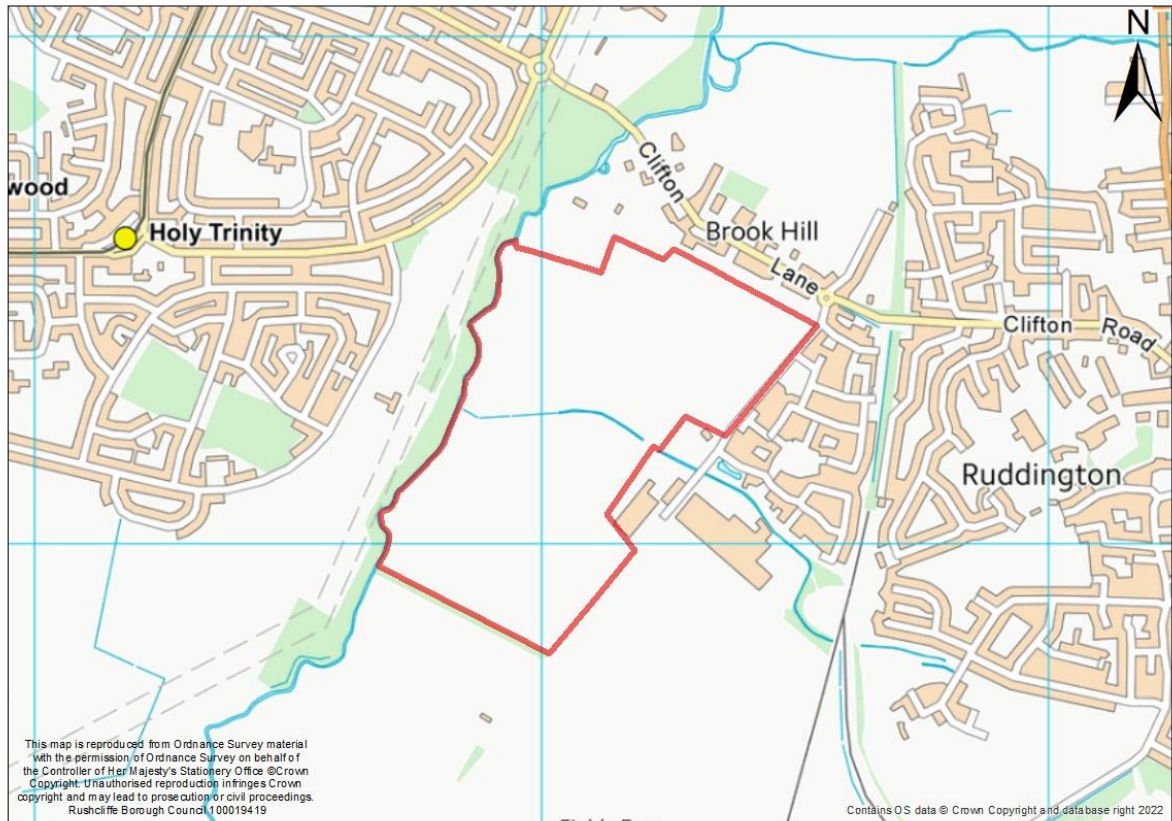
Topic	Commentary
	<p>affected by development of the airfield. Removing their historical context. Incorporate pillboxes into GI infrastructure that connects them and protects their setting. Information should explain their historic value.</p>
<p>Landscape and topography</p>	<p>Land is within SN04 Cotgrave and Tollerton Village Farmlands. The overall landscape strategy is 'Enhance and Restore'. The landscape condition is moderate. The character strength of the area is moderate. The area has a relatively uniform character of arable fields with prominent village fringes. Urban elements are frequent and exert a strong influence. Man-made elements and landform have a localised influence on character.</p>
<p>Consultation Response</p>	<p>The Environment Agency had no concerns regarding fluvial flood risk. They advised that future development would need to demonstrate that contamination risks will be adequately addressed through the course of the development. Guidance on managing risks from land contamination can be found at Land contamination risk management (LCRM) - GOV.UK (www.gov.uk).</p> <p>National Highways confirmed their acceptance of the principle of the allocation. They reaffirmed that any scheme coming forward would be required to provide highways infrastructure and developer contributions to the A52 Nottingham junctions.</p> <p>A majority of developers noted that there have been delays to the delivery of this site since its allocation in the Local Plan Part 1, with the availability and deliverability of the site being questioned. The developers noted that no dwellings have been built, and no planning permission has been granted either. It was noted that an outline planning permission has been submitted on part of the site. Yet concerns were raised due to the inability of the landowners to collaborate on a comprehensive application for the entire site, the lack of a political appetite for the application until a comprehensive masterplan is approved for the entire allocation, and that there is no indication of a decision being reached since the applications validation two</p>

Topic	Commentary
	<p>years ago, given the outstanding objection from National Highways. DAQS Ltd were specifically concerned with the inadequate infrastructure in the area, particularly at Wheatcroft roundabout and the poor planning for pedestrian/cycle routes through Tollerton and crossing the A52.</p> <p>It was suggested by Barratt David Wilson Homes and Harworth Group that the site could be safeguarded for future development within the Strategic Plan so that it can come forward when and if it is deliverable. The Elton Garden Village landowner consortium stated that the site should not be allocated within the Strategic Plan, and should be replaced by more suitable and deliverable alternative sites until the challenges facing the site have been overcome.</p> <p>Lidl GB Ltd suggested that to be consistent with the Strategic Plan's vision of a 20-minute neighbourhood, the allocation should reference retail and amenity uses.</p> <p>The Canal and River Trust own and maintain the Grantham Canal that adjoins the northern boundary of the allocation, and requested that the allocation does not adversely affect the future restoration of the canal. They noted the canal's designation as a Local Wildlife Site, and stated that the creation of a green corridor along the canal would support the value of the canal as a wildlife habitat. They stated that the canal towpath has the potential to provide a leisure and recreational resource for future residents as well as an active travel link to Cotgrave and Gamston.</p> <p>The Grantham Canal Society and the Radcliffe on Trent Residents' Association suggested that the Grantham Canal is referred to as a blue-green corridor to recognise the water element of the Canal. They both referenced the benefit that improvements to the canal would have to wildlife and the public's health and wellbeing.</p>

Topic	Commentary
	<p>Sport England provided their comments that they had submitted to the outline application that covers part of the site. They currently do not support the development as there remains a number of unanswered questions regarding the design, quantity, type and location of the onsite provision for sport and more generally connectivity.</p> <p>A majority of comments from local residents discussed the Grantham Canal, with many requesting that the canal is referred to as a blue-green corridor to recognise the water element. It was suggested that the canal was connected back to the national canal network. One comment specifically requested restoring the canal up to the River Trent, and one comment specifically requested restoring the canal under Gamston Lings Bar Road. One comment was disappointed that the Strategic Plan did not include investment into re-watering the canal. It was suggested that a Section 106 agreement is used to require the developers of the site to restore the section of the canal running alongside the land to a useable state.</p> <p>Multiple comments discussed the benefits restoring the canal could have, including increasing tourism to the area, improving the recreational offerings such as paddle boarding, improving the wellbeing of the local residents and enhancing the canal as a wildlife habitat.</p> <p>A few comments opposed the allocation of the site. It was raised that currently the site is good agricultural land, supports a variety of wildlife, and currently provides an emergency refuel station for helicopters. One comment suggested that the allocation of the site would enable the creation of a single West Bridgford-Edwalton-Tollerton suburban sprawl.</p> <p>Four comments criticised the infrastructure provision, stating that there is not suitable provision for cycling and walking. Suggestions included the need for off road access to West Bridgford, traffic calming measures in</p>

Topic	Commentary
	Gamston and the need to connect the canal to both sides of the A52, possibly via a new footbridge or tunnel.
Conclusion	Site will be carried forward as an allocation within the Greater Nottingham Strategic Plan. In accordance with the proposed development strategy the site is adjacent to the main urban area and is outside the Green Belt.

R12.1PA Land west of Pasture Lane, Ruddington



Factors	Details
SHLAA reference	SHLAA/RUD/005
Size (hectares)	36
No of dwellings/ estimated employment floorspace	350 dwellings
Existing Use	Agricultural
Known Land Contamination	The site is not within or in close proximity of a Air Quality Management Area.
PDL or Greenfield	Greenfield
Agricultural Land	Broad ALC maps identify that the land is Grade 2 agricultural land and also 'urban' in parts. However, there are no urban features within the site.
SHLAA Conclusion	Whilst most of the site is relatively free of physical constraints and relatively close to frequent public

Factors	Details
	transport, it lies some distance away from the main facilities at Ruddington and Clifton. The western part of the site is located adjacent to the Fairham Brook Nature Reserve. More importantly, the site as a whole forms an important gap between Clifton and Ruddington and development of any scale would breach the strong defensible boundary at Pasture Lane. Due to the significant Green Belt constraints, the land is considered not suitable.
Growth Options Study Conclusions	The West of Pasture Lane site includes flood zones and landscape constraints and is therefore potentially unsuitable for development.
Compliance with GNSP settlement hierarchy	Adjoining key settlement
Viability and deliverability	A high level viability assessment will be required if the site is to come forward as an allocation.

Infrastructure

Type	Comments
Utilities	<p>Electricity – The Infrastructure Delivery Plan confirms that it is likely that demand for electricity can be met for the proposed level of housing. However, local electricity distribution reinforcement of networks will be necessary. Primary networks may also need to be reinforced.</p> <p>Gas – The Infrastructure Delivery Plan confirms that it is unlikely that extra growth will create capacity issues.</p> <p>Water Supply – Located in a water stressed area. Severn Trent Water report that they are on track with commitments made in the 2019 Water Management Plan.</p> <p>Waste Water – Severn Trent Water take account of foreseeable growth set out in local development plans when they upgrade wastewater treatment works. However, the infrastructure may still struggle to</p>

Type	Comments
	<p>accommodate to future pressures from climate change, growth and urban growth whilst still maintaining permit compliance without additional investment. Further engagement with Severn Trent Water is required.</p> <p>IT Communications – The Infrastructure Delivery Plan states that there have been no abnormal costs identified regarding telecommunications. Openreach will provide connectivity to every strategic site and most sites with planning permission have agreements with broadband providers to connect Gigabit capable broadband to each property.</p>
Emergency Services	The Infrastructure Delivery Plan confirms that funding for the three emergency services comes from government budgets and council tax. Additional funding from developer contributions has not been justified.
Education	The Infrastructure Delivery Plan indicates that there are capacity issues for primary schools in the area. Therefore, contributions will probably be required. There are no capacity issues for secondary schools, except in West Bridgford. Although whether there would be capacity for the proposed development would depend on its scale.
Health	Additional healthcare services might be require to support potential growth.
Blue and Green Infrastructure	Fairham Brook is an important wildlife corridor and Green Infrastructure. This would be significantly affected if the site were developed completely. Development would offer opportunity to deliver multi functional GI, improve the biodiversity of the site, connectivity with neighbouring wildlife site assets and the performance of the wider wildlife corridor.
Community Facilities	Ruddington is a Key Settlement. The village centre contains a variety of convenience and comparison stores, including a supermarket and post office. The village has two doctors surgeries (Church House Surgery and Ruddington Medical Centre). There are a number of public houses, restaurants and takeaways.

Type	Comments
	The settlement has a village hall and second community space at St Peter's Rooms. Ruddington has a number of recreational open spaces - Rushcliffe Country park, Sellers Field, Elms Park, Vicarage Lane, Ruddington Green, and St Marys Community Park. The village centre and its amenities are some distance from the majority of the site.
Other	Land west of Pasture Lane

Sustainability Appraisal

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

Other Factors

Topic	Commentary
Green Belt	The site is located within the Ruddington West Strategic Area. It scored 14 within the Green Belt Review 2022. This broad area is contained by the existing edges of Clifton to the west, and, in part, Silverdale and Ruddington. It is not considered that development would round off the built up area. The Fairham Brook is a feature that may contain development going out from the Clifton direction. There are few strong features that could contain development going out from the Ruddington direction south of Clifton Lane. There are intermittent hedgerows and tree belts in the fields to the north of Clifton Lane. The broad area has no topographical features and is relatively flat. This broad area in large prevents the merging of Clifton and Ruddington. Development in this location could

Topic	Commentary
	<p>physically join the two settlements together. Would potentially be less of an issue going out from the Clifton direction if the Fairham Brook was used as a boundary. There are some areas of inappropriate developments, particularly in the area between Clifton and the Fairham Brook, along Clifton Lane, although this ribbon development could be considered to be a washed over part of Ruddington, the majority of the area consists of arable fields that are clearly within open countryside. Some hardstanding at the former Fairham Comprehensive School remains.</p>
Carbon Neutrality	<p>The Infrastructure Delivery Plan states that in terms of renewable or low carbon energy/wind power and other technologies, developers will need to work with the Councils, Ofgem and individual suppliers to meet the sustainable energy targets set out in the Greater Nottingham Plan, District and Borough Local Plans and supporting Supplementary Planning Documents and Strategies.</p>
Impact on Air Quality	<p>The site is not within or in close proximity of a Air Quality Management Area.</p>
Transport / Accessibility	<p>The problem with all major developments in Ruddington is the impact on junctions in and around the village centre. Easthorpe Street, Kirk Lane and Flawforth Lane junction would require significant improvement.</p> <p>The nearest bus stops are on Clifton Lane. These are in close proximity of the site and they are served by buses to Nottingham, Clifton and Ruddington which run every hour during the day. The closest part of the site is 0.7 miles (15 minute walk) from the centre of the village. There is reasonable provision of cycle routes along Clifton Lane back towards Ruddington.</p>
Flood Risk	<p>Land adjacent to the ditch on the southern boundary is within Flood Zone 3, as is the western edge of the site adjacent to Fairham Brook.</p>
Natural Environment	<p>The site is directly adjacent to the Fairham Brook Nature Reserve, a Local Wildlife Site. Valued for its grassland</p>

Topic	Commentary
	<p>and scrub, the site has been adversely affected by canalisation of the brook, lowering of the water table and urban edge effects. The site is also bounded by a ditch on its southern side. Ditches are a LBAP priority habitat. Development should avoid, mitigate or compensate for any direct or indirect effects on the LWS or priority habitats.</p>
Historic Environment	<p>There are no heritage assets within or in close proximity to the site.</p>
Landscape and topography	<p>Aggregate LVIA score: 55/100. The site is a wedge of arable land which separates the settlements of Ruddington and Clifton. Recently there has been development on Pasture Lane near the site's eastern boundary, which contributes to the site's urban fringe character. The study area is of low landscape value, which is partly as a result of the low amount of scenic quality, as well as the lack of conservation interests and recreational value. However, owing to the potential for perceived coalescence, there is a medium landscape susceptibility. The landscape sensitivity is overall low. In visual terms, aside from the site forming a visual break between settlements, there is little visual value associated with the site. The site is a small part of the rural setting for residential receptors, contributing to a low visual susceptibility. The visual sensitivity is overall low.</p>
Consultation Response	<p>Ruddington Parish Council (RPC) and the ward councillors for Ruddington object to all sites identified under the growth zone. Raising specific concerns on coalescence and impact on Fairham Brook NR.</p> <p>Taylor Wimpey also support development in this location, specifically this site which it states is suitable due to its good accessibility in terms of public transport and proximity to SRN and the city centre. Taylor Wimpey argue it does not meet the purposes of the Green Belt as set out in the NPPF and is therefore suitable for release. It confirms this land is in their control.</p>

Topic	Commentary
	<p>Nottinghamshire WT object.</p> <p>Members of the public opposing the zone specifically highlighted the lack of infrastructure within the village of Ruddington to support the level of growth (including insufficient capacity at the medical centre and schools), lack of car parking within the village, insufficient capacity on the local road network and increase in congestion, loss of strategically important Green Belt, impact on local identity due to coalescence, areas of the zone being situated in Flood Zones 2 and 3 and the ecological impact on Local Wildlife Sites.</p>
Conclusion	<p>While it is proposed that all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP, there is no requirement for the allocation of any new strategic housing sites.</p>

R12.2PA East of Ruddington



Factors	Details
SHLAA reference	SHLAA/RUD/501
Size (hectares)	132
No of dwellings/ estimated employment floorspace	2,600 dwellings
Existing Use	Agricultural
Known Land Contamination	Site is not within or in close proximity of an Air Quality Management Area.
PDL or Greenfield	Greenfield
Agricultural Land	Broad ALC maps identify that the land is Grade 2 agricultural land.
SHLAA Conclusion	The positives in relation to the site are that it is relatively free from physical constraints and is a site that is closer to the village centre than most other submissions

Factors	Details
	adjacent to Ruddington. A fairly frequent bus service runs along Loughborough Road.
Growth Options Study Conclusions	The study examined a larger area along the eastern side of the A60. The submitted site provides sufficient land capable of delivering the smallest typology (village expansion). Development in this location would need to carefully consider coalescence risks with Bradmore and Clifton and also coalescence between Ruddington and Edwalton and West Bridgford. The high accessibility levels would help to support this strategic growth area. Specific comments on the site state site is generally free from major constraints and suitable for development, the southern portion of the site includes landscape constraints and is potentially unsuitable for development.
Compliance with GNSP settlement hierarchy	Adjoining key settlement
Viability and deliverability	A high level viability assessment will be required if the site is to come forward as an allocation.

Infrastructure

Type	Comments
Utilities	<p>Electricity – The Infrastructure Delivery Plan confirms that it is likely that demand for electricity can be met for the proposed level of housing. However, local electricity distribution reinforcement of networks will be necessary. Primary networks may also need to be reinforced.</p> <p>Gas – The Infrastructure Delivery Plan confirms that it is unlikely that extra growth will create capacity issues.</p> <p>Water Supply – Located in a water stressed area. Severn Trent Water report that they are on track with commitments made in the 2019 Water Management Plan.</p>

Type	Comments
	<p>Waste Water – Severn Trent Water take account of foreseeable growth set out in local development plans when they upgrade wastewater treatment works. However, the infrastructure may still struggle to accommodate to future pressures from climate change, growth and urban growth whilst still maintaining permit compliance without additional investment. Further engagement with Severn Trent Water is required.</p> <p>IT Communications – The Infrastructure Delivery Plan states that there have been no abnormal costs identified regarding telecommunications. Openreach will provide connectivity to every strategic site and most sites with planning permission have agreements with broadband providers to connect Gigabit capable broadband to each property.</p>
Emergency Services	The Infrastructure Delivery Plan confirms that funding for the three emergency services comes from government budgets and council tax. Additional funding from developer contributions has not been justified.
Education	The Infrastructure Delivery Plan indicates that there are capacity issues for primary schools in the area. The scale of development would require on site primary school provision. There are no capacity issues for secondary schools, except in West Bridgford. Whether there would be capacity for the proposed development would depend on its scale.
Health	Additional healthcare services might be require to support potential growth.
Blue and Green Infrastructure	Opportunities should be taken to utilise/improve hedgerows as wildlife/BGI corridors, and provide amenity/play areas.
Community Facilities	Ruddington is a Key Settlement. The village centre contains a variety of convenience and comparison stores, including a supermarket and post office. The village has two doctors surgeries (Church House Surgery and Ruddington Medical Centre). There are a number of public houses, restaurants and takeaways.

Type	Comments
	The settlement has a village hall and second community space at St Peter's Rooms. Ruddington has a number of recreational open spaces - Rushcliffe Country park, Sellers Field, Elms Park, Vicarage Lane, Ruddington Green, and St Marys Community Park. The village centre and its amenities are some distance from the majority of the site.
Other	East of Ruddington

Sustainability Appraisal

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

Other Factors

Topic	Commentary
Green Belt	This site comprises a significant part of the Ruddington South East Strategic Green Belt Area. The 2022 GB Review scores the area 13 out of 20. Green Belt east of

Topic	Commentary
	<p>Loughborough Road prevents significant urban intrusion into open countryside. The main features within the area that could form defensible boundaries are field boundaries. The field boundaries are mainly hedgerows of varying quality and strength. Potential that development could reduce the distance between Ruddington, Plumtree, Bradmore and Keyworth, with Bradmore being close in distance to Ruddington. The land is mostly in agricultural use with some small areas of woodland. The area contains little inappropriate development. There are no identified impacts on the special character of the historic setting of Ruddington.</p>
Carbon Neutrality	<p>The Infrastructure Delivery Plan states that in terms of renewable or low carbon energy/wind power and other technologies, developers will need to work with the Councils, Ofgem and individual suppliers to meet the sustainable energy targets set out in the Greater Nottingham Plan, District and Borough Local Plans and supporting Supplementary Planning Documents and Strategies.</p>
Impact on Air Quality	<p>Site is not within or in close proximity of an Air Quality Management Area.</p>
Transport / Accessibility	<p>Access off Flawforth Lane only. Would need to consider impact on adjacent signalised junction and potential site opposite. Would require new footway, and crossing facilities into Ruddington across A60.</p> <p>Regular bus services (Numbers 9, 863 and Green Line 10) to Nottingham and Loughborough can be accessed from two stops on the A60 south of the junction with Flawforth Lane (less than a 5 minute walk). The village centre is a 10 minute walk.</p>
Flood Risk	<p>The site is in Flood Zone 1. A very small area within the south east corner is at medium risk of surface water flooding.</p>
Natural Environment	<p>There are no designated nature conservation sites within the site, or in close proximity. The land however is bounded by hedgerows of varied age and condition.</p>

Topic	Commentary
	Hedgerows are identified as a LBAP priority habitat and the BOM highlights the need to protect and enhance their quality and connectivity. Shelterbelts should also be incorporated into the design, adjacent to hedgerows in order to improve the wildlife corridors. In addition to hedgerows the site contains a number of mature trees.
Historic Environment	There are no designated historic assets within this site.
Landscape and topography	<p>The Greater Nottingham Growth Options Report (Landscape Assessment) Oct 22 concludes that the site would be of medium potential for strategic growth. The overall site feels</p> <p>large in comparison to existing settlement, and would form a notable extension to the south-east of the existing settlement. There is also potential for coalescence with Bradmore in the south. This site does not feel as sensitive as some of the other 'medium potential' sites, the key issue for this site is its scale in comparison to nearby existing settlement.</p>
Consultation Response	<p>Site specific objections from the Parish Council relate to the proximity of the country park and potential negative ecological impact on it, the loss of Green Belt and concern that the plans failed to show the recently permitted developments.</p> <p>Bradmore PC object to the loss of green belt and are concerned about coalescence and the loss of local identity and character, loss of agricultural land, impact on wildlife, poor transport and increased flood risks.</p> <p>Pegasus suggest an additional site "Land to the West of Loughborough Road" is included in the development zone.</p> <p>JG Woodhouse & Sons propose a reconfigured broad area merging this site with R10.4PA and including an additional area of land in between these two sites. This would extend the site along Ruddington's eastern boundary to the north.</p>

Topic	Commentary
	<p>Nottinghamshire WT object.</p> <p>Members of the public opposing development at Ruddington specifically highlighted the lack of infrastructure within the village.</p>
Conclusion	<p>While it is proposed that all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP, there is no requirement for the allocation of any new strategic housing sites.</p>

R12.3PA* North Ruddington



Factors	Details
SHLAA reference	SHLAA/RUD/502
Size (hectares)	41.1
No of dwellings/ estimated employment floorspace	730 dwellings
Existing Use	Agricultural
Known Land Contamination	Site is not within or in close proximity of an Air Quality Management Area.
PDL or Greenfield	Greenfield
Agricultural Land	Broad ALC maps identify that the land is a mix of Grade 2 (BMV) and Grade 3 agricultural land
SHLAA Conclusion	The site lies comparatively some distance away from services and facilities. The site also performs an important function in preventing merging between Clifton and Ruddington, as identified by the Green Belt

Factors	Details
	review. It is fundamentally constrained by the GB designation. The site consists of best and most versatile agricultural land.
Growth Options Study Conclusions	Site being promoted therefore is available for development and assumed deliverable. If the site were required, its viability would be assessed prior to consultation on the publication draft.
Compliance with GNSP settlement hierarchy	Adjoining key settlement
Viability and deliverability	A high level viability assessment will be required if the site is to come forward as an allocation.

Infrastructure

Type	Comments
Utilities	<p>Electricity – The Infrastructure Delivery Plan confirms that it is likely that demand for electricity can be met for the proposed level of housing. However, local electricity distribution reinforcement of networks will be necessary. Primary networks may also need to be reinforced.</p> <p>Gas – The Infrastructure Delivery Plan confirms that it is unlikely that extra growth will create capacity issues.</p> <p>Water Supply – Located in a water stressed area. Severn Trent Water report that they are on track with commitments made in the 2019 Water Management Plan.</p> <p>Waste Water – Severn Trent Water take account of foreseeable growth set out in local development plans when they upgrade wastewater treatment works. However, the infrastructure may still struggle to accommodate to future pressures from climate change, growth and urban growth whilst still maintaining permit compliance without additional investment. Further engagement with Severn Trent Water is required.</p>

Type	Comments
	IT Communications – The Infrastructure Delivery Plan states that there have been no abnormal costs identified regarding telecommunications. Openreach will provide connectivity to every strategic site and most sites with planning permission have agreements with broadband providers to connect Gigabit capable broadband to each property.
Emergency Services	The Infrastructure Delivery Plan confirms that funding for the three emergency services comes from government budgets and council tax. Additional funding from developer contributions has not been justified.
Education	The Infrastructure Delivery Plan indicates that there are capacity issues for primary schools in the area. Therefore, contributions will probably be required. There are no capacity issues for secondary schools, except in West Bridgford. Whether there would be capacity for the proposed development would depend on its scale.
Health	Additional healthcare services might be require to support potential growth.
Blue and Green Infrastructure	There are no assets within the site. However, a SSSI, Local Nature Reserve and local wildlife sites are located on its northern, eastern and western boundaries. Site is located within the Fairham Brook Ecological Network and Green and Blue Infrastructure corridor. Opportunities to maintain ecological connectivity through multi-functional GI exist, given the size of the site and the need to avoid development within the flood zones.
Community Facilities	Ruddington is a Key Settlement. The village centre contains a variety of convenience and comparison stores, including a supermarket and post office. The village has two doctors surgeries (Church House Surgery and Ruddington Medical Centre). There are a number of public houses, restaurants and takeaways. The settlement has a village hall and second community space at St Peter's Rooms. Ruddington has a number of recreational open spaces - Rushcliffe Country park, Sellers Field, Elms Park, Vicarage Lane, Ruddington Green, and St Marys Community Park. The village

Type	Comments
	centre and its amenities are some distance from the majority of the site.
Other	North Ruddington

Sustainability Appraisal

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

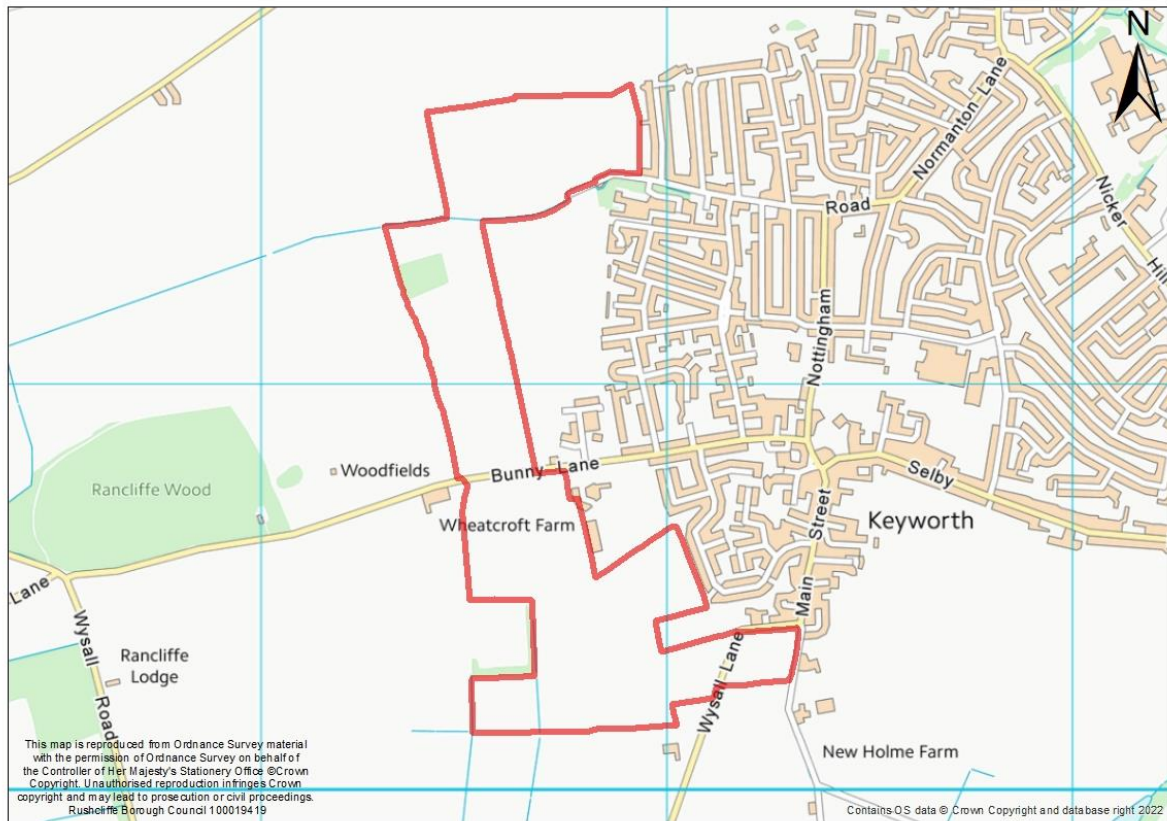
Other Factors

Topic	Commentary
Green Belt	<p>The site is located within a strategically important area of Green Belt which separates Ruddington from Clifton (part of Nottingham's Main Urban Area). The site scored 15 which is low-medium Green Belt importance.</p> <p>Whilst the site overall is considered to be of low-medium green belt importance, the issues relating to merging lead to the site being fundamentally constrained</p>

Topic	Commentary
	by the sites green belt designation and therefore of high green belt importance.
Carbon Neutrality	The Infrastructure Delivery Plan states that in terms of renewable or low carbon energy/wind power and other technologies, developers will need to work with the Councils, Ofgem and individual suppliers to meet the sustainable energy targets set out in the Greater Nottingham Plan, District and Borough Local Plans and supporting Supplementary Planning Documents and Strategies.
Impact on Air Quality	Site is not within or in close proximity of an Air Quality Management Area.
Transport / Accessibility	<p>Point of access from Wilford Road.</p> <p>The closest part of the site is 0.7 miles (15 minute walk) from the centre of the village. The Navy Line 3 bus service on Clifton Road and Wilford Road provides hourly services to Nottingham and Clifton. These services run between 6.50am and 11pm.</p>
Flood Risk	Parts of the site are located in flood zone 2 and 3, at risk from flooding from the Fairham Brook. Parts of the site are also at risk from surface water flooding.
Natural Environment	Wilwell Cutting (a SSSI, Local Nature Reserve and Local Wildlife Site) abuts the site to the north, protected for its neutral grassland and marsh. Fairham Brook nature reserve (a local wildlife site) is adjacent to the west of the site. Impacts upon this site, including through surface water run-off direct from the site or via Packman Dyke, should be avoided. Ruddington Disused Railway is also a local wildlife site and this comprises part of the site's eastern boundary. Site is bounded by hedgerows which are a LBAP priority habitat. These should be protected to ensure ecological networks and habitat connectivity is maintained.
Historic Environment	No heritage assets or archaeological records identified within the site. The Grade II listed Greenhouse at Ruddington Golf Club is located to the east of the site.

Topic	Commentary
Landscape and topography	<p>The site scored 42 within the LVIA. The site at RUD/013 comprises an arable field nestled on the north-western edge of Ruddington. The urban context of the site, as well as the lack of conservation interests and recreational interests in the study area results in a low landscape value. In addition, the development of the site would be perceived of infill - which contributes to the low landscape susceptibility. Overall, there is a low landscape sensitivity. Visually, the site is relatively well contained by intervening vegetation, this contributes to a low visual susceptibility. There is also very little in terms of visual value and the two combine to give a low visual sensitivity.</p>
Consultation Response	<p>William Davis stated that the site is in a sustainable location with good accessibility. The developable area of the site is located within flood zone 1. William Davis suggested that the Fairham Brook on the western boundary and the Packman Dyke beyond the southern boundary would be incorporated into the design of the site to enhance the blue infrastructure network.</p> <p>The site is located within the Green Belt. William Davis stated that the design approach will result in permanent robust and long term Green Belt boundaries being created. Considered design could minimise the perception of encroachment with West Bridgford and Clifton.</p> <p>Andrew Granger and Co stated that the site lies within the Green Belt, but otherwise remains unconstrained. They stated that the site is in a sustainable location with good access to a variety of local services and employment opportunities within Ruddington.</p>
Conclusion	<p>While it is proposed that all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP, there is no requirement for the allocation of any new strategic housing sites.</p>

R13.1PA West of Keyworth



Factors	Details
SHLAA reference	SHLAA/KEY/501
Size (hectares)	56
No of dwellings/ estimated employment floorspace	1,120 dwellings
Existing Use	Agricultural
Known Land Contamination	Site is not within AQMA.
PDL or Greenfield	Greenfield
Agricultural Land	The site is classified as both Grade 2 and 3 agricultural land. Further assessment required to establish whether Grade 3 is 3a or 3b.
SHLAA Conclusion	Keyworth is identified as a Key Settlement within the adopted Core Strategy. The site is not constrained by significant heritage, flooding, landscape, access or

Factors	Details
	biodiversity issues which cannot be avoided or mitigated. Located within the Green Belt. The Green Belt Review highlighted the ridgeline topography scoring the area 12/20. The land is identified as Grade 2 and 3 Agricultural land. The landowner between Bunny Lane and Debdale Lane (Aldergate Properties) supports strategic growth west of Keyworth. The landowner of the Hillside Farm allocated site also supports further development in this area.
Growth Options Study Conclusions	The site is free from major constraints and suitable for development pending further site investigations. The study concluded that the site is a potential area for strategic growth. The area provides sufficient land capable of delivering the smallest typology (village expansion). Development in this location would need to consider coalescence risks with Plumtree.
Compliance with GNSP settlement hierarchy	Adjoining key settlement
Viability and deliverability	A high level viability assessment will be required if the site is to come forward as an allocation.

Infrastructure

Type	Comments
Utilities	<p>Electricity – The Infrastructure Delivery Plan confirms that it is likely that demand for electricity can be met for the proposed level of housing. However, local electricity distribution reinforcement of networks will be necessary. Primary networks may also need to be reinforced.</p> <p>Gas – The Infrastructure Delivery Plan confirms that it is unlikely that extra growth will create capacity issues.</p> <p>Water Supply – Located in a water stressed area. Severn Trent Water report that they are on track with commitments made in the 2019 Water Management Plan.</p>

Type	Comments
	<p>Waste Water – Severn Trent Water take account of foreseeable growth set out in local development plans when they upgrade wastewater treatment works. However, the infrastructure may still struggle to accommodate to future pressures from climate change, growth and urban growth whilst still maintaining permit compliance without additional investment. Further engagement with Severn Trent Water is required.</p> <p>IT Communications – The Infrastructure Delivery Plan states that there have been no abnormal costs identified regarding telecommunications. Openreach will provide connectivity to every strategic site and most sites with planning permission have agreements with broadband providers to connect Gigabit capable broadband to each property.</p>
Emergency Services	The Infrastructure Delivery Plan confirms that funding for the three emergency services comes from government budgets and council tax. Additional funding from developer contributions has not been justified.
Education	The Infrastructure Delivery Plan indicates that there are currently no capacity issues for primary schools in the area. The scale of development would likely require a new primary school to be provided on site. There are no capacity issues for secondary schools, except in West Bridgford. Although whether there would be capacity for the proposed development would depend on its scale.
Health	Additional healthcare services might be require to support potential growth.
Blue and Green Infrastructure	The existing footpath which crosses the site south of Bunny Lane should be retained and green corridor created along its route. The site offers opportunities to incorporate amenity and natural green space. Boundary treatments/buffer may be required to screen the site. Opportunities to provide BGI link between Bunny Lane and Debdale Lane.
Community Facilities	The adopted Local Plan identifies Keyworth as a Key Settlement with a Local Centre. The Centre includes

Type	Comments
	convenience stores (including local supermarkets and pharmacies) and a limited number of comparison shops, restaurants, public houses and fast food establishments. There is also a second local centre at Wolds Drive and a small collection of shops on the corner of Nottingham Road and Debdale Lane. The village has community centre/village hall with public park and play area, medical centre and gym.
Other	West of Keyworth

Sustainability Appraisal

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

Other Factors

Topic	Commentary
Green Belt	This site extends across two strategic Green Belt areas. The majority is within Keyworth West (KEY/D), but

Topic	Commentary
	extends north of Debdale Lane (a track). This is within Keyworth North West (KEY/E). Keyworth West scores 12 out of 20. Keyworth North West also scores 12. The open ridgeline topography means development would be visible over wide area. The overall character is open countryside.
Carbon Neutrality	The Infrastructure Delivery Plan states that in terms of renewable or low carbon energy/wind power and other technologies, developers will need to work with the Councils, Ofgem and individual suppliers to meet the sustainable energy targets set out in the Greater Nottingham Plan, District and Borough Local Plans and supporting Supplementary Planning Documents and Strategies.
Impact on Air Quality	Site is not within AQMA.
Transport / Accessibility	<p>No significant constraints, subject to visibility issues being resolved on Bunny Lane. Depending on access position speed limit alteration may be required.</p> <p>Village centre is a 5 minute walk. Schools are within a 20 minute walk. Bus stops are within 5 minute walk, within the village centre, these provide 3-4 buses an hour to Nottingham. Limited connectivity to any decent walking and cycling network.</p>
Flood Risk	Flood zone 1. Land south of Bunny Lane (at the sites lowest point) is at a high risk of surface water flooding. Two areas of land that drop down to Debdale Lane are at high, medium and low risk of surface flooding.
Natural Environment	There are no designated nature conservation interest within or adjacent to the site. It is however bounded by and contains established mature hedgerows which are a LBAP priority habitat and the pasture is identified as existing grassland within the Biodiversity Opportunity Mapping report and may contain locally important neutral grassland plant species. Hedgerow quality and connectivity should be preserved and enhanced in accordance with Wider Landscape objectives within the

Topic	Commentary
	Biodiversity Opportunity Mapping Report. Adverse effects should be avoided, mitigated or as a last resort compensated. Run-off into the ditch on Debdale Lane should be prevented to avoid diffuse water pollution.
Historic Environment	There are no nationally designated heritage assets within or adjacent to the site. The field at Lings Lane contains ridge and furrow (Medieval to Post Medieval - 1066 AD to 1779 AD). Local records also show two areas of ridge and furrow south of Bunny Lane. Ridge and furrow either side of Wysall Lane and on sloping land to Debdale Lane. Southern part of the site is within 100 metres of the southern conservation area boundary.
Landscape and topography	The LVIA of potential LP2 sites assessed three areas that comprise this strategic cluster. Land south of Bunny Lane scored 61/100. Overall, the visual sensitivity is medium. Land between Debdale Lane and Bunny Lane scored 54/100. The visual susceptibility is medium due to the site forming part of the rural edge for a medium number of residential receptors, as well as the site having a medium visibility within the study area. Land north of Debdale Lane scored 49/100. The landscape sensitivity is low. The site does not have any visual value, but there is a medium visual susceptibility.
Consultation Response	<p>Nottinghamshire County Council identify sites R13.01, R13.02 and R13.03 as within the Mineral Safeguarding and Conservation Area for gypsum.</p> <p>Keyworth Parish Council (KPC) considers the growth options to be fundamentally flawed. Too much land has been removed from the Greenbelt for housing in Keyworth. Plus a lack of commitment to deliver accompanying investment provision for infrastructure (transport links) and services (health, education and amenities).</p> <p>Aldergate Properties Ltd highlights the lands performance against Green Belt purposes. It also highlights its own assessment of landscape impacts which concluded a low landscape and visual sensitivity. It is a sustainable extension to a Key Settlement.</p>

Topic	Commentary
	<p>Barratt David Wilson Homes support a logical extension of Hillside Farm. Keyworth is a Key Settlement that can accommodate continued planned expansion.</p> <p>CEG Land Promotions Ltd state that planned growth should continue at Keyworth on land abutting the allocated site at Nicker Hill. Not to the west of village.</p> <p>Mather Jamie Ltd state that areas of search should extend to the south of Keyworth and include land off Willow Brook.</p> <p>Local residents have raised concerns that the expansion of existing settlements, such as Keyworth, will result in their character being lost, as well as the significant loss of highly prized Green Belt. Inadequate village infrastructure, services and facilities, loss of agricultural land, and increased congestion on the A52 were also highlighted as constraints.</p> <p>Proximity to the A52, existing services and facilities within the village, proximity to employment and transport hubs were highlighted by some residents as a positive factors that should encourage its allocation.</p>
Conclusion	<p>While it is proposed that all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP, there is no requirement for the allocation of any new strategic housing sites.</p>

R15.1PA Land south west of Nottingham (East of A453)



Factors	Details
SHLAA reference	SHLAA/BIF/002
Size (hectares)	231
No of dwellings/ estimated employment floorspace	3000 dwellings
Existing Use	Agricultural
Known Land Contamination	The site is not within or adjacent to an air quality management zone. Areas of potential contamination include legacy areas from gypsum mining and made ground.
PDL or Greenfield	Greenfield
Agricultural Land	The site is largely grade 2 to the east and grade 3 to the west

Factors	Details
SHLAA Conclusion	Site submitted as part of the 2019 Call for Strategic Sites. The site is located within the Green Belt and there are a number of constraints identified at the time of this assessment which would require further investigation. In addition there are also a number of deliverability issues that would require further investigation. Avoidance of the SAM in the middle of the site would be key. The extent of archaeology worthy of SAM status could cover a wider area than that identified. It is considered that the cumulative constraints in relation to this site mean that it is considered to be non deliverable. Site also being promoted as available for strategic distribution.
Growth Options Study Conclusions	Part of study area R15 identified as having "high potential area for strategic growth". The assessment concludes that the SW Nottingham – South of A453 site is a large tract of land and generally free from major constraints except for: a Scheduled Monument (Romano-British nucleated enclosed settlement and Roman villa complex at Glebe Farm); Thrumpton Conservation Area; a gas pipeline; woodland bocks; and landscape constraints in the southern portion of the site. Access to the A453 and potential to create links to the tram network and East Midlands Parkway make the site suitable for development pending further site investigations.
Compliance with GNSP settlement hierarchy	Urban extension
Viability and deliverability	A high level viability assessment will be required if the site is to come forward as an allocation.

Infrastructure

Type	Comments
Utilities	Electricity – The Infrastructure Delivery Plan confirms that it is likely that demand for electricity can be met for the proposed level of housing. However, local electricity

Type	Comments
	<p>distribution reinforcement of networks will be necessary. Primary networks may also need to be reinforced.</p> <p>Gas – The Infrastructure Delivery Plan confirms that it is unlikely that extra growth will create capacity issues. Gas pipeline runs across the site.</p> <p>Water Supply – Located in a water stressed area. Severn Trent Water report that they are on track with commitments made in the 2019 Water Management Plan.</p> <p>Waste Water – Severn Trent Water take account of foreseeable growth set out in local development plans when they upgrade wastewater treatment works. However, the infrastructure may still struggle to accommodate to future pressures from climate change, growth and urban growth whilst still maintaining permit compliance without additional investment. Further engagement with Severn Trent Water is required.</p> <p>IT Communications – The Infrastructure Delivery Plan states that there have been no abnormal costs identified regarding telecommunications. Openreach will provide connectivity to every strategic site and most sites with planning permission have agreements with broadband providers to connect Gigabit capable broadband to each property.</p>
Emergency Services	<p>The Infrastructure Delivery Plan confirms that funding for the three emergency services comes from government budgets and council tax. Additional funding from developer contributions has not been justified.</p>
Education	<p>The Infrastructure Delivery Plan indicates that there are capacity issues for primary schools in the area. New primary school provision on site would be required. There are no capacity issues for secondary schools, except in West Bridgford. Whether there would be sufficient capacity to accommodate the proposed development would be dependent on its scale.</p>
Health	<p>Additional services in acute healthcare might be require to support potential growth. The Gotham Branch Surgery (part of the Orchard Surgery Kegworth) is</p>

Type	Comments
	temporarily closed following a fire on site. Patients are currently being seen at the Kegworth branch
Blue and Green Infrastructure	Site is within the urban fringe GI opportunity area. Existing hedgerows, watercourses trees and scrub should be retained where possible, and enhanced.
Community Facilities	The site lies away from any community facilities.
Other	Land south west of Nottingham (East of A453)

Sustainability Appraisal

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

Other Factors

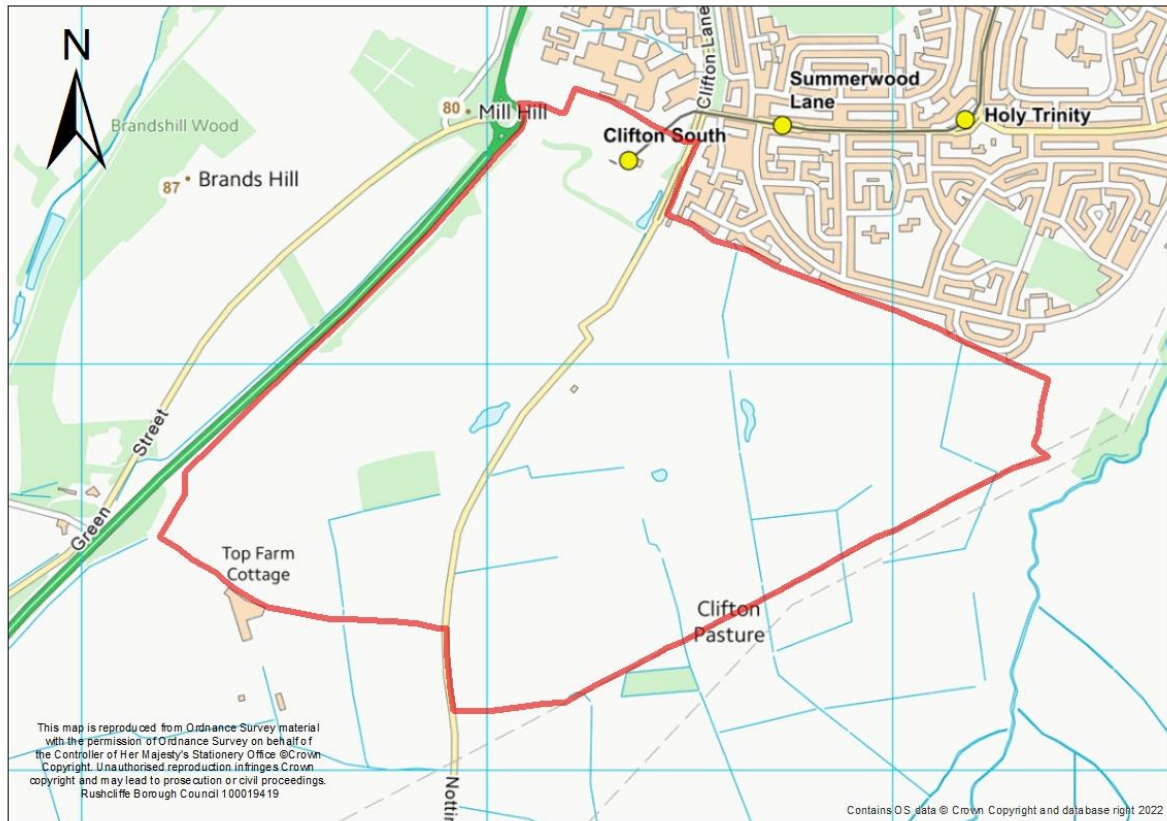
Topic	Commentary
Green Belt	The site is located within the Fairham West Strategic Area. It scored 15 within the Green Belt Review 2022. The location is adjacent to one green belt inset

Topic	Commentary
	<p>boundary. This is to the strategic allocation South of Clifton. The only strong features of note which could contain further development and act as a defensible boundary is the foot of the Gotham Hills, which is some distance south, and the A453. Limited existing features to the south west which could form a defensible boundary. Having regard to the nature of these features, development within this area could lead to a long limb into the open countryside. Development in this direction would reduce significantly the gap between the edge of the strategic allocation at Clifton and Gotham. Whilst the Gotham Hills may provide some degree of separation between the two, the perceptual impact has the potential to be significant. There are no inappropriate developments within this area. Thrumpton conservation area is to the west of this broad area, but it is considered that the potential impact will be limited. There is a Scheduled ancient monument within this broad area, however this is isolated and not connected to the setting or special character of a historic settlement.</p>
Carbon Neutrality	<p>The Infrastructure Delivery Plan states that in terms of renewable or low carbon energy/wind power and other technologies, developers will need to work with the Councils, Ofgem and individual suppliers to meet the sustainable energy targets set out in the Greater Nottingham Plan, District and Borough Local Plans and supporting Supplementary Planning Documents and Strategies.</p>
Impact on Air Quality	<p>The site is not within or adjacent to an air quality management zone. Areas of potential contamination include legacy areas from gypsum mining and made ground.</p>
Transport / Accessibility	<p>Access to the south of the site could potentially be achieved off West Leake Road. Access to the north of the site.</p> <p>The site is currently not accessed by any roads, nor by public transport, walking and cycling.</p>
Flood Risk	<p>Small area of the site located in flood zone 2. Some areas of the site are at risk from surface water flooding.</p>
Natural Environment	<p>There are Local Wildlife Sites situated along the southern edge of the site. Some hedgerows, scrub and</p>

Topic	Commentary
	trees within the site. Hedgerows should be protected and enhanced to enable connectivity of habitats.
Historic Environment	Thrumpton is a large conservation area to the north of the site. Glebe Farm, a Scheduled Ancient Monument is of national importance and potentially covers a large area at the centre of the site. Archaeological features are distributed across this large strategic site. This includes linear features, mills, buildings and enclosures. There is also evidence of a Romano-British enclosed settlement and a villa complex at Glebe Farm. And also evidence of an Iron Age farmstead. Tramway existed between Barton mine and River Trent. Archaeological investigation – nature of archaeology should be readily detectable via magnetometry survey in support of any allocation and/or planning application. The neighbouring Roman site is of high significance being one of only a handful of confirmed Roman Temple sites in Britain, associated archaeology could be highly significant.
Landscape and topography	There is no individual landscape assessment for the site. The site lies within two zones in the Greater Nottingham Landscape Character Assessment. NW01 – Gotham and West Leake Hills and Scarps. The overall landscape strategy is ‘Conserve’. The landscape condition is good. The character strength of the area is strong. The hills are distinctive and consistent features across the landscape and exert their influence within the surrounding area. The pattern of arable, pasture and woodland is also consistent with moderate sized villages and some expanding commuter villages present on low ground. SN01 – Clifton Slopes. The overall landscape strategy is ‘Enhance’. The landscape condition is moderate. The character strength of the area is moderate. This is a distinctive escarpment however it has a number of different land uses particularly land uses particularly close to the urban fringe.
Consultation Response	Site was identified as R15.1 within the Growth Options consultation. The group of Parish Councils within Gotham ward and the ward member state that they do not agree with the conclusions in relation to the area R15 in the Growth

Topic	Commentary
	<p>Options study. They consider that the Growth Options Study is not fit for purpose.</p> <p>Homes England request that careful consideration is given to how any future growth is distributed / allocated in the Strategic Growth Plan, being mindful of sites that have already been allocated in Local Plans.</p> <p>The South West Nottingham Consortium and John A Wells Ltd consider that R15.1 and R15.2 could provide for strategic growth during the plan period and longer term. Uniper supports the broad area of search R15.</p> <p>The Leake Ward Members consider that R15 together with R16 would create huge developments around the surrounding villages, and could lead to the joining of settlements.</p> <p>Nottinghamshire Wildlife Trust object.</p> <p>A number of representations echo the specific concerns raised by the Gotham Ward parishes. Concerns have been raised on the impact on green belt, wildlife, the historic environment, biodiversity, lack of services, flood risk and the loss of agricultural land. Conversely some comments consider that development along the A453 corridor would be of benefit as it is close to the airport and existing and planned jobs around the airport, potentially reducing travelling distances to these.</p>
Conclusion	<p>While it is proposed that all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP, there is no requirement for the allocation of any new strategic housing sites.</p>

R15.5PA Land South of Clifton Strategic Allocation



Factors	Details
SHLAA reference	SHLAA/BIF/003
Size (hectares)	176
No of dwellings/ estimated employment floorspace	3000 dwellings
Existing Use	Agricultural
Known Land Contamination	Site is not within NUAZ and is over 5km from nearest AQMA (Radcliffe Road/Lady Bay).
PDL or Greenfield	Greenfield
Agricultural Land	Agricultural land is classified as Grade 2 and Grade 3. Will lead to loss of soils and may not enhance soil quality.
SHLAA Conclusion	The site is being progressed in partnership with Homes England, who now own a significant proportion of the

Factors	Details
	site and others. S106 agreement was signed in May 2019 and the decision notice issued. Strategic infrastructure has been provided to serve the whole site including spine roads and services. Two phases of residential development granted reserved matters and one phase underway at April 2024. No identified barriers to delivery.
Growth Options Study Conclusions	As an existing site allocation with extant planning permission, this site was not assessed in the Growth Options consultation.
Compliance with GNSP settlement hierarchy	Urban extension
Viability and deliverability	Site has extant planning permission in full and development has commenced. Viability has been addressed through the extant planning permissions.

Infrastructure

Type	Comments
Utilities	<p>Electricity – Addressed by utility companies to meet the requirements of the extant permissions.</p> <p>Gas – Addressed by utility companies to meet the requirements of the extant permissions.</p> <p>Water Supply – Addressed by utility companies to meet the requirements of the extant permissions.</p> <p>Waste Water – Addressed by utility companies to meet the requirements of the extant permissions.</p> <p>IT Communications – Addressed by utility companies to meet the requirements of the extant permissions.</p>
Emergency Services	Addressed within extant and future permissions.

Type	Comments
Education	There is a need for increased capacity for secondary school places within the East Leake catchment area. The outline planning permission require on-site provision of a primary school, within the centre of the strategic allocation.
Health	The S106 agreement reserves part of the site for a new health care facility in addition to financial contributions.
Blue and Green Infrastructure	The Fairham Brook BGI network (identified in the GNBGI Strategy) and Biodiversity Opportunity Focal Area is adjacent to the site. Outline planning permission and reserved matters focus multifunctional BGI along the Fairham Brook and its environs.
Community Facilities	<p>The allocated site is within a 30 minute walk of community facilities in Clifton, including the Highbank Community Centre, Highbank School, Milford Academy School, Clifton Post Office, and Clifton Library.</p> <p>A new school and community facilities will be provided as part of the strategic allocation's development.</p>
Other	South of Clifton

Sustainability Appraisal

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

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

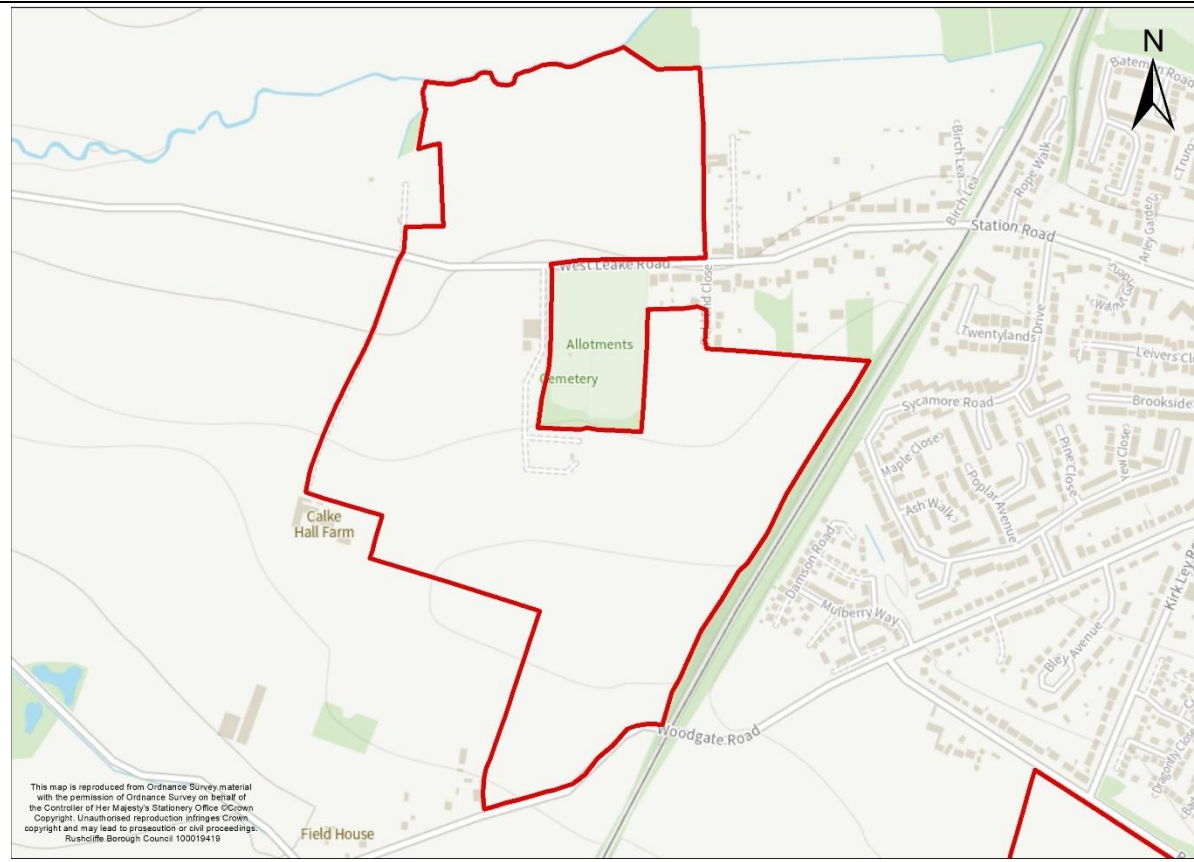
Other Factors

Topic	Commentary
Green Belt	The site was removed from the Green Belt on adoption of the Local Plan Part 1: Core Strategy and allocated for mixed use development.
Carbon Neutrality	Addressed within extant and future permissions
Impact on Air Quality	Site is not within NUAZ and is over 5km from nearest AQMA (Radcliffe Road/Lady Bay).
Transport / Accessibility	<p>Access to the strategic road network will be achieved via the tram stop roundabout on the A453 and via Nottingham Road. Strategic infrastructure has been provided to serve the whole site including spine roads and services.</p> <p>The site is within walking distance of community facilities in Clifton. It is adjacent to the South Clifton NET tram stop. The number 1 bus runs through the site. This service runs every 20 minutes during weekdays and is less frequent in the evening and at weekends. There is a package of measures proposed as part of the planning permission in order to improve access by non-car modes.</p>
Flood Risk	Land adjacent to the allocation is identified as being within flood zones 2 and 3a. The allocation is within flood zone 1.
Natural Environment	The Fairham Brook BGI network (identified in the GNBGI Strategy) and Biodiversity Opportunity Focal Area is adjacent to the site. Fairham Brook, further

Topic	Commentary
	downstream, is a Local Wildlife Site. There are no designated nature conservation sites within the site.
Historic Environment	No designated assets on site. HER identifies linear features, however these may be former agricultural boundaries.
Landscape and topography	The site is within the SN01 Clifton Slopes. The LCA (2006) identifies this area as having a moderate landscape condition and strength. The site is in a prominent location within this landscape. It's a sloping site with long views to south. South eastern portion of site never been enclosed – Extensive views from across the A453.
Consultation Response	<p>The Environment Agency have no further comment to make on this application in addition to those supplied on the outline application.</p> <p>National Highways has no objection as the site already has planning consent.</p> <p>One response considered that the projection of 250 dwellings being completed per annum from 2025 is unrealistic based upon the position in relation to the amount of detailed planning applications in the planning process at the moment, and that the forward delivery rates do not appear to account for the fact that detail planning permission has not yet been granted for over 80% of the total allocation in terms of housing.</p> <p>Four responses from developers and landowners stated that based upon Litchfield's 'Start to Finish' Report (February 2020), the full 3,000 dwellings expected from the site will not delivered in the plan period. In addition, on response stated that high design code standards will also hamper delivery.</p> <p>One planning consultant disagreed with the Green Belt Review in respect of area FAR/A compared to the results of the previous green belt review.</p>

Topic	Commentary
	Lidl GB Limited consider that given the 20 minute neighbourhood concept, reference to retail should be made within the South of Clifton strategic allocation (R15.5PA).
Conclusion	The site has planning permission and will be carried forward as an allocation within the Greater Nottingham Strategic Plan.

R16.2* Land off West Leake Road



Factors	Details
SHLAA reference	SHLAA/EL/007
Size (hectares)	49
No of dwellings/ estimated employment floorspace	515 dwellings
Existing Use	Agricultural
Known Land Contamination	Site is not within an AQMA.
PDL or Greenfield	Greenfield
Agricultural Land	Grade 2 and 3.
SHLAA Conclusion	Outline planning permission refused twice for most of the site that lies to the south of West Leake Road as contrary to spatial strategy, the locational strategy in the East Leake neighbourhood plan, access issues and landscape harm. The majority of the site is not

Factors	Details
	constrained physically, however, the southern part of the site is on land that rises quite steep. Parts of the site is BMV agricultural land. It is unknown if access can be achieved and the local road network could accommodate this scale of development. West Leake Road is narrow, there is a low bridge between the main part of the settlement and the site itself, and is a rural country road when travelling west.
Growth Options Study Conclusions	<p>Considered, under R16 as an extension to East Leake, to be a potential area for strategic growth. The identified areas provide sufficient land capable of delivering the smallest typology (village expansion). Development in this location would represent a substantial increase</p> <p>to East Leake and would need to carefully consider the public transport and social infrastructure requirements for strategic growth of this scale. Developing all of the identified area would not represent a</p> <p>sustainable pattern of development.</p>
Compliance with GNSP settlement hierarchy	Adjoining key settlement
Viability and deliverability	A high level viability assessment will be required if the site is to come forward as an allocation.

Infrastructure

Type	Comments
Utilities	<p>Electricity – The Infrastructure Delivery Plan confirms that it is likely that demand for electricity can be met for the proposed level of housing. However, local electricity distribution reinforcement of networks will be necessary. Primary networks may also need to be reinforced.</p> <p>Gas – The Infrastructure Delivery Plan confirms that it is unlikely that extra growth will create capacity issues.</p>

Type	Comments
	<p>Water Supply – Located in a water stressed area. Severn Trent Water report that they are on track with commitments made in the 2019 Water Management Plan.</p> <p>Waste Water – Severn Trent Water take account of foreseeable growth set out in local development plans when they upgrade wastewater treatment works. However, the infrastructure may still struggle to accommodate to future pressures from climate change, growth and urban growth whilst still maintaining permit compliance without additional investment. Further engagement with Severn Trent Water is required.</p> <p>IT Communications – The Infrastructure Delivery Plan states that there have been no abnormal costs identified regarding telecommunications. Openreach will provide connectivity to every strategic site and most sites with planning permission have agreements with broadband providers to connect Gigabit capable broadband to each property.</p>
Emergency Services	The Infrastructure Delivery Plan confirms that funding for the three emergency services comes from government budgets and council tax. Additional funding from developer contributions has not been justified.
Education	The Infrastructure Delivery Plan indicates that there are capacity issues for primary schools in the area. Therefore, contributions will probably be required. There are no capacity issues for secondary schools, except in West Bridgford. Although whether there would be capacity for the proposed development would depend on its scale.
Health	Additional healthcare services might be require to support potential growth.
Blue and Green Infrastructure	Site offers opportunities to provide accessible multifunctional GI.
Community Facilities	Full range of facilities exist within East Leake. The village is a key settlement with a local centre that

Type	Comments
	includes a convenience store (local supermarket) and a limited number of comparison shops, public houses and fast food establishments. The village also benefits from a library and a leisure centre.
Other	Land off West Leake Road

Sustainability Appraisal

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

Other Factors

Topic	Commentary
Green Belt	East Leake is not located within the Green Belt.
Carbon Neutrality	The Infrastructure Delivery Plan states that in terms of renewable or low carbon energy/wind power and other technologies, developers will need to work with the Councils, Ofgem and individual suppliers to meet the

Topic	Commentary
	sustainable energy targets set out in the Greater Nottingham Plan, District and Borough Local Plans and supporting Supplementary Planning Documents and Strategies.
Impact on Air Quality	Site is not within an AQMA.
Transport / Accessibility	Unknown if access can be achieved. Nearest bus stop over 1km away on Main Street. Served by the Navy Line which runs 3 times per hour during the day. The site is beyond the 1.25km walking distance from the village centre and therefore contrary to the adopted Neighbourhood Plan.
Flood Risk	Northern part of site is at risk of flooding from the Kingston Brook. Small parts of the site are at a low risk of surface water flooding.
Natural Environment	West Rushcliffe District Disused Railway is a Local Wildlife Site, abuts the eastern boundary of the site. Uncommon species of botanical and zoological importance.
Historic Environment	No designated or non designated heritage assets within or in close proximity of the site.
Landscape and topography	NW02 – East Leake Rolling Farmland. The overall landscape strategy is 'Conserve and Enhance'. The landscape condition is moderate. The character strength of the area is strong. The area has a strong intact rural character with arable pasture farming, prominent small woodlands, villages and a network of farmsteads key features.
Consultation Response	Bloor Homes is promoting a site off West Leake Road for around 500 dwellings. It considers that the site is close to a range of facilities and is deliverable.
Conclusion	While it is proposed that all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP, there is no requirement for the allocation of any new strategic housing sites.

R16.3* Land to the south of Rempstone Road



Factors	Details
SHLAA reference	SHLAA/EL/005
Size (hectares)	31
No of dwellings/ estimated employment floorspace	500 dwellings
Existing Use	Agricultural
Known Land Contamination	Site is not within an AQMA.
PDL or Greenfield	Greenfield
Agricultural Land	The site is identified as Grade 2 (BMV).
SHLAA Conclusion	Land is not constrained by significant heritage or biodiversity issues. Highways infrastructure on Rempstone Road/Loughborough Road will require improvement. Site is beyond the 1.25km walking distance from the village centre and therefore contrary

Factors	Details
	to the adopted Neighbourhood Plan. It also sits atop a ridgeline identified in the Neighbourhood Plan.
Growth Options Study Conclusions	Was not considered as part of the Growth Options Study.
Compliance with GNSP settlement hierarchy	Adjoining key settlement
Viability and deliverability	A high level viability assessment will be required if the site is to come forward as an allocation.

Infrastructure

Type	Comments
Utilities	<p>Electricity – The Infrastructure Delivery Plan confirms that it is likely that demand for electricity can be met for the proposed level of housing. However, local electricity distribution reinforcement of networks will be necessary. Primary networks may also need to be reinforced.</p> <p>Gas – The Infrastructure Delivery Plan confirms that it is unlikely that extra growth will create capacity issues.</p> <p>Water Supply – Located in a water stressed area. Severn Trent Water report that they are on track with commitments made in the 2019 Water Management Plan.</p> <p>Waste Water – Severn Trent Water take account of foreseeable growth set out in local development plans when they upgrade wastewater treatment works. However, the infrastructure may still struggle to accommodate to future pressures from climate change, growth and urban growth whilst still maintaining permit compliance without additional investment. Further engagement with Severn Trent Water is required.</p> <p>IT Communications – The Infrastructure Delivery Plan states that there have been no abnormal costs identified regarding telecommunications. Openreach will provide</p>

Type	Comments
	connectivity to every strategic site and most sites with planning permission have agreements with broadband providers to connect Gigabit capable broadband to each property.
Emergency Services	The Infrastructure Delivery Plan confirms that funding for the three emergency services comes from government budgets and council tax. Additional funding from developer contributions has not been justified.
Education	The Infrastructure Delivery Plan indicates that there are capacity issues for primary schools in the area. Therefore, contributions will probably be required. There are no capacity issues for secondary schools, except in West Bridgford. Although whether there would be capacity for the proposed development would depend on its scale.
Health	Additional healthcare services might be required to support potential growth.
Blue and Green Infrastructure	The site does not contain GI or open space assets. There are limited opportunities to incorporate significant GI, beyond amenity spaces.
Community Facilities	Full range of facilities exist within East Leake. The village is a key settlement with a local centre that includes a convenience store (local supermarket) and a limited number of comparison shops, public houses and fast food establishments. The village also benefits from a library and a leisure centre.
Other	Land to the south of Rempstone Road

Sustainability Appraisal

Objective	Score	Objective	Score
1. Housing	+	9. Brownfield Land	--
2. Employment and Jobs	0	10. Energy and Climate Change	?

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

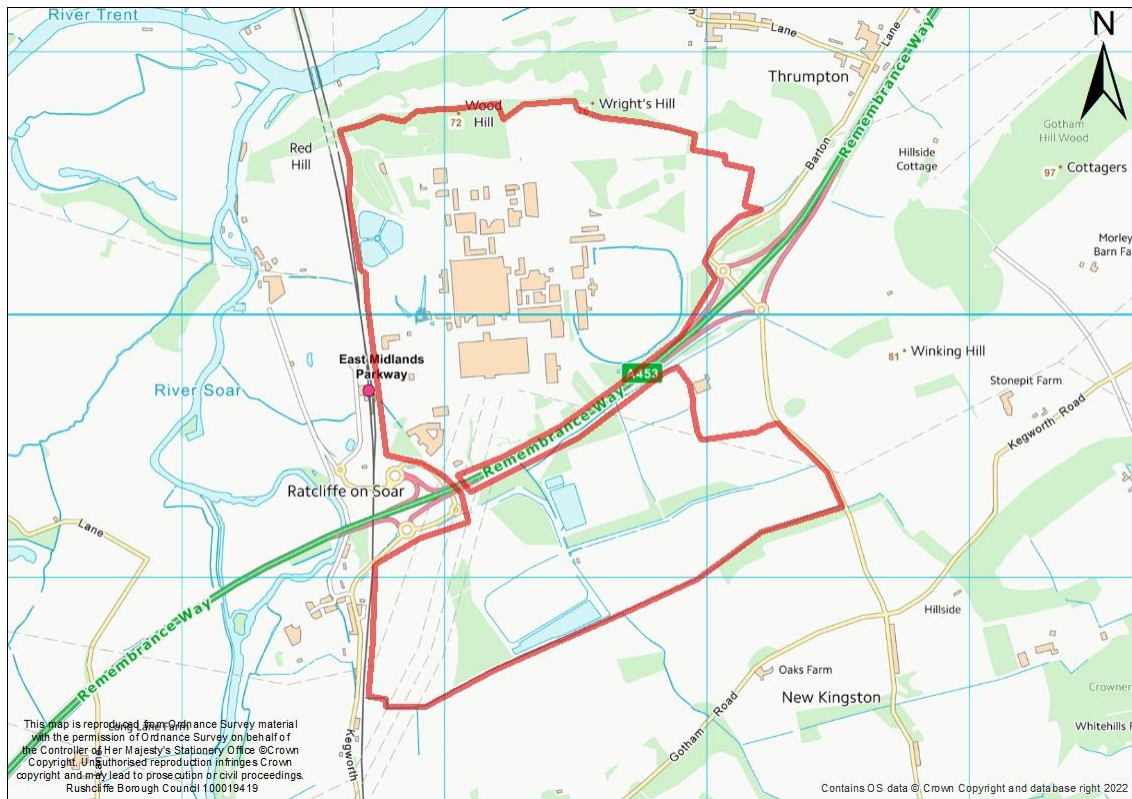
Other Factors

Topic	Commentary
Green Belt	East Leake is not located within the Green Belt.
Carbon Neutrality	The Infrastructure Delivery Plan states that in terms of renewable or low carbon energy/wind power and other technologies, developers will need to work with the Councils, Ofgem and individual suppliers to meet the sustainable energy targets set out in the Greater Nottingham Plan, District and Borough Local Plans and supporting Supplementary Planning Documents and Strategies.
Impact on Air Quality	Site is not within an AQMA.
Transport / Accessibility	<p>Issues with sustainability given distance from Village Centre, cumulative impact on nearby junctions, visibility from Rempstone Road onto Loughborough Road, and width of Rempstone Road beyond site.</p> <p>Nearest bus stop, for the Navy 1 line, lies at the end of Kirk Ley Road, directly opposite the site. Further bus stops are just east of the site on Rempstone Road which provide further access to the Navy 1 bus route. The site</p>

Topic	Commentary
	is beyond the 1.25km walking distance from the village centre and therefore contrary to the adopted Neighbourhood Plan.
Flood Risk	Site is within Flood Zone 1.
Natural Environment	The site is not one of nature conservation importance. There are hedgerows around the site and hedgerows are identified as a LBAP priority habitat.
Historic Environment	No designated or non designated heritage assets identified within or near to the site.
Landscape and topography	LVIA aggregate score of 57/100. The site consists of three arable fields on the south-western tip of the village of East Leake and forms part of a ridgeline which contains the village from the south. There is a low landscape value in the study area due to the lack of both conservation and recreation interests. The landscape susceptibility is medium owing to the site forming an illogical finger of development which also brings housing onto the ridgeline and increases the prominence of the settlement as a whole in its surroundings. There is, however a low landscape sensitivity overall when taking into account the low landscape value. There are long views within the study area, but otherwise a low visual value. The site forms part of the rural setting for the village and the ridgeline setting and medium number of potential receptors contributes to a medium visual susceptibility. Overall, the visual sensitivity is low. Site is located on the Rempstone Road Ridge Line where Neighbourhood Plan Policy E1 restricts development that breaks the skyline.
Consultation Response	David Wilson Homes is promoting Land South of Rempstone Road for around 500 dwellings. In its submission, it states that the majority of the site is within 1.25km of the village centre and that there are no constraints to development that cannot be overcome. In addition, it disagrees with the conclusion of the Borough Council's SHLAA the site would have a detrimental impact on the ridgeline is defined in the East Leake

Topic	Commentary
	Neighbourhood Plan. It does not agree that the ridgeline in the neighbourhood plan is correct and have provided a landscape analysis in support of its argument.
Conclusion	While it is proposed that all those strategic sites allocated by the existing Rushcliffe Local Plan Part 1: Core Strategy should be carried forward as part of the GNSP, there is no requirement for the allocation of any new strategic housing sites.

RBC-EMP-01 Ratcliffe on Soar Power Station



Factors	Details
SHLAA reference	N/A
Size	265 ha (gross), of which approximately 36.4 hectares of the site is proposed for logistics
No of dwellings/ estimated employment floorspace	810,000m ² (based on LDO which covers the Freeport area)
Existing Use	Coal Fired Power Station (north of A453) and Agricultural Land (south of A453)
Known Land Contamination	Site is a coal-fired power generation site. A preliminary Conceptual Site Model has been completed to identify potential contaminant linkages and the associated risks. These will be addressed through a Decommissioning and Remediation Strategy which will outline an

Factors	Details
	appropriate methodology to remediate any identified/confirmed residual contamination.
PDL or Greenfield	PDL and Greenfield land.
Agricultural Land	Agricultural land grade 3a and 3b south of the power station.
SHLAA Conclusion	N/A
Growth Options Study Conclusions	<p>The Growth Options Study concludes that Ratcliffe Power Station has a high potential for strategic growth. It identifies the following constraints within and adjoining the site: a Scheduled Monument (Roman site on Red Hill); Thrumpton Conservation Area; an authorised landfill site; waterbodies; woodland; flood zones and landscape constraints (in the vicinity of Gotham Hill Wood and Kingston on Soar).</p> <p>However, there are a number of strategic opportunities and locational advantages (East Midlands Parkway, East Midlands Airport, University of Nottingham, access to the A453 and River Trent, previously developed land etc.) that make the site suitable for development pending further investigations.</p>
Compliance with the GNSP Settlement Hierarchy	Freestanding development unrelated to a settlement.
Viability and deliverability	A Local Development Order (LDO) has been granted that covers the site. Viability has been addressed through the LDO.

Infrastructure

Type	Comments
Utilities	<p>Electricity – power station is connected directly to the national grid. This infrastructure will stay on site.</p> <p>Gas – power station has gas mains supply. No abnormal requirements identified.</p>

Type	Comments
	<p>Water Supply – power station is connected to mains water supply. No abnormal requirements identified.</p> <p>Waste Water – power station has its own water treatment works. Capacity to accommodate development proposed in LDO will be established prior to redevelopment of the site.</p> <p>IT/ Communications – As an operational power station, the site has existing telecommunications including broadband. New infrastructure will be required on site during build.</p>
Emergency Services	No abnormal requirements identified.
Education	N/A
Health	N/A
Blue and Green Infrastructure	<p>Open space – 10% BNG on site.</p> <p>Proximity to the River Trent and River Soar BGI primary strategic corridor.</p>
Community Facilities	There is a requirement for a neighbourhood centre on site to provide community facilities of an appropriate scale should be provided to serve the needs of occupiers on the site.
Other	N/A.

Sustainability Appraisal

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

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

Other Factors

Topic	Commentary
Green Belt	<p>Site is in the Green Belt.</p> <p>The land was assessed as a specific site (not broad area) within the Greater Nottingham Green Belt Review 2022. The area scored 12 out of 20 against 4 Green Belt purposes. The absence of robust boundaries south of the A453 is highlighted as an issue which increases Green Belt importance. With the inclusion of land south of the A453 the site scored 3 out of 5 against the purposes of preventing merging, safeguarding countryside.</p>
Carbon Neutrality	<p>The development would be subject to full environmental analysis as part of the design and planning application process.</p> <p>The LDO includes the provision of solar photovoltaic technologies, and the objective is to create a low carbon and renewable energy technology centre of excellence including research, skills training and manufacturing.</p>
Impact on Air Quality	<p>Site is not within or near an Air Quality Management Area.</p>
Transport / Accessibility	<p>Access can be achieved onto the A453 (and M1) via existing junctions on the A453. Given the scale of employment development Improvements are likely to be</p>

Topic	Commentary
	<p>required to junctions on the strategic and non-strategic road network.</p> <p>The site is not located in or adjoining the main built up area but the northern part of the site is adjacent (within 400 metres walking distance) of East Midlands Parkway Railway Station which provides direct rail services to Nottingham, London via Leicester and Sheffield via Derby and Chesterfield. The station also has a bus/coach stop with national and local services.</p> <p>The site is within 30 minutes travel time via train to Derby and within 30 minutes travel time to Nottingham by bus. Both cities offer a range of community facilities, schools, retail centres and employment areas.</p>
Flood Risk	<p>The site is at very low risk of flooding (less than 0.1% each year) from rivers but has some extensive areas, primarily on the south of the A453 that are at low, medium and high risk of surface water flooding. The area north of the A453 also has areas at low, medium and high risk of surface water flooding.</p> <p>The site is approximately 6km from edge of the Zone III - Total Catchment SPZ in Beeston.</p> <p>Unknown at this stage if surface water run-off could be appropriately managed without increasing flood risk elsewhere.</p>
Natural Environment	<p>Northern part of the site is adjacent to Thrumpton Park LWS and part of the southern part of the site adjoins the Kingston on Soar Copse LWS.</p> <p>The allocation / development of the site would result in the complete loss of existing habitats, primarily on the southern part of the site.</p> <p>The site is of sufficient size that there are potential opportunities to provide new areas of open space and BGI within the site and enhance existing woodland and grassland habitats within the Gotham Hills, West Leake</p>

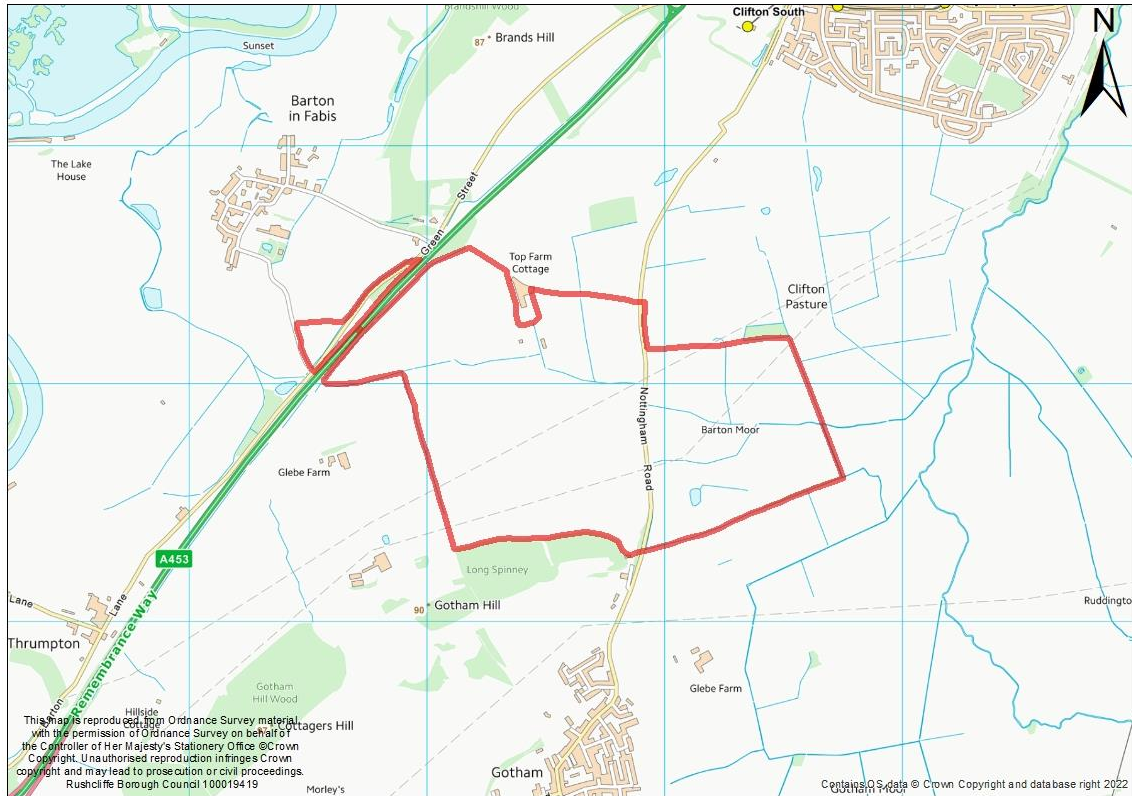
Topic	Commentary
	& Bunny Ridge Line Biodiversity Opportunity Area (see appendix D of the Local Plan Part 2).
Historic Environment	<p>A part of the Roman site scheduled monument at Redhill lies within the northern part of the site, with the rest of the scheduled monument adjoining the part of the western boundary of the northern area of the site.</p> <p>Archaeological remains of an Iron Age Settlement at Redhill may extend into the northern part of the site in the northwest corner, albeit such remains are likely to have been heavily disturbed by previous development at / operation of the power station.</p> <p>The Grade II Redhill Railway Tunnel Portals (north and south) are also adjacent to the western boundary of the northern part of site.</p> <p>Records indicate the possibility of a moated manor house within the northeast corner of the northern part of the site.</p> <p>Assessment of A453 widening indicated possible Bronze Age, Medieval, Roman, and Iron Age archaeological remains in the vicinity of this corridor.</p>
Landscape and topography	<p>The site lies within the East Leake Rolling Farmland (DPZ NW02). The overall landscape strategy of the DPZ is to 'conserve and enhance'. The landscape condition of the DPZ is moderate and the landscape strength is strong.</p> <p>The existing power station on the northern part of the site has a significant impact on the local landscape and this could be enhanced by its removal, albeit new employment development would likely have its own landscape impact. By contrast the southern part of the site is largely open and development on this part is of the site is unlikely to conserve or enhance the landscape in its present form.</p>
Consultation Response	Historic England have no objections to the proposed Local Development Order at the Power Station. They stated that the redevelopment will involve changes to

Topic	Commentary
	<p>the setting of designated heritage assets from the loss of the existing power station (a prominent landmark) and the construction of new structures. They confirmed that impacts will need to be addressed as part of any future planning application.</p> <p>The Environment Agency have no objections to the proposed Local Development Order at the Power Station. They have provided comments, as part of their formal response to the consultation of the Order, which recommended conditions related to Groundwater & Contaminated Land, Biodiversity, Fisheries & Geomorphology and Water Quality and provided advisory comments related to Flood Risk and Regulated Industry.</p> <p>Natural England have stated that blue and green infrastructure should be integral to the development at the Power Station. They recommended that opportunities to make green connections to the Trent Valley should be taken by enhancing and creating natural habitats and improve accessibility.</p> <p>One response from the development industry was supportive of the redevelopment of the Power Station. The site promoter, in this instance, requested that the next version of the Strategic Plan include a site allocation boundary which confirms the sites removal from the Green Belt.</p> <p>British Gypsum stated that whilst they were not initially consulted on the Local Development Order, they have now been involved. They consider that the safeguarded mineral could be extracted, and the Local Development Order implemented to the benefit of all parties. They stated that appropriate remediation of the site could offer substantial benefits to the Ratcliffe-on-Soar Local Development Order.</p> <p>Two RBC Councillors, Gotham Parish Council, Kingston on Soar Parish Council, Ratcliffe on Soar Parish Council and Thrumpton Parish Meetings were supportive of the redevelopment of the Power Station as an international</p>

Topic	Commentary
	<p>centre for the development of zero carbon technology. They requested that a condition be imposed so the site cannot be used for general industrial uses, which would undermine the employment objectives of the Strategic Plan. They stated that in order to demonstrate the exceptional circumstances needed to remove the Power Station from the Green Belt, the site must be used in a way that significantly assesses the climate emergency.</p> <p>In terms of the Green Belt, they stated that there is a significant difference between land north and south of the Power Station. Land to the north is previously development land, land to the south is not. They therefore advised that the site be treated as two distinct areas, with tighter land and design controls for development to the south.</p> <p>The RBC councillor for Sutton Bonington was supportive of the above comments. They also recommended the inclusion of Winking Hill Farm within the Freeport/Local Development Order development as it would enable a more appropriate access to the land south of the A453, as well as the intolerable impacts to the residents of the farm. They also requested that development on the entire Winking Hill Farm site should be allowed only if RBC-EMP-01 is developed.</p> <p>Nottinghamshire County Council requested that the Strategic Plan and its allocation of the Power Station takes full account of mineral safeguarding issues. They also requested that the Strategic Plan requires the development of a local heat network to serve the Power Station, using waste heat that will be generated from the EMERGE energy from waste plant (which benefits from full planning permission).</p> <p>One local resident requested that Winking Hill Farm is included as part of the proposed Local Development Order for the Power Station. They stated that, as currently proposed, the farm is to have buildings (up to 40m high) on 3 sides and a proposed battery development on the remaining side. They commented</p>

Topic	Commentary
	<p>that this is unacceptable and that it is ridiculous that the farm has not been included in the Local Development Order site area.</p> <p>The other local resident requested that a Local Cycling and Walking Infrastructure Plan is created for safe cycle routes between the Power Station and settlements within a 5-mile radius of the site. They specifically requested a cycle/foot bridge across the River Trent (near Red Hill & Cranfleet Farm).</p>
Conclusion	<p>Ratcliffe on Soar Power Station forms part of the East Midlands Development Corporation and are key areas identified for economic growth. Ratcliffe on Soar Power Station, which also forms part of the East Midlands Freeport, will be transformed into an international centre for the development of zero carbon technology. An LDO has been approved for the site.</p> <p>The power station is proposed as a strategic allocation for employment related uses.</p>

RBC-EMP-02 Nottingham 'Gateway'



Factors	Details
SHLAA reference	N/A
Size	168 ha
No of dwellings/ estimated employment floorspace	TBC
Existing Use	Agricultural land
Known Land Contamination	Unknown – assumed agricultural land is free from contamination
PDL or Greenfield	Greenfield land.

Factors	Details
Agricultural Land	The majority of the site is on very good agricultural land (Grade 2)
SHLAA Conclusion	N/A
Growth Options Study Conclusions	Broad Area of Search Assessment: R15 A453 Corridor High potential area for strategic growth - South of A453 site is a large tract of land and generally free from major constraints except for a Scheduled Monument (Romano-British nucleated enclosed settlement and Roman villa complex at Glebe Farm); Thrumpton Conservation Area; a gas pipeline; woodland blocks; and landscape constraints in the southern portion of the site. Access to the A453 and potential to create links to the tram network and East Midlands Parkway make the site suitable for development pending further site investigations.
Compliance with the GNSP Settlement Hierarchy	Freestanding development unrelated to a settlement. Would provide an extension to the Strategic Allocation South of Clifton.
Viability and deliverability	A high level viability assessment will be required if the site is to come forward as an allocation.

Infrastructure

Type	Comments
Utilities	Electricity – No abnormal requirements identified. Gas – No abnormal requirements identified. Water Supply – No abnormal requirements identified. Waste Water – No abnormal requirements. IT/ Communications – No abnormal requirements identified.
Emergency Services	No abnormal requirements identified.

Type	Comments
Education	N/A
Health	N/A
Blue and Green Infrastructure	Open space – minimum 10% Biodiversity Net Gain should be achieved on site. Proximity to the Fairham Brook biodiversity opportunity area and BGI primary strategic corridor.
Community Facilities	N/A.
Other	N/A.

Sustainability Appraisal

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

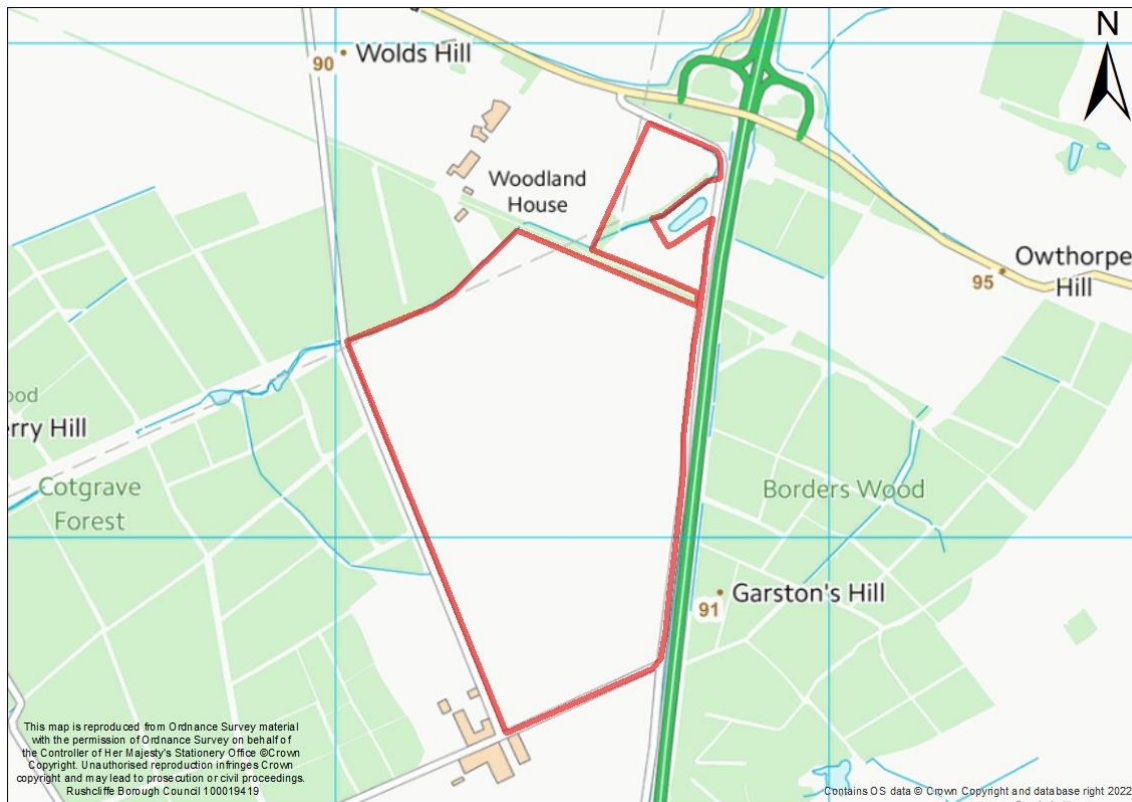
Other Factors

Topic	Commentary
Green Belt	<p>Site is in the Green Belt.</p> <p>The broad area (FAR/B) scored 15 out of 20 against 4 Green Belt purposes. This indicates the Green Belt performs well against Green Belt purposes, specifically restricting sprawl (4), preventing merging (4), safeguarding countryside from encroachment (5).</p> <p>Merging is of particular concern both concern both visually and perceptually as once fully developed the gap between the edge of the Green Belt to Gotham would be reduced from 1.2 miles to 0.4 miles from edge of inner boundary of green belt and the inset at Gotham, with a perception of even less as the start of the settlement is in advance of the green belt inset.</p>
Carbon Neutrality	<p>The development would be subject to full environmental analysis as part of the allocation and planning application process.</p>
Impact on Air Quality	<p>Site is not within or near an Air Quality Management Area.</p>
Transport / Accessibility	<p>The site is between 400 and 800 metres walking distance from the existing bus stop at the junction of Nottingham Road/Barton Lane that provides a regular service (2-3 times per hour) to Nottingham/ Loughborough.</p> <p>The site does not presently adjoin the main built-up area of Clifton.</p> <p>The site is approximately 45 minutes travel time from Nottingham by bus.</p> <p>Likely to require a new junction on A453, otherwise access to the strategic road network would be achieved via the South of Clifton SUE, which is currently being developed.</p>
Flood Risk	<p>The site is at very low risk of flooding (less than 0.1% each year) from rivers but parts of the northern, eastern</p>

Topic	Commentary
	<p>and western edges of the site that are at low, medium and high risk of surface water flooding.</p> <p>Unknown at this stage if surface water run-off could be appropriately managed without increasing flood risk elsewhere.</p>
Natural Environment	<p>The Long Spinney LWS adjoins the southern boundary of the site.</p> <p>The allocation / development of the site would result in the loss of existing habitats, hedgerows and trees within the site.</p> <p>The site is of sufficient size that there are potential opportunities to provide new areas of open space and BGI within the site and enhance existing woodland and grassland habitats within the Gotham Hills, West Leake & Bunny Ridge Line Biodiversity Opportunity Area (see appendix D of the Local Plan Part 2).</p>
Historic Environment	<p>The Scheduled Monument at Glebe Farm is located a short distance to the southwest of the site and is of national importance. The extent of archaeological remains associated with the site could potentially extend into the site. Thrumpton Conservation Area and various listed buildings within that village are located just over 1 km to the west of the site.</p> <p>Allocation/development of the site could potentially harm the setting and significance of designated heritage assets (in particular unrecorded archaeological features associated to the nearby Scheduled Monument) however there are potential opportunities for such harms to be mitigated.</p>
Landscape and topography	<p>The site lies within the Clifton Slopes DPZ (SN01). The overall landscape strategy for the DPZ is to 'enhance'. The landscape condition and strength of the DPZ are both moderate.</p> <p>As with any development on a greenfield site, there is the potential for it to have some impact on local landscape character that is unlikely to conserve it in its</p>

Topic	Commentary
	<p>present form, however, at this stage it the severity of any impact cannot be determined.</p>
<p>Consultation Response</p>	<p>Parish Councils, including Gotham Parish Council, have objected to the conclusion that the broad area of the A453 Corridor has a high potential growth and they do not support the site coming forward as an allocation, considering unsuitable as a strategic distribution site.</p> <p>The landowner supports the inclusion of this site, and submitted a transport technical note to confirm that appropriate access can be established and to confirm the site's accessibility by sustainable modes of transport. The landowner also disagreed with conclusions made regarding harm to the Green Belt.</p> <p>The Environment Agency commented that an area of the site to the west of the A453 is at risk of flooding from the River Trent and recommended that if the site was taken forward development within this area should be avoided where possible. They suggested that the watercourses present within the site offer opportunities for biodiversity net gain and ecological enhancements. They stated that any future application must demonstrate that contamination risks can be addressed/managed through the course of the development.</p>
<p>Conclusion</p>	<p>There is more than sufficient supply of office and general industrial/ warehousing space to meet the forecast need across the Plan Area without this site.</p> <p>For strategic distribution, having taken into account relevant operational criteria and planning policy constraints, the Strategic Plan allows for provision of the on the former Bennerley Coal Disposal Point (in Broxtowe) and Ratcliffe on Soar Power Station (RBC-L01). Other sites were not considered suitable for allocation.</p>

RBC-EMP-03 South of Owthorpe Lane



Factors	Details
SHLAA reference	N/A
Size	50 ha
No of dwellings/ estimated employment floorspace	TBC
Existing Use	Agricultural land
Known Land Contamination	Unknown – assumed agricultural land is free from contamination
PDL or Greenfield	Greenfield land.
Agricultural Land	The site is classified as Grade 3 agricultural land but of unknown sub-grade (3a or 3b).

Factors	Details
SHLAA Conclusion	N/A
Growth Options Study Conclusions	This site was not within a Potential Area of Strategic Growth
Compliance with the GNSP Settlement Hierarchy	Freestanding development disconnected from the nearest settlement of Cotgrave.
Viability and deliverability	A high level viability assessment will be required if the site is to come forward as an allocation.

Infrastructure

Type	Comments
Utilities	Electricity – Substation capacity issues. Gas – No abnormal requirements identified. Water Supply – No abnormal requirements identified. Waste Water – No abnormal requirements. IT/ Communications – No abnormal requirements identified.
Emergency Services	No abnormal requirements identified.
Education	N/A
Health	N/A
Blue and Green Infrastructure	Open space – 10% Biodiversity Net-Gain should be achieved on site. The site is of sufficient size that there are potential opportunities to provide new areas of open space and BGI within the site and enhance existing woodland and grassland habitats within the Cotgrave Forest Biodiversity Opportunity Area (see appendix D of the Local Plan Part 2).

Type	Comments
	The site is within close proximity to the Keyworth / Clipston / Cotgrave Secondary BGI Strategic Network. The strategy identifies protection, improvement and creation of priority habitats which improve the ecological network of woodlands and grassland as an opportunity.
Community Facilities	N/A.
Other	N/A.

Sustainability Appraisal

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

Other Factors

Topic	Commentary
Green Belt	<p>Site is in the Green Belt.</p> <p>The strategic area (COT/C) scored 11 out of 20 against 4 Green Belt purposes. This indicates the Green Belt is of medium Green Belt importance. The Green Belt</p>

Topic	Commentary
	performed particularly well (4 out of 5) against the purpose of safeguarding the countryside from encroachment.
Carbon Neutrality	The development would be subject to full environmental analysis as part of the allocation and planning application process.
Impact on Air Quality	Site is not within or near an Air Quality Management Area.
Transport / Accessibility	<p>The site is not within 800 metres of a bus/rail/tram stop or a designated cycle route and is not accessible by public transport.</p> <p>The Public Right of Way Cotgrave RB7 runs along the northern boundary of the site.</p> <p>No bus services connect the site (on Owthorpe Rd) with Cotgrave, Nottingham or West Bridgford.</p> <p>Site is adjacent to A46 and access to this strategic highway may be achieved via the Owthorpe Road Junction, subject to advice from Highways England.</p>
Flood Risk	The site is at very low risk of flooding (less than 0.1% each year) from rivers but parts of the northern edges of the site that are at high risk of surface water flooding with areas across the northern half of the site at low to medium risk of surface water flooding.
Natural Environment	<p>The Cotgrave Forest LWS adjoins the sites western boundary and Borders Wood LWS is situated to the east (albeit on the opposite side of the A46).</p> <p>The allocation / development of the site would result in the loss of existing habitats, hedgerows and trees within the site.</p> <p>The site is of sufficient size that there are potential opportunities to provide new areas of open space and BGI within the site and enhance existing woodland and grassland habitats within the Cotgrave Forest</p>

Topic	Commentary
	Biodiversity Opportunity Area (see appendix D of the Local Plan Part 2).
Historic Environment	<p>There are no known designated heritage assets within or adjoining the site. The nearest listed buildings are in Owthorpe approx. 1.5km to the east, on the opposite side of the A46.</p> <p>The HER has a record of a post-medieval conduit located on the northern boundary of the site in the vicinity of Woodend Farm and public footpath Cotgrave RB7.</p>
Landscape and topography	<p>The site is within the Cotgrave Wooded Clay Wolds DPZ (NW04). The overall landscape strategy for the DPZ is to 'enhance'. The landscape condition and strength of the DPZ are both moderate.</p> <p>As with any development on a greenfield site, there is the potential for it to have some impact on local landscape character that is unlikely to conserve it in its present form, however, at this stage it the severity of any impact cannot be determined.</p>
Consultation Response	<p>The landowner supports the inclusion of this site.</p> <p>A local resident commented that the site is well outside of the A52 corridor, would increase Cotgrave by unacceptable amount; the road network is inadequate for increase in housing; they would harm Cotgrave Forest and harm a major foraging area for larger mammals – deer, fox, badger.</p>
Conclusion	<p>There is more than sufficient supply of office and general industrial/ warehousing space to meet the forecast need across the Plan Area without this site.</p> <p>For strategic distribution, having taken into account relevant operational criteria and planning policy constraints, the Strategic Plan allows for provision of the on the former Bennerley Coal Disposal Point (in Broxtowe) and Ratcliffe on Soar Power Station (RBC-</p>

Topic	Commentary
	L01). Other sites were not considered suitable for allocation.

RBC-EMP-04 Land north of Owthorpe Lane



Factors	Details
SHLAA reference	N/A
Size	23 ha
No of dwellings/ estimated employment floorspace	TBC
Existing Use	Agricultural land
Known Land Contamination	Unknown – assumed agricultural land is free from contamination
PDL or Greenfield	Greenfield land.
Agricultural Land	The site is classified as Grade 3 agricultural land but of unknown sub-grade (3a or 3b).

Factors	Details
SHLAA Conclusion	N/A
Growth Options Study Conclusions	This site was not within a Potential Area of Strategic Growth
Compliance with the GNSP Settlement Hierarchy	Freestanding development disconnected from the nearest settlement of Cotgrave.
Viability and deliverability	A high level viability assessment will be required if the site is to come forward as an allocation.

Infrastructure

Type	Comments
Utilities	Electricity – Substation capacity issues. Gas – No abnormal requirements identified. Water Supply – No abnormal requirements identified. Waste Water – No abnormal requirements. IT/ Communications – No abnormal requirements identified.
Emergency Services	No abnormal requirements identified.
Education	N/A
Health	N/A
Blue and Green Infrastructure	Open space – 10% Biodiversity Net-Gain should be achieved on site. The allocation / development of the site would result in the loss of existing habitats, hedgerows and trees within the site. The site is of sufficient size that there are potential opportunities to provide new areas of open space and BGI within the site and enhance existing woodland and grassland habitats within the Cotgrave Forest

Type	Comments
	<p>Biodiversity Opportunity Area (see appendix D of the Local Plan Part 2).</p> <p>The site is within close proximity to the Keyworth / Clipston / Cotgrave Secondary BGI Strategic Network. The strategy identifies protection, improvement and creation of priority habitats which improve the ecological network of woodlands and grassland as an opportunity.</p>
Community Facilities	N/A.
Other	N/A.

Sustainability Appraisal

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

Other Factors

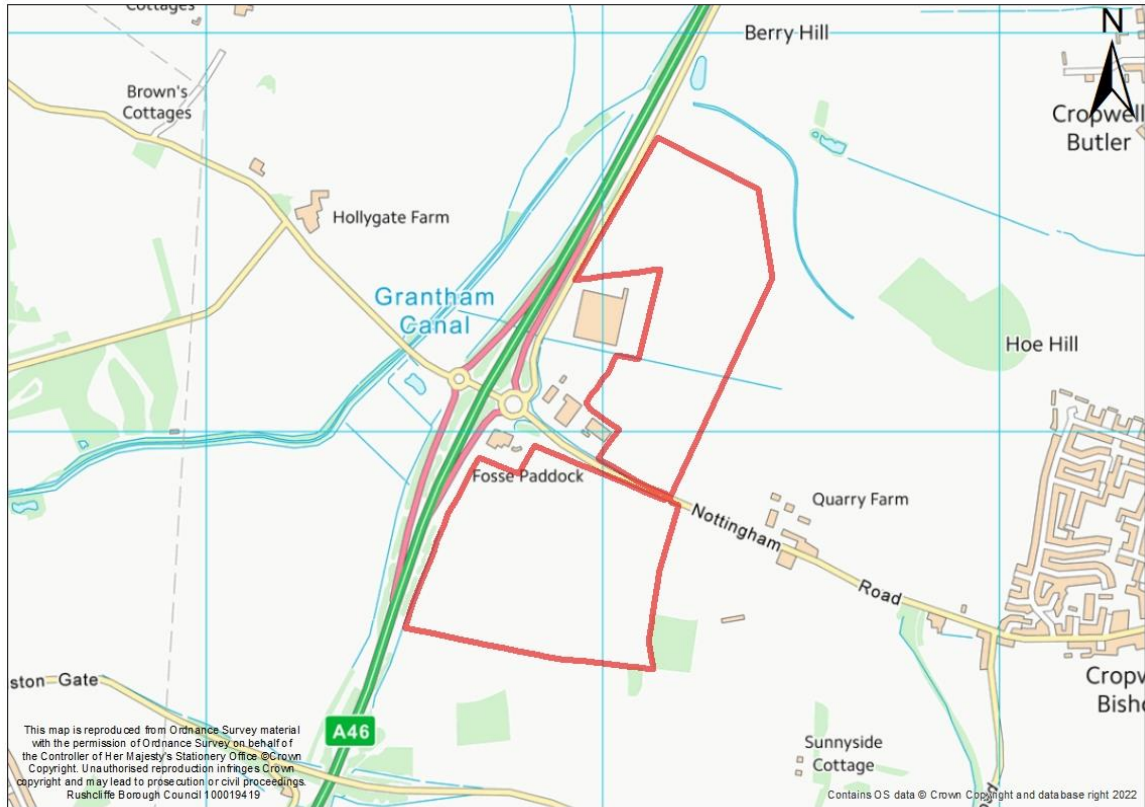
Topic	Commentary
Green Belt	Site is in the Green Belt.

Topic	Commentary
	<p>The strategic area (COT/B) scored 11 out of 20 against 4 Green Belt purposes. This indicates the Green Belt is of medium Green Belt importance. The Green Belt performed particularly well against the purpose of safeguarding the countryside from encroachment (5 out of 5) and against the restricting urban sprawl (4 out of 5).</p>
Carbon Neutrality	<p>The development would be subject to full environmental analysis as part of the allocation and planning application process.</p>
Impact on Air Quality	<p>Site is not within or near an Air Quality Management Area.</p>
Transport / Accessibility	<p>The site is not within 800 metres of a bus/rail/tram stop or a designated cycle route and is not accessible by public transport.</p> <p>The site is close to the key settlement of Cotgrave village, (albeit separated by the Stonepit Plantation and Cotgrave Gorse woodland belts) but has no direct public transport route from the site to existing businesses and shopping centres.</p> <p>No bus services connect the site (on Owthorpe Rd) with Cotgrave, Nottingham or West Bridgford.</p>
Flood Risk	<p>The site is at very low risk of flooding (less than 0.1% each year) from rivers and is largely at very low risk of surface water flooding with the exception of two small parts at the western edge and southeast corner of the site that is at low risk (between 0.1% and 1% each year) of surface water flooding.</p> <p>Given the very low and low risk areas outlined above it is considered that surface water run off could be appropriately managed without increasing risk elsewhere.</p>
Natural Environment	<p>The site is not within or adjacent to a designated site of nature conservation interest, although the undesignated Stonepit Plantation and Cotgrave Gorse woodland belts</p>

Topic	Commentary
	<p>adjoin the sites northern boundary and are likely to contain habitats for a variety of species.</p> <p>The allocation / development of the site would result in the loss of existing habitats, hedgerows and trees within the site.</p> <p>The site is of sufficient size that there are potential opportunities to provide new areas of open space and BGI within the site and enhance existing woodland and grassland habitats within the Cotgrave Forest Biodiversity Opportunity Area (see appendix D of the Local Plan Part 2).</p>
Historic Environment	<p>There are no known designated heritage assets within or adjoining the site. The nearest listed buildings are in Owthorpe approx. 1.5km to the southeast, on the opposite side of the A46.</p>
Landscape and topography	<p>The site is within the Cotgrave Wooded Clay Wolds (DPZ NW04). The overall landscape strategy for the DPZ is to 'enhance'. The landscape condition and strength of the DPZ are both moderate.</p> <p>As with any development on a greenfield site, there is the potential for it to have some impact on local landscape character that is unlikely to conserve it in its present form, however, at this stage the severity of any impact cannot be determined.</p>
Consultation Response	<p>The landowner supports the inclusion of this site and submitted representations promoting it for strategic distribution and employment uses.</p> <p>A local resident commented that the site is well outside of the A52 corridor, would increase Cotgrave by unacceptable amount; the road network is inadequate for increase in housing; they would harm Cotgrave Forest and harm a major foraging area for larger mammals – deer, fox, badger.</p>

Topic	Commentary
Conclusion	<p>There is more than sufficient supply of office and general industrial/ warehousing space to meet the forecast need across the Plan Area without this site.</p> <p>For strategic distribution, having taken into account relevant operational criteria and planning policy constraints, the Strategic Plan allows for provision of the on the former Bennerley Coal Disposal Point (in Broxtowe) and Ratcliffe on Soar Power Station (RBC-L01). Other sites were not considered suitable for allocation.</p>

RBC-EMP-05 Stragglethorpe Junction



Factors	Details
SHLAA reference	N/A
Size	51 ha
No of dwellings/ estimated employment floorspace	TBC
Existing Use	Agricultural land
Known Land Contamination	Unknown – assumed agricultural land is free from contamination
PDL or Greenfield	Greenfield land.
Agricultural Land	The site is classified as Grade 3 agricultural land but of unknown sub-grade (3a or 3b).

Factors	Details
SHLAA Conclusion	N/A
Growth Options Study Conclusions	This site was not within a Potential Area of Strategic Growth
Compliance with the GNSP Settlement Approach	Freestanding development disconnected from any settlement.
Viability and deliverability	A high level viability assessment will be required if the site is to come forward as an allocation.

Infrastructure

Type	Comments
Utilities	Electricity – substation capacity issues. Gas – No abnormal requirements identified. Water Supply – No abnormal requirements identified. Waste Water – No abnormal requirements. IT/ Communications – No abnormal requirements identified.
Emergency Services	No abnormal requirements identified.
Education	N/A
Health	N/A
Blue and Green Infrastructure	Open space – 10% Biodiversity Net-Gain should be achieved on site. The site is adjacent to the Grantham Canal LNR. The Canal is identified as a Primary BGI Network within the Greater Nottingham Blue Green Infrastructure Strategy. Development has the potential for the loss of hedgerows.

Type	Comments
	Development of the site will not lead to the loss of open space. Unknown whether it will lead to the provision of open space.
Community Facilities	N/A.
Other	N/A.

Sustainability Appraisal

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

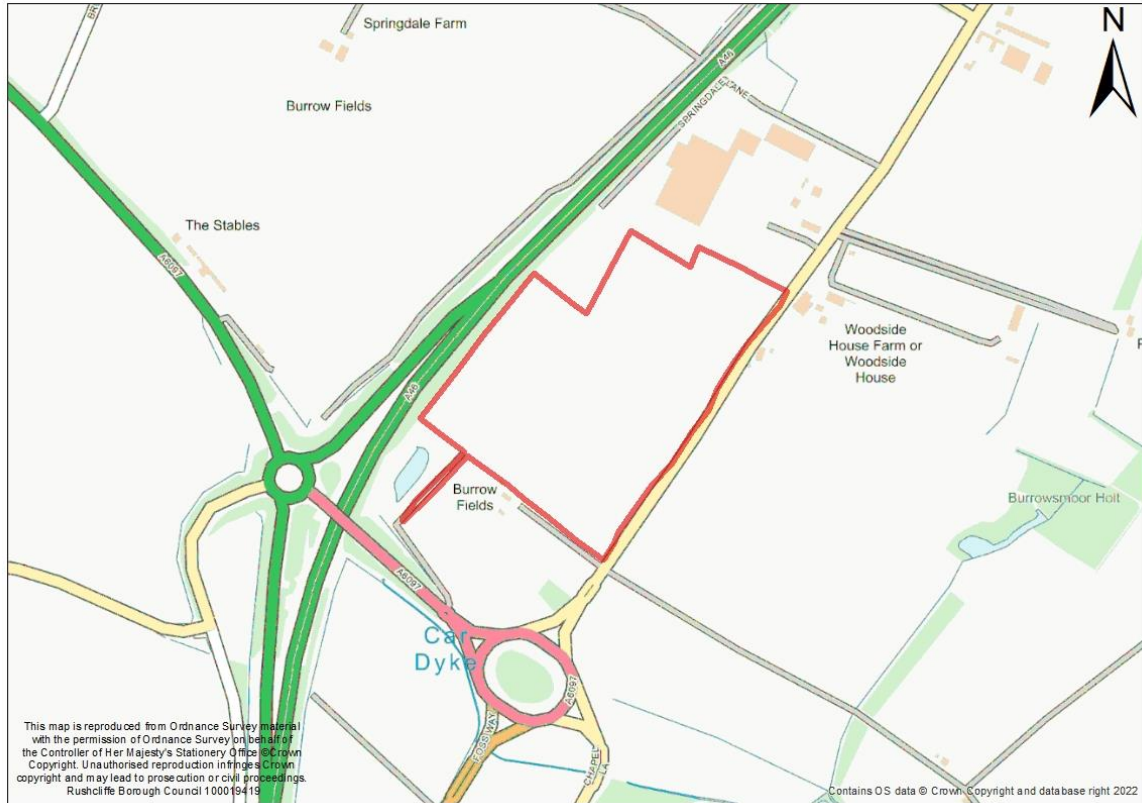
Other Factors

Topic	Commentary
Green Belt	Site is in the Green Belt. Site was not assessed within the Green Belt Review 2022.

Topic	Commentary
Carbon Neutrality	The development would be subject to full environmental analysis as part of the allocation and planning application process.
Impact on Air Quality	Site is not within or near an Air Quality Management Area.
Transport / Accessibility	<p>The site is not located within or adjoining the main built-up area, nor does it have direct routes to existing businesses and shopping centres.</p> <p>The number 33 bus service connects Cropwell Bishop with Cotgrave and passes through this site along Nottingham Road. There is no bus stop in the vicinity. However, travel time to Cotgrave from Cropwell Bishop is around 10 minutes.</p> <p>Nottingham city centre is 40 minutes and West Bridgford is 30 minutes using the same bus service.</p>
Flood Risk	The site is not at risk of flooding by rivers and streams. Parts of the site are at low-medium risk of surface water flooding.
Natural Environment	<p>Development of the site would not lead to the loss of a designated site of nature conservation interest.</p> <p>The site is adjacent to the Grantham Canal LNR.</p> <p>Development has the potential for the loss of hedgerows.</p> <p>Development of the site will not lead to the loss of open space. Unknown whether it will lead to the provision of open space</p>
Historic Environment	<p>Unknown at this stage whether the site would result in development that is sympathetic to its surrounding in terms of design, layout and scale.</p> <p>No impact on setting of designated heritage assets. Potential impact on the Grantham Canal, a non-designated heritage asset.</p>

Topic	Commentary
	<p>Will not enhance or better reveal the significance of the Grantham Canal.</p> <p>Will not promote heritage-based tourism.</p> <p>Will not lead to the adaptive reuse of a heritage asset.</p>
Landscape and topography	<p>The site lies within the Aslockton Village Farmlands DPZ (SN06). The overall landscape strategy for the DPZ is to 'conserve and enhance'. The landscape condition is moderate, and the character strength is strong.</p> <p>As with any development on a greenfield site, there is the potential for it to have some impact on local landscape character that is unlikely to conserve it in its present form, however, at this stage the severity of any impact cannot be determined.</p>
Consultation Response	<p>The landowner supports the inclusion of this site and submitted representations promoting it during consultation on the Growth Options.</p>
Conclusion	<p>There is more than sufficient supply of office and general industrial/ warehousing space to meet the forecast need across the Plan Area without this site.</p> <p>For strategic distribution, having taken into account relevant operational criteria and planning policy constraints, the Strategic Plan allows for provision of the on the former Bennerley Coal Disposal Point (in Broxtowe) and Ratcliffe on Soar Power Station (RBC-L01). Other sites were not considered suitable for allocation.</p>

RBC-EMP-06 North of Margidunum



Factors	Details
SHLAA reference	N/A
Size	13 ha
No of dwellings/ estimated employment floorspace	TBC
Existing Use	Agricultural land
Known Land Contamination	Unknown – assumed agricultural land is free from contamination
PDL or Greenfield	Greenfield land.
Agricultural Land	The site is identified as Grade 2 (good) agricultural land.

Factors	Details
SHLAA Conclusion	N/A
Growth Options Study Conclusions	This site adjacent to but not within the East Bridgford Extension Potential Area of Strategic Growth. The Study concluded there was a low potential for strategic growth in this area.
Compliance with the GNSP Settlement Hierarchy	Freestanding development disconnected from any settlement.
Viability and deliverability	A high level viability assessment will be required if the site is to come forward as an allocation.

Infrastructure

Type	Comments
Utilities	Electricity – substation capacity issues. Gas – No abnormal requirements identified. Water Supply – No abnormal requirements identified. Waste Water – No abnormal requirements. IT/ Communications – No abnormal requirements identified.
Emergency Services	No abnormal requirements identified.
Education	N/A
Health	N/A
Blue and Green Infrastructure	Open space – 10% Biodiversity Net-Gain should be achieved on site. Site is adjacent to the A46 Secondary Strategic BGI Network, which provides active travel connectivity to Bingham, Nottingham (via A52 network) and Newark.
Community Facilities	N/A.
Other	N/A.

Sustainability Appraisal

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

Other Factors

Topic	Commentary
Green Belt	Site is in the Green Belt. Site was not assessed within the Green Belt Review 2022.
Carbon Neutrality	The development would be subject to full environmental analysis as part of the allocation and planning application process.
Impact on Air Quality	Site is not within or near an Air Quality Management Area.
Transport / Accessibility	The site is not located within or adjoining the main built up area, nor has direct routes from the site to existing businesses and shopping centres, Rushcliffe villager and 91 bus services can be accessed off the Fosse Way. These provide access to Bingham within 30 minutes. The site would take approximately 50

Topic	Commentary
	<p>minutes to reach from the centre of Nottingham and 40 minutes from West Bridgford.</p> <p>Bingham is a 30 minute walk and 9 minute bike ride.</p>
Flood Risk	<p>The site is not at risk of flooding by rivers and streams. Parts of the site are at low risk of surface water flooding.</p>
Natural Environment	<p>Development of the site would not lead to the loss of a designated site of nature conservation interest.</p> <p>The site is not adjacent to a site of nature conservation interest.</p> <p>Development has the potential for the loss of hedgerows.</p>
Historic Environment	<p>The site is adjacent to Margidunum Scheduled Ancient monument. The monument boundary is unlikely to represent the full extent of archaeology.</p> <p>Will not promote heritage based tourism.</p> <p>Will not lead to the adaptive reuse of a heritage asset.</p>
Landscape and topography	<p>The site lies within the East Bridgford Escarpment Farmlands DPZ (SN05). The overall landscape strategy for the DPZ is to 'enhance'. The landscape condition is moderate and the character strength is moderate.</p> <p>As with any development on a greenfield site, there is the potential for it to have some impact on local landscape character that is unlikely to conserve it in its present form, however, at this stage it the severity of any impact cannot be determined.</p>
Consultation Response	<p>The landowner supports the inclusion of this site and submitted representations promoting it during consultation on the Growth Options.</p>
Conclusion	<p>There is more than sufficient supply of office and general industrial/ warehousing space to meet the forecast need across the Plan Area without this site.</p> <p>For strategic distribution, having taken into account relevant operational criteria and planning policy</p>

Topic	Commentary
	constraints, the Strategic Plan allows for provision of the on the former Bennerley Coal Disposal Point (in Broxtowe) and Ratcliffe on Soar Power Station (RBC-L01). Other sites were not considered suitable for allocation.

RBC-EMP-07 Land South of A52, Whatton



Factors	Details
SHLAA reference	N/A
Size	41 ha
No of dwellings/ estimated employment floorspace	TBC
Existing Use	Agricultural land
Known Land Contamination	Unknown – assumed agricultural land is free from contamination
PDL or Greenfield	Greenfield land.
Agricultural Land	The site is identified as Grade 2 (good) agricultural land.
SHLAA Conclusion	N/A

Factors	Details
Growth Options Study Conclusions	The site is not within a potential growth location.
Compliance with the GNSP Settlement Hierarchy	Freestanding development disconnected from any settlement.
Viability and deliverability	A high level viability assessment will be required if the site is to come forward as an allocation.

Infrastructure

Type	Comments
Utilities	Electricity – substation capacity issues. Gas – No abnormal requirements identified. Water Supply – No abnormal requirements identified. Waste Water – No abnormal requirements. IT/ Communications – No abnormal requirements identified.
Emergency Services	No abnormal requirements identified.
Education	N/A
Health	N/A
Blue and Green Infrastructure	Open space – 10% Biodiversity Net-Gain should be achieved on site. The site is adjacent to the A52, a Secondary Strategic BGI Network, which provides active travel connections to Bingham and Nottingham.
Community Facilities	N/A.
Other	N/A.

Sustainability Appraisal

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

Other Factors

Topic	Commentary
Green Belt	Site is not in the Green Belt.
Carbon Neutrality	The development would be subject to full environmental analysis as part of the allocation and planning application process.
Impact on Air Quality	Site is not within or near an Air Quality Management Area.
Transport / Accessibility	<p>The site is not located within or adjoining the main built up area, nor has direct active travel routes from the site to existing businesses and shopping centres.</p> <p>Infrequent bus service connecting Whatton to Bingham and surrounding villages that runs Monday-Saturday daytime only to some of the aforementioned facilities.</p>

Topic	Commentary
Flood Risk	The site is not at risk of flooding from rivers and streams. Parts of the site are at low to high risk of surface waterflooding.
Natural Environment	<p>Development of the site would not lead to the loss of a designated site of nature conservation interest.</p> <p>The site is not adjacent to a site of nature conservation interest.</p> <p>Development has the potential for the loss of trees and hedgerows.</p>
Historic Environment	<p>The site is in proximity to Whatton conservation area. The site is also in the setting of the Church of John of St John of Beverley, which is grade II* listed and the windmill at Hillside House, which is grade II listed. A linear feature is identified across the site in the HER, which may be an old drain. There is also evidence of ridge and furrow at the southern end of the site.</p> <p>Will not promote heritage based tourism.</p> <p>Will not lead to the adaptive reuse of a heritage asset.</p>
Landscape and topography	<p>The site lies within the Aslockton Village Farmlands DPZ (SN06). The overall landscape strategy for the DPZ is to 'conserve and enhance'. The landscape condition is moderate and the character strength is strong.</p> <p>As with any development on a greenfield site, there is the potential for it to have some impact on local landscape character that is unlikely to conserve it in its present form, however, at this stage it the severity of any impact cannot be determined.</p>
Consultation Response	The site is being promoted by Knightwood Developments Ltd as a 20 ha strategic logistics site on the strategic road network – A52, 12 miles west of mainline rail at Grantham. They highlight a shortage of logistics for Nottingham conurbation, the site's location outside the Green Belt, its good score within the SA, the strong transport connections identified in Rushcliffe East in the Growth Options Study, and employment benefits.

Topic	Commentary
	<p>Knightwood Developments commented overall that this site has scored positively as part of this appraisal, if considered for B8 use it believes the site should be strongly considered as a suitable allocation within the Preferred Approach for a strategic logistics site.</p> <p>One resident refers to the Nottinghamshire Core & Outer HMA Logistics Study, noting that the site does not meet the necessary criteria - it is nowhere near the M1 corridor and is very badly served for road access towards the A1. The stretch of the A52 between Whatton and the A1 is infamous for the dangerous bends which regularly see lorries in the ditch.</p> <p>Knightwood Developments Ltd commented that the site should not be disregarded because the A52 is not dualled in the site's location, as works are taking place to improve the overall A52 route, including signalisation and junction reconstruction. They also reiterated that the A52 links to the A1 and A46 which are both dualled and provide strategic connectivity regionally and to the north and south. Knightwood Developments Ltd suggested that the site could be considered suitable as part of the future Part 2 Rushcliffe Local Plan.</p>
Conclusion	<p>There is more than sufficient supply of office and general industrial/ warehousing space to meet the forecast need across the Plan Area without this site.</p> <p>For strategic distribution, having taken into account relevant operational criteria and planning policy constraints, the Strategic Plan allows for provision of the on the former Bennerley Coal Disposal Point (in Broxtowe) and Ratcliffe on Soar Power Station (RBC-L01). Other sites were not considered suitable for allocation.</p>

RBC-EMP-08* Edwalton Triangle



Factors	Details
SHLAA reference	N/A
Size	11 ha
No of dwellings/ estimated employment floorspace	TBC
Existing Use	Agricultural land
Known Land Contamination	Unknown – assumed agricultural land is free from contamination
PDL or Greenfield	Greenfield land.
Agricultural Land	The site is identified as Grade 2 and Grade 3 agricultural land.
SHLAA Conclusion	N/A

Factors	Details
Growth Options Study Conclusions	The site is not within a potential growth location.
Compliance with the GNSP Settlement Hierarchy	Freestanding development that is separated from the Melton Road Strategic Allocation to the north west by the A52.
Viability and deliverability	A high level viability assessment will be required if the site is to come forward as an allocation.

Infrastructure

Type	Comments
Utilities	Electricity – substation capacity issues. Gas – No abnormal requirements identified. Water Supply – No abnormal requirements identified. Waste Water – No abnormal requirements. IT/ Communications – No abnormal requirements identified.
Emergency Services	No abnormal requirements identified.
Education	N/A
Health	N/A
Blue and Green Infrastructure	Open space – 10% Biodiversity Net-Gain should be achieved on site.
Community Facilities	N/A.
Other	N/A.

Sustainability Appraisal

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

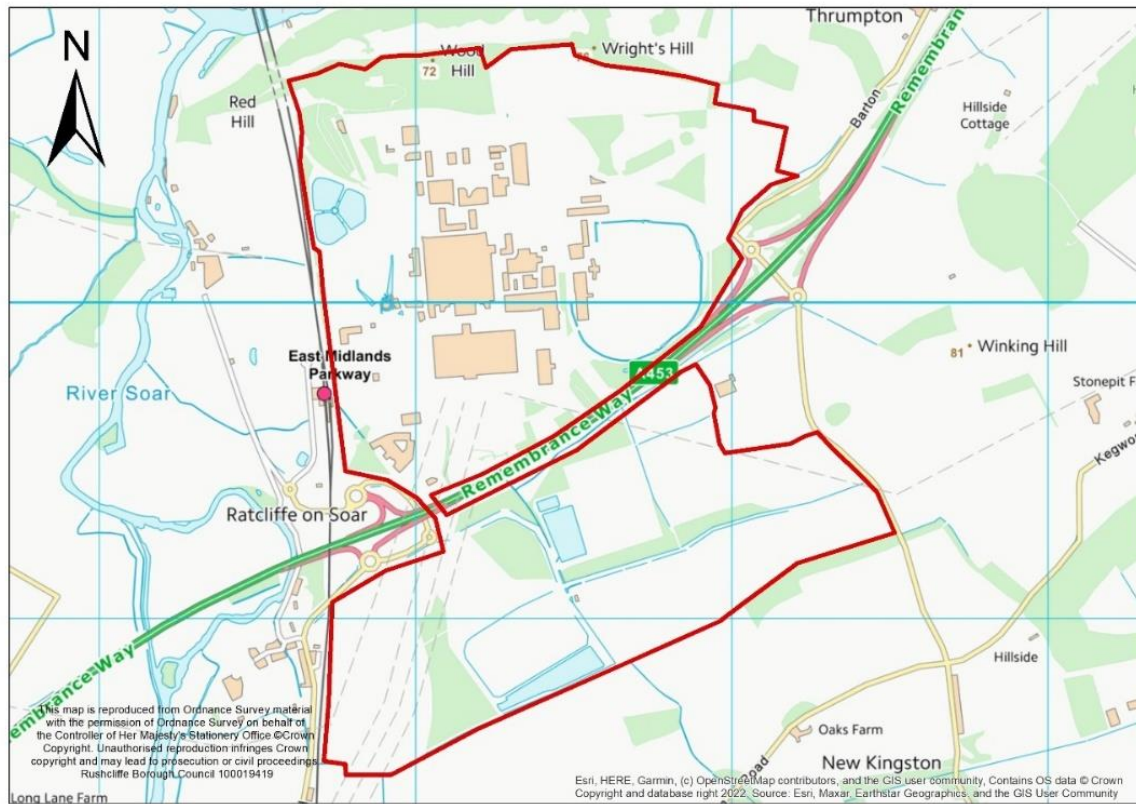
Other Factors

Topic	Commentary
Green Belt	<p>Site is in the Green Belt.</p> <p>Considered in the Green Belt Review (December 2022) under strategic area WBR/A East of Flawforth Lane West of Test Railway Track. The area scored 15, providing an important strategic gap between West Bridgford and Tollerton.</p>
Carbon Neutrality	The development would be subject to full environmental analysis as part of the allocation and planning application process.
Impact on Air Quality	Site is not within or near an Air Quality Management Area.
Transport / Accessibility	The site adjoins the main built up area of Edwalton. The Keyworth bus service runs alongside the site, providing connections from Keyworth into Nottingham City. Bus

Topic	Commentary
	stops are located further east in Tollerton on both sides of the A606.
Flood Risk	The site is not at risk of flooding from rivers and streams. Parts of the site are at low to high risk of surface waterflooding.
Natural Environment	<p>Development of the site would not lead to the loss of a designated site of nature conservation interest.</p> <p>The site is not adjacent to a site of nature conservation interest.</p> <p>Development has the potential for the loss of trees and hedgerows.</p>
Historic Environment	<p>Unknown at this stage whether the site would result in development that is sympathetic to it surrounding in terms of design, layout and scale.</p> <p>Will not promote heritage based tourism.</p> <p>Will not lead to the adaptive reuse of a heritage asset.</p>
Landscape and topography	As with any development on a greenfield site, there is the potential for it to have some impact on local landscape character that is unlikely to conserve it in its present form, however, at this stage it the severity of any impact cannot be determined.
Consultation Response	Mrs Hill and Mrs Plummer consider that the site at Edwalton Triangle meets many of the criteria outlined in the Strategic Distribution study for such uses.
Conclusion	<p>There is more than sufficient supply of office and general industrial/ warehousing space to meet the forecast need across the Plan Area without this site.</p> <p>For strategic distribution, having taken into account relevant operational criteria and planning policy constraints, the Strategic Plan allows for provision of the on the former Bennerley Coal Disposal Point (in Broxtowe) and Ratcliffe on Soar Power Station (RBC-</p>

Topic	Commentary
	L01). Other sites were not considered suitable for allocation.

RBC-L01: Ratcliffe-on-Soar Power Station



	Details
Size – Is the site over 50 hectares	265 ha (gross), of which approximately 36.4 hectares of the site is proposed for logistics
Logistics Study – Is it within an Area of Opportunity	Yes (Area adjacent to A453)
Estimated employment floorspace	810,000m ² (based on LDO which covers the Freeport area)
Existing Use	Coal-fired power station
Extension or new site	New site
PDL or Greenfield	PDL and Greenfield land

	Details
Relevant SHLAA or SELAA conclusion	N/A
Relevant Growth Options Study Conclusions	<p>The Growth Options Study concludes that Ratcliffe Power Station has a high potential for strategic growth. It identifies the following constraints within and adjoining the site: a Scheduled Monument (Roman site on Red Hill); Thrumpton Conservation Area; an authorised landfill site; waterbodies; woodland; flood zones and landscape constraints (in the vicinity of Gotham Hill Wood and Kingston on Soar).</p> <p>However, there are a number of strategic opportunities and locational advantages (East Midlands Parkway, East Midlands Airport, University of Nottingham, access to the A453 and River Trent, previously developed land etc.) that make the site suitable for development pending further investigations.</p>
Viability and deliverability	A Local Development Order (LDO) has been granted that covers the site. Viability has been addressed through the LDO.

Transport Infrastructure and Accessibility

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

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

Infrastructure

Type	Comments
Utilities	<p>Electricity – power station site is connected directly to the national grid. This infrastructure will stay on site.</p> <p>Gas – Power station has gas mains supply. No abnormal requirements expected.</p> <p>Water Supply – Power station is connected to mains water supply. No abnormal requirements expected.</p> <p>Wastewater – Power station has its own water treatment works. Capacity to accommodate development proposed in LDO will be established prior to redevelopment of the site.</p> <p>IT/ Communications – As an operational power station, the site has existing telecommunications including</p>

Type	Comments
	broadband. New infrastructure will be required on site during build.
Emergency Services	Consider at more detailed planning application stage.
Blue and Green Infrastructure	Open space – 10% BNG on site. Proximity to the River Trent and River Soar BGI primary strategic corridor.
Other	There is a public right of way that runs through the site to the south of the A453

Sustainability Appraisal

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

Constraints and other considerations

Topic	Commentary
Green Belt	The Green Belt Review 2022 assessed the Power Station Site, including land south of the A453 which is included in the draft LDO. The area scored 12 (out of 20). However, inclusion of the land south of the A453 (not proposed here for strategic distribution) increased the site's performance against Green Belt purposes. Particularly restricting urban sprawl, merging of settlements and safeguarding countryside. Given the extensive development within the Power Station itself, it has less Green Belt importance.
Agricultural Land	The majority of the site is classified as non-agricultural land, with two parcels of land being sub-grade 3b and one small parcel on the southern side being sub-grade 3a.
Land Contamination	Site is a coal-fired power generation site. A preliminary Conceptual Site Model has been completed to identify potential contaminant linkages and the associated risks. These will be addressed through a Decommissioning and Remediation Strategy which will outline an appropriate methodology to remediate any identified/confirmed residual contamination.
Carbon Neutrality	The development would be subject to environmental appraisal as part of the allocation and planning application process. The LDO includes the provision of solar photovoltaic technologies, and the objective is to create a low carbon and renewable energy technology centre of excellence including research, skills training and manufacturing.
Impact on Air Quality	Site is not within or near an Air Quality Management Area.
Flood Risk	The site is at very low risk of flooding (less than 0.1% each year) from rivers but has some extensive areas, primarily on the south of the A453 that are at low, medium and high risk of surface water flooding. The

Topic	Commentary
	area north of the A453 also has areas at low, medium and high risk of surface water flooding.
Natural Environment	<p>Northern part of the site is adjacent to Thrumpton Park LWS and part of the southern part of the site adjoins the Kingston on Soar Copse LWS.</p> <p>The allocation / development of the site would result in the complete loss of existing habitats, primarily on the southern part of the site.</p> <p>The site is of sufficient size that there are potential opportunities to provide new areas of open space and BGI within the site and enhance existing woodland and grassland habitats within the Gotham Hills, West Leake & Bunny Ridge Line Biodiversity Opportunity Area (see appendix D of the Local Plan Part 2).</p>
Historic Environment	<p>A part of the Roman site scheduled monument at Redhill lies within the site, with the rest of the scheduled monument adjoining the part of the western boundary of the northern area of the site.</p> <p>Archaeological remains of an Iron Age Settlement at Redhill may extend into the site in the northwest corner, albeit such remains are likely to have been heavily disturbed by previous development at / operation of the power station.</p> <p>The Grade II Redhill Railway Tunnel Portals (north and south) are also adjacent to the western boundary of the northern part of site.</p> <p>Records indicate the possibility of a moated manor house within the northeast corner of the northern part of the site.</p> <p>Assessment of A453 widening indicated possible Bronze Age, Medieval, Roman, and Iron Age archaeological remains in the vicinity of this corridor.</p>
Landscape and topography	The site lies within the East Leake Rolling Farmland (DPZ NW02). The overall landscape strategy of the DPZ is to 'conserve and enhance'. The landscape

Topic	Commentary
	<p>condition of the DPZ is moderate and the landscape strength is strong.</p> <p>The existing power station has a significant impact on the local landscape and this could be enhanced by its removal, albeit new employment development would likely have its own landscape impact. By contrast, the southern part of the site is largely open and development on this part of the site is unlikely to conserve or enhance the landscape in its present form.</p>
Compatibility of surrounding uses	<p>The Power Station is located away from residential areas or other uses that could be adversely affected by strategic distribution on this site.</p>
Availability	<p>The site is being actively promoted for development by the landowner, a significant proportion of the northern part of the site for strategic distribution. Draft LDO is in the planning process.</p>
Consultation Response	<p>The Environment Agency had no further comment to make than those already provided in relation to all matters under their remit during the consideration of the Local Development Order. They stated that the Power Station has received planning permission and extensive comments relating to the Local Development Order have been addressed through this process.</p> <p>Historic England stated that there are a number of heritage assets that could be harmed through the development of the Power Station including the likely presence of important archaeological remains. They raised that a heritage assessment would need to be prepared for the site to understand what the level of harm is to the significance of the heritage assets, including the assets setting and whether any harm could be avoided or mitigated, as well as what contribution the development makes to the significance of heritage assets. They stated that an assessment should consider whether there are enhancement opportunities. Historic England also confirmed that they would expect to see a site-specific policy for this proposed allocation, leading</p>

Topic	Commentary
	<p>into a Masterplan approach, which would be informed by a heritage assessment.</p> <p>Natural England advised that the proposed allocation is in proximity to Lockington Marshes and Attenborough Gravel Pits SSSIs. They advised that any development should demonstrate that any potential adverse effects to the SSSIs can be avoided or mitigated. They recommended that opportunities for green infrastructure should be considered at the outset and referred their Green Infrastructure Framework. They also advised that biodiversity net gain and how this will be accommodated should be considered at the earliest stages of the planning process.</p> <p>National Highways had no objections in principle to the proposal, however they stated that the traffic and transport impacts would need to be fully evidenced and mitigated where necessary. They stated that as the proposed allocation shares a common boundary with the strategic road network, they would require any potential boundary impacts to be considered and any potential adverse impacts appropriately mitigated. They stated that these can be dealt with at the planning application stage.</p> <p>Nottinghamshire County Council as highways authority were satisfied that highways implications were adequately captured.</p> <p>Nottinghamshire County Council as Minerals and Waste Planning Authority stated that there are a number of requirements contained within the Local Development Order relating to Gypsum extraction, the extraction and reuse of fly ash and the reuse of surplus heat generated from Emerge through the development of a local heat network. They considered it appropriate to have these within the Strategic Plan as well to ensure these are considered should the Local Development Order not commence or is amended in any way.</p>

Topic	Commentary
	<p>From a heritage perspective, Nottinghamshire County Council stated that consideration should be given to the potential impacts arising from visual intrusion on views from and to Kingston Hall Historic Park and Garden and its setting to ensure that no 'harm' is caused. They commented that large logistics buildings close by at the M1 junction 24 have already impacted on long views from the hall and parkland, and the potential for cumulative impacts arising from further development put forward in the 'Preferred Approach' must be fully and properly considered and accounted. They stated that this is not accounted for in the 'constraints' identified in the report appendix and there is no discussion of this factor. They recommended that if the proposed allocation is to be taken forward into the final Strategic Plan, heritage impacts are recognised as a constraint and an appropriate assessment undertaken.</p> <p>North West Leicestershire District Council noted that the redevelopment of the Ratcliffe on Soar Power Station site, as permitted through the Local Development Order, will have a 'severe' impact on the strategic road network including, but not limited to, M1 junction 24. They suggested that a joined-up approach is required to measure the cumulative impacts and then to identify and find means to deliver mitigation for the totality of development at the Power Station. They confirmed that they commissioned transport modelling to assess the implications of all of these developments.</p> <p>Severn Trent Water stated that the background information for the proposed allocation suggested that it has its own water treatment capabilities which need assessing prior to development. However, they highlighted that if the treatment facility is found not to be suitable and would need to discharge into the Severn Trent network, there would be a high risk impact on local sewage treatment works. They confirmed there is a low risk arising from surface water discharge due to the presence of watercourses. They outlined their</p>

Topic	Commentary
	<p>policies relating to blue and green infrastructure and SuDs amongst other matters.</p> <p>Mansfield District Council recommended a masterplan/design code to be prepared for the proposed allocation to set out the detailed design parameters to address/mitigate any harm to arise from the development.</p> <p>Uniper (the site owner) confirmed that the distribution and logistics element of the Local Development Order is fairly and accurately presented, and expressed their full support for the proposed allocation as it relates to Uniper's Ratcliffe on Soar site.</p> <p>Peveril Securities Limited and Omnivale Pension Scheme stated that the timescale for the availability of the Power Station for redevelopment is unclear, as the Background Paper stated “2030s” i.e. a 10-year span which could change given the ongoing uncertainty in the global energy markets. They suggested that this level of uncertainty would be unattractive for future occupiers. In this regard, they noted that the parent company of the Ratcliffe-on-Soar Power Station (Uniper UK Limited) sought two bailouts from the German Government in 2022.</p> <p>Hortons' Estate Limited suggested that the floorspace estimate for the site is too high, once you consider the assumptions in the logistics study and ancillary requirements such as SuDs, parking, loading and landscaping. They suggested reducing the floorspace from 180,000m² to 127,400m².</p> <p>Hallam Land Management Limited supported the proposed allocation of the Power Station in principle but raised concern over the distance of the site from the existing built up area, and therefore local labour. They commented that employees of the proposed allocation would be highly reliant upon the private car, and therefore the location is unsustainable. They raised that</p>

Topic	Commentary
	<p>any new Green Belt boundary should have regard to the NPPF and delivering a long-term vision for the area. The landowner promoted the delivery of a new settlement, New Kingston, alongside the proposed allocation at the Power Station to enable future employees to live in proximity to their jobs, in turn reducing the reliance on the private car.</p> <p>Richborough and Knightwood Developments Ltd raised concern over the deliverability of the allocation given that the Power Station remains operational, and the Government's potential decision to extend the life of the Power Station as a back up coal power station to meet essential energy supply.</p> <p>Wilson Bowden Developments queried the deliverability of the proposed allocation to meet the identified employment need given the decontamination works required, which could take years. The landowner raised that the Local Development Order did not confirm timescales for delivery and suggested that greater detail should be provided within a delivery plan to ensure the deliverability of the proposed allocation within the plan period.</p> <p>The MP for Rushcliffe stated that they only support logistics on the site which would support the energy generation and advanced manufacturing priorities of the East Midlands Freeport.</p> <p>Two RBC Councillors for Gotham, Gotham Parish Council, Barton in Fabis Parish Council, Thrumpton Parish Meeting, Kingston on Soar Parish Council and Ratcliffe on Soar Parish Meeting stated their support for the proposed allocation of the Power Station on the basis that it accords with the approved Local Development Order. They commented that the area to be allocated for strategic distribution and logistics purposes was unclear on the site map and reiterated that they do not support the allocation of land for strategic distribution and logistics purposes beyond</p>

Topic	Commentary
	<p>what has been agreed within the Local Development Order. They suggested amending the proposed allocation red line to align with what is permitted within the Local Development Order, to exclude land south of the A453. They raised uncertainty over whether the proposed allocation would remove land from the Green Belt and commented that warehousing would not be appropriate development within the Green Belt. They queried the deliverability of the proposed allocation with regards to the impact on the strategic and local road network and raised concern over the impact of the proposed allocation on the strategic road network.</p> <p>The Nottinghamshire Campaign to Protect Rural England objected to the proposed allocation of the Power Station and commented that they could not find evidence of the opportunities to enhance the landscape and openness or how the development would improve the landscape and visual amenity as suggested in the proposed allocation of the Power Station.</p> <p>Normanton on Soar Parish Council commented that the Green Belt should be protected, they raised concerns over the amount of traffic on the A453, and they stated that there was too much warehousing which should where possible be located on brownfield sites.</p> <p>The Toton and Chilwell Neighbourhood Forum stated that the environmental, heritage and archaeological value of the proposed allocation should be respected and preserved as much as possible.</p> <p>Pedals recognised advantages of the proposed allocation as part of the wider plans for the regeneration of the Power Station. They recommended combining the proposed allocation with improved active travel provision, and suggested a new foot-cycle bridge across the River Trent to and from the north bank near the Chetwynd Barracks regeneration site.</p>

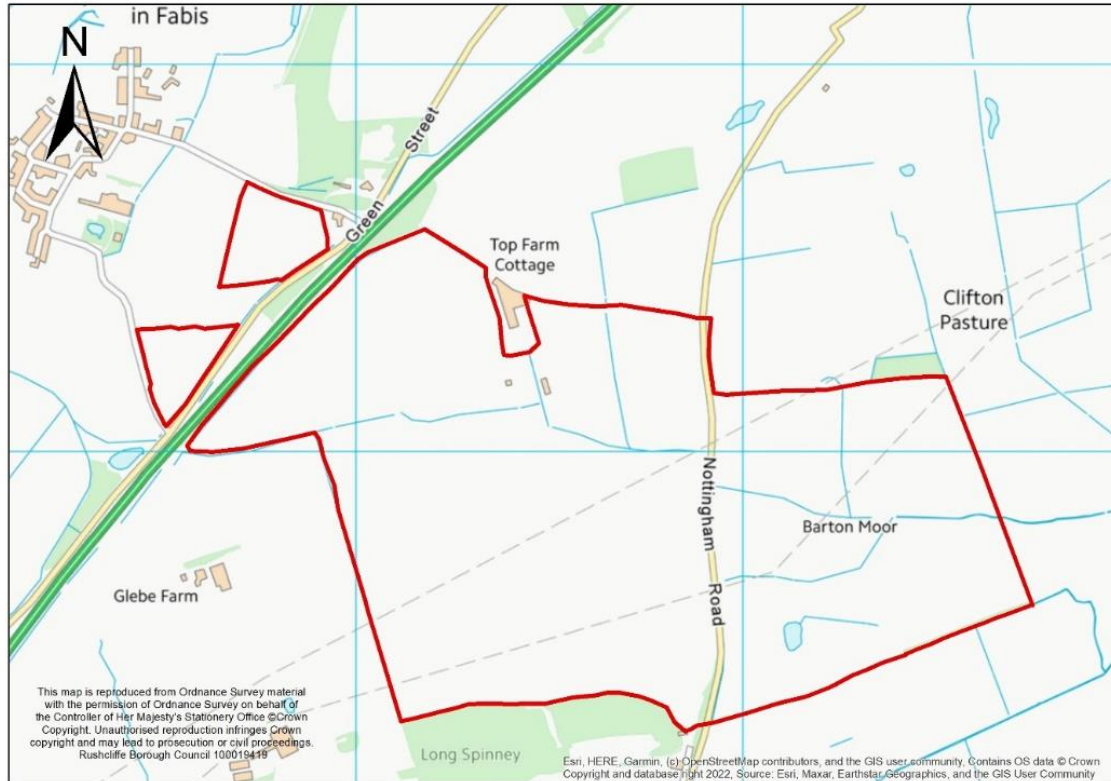
Topic	Commentary
	<p>Openreach commented that for commercial/retail developments full fibre network will be available to provide either fibre to the premise broadband or faster circuits if the owner/tenant required it.</p> <p>One local resident commented that the proposed allocation of the Power Station is logical for re-development. They raised that they would not want land to the south of the A453 to be developed for logistics. They questioned if the re-development of the site for logistics would prevent the site being used for power production from solar or nuclear in the future. They queried how increased traffic generated by the proposed allocation will be managed in the long term, as they do not want the A453 to get congested and local roads are already used as a rat run. They also questioned what would be done to minimise the visual impact of the proposed allocation.</p> <p>One local resident suggested amendments to the table on page 18 of the consultation document. They suggested adding a paragraph to the commentary on Strategic Highway Connections to highlight how connectivity to settlements north of the River Trent to the Power Station via public transport and bicycle is unlikely. They also suggested adding a paragraph to the commentary of Accessibility of Labour to cover active travel.</p>

Conclusions and recommendations

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



	Details
Site Size – Is the site 50ha or more?	168 ha or an alternative smaller area of approximately 115 ha is being promoted which excludes the land to the east of Nottingham Road in its entirety
Estimated employment floorspace	350,000 sqm (according to site submission for the larger area of land)
Existing use	Agricultural use
Extension or new site	New site (although this site is adjacent to the mixed use Clifton strategic allocation that includes storage and distribution (adjacent to the A453)).
PDL or Greenfield	Greenfield

	Details
Relevant SHLAA or SHELAA conclusion	SHLAA – the SHLAA/BIF/002 – site could be suitable if policy changes 5+ years
Relevant Growth Options Study Conclusions	Broad Area of Search Assessment: R15 A453 Corridor High potential area for strategic growth - South of A453 site is a large tract of land and generally free from major constraints except for a Scheduled Monument (Romano-British nucleated enclosed settlement and Roman villa complex at Glebe Farm); Thrumpton Conservation Area; a gas pipeline; woodland blocks; and landscape constraints in the southern portion of the site. Access to the A453 and potential to create links to the tram network and East Midlands Parkway make the site suitable for development pending further site investigations.
Viability and deliverability	A high level viability assessment will be required if the site is to come forward as an allocation.

Transport Infrastructure and Accessibility

Transport Infrastructure	Commentary
Strategic highways – Good connection to the highway network close to a junction with the M1 or long distance dual carriageway	<p>Adjacent to the A453, however access would require a new junction or access to an existing junction.</p> <p>New Junction</p> <p>If a new junction is intended, National Highways consider that this would be unacceptable. This is because of a proposed new access onto the A453 trunk road which is in conflict with DfT Circular 01/22 'The Strategic Road Network and the Delivery of Sustainable Development', Paragraphs 18-19. Furthermore, they consider that the sole purpose of direct access onto the A453 is as an access point for the site. It does not provide any wider strategic benefits.</p> <p>Utilising existing junctions</p>

Transport Infrastructure	Commentary
	<p>In respect of providing access to an existing junction either at Mill Hill and/or Power Station North, the site promoter has proposed a road bridge over the A453 which connects the site to Green Street from which the A453 can be accessed at the Mill Hill Roundabout. The drawing provided to the Borough Council shows connection to an unmade track south of the A453, to an un-adopted made farm access to the south of the A453 towards the city, and over a new bridge to Green Street. Southbound traffic along Green Street would be via a narrow part of Green Street which would be unsuitable for HGVs, therefore the only route that lorries could take would be via Green Street north for some distance, travelling away from the motorway to Mill Hill junction and then doubling back southbound along the A453. This would add around 6 miles to every lorry trip to and from the site</p> <p>National Highways have given consideration to this arrangement. It states that the bridge structure would need to be designed according to DMRB and a commuted sum would be payable to National Highways to adopt the bridge structure into its maintenance portfolio. The carriageway would need to be either privately owned or adopted by the local highway authority.</p>
Rail network accessibility	<p>The site is not located adjacent to or near existing rail infrastructure. It is however only 6 miles from the nearest operational rail freight interchange at the East Midlands Logistics Park (further if access to the A453 can only be achieved via the Mill Hill roundabout)</p>
Accessibility to labour – proximity to centres of population and ability to be served by public transport and active travel.	<p>Whilst the site is not connected to the main built up area of Nottingham by walking and cycling, the site is within reasonable distance to a major labour pool than other sites promoted for strategic distribution. Notably within Clifton where population densities reach around 6,000 people per km². The number 1 bus runs through the eastern part of the site although it does not stop. Journey times to the centre of Nottingham by bus are</p>

Transport Infrastructure	Commentary
	<p>estimated to be around 40-45 minutes on average. Nearest bus stop presently is between 400 and 800 metres walking distance from the existing bus stop at the junction of Nottingham Road/Barton Lane that provides a regular service (2-3 times per hour) to Nottingham / Loughborough.</p> <p>The indicative masterplan proposes a tram extension to the site and a bus / tram stop. Whilst a tram extension is identified through the site, the present terminus is some distance away in Clifton, and there is only a protected route secured through the Strategic Allocation South of Clifton with no proposals or funding secured to extend through the allocation to the northern part of this site submission.</p> <p>Nottinghamshire County Council (NCC) state that appropriate public transport infrastructure must be provided to serve the site with suitable footway connections and crossings where necessary. Cycling infrastructure to be delivered to LTN 1/20 standard. They advise that a tram route through the Sustainable Urban Extension should be safeguarded.</p> <p>If site is accessed from Green Street via Mill Hill roundabout, then the island would need significant alterations. There would also need to be enhanced segregation between cyclists and HGV's on Green Street.</p>

Other Critical Infrastructure

Type	Comments
Utilities	<p>Electricity – No abnormal requirements identified.</p> <p>Gas – No abnormal requirements identified.</p> <p>Water Supply – No abnormal requirements identified.</p> <p>Waste Water – No abnormal requirements.</p>

Type	Comments
	IT/ Communications – No abnormal requirements identified.
Blue and Green Infrastructure	Open space – minimum 10% Biodiversity Net Gain should be achieved on site. The site is in close proximity to the Fairham Brook biodiversity opportunity area and BGI primary strategic corridor.
Other	Public rights of way run through and adjacent to the western boundary of the site.

Sustainability Appraisal

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

Constraints and other considerations

Topic	Commentary
Green Belt	<p>Site is in the Green Belt.</p> <p>The broad area (FAR/B) scored 15 out of 20 against 4 Green Belt purposes. This indicates the Green Belt performs well against Green Belt purposes, specifically restricting sprawl (4), preventing merging (4), safeguarding countryside from encroachment (5).</p> <p>Merging is of particular concern both concern both visually and perceptually as once fully developed the gap between the edge of the Green Belt to Gotham would be reduced from 1.2 miles to 0.4 miles from edge of inner boundary of green belt and the inset at Gotham, with a perception of even less as the start of the settlement is in advance of the green belt inset.</p>
Agricultural Land	The majority of the site is on very good agricultural land (Grade 2)
Land Contamination	Unknown – assumed agricultural land is free from contamination
Carbon Neutrality	The development would be subject to environmental appraisal as part of the allocation and planning application process.
Impact on Air Quality	Site is not within or near an Air Quality Management Area.
Flood Risk	<p>The site is at very low risk of flooding (less than 0.1% each year) from rivers but parts of the northern, eastern and western edges of the site that are at low, medium and high risk of surface water flooding.</p> <p>Unknown at this stage if surface water run-off could be appropriately managed without increasing flood risk elsewhere.</p>
Natural Environment	The Long Spinney LWS adjoins the southern boundary of the site.

Topic	Commentary
	<p>The allocation / development of the site would result in the loss of existing habitats, hedgerows and trees within the site.</p> <p>The site is of sufficient size that there are potential opportunities to provide new areas of open space and BGI within the site and enhance existing woodland and grassland habitats within the Gotham Hills, West Leake & Bunny Ridge Line Biodiversity Opportunity Area (see appendix D of the Local Plan Part 2).</p>
Historic Environment	<p>The Scheduled Monument at Glebe Farm is located a short distance to the southwest of the site and is of National importance. The extent of archaeological remains associated to the site could potentially extend into the site. Thrumpton Conservation Area and various listed buildings within that village are located just over 1 km to the west of the site.</p> <p>Allocation/development of the site could potentially harm the setting and significance of designated heritage assets (in particular unrecorded archaeological features associated to the nearby Scheduled Monument) however there are potential opportunities for such harms to be mitigated.</p>
Landscape and topography	<p>The site lies within the Clifton Slopes DPZ (SN01). The overall landscape strategy for the DPZ is to 'enhance'. The landscape condition and strength of the DPZ are both moderate.</p> <p>As with any development on a greenfield site, there is the potential for it to have some impact on local landscape character that is unlikely to conserve it in its present form, however, at this stage the severity of any impact cannot be determined.</p>
Regeneration	<p>The site is 2km south of Clifton. This area within Nottingham City contains areas that are within 10% and 20% of the most deprived areas of the country.</p>
Compatibility of surrounding uses	<p>Site would be located adjacent to residential areas within the South of Clifton Sustainable Urban Extension.</p>

Topic	Commentary
	Development of the existing strategic allocation has commenced but it will be a number of years to complete. Indicative masterplan provided within the call for sites submission identify landscape screening and mounds between these areas.
Availability	The site was promoted through the call for strategic distribution sites undertaken during 2022. The site has previously been promoted for mixed use development at previous strategic plan consultation stages and it is understood that both options are still being promoted.
Consultation Response	The site promoter submitted a Transport Technical Note (appended to their representation) which confirmed that an appropriate access to the site can be established and to confirm the site's accessibility by sustainable modes of transport. They disagreed with the conclusions regarding the harm to the Green Belt and queried why the conclusions appear to contrast with the evidence base and the recommendation by the Aecom Study to investigate further the suitability of growth in the broad area along the A453 corridor.

Conclusions and recommendations

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