

Greater Nottingham Strategic Plan



Suggested Main Modifications and Other Modifications to the Greater Nottingham Strategic Plan

November 2025

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The tables below provide a list of suggested modifications which are proposed either to improve clarity, to reflect a change of circumstances, or in response to representations made to the Strategic Plan as part of the Regulation 19 consultation.

Introduction (Sections 1.1 to 2.8)

Policy, page or Para No.	Main Modification: Strikethrough – text removed Bold underline - new text	Reason	Main Modification or Other Modification
Contents Page	Section 1.3 missing from contents page		OM1
Page 4 (contents)	Policy 24: Strategic Allocation Former Stanton Tip 181	Further work has concluded Stanton Tip will not yield 500 homes, and therefore is not classified as a strategic site. Further assessment is required to determine the likely yield. The site will remain a local plan allocation in the Part 2 Local Plan, the Land and Planning Policies Document.	MM1
1.1.11	1.1.11 The main proposals of the Strategic Plan are illustrated on the Key Diagram, which can be found at the end of the document. <u>Most of the allocated sites are carried forward from the Aligned Core Strategies adopted in 2014. Due to the nature of the Strategic Plan, smaller development sites are not included. The newly allocated sites are capable of accommodating at least 500 dwellings with a minimum size of 5ha, or accommodating 20,000 sq. m employment (or be a minimum of 25 hectares for strategic logistics sites).</u>	To clarify the approach to identifying strategic site allocations.	OM2
2.2.15	2.2.15 Walking and cycling are important modes for short journeys. Programmes of primary pedestrian route improvements and upgrading of the local cycle network have been prioritised and are being implemented through the respective Nottingham and Nottinghamshire Local Transport Plans. <u>This includes enhancing walking and cycling routes within blue</u>	To recognise improvements to walking and cycling routes and environmental improvements can go hand in hand, based on comments by the Environment Agency.	OM3

Policy, page or Para No.	Main Modification: Strikethrough – text removed Bold underline - new text	Reason	Main Modification or Other Modification
	<u>and green infrastructure corridors alongside other environmental improvements.</u>		
2.2.24	2.2.24 There are a significant number of Sites of Special Scientific Interest, and other locally important sites, such as Local Wildlife Sites, and Local Nature Reserves, together with a number of strategically important <u>blue and</u> green corridors, such as those along rivers and canals.	To recognise the importance of blue infrastructure, in accordance with comments by the Environment Agency.	OM4
2.2.25	2.2.25 The area has a wide range of habitats, ranging from river washlands to mixed woodland. A Local Biodiversity Action Plan covers the whole of the Plan area, and identifies those plants and animals of conservation concern, and lists priority habitats for protection and restoration. It also contains action plans for key species, such as water voles and bats, and for key habitats, such as lowland wet grassland. <u>The Greater Nottingham Area falls within the Lower Trent and Erewash River Catchment which is part of the Humber River Basin District.</u>	To identify the river catchments which apply to the Strategic Plan area, based on comments by the Environment Agency.	OM5
2.3.2	New connections between areas of Blue and Green infrastructure will be created, to increase access and connectivity, link habitats and benefit species movement. <u>Blue and green infrastructure will become integral to the design of new development, supporting improved resilience in the face of climate change, including supporting improved water quality, biodiversity and urban cooling.</u> Recognising the climate emergency, the Councils will seek to be carbon neutral before the Government's target of 2050.	To recognise the importance of integrating blue and green infrastructure, based on comments by the Environment Agency.	OM6

Policy, page or Para No.	Main Modification: Strikethrough – text removed Bold underline - new text	Reason	Main Modification or Other Modification
2.3.6	The area's unique built and natural environment will be <u>protected and</u> enhanced through sensitive, <u>u</u> and well-designed places, neighbourhoods and developments which will be strongly connected, <u>inclusive and adaptive</u> through <u>multifunctional blue and green</u> infrastructure. Environmental net gains will be <u>integrated within</u> and delivered alongside developments and through connecting existing and newly created habitats <u>and green and open spaces.</u> <u>This will integrate natural capital, adaptive growth and equitable environment principles.</u>	To provide additional clarity and based on comments by the Environment Agency.	OM7
2.4.1	1) Environmentally responsible development addressing climate change: to reduce the causes of climate change and to minimise its impacts <u>and improve resilience</u> , by locating development where it can be accessed by sustainable transport; requiring environmentally sensitive <u>location</u> , design and construction; reducing the risk of flooding; <u>integrating nature-based solutions; reducing the urban heat effect</u> ; conserving and improving water quality; contributing to carbon neutrality; and addressing air, noise and other types of pollution.	To recognise the importance of being resilient to climate change and integrating nature based solutions and reducing the urban heat effect, based on comments by the Environment Agency.	OM8
2.4.1	8) Strong, safe, healthy and cohesive communities: to plan positively for the provision and use of shared spaces and to design out crime, promote social interaction and create the conditions for communities to become strong, safe, healthy and cohesive. Addressing environmental factors underpinning health and wellbeing and promoting social interaction and	To recognise the importance of improving access to nature, based on comments by the Environment Agency.	OM9

Policy, page or Para No.	Main Modification: Strikethrough – text removed Bold underline - new text	Reason	Main Modification or Other Modification
	inclusivity by design. Working with healthcare partners to deliver new and improved health and social care facilities. Integrating health and service provision, and improving access to cultural, sport and leisure, <u>nature</u> and lifelong learning activities		
2.7.12	2.7.12 Nottingham is the largest retail centre in the region <u>and the continued buoyancy of the City Centre retail offer is essential to the vitality of the City Centre and the local economy.</u> As such it is a major location for new investment and current ambitions are focussed around securing the redevelopment of the former Broadmarsh Shopping Centre. This will further strengthen the City Centre's retail and economic role and will represent significant additional inward investment to the City.	To recognise the importance of the role of retail within the City Centre.	OM10

Policy 1

Policy, page or Para No.	Main Modification: Strikethrough – text removed Bold underline - new text	Reason	Main Modification or Other Modification
Policy 1, Part 1	‘...All development proposals will be expected to mitigate against, adapt, <u>and improve resilience to climate change and its impacts,</u> ...’	Consider that the proposed amendment to refer to ‘resilience’ would provide some additional clarity.	MM2
Policy 1, Part 8	“8. Development should be designed so as to integrate with existing <u>and create new</u> Blue and Green infrastructure networks on site and where appropriate integrate with or contribute to offsite <u>blue and</u> green infrastructure networks to address climate change <u>including mitigation against flooding, carbon reduction, improving air and water</u> quality whilst enhancing recreational opportunities, encouraging active travel, and <u>enhancing and protecting</u> biodiversity. <u>Proposals for retrofitting of sustainable drainage systems will be supported.</u> ”	Consider that a number of proposed amendments would provide some additional clarity.	MM3
Policy 1, Part 13	“13. All new development must incorporate measures to reduce surface water runoff whilst managing surface water drainage in a sustainable manner, including <u>maximising the area of permeable surfaces as much as possible</u> ”	Consider that the proposed amendment to refer to the importance of permeable surfaces would provide some additional clarity.	MM4
Policy 1 Justification Text (3.1.50)	3.1.50 “....Limiting runoff can be helpful in reducing the risk of flooding from this source, and the Councils will seek <u>to maximise the use of permeable surfaces and</u> the implementation of	Consider that the proposed amendment to refer to the importance of permeable surfaces would provide some additional clarity.	OM11

Policy, page or Para No.	Main Modification: Strikethrough – text removed Bold underline - new text	Reason	Main Modification or Other Modification
	Sustainable Drainage Systems into all new development, unless it can be demonstrated that such measures are not viable or technically feasible.		
Policy 1 Justification Text (3.1.50)	3.1.50 “A well-designed Sustainable Drainage System can help meet climate targets through its ability to improve water quality while managing and mitigating both flood risk and surface water runoff created as a result of new development. <u>In addition to minimising and managing flooding, SuDS within a development should aim to be multifunctional in nature as to: help to improve water quality, complement water efficiency, and enhance biodiversity, place shaping and amenity.</u> ”	Consider that the proposed amendment to refer to the importance of SuDs being multifunctional would provide some additional clarity.	OM12

Policy 2

Policy, page or Para No.	Main Modification: Strikethrough – text removed Bold underline - new text	Reason	Main Modification or Other Modification
New title and para 3.2.11(a)	<i>Walking, Cycling And Public Transport Infrastructure</i> <u>3.2.11(a) Providing new walking, cycling and public transport infrastructure will help to ensure people have the choice to meet their daily needs</u>	Additional justification text in relation to Policy 2 (e) would provide additional clarity.	OM13

Policy, page or Para No.	Main Modification: Strikethrough – text removed Bold underline - new text	Reason	Main Modification or Other Modification
	<u>including travel to work and leisure without using a private car. Travelling by these modes is healthier and more sustainable, as well as minimising pollution. New walking, cycling and public transport infrastructure is especially important in large new developments, as it can help to mitigate the transport and congestion impacts by providing viable alternative modes of travel.</u>		
3.2.12	Ratcliffe on Soar Power Station and Toton Strategic Location for Growth form part of the area covered by the emerging East Midlands Development Corporation and are key areas identified for economic growth <u>and have been identified as key priority sites by East Midlands Combined County Authority.</u>	To update references to the East Midlands Development Corporation which has ceased to operate due to the creation of the East Midlands Combined County Authority.	OM14

Policy 3

Policy, page or Para No.	Main Modification: Strikethrough – text removed Bold underline - new text	Reason	Main Modification or Other Modification		
Page 59 Policy 3	Policy 3: Housing Target 1. A minimum of 47,600 <u>47,100</u> new homes (2023 to 2041) will be provided for, distributed as follows: <table><tr><td>Authority</td><td>Housing Target (Rounded to nearest 10)</td></tr></table>	Authority	Housing Target (Rounded to nearest 10)	Further work has concluded Stanton Tip will not yield 500 homes, and therefore is not classified as a strategic site. Further assessment is required to determine the likely yield. The site will remain a local plan allocation in the Part 2 Local Plan, the Land and Planning Policies Document.	MM5
Authority	Housing Target (Rounded to nearest 10)				

Policy, page or Para No.	Main Modification: Strikethrough – text removed Bold underline - new text	Reason	Main Modification or Other Modification								
	<table><tr><td>Broxtowe Borough Council</td><td>8,950</td></tr><tr><td>Nottingham City Council</td><td>26,690 <u>26,190</u></td></tr><tr><td>Rushcliffe Borough Council</td><td>11,960</td></tr><tr><td>Greater Nottingham</td><td>47,600 <u>47,100</u></td></tr></table> 2. Strategic sites located in or adjoining the existing main built up area of Nottingham include (numbers are indicative): a) Boots, in Broxtowe (397 homes remaining); b) Field Farm, north of Stapleford, in Broxtowe (320 homes remaining); c) Toton and Chetwynd Barracks, in Broxtowe (around 4,800 homes in total with 2,700 homes in the Plan period); d) remainder of Boots Site, in Nottingham City (216 homes remaining); e) Stanton Tip, Hempshill Vale, in Nottingham City (500 homes);	Broxtowe Borough Council	8,950	Nottingham City Council	26,690 <u>26,190</u>	Rushcliffe Borough Council	11,960	Greater Nottingham	47,600 <u>47,100</u>		
Broxtowe Borough Council	8,950										
Nottingham City Council	26,690 <u>26,190</u>										
Rushcliffe Borough Council	11,960										
Greater Nottingham	47,600 <u>47,100</u>										
Page 61 3.3.7	The total housing target between 2023/24 and 2041 for the three Council areas is a minimum of 47,600 <u>47,100</u>. <u>This is made up of individual targets as follows: Broxtowe Borough Council, 8,950 new homes, Nottingham City Council 21,690 new homes and Rushcliffe Borough Council 11,960 new homes. It is the individual Council housing targets that will be used for assessing 5 year</u>	Clarity of how housing targets will be used and monitored.	OM15								

Policy, page or Para No.	Main Modification: Strikethrough – text removed Bold underline - new text	Reason	Main Modification or Other Modification
	<u>housing land supply and for the Government's housing delivery test, rather than a single assessment or test for the Strategic Plan area.</u>		
3.3.19	Early provision of housing will be through existing deliverable sites such as the Waterside, and other currently allocated sites. The strategic sites at Stanton Tip and the Broad Marsh area will take longer to deliver their its full potential, so delivery of homes here is not expected early in the Plan period.	Further work has concluded Stanton Tip will not yield 500 homes, and therefore is not classified as a strategic site. Further assessment is required to determine the likely yield. The site will remain a local plan allocation in the Part 2 Local Plan, the Land and Planning Policies Document.	OM16

Policy 4

Policy, page or Para No.	Main Modification: Strikethrough – text removed Bold underline - new text	Reason	Main Modification or Other Modification
N/A	N/A	N/A	N/A

Policy 5

Policy, page or Para No.	Main Modification: Strikethrough – text removed Bold underline - new text	Reason	Main Modification or Other Modification
Policy 5.1d	d) joint working between the Councils to ensure that a sufficient supply of industrial and warehousing space is maintained through future plan preparation	Further work has concluded Stanton Tip will not yield 7.5 hectares of employment land, and therefore is not classified as a strategic site. Further	MM6

Policy, page or Para No.	Main Modification: Strikethrough – text removed Bold underline - new text	Reason	Main Modification or Other Modification
	to provide a range and choice of sites up to 2041 for new and relocating industrial and warehouse uses (Use Class E(g)(iii)), B2 and B8 secured by condition. Specific provision is made for strategic distribution purposes in part f of this policy which is in addition to the provisions in part d. Provision is made for a minimum of 455.5 148 hectares (2023 to 2041) of industrial and warehousing space to be identified in the following distribution: Broxtowe Borough Council 6 hectares Nottingham City Council 21.5 14 hectares Rushcliffe Borough Council 128 hectares	assessment is required to determine the likely yield. The site will remain a local plan allocation in the Part 2 Local Plan, the Land and Planning Policies Document.	
Policy 5 1.e	e) promoting new economic development at the following strategic sites: • Toton Strategic Location for Growth (Broxtowe Borough) • The Former Ratcliffe on Soar Power Station Site (Rushcliffe Borough) • Boots (Broxtowe Borough / Nottingham City) • Broad Marsh (Nottingham City) • Former Stanton Tip, Hempshill Vale (Nottingham City)	Further work has concluded Stanton Tip will not yield 7.5 hectares of employment land, and therefore is not classified as a strategic site. Further assessment is required to determine the likely yield. The site will remain a local plan allocation in the Part 2 Local Plan, the Land and Planning Policies Document.	MM7
3.5.14	... Existing supply and allocations for industrial / warehousing purposes set out in Policy 5 amount to 455.5 148 hectares exceeding this minimum need. The provision of 455.5 148 hectares is for industrial / warehousing purposes and excludes land identified to meet the need for strategic distribution space (see below). ...	Further work has concluded Stanton Tip will not yield 7.5 hectares of employment land, and therefore is not classified as a strategic site. Further assessment is required to determine the likely yield. The site will remain a local plan allocation in the Part 2 Local Plan, the Land and Planning Policies Document.	OM17

Policy, page or Para No.	Main Modification: Strikethrough – text removed Bold underline - new text	Reason	Main Modification or Other Modification
Page 77 Monitoring Arrangements	Develop as a minimum 155.5 148 hectares of general industrial and warehouse uses Develop up to 97.4 hectares of strategic distribution land	Further work has concluded Stanton Tip will not yield 7.5 hectares of employment land, and therefore is not classified as a strategic site. Further assessment is required to determine the likely yield. The site will remain a local plan allocation in the Part 2 Local Plan, the Land and Planning Policies Document.	OM18

Policy 6

Policy, page or Para No.	Main Modification: Strikethrough – text removed Bold underline - new text	Reason	Main Modification or Other Modification
Policy 6	1.e)x. improving cycling (and potentially supporting other new clean forms of micromobility) access and permeability throughout the City Centre <u>(and potentially supporting other new clean forms of micromobility)</u> ; 1.e)xii. ensuring routes, public spaces and the local transport system is <u>are</u> accessible for all. 1.g)iii. ensuring tall buildings are well designed and attractive from all viewpoints, that their impact on neighbouring development is acceptable in terms of ever shadowing <u>overshadowing</u> , loss of light, impact on key views and amenity;	For clarity.	OM19
Justification Text	3.6.3 ... The Local Plan Part 2 <u>Part 2 Local Plan</u> also contains detailed policies for each of the quarters.	For clarity.	OM20

Policy, page or Para No.	Main Modification: Strikethrough – text removed Bold underline - new text	Reason	Main Modification or Other Modification
Justification Text	3.6.3 The City Centre has areas where specific uses cluster together or which have a particular character or identity. To make the most of these clusters and characters and to ensure new development does not impact negatively on these areas, City Centre Quarters have been defined where a specific policy approach applies. These are the Canal, Creative, Castle and Royal Quarters. The geographical extent of the City Centre Quarters are shown on the Nottingham City Part 2 Local Plan Policies Map. The Local Plan Part 2 also contains detailed policies for each of the quarters. <u>3.3.6(a) The Local Plan Part 2 defines the City Centre's primary shopping area where most retail activity is concentrated and which should be the focus for the provision of new retail development. The wide range of the City Centre's independent and chain store retail offer is a key strength underpinning its vitality and viability and will be supported. The Victoria Centre is Nottingham's primary indoor shopping centre and a key leisure and retail destination for the wider region. Its development and enhancement is provided for through the Local Plan Part 2.</u>	To recognise the role of the City Centre and the Victoria Centre in respect of retail.	OM21
Justification Text	3.6.9 ... This is considered to be the best defence against the potential impact of out of town centre shopping or leisure developments and their threat to the vitality and viability of the City Centre. ...	For clarity.	OM22

Policy, page or Para No.	Main Modification: Strikethrough – text removed Bold underline - new text	Reason	Main Modification or Other Modification
Justification Text	3.6.11 ... The new Nottingham College has regenerated a long derelict site to the east of the Broad Marsh, and the footfall and vitality it has generated has bought <u>brought</u> new life to this part of the City Centre.	For clarity.	OM23
Justification Text	3.6.21 ... However, the location, quality, type and quantity of car, and <u>and</u> cycle parking, cycle hire and car club space is also key to supporting the vitality and viability of the City Centre, and optimising its use, balancing the needs of shoppers and long stay users, will continue to be important.	For clarity.	OM24

Policy 7

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N/A	N/A	N/A	N/A

Policy 8

Policy, page or Para No.	Main Modification: Strikethrough – text removed Bold underline - new text	Reason	Main Modification or Other Modification
Policy 8, Part 1	1. Residential development should maintain, provide and contribute to a mix of housing tenures, types and sizes in order to create sustainable, inclusive and mixed communities. All residential developments should contain adequate internal living space. as set out in the <u>The</u> Nationally Described Space Standards <u>s. will apply to all residential accommodation of a type described within those standards (including Houses in Multiple Occupation). The Standards will not however generally be applied to Student Accommodation where occupation of the accommodation is to be restricted (e.g by condition or s106 Agreement) to occupation solely by students (at least during term time). In these (and other cases where a National Standard is not prescribed) applications will be assessed on a case by case basis or as otherwise provided by existing Part 2 Local Plans. For Broxtowe and Rushcliffe Boroughs, Nationally Described Space Standards will only apply from six months after the adoption of this plan.</u>	To provide clarity in respect of when the NDSS requirement will come into effect, and the application of the policy.	MM8
Policy 8, Part 8	New affordable housing should be delivered on site and integrated with market housing unless <u>viability considerations</u> or exceptional circumstances justify an alternative approach.	Proposed additional wording to refer to viability under Part 8 of the policy.	MM9

Policy, page or Para No.	Main Modification: Strikethrough – text removed Bold underline - new text	Reason	Main Modification or Other Modification
3.8.1	3.8.1 It is important that the right mix of housing is developed across the Plan area over the forthcoming years. Both nationally and locally, average household sizes have decreased significantly whilst the general population has risen. The reduction of the average size of households has led to the under-occupation of properties, especially within more affluent suburbs of Nottingham, and within rural areas. In addition, improving the quality of housing conditions and design can have substantial impacts on reducing health inequalities. Residential development should provide a satisfactory environment for occupants and will be expected to meet the Government's Nationally Described Space Standard unless there is clear evidence to demonstrate that this would not be viable or technically feasible and that a satisfactory standard of accommodation can still be achieved. <u>For Broxtowe and Rushcliffe Boroughs there is a six month transition period after the adoption of this plan before space standards are applied. Nottingham City already has Nationally Described Space Standards embodied in Local Plan policy, so no transition period is required. The Nationally Described Space Standards are used here as a minimum level of amenity for planning purposes only. Applicants should also consider whether any other licensing regimes and policies apply to the area concerned. For example, Nottingham City has a separate Additional Licensing regime for Houses in</u>	To provide clarity in respect of when the NDSS requirement will come into effect, and the application of the policy.	OM25

Policy, page or Para No.	Main Modification: Strikethrough – text removed Bold underline - new text	Reason	Main Modification or Other Modification
	<u>Multiple Occupation which includes local policy on room size criteria, which may require a higher level of amenity space to be provided for licensing purposes.</u>		

Policy 9

Policy, page or Para No.	Main Modification: Strikethrough – text removed Bold underline - new text	Reason	Main Modification or Other Modification
N/A	N/A	N/A	N/A

Policy 10

Policy, page or Para No.	Main Modification: Strikethrough – text removed Bold underline - new text	Reason	Main Modification or Other Modification
Policy 10 - (2)(k)	2 k) setting <u>significance of heritage assets.</u>	To recognise that the significance of the heritage asset needs to be considered, which includes the setting.	MM10
Policy 10 – new section 6	<u>6. Where physically feasible, development in close proximity to a watercourse should be set back by 10 metres from the top of the bank to provide an appropriate buffer to allow for biodiversity enhancement, access and maintenance.</u>	In response to request from the Environment Agency for inclusion of policy covering a riparian zone policy.	MM11

Policy, page or Para No.	Main Modification: Strikethrough – text removed Bold underline - new text	Reason	Main Modification or Other Modification
Justification text 3.10.14	3.10.14 - Policy 10 includes the design principle that the design of development would need to be considered in the context of the setting <u>significance</u> of identified heritage assets within the locality and have regard to nationally designated heritage assets	To recognise that the significance of the heritage asset needs to be considered, which includes the setting.	OM26
justification text 3.10.18	<u>3.10.18 Watercourses for the purposes of this policy are Main Rivers which are rivers designated by the Environment Agency and Ordinary Watercourses, which are other rivers. (The Main Rivers are River Trent, River Soar, River Erewash, River Leen, River Devon, River Smite, Fairham Brook, Tottle Brook, Day Brook, Greythorne Dyke, Boundary Brook and Nethergate Stream). Development in close proximity to watercourses can cause problems if there is insufficient space to construct flood risk management measures or to be able to adequately access watercourses for proper maintenance. In order to achieve this, a separation distance of at least 10 metres will normally be required, free from built development, parking areas and private gardens. Exceptions may be made where there are site constraints or physical limitations such as existing development, existing infrastructure, topography or legal boundaries. Where a watercourse runs through a proposed development, a buffer should be provided on both banks. New development on previously developed sites should seek to reinstate a buffer</u>	In response to request from the Environment Agency for inclusion of policy covering a riparian zone policy.	OM27

Policy, page or Para No.	Main Modification: Strikethrough – text removed Bold underline - new text	Reason	Main Modification or Other Modification
	<u>zone wherever feasible. As well as allowing for maintenance, such areas can reduce sediment entering the water course, provide scope for re-meandering the river and may provide biodiversity opportunities through natural or seminatural habitat creation and for passive recreation. They can also provide for active travel links in appropriate cases. Where relevant, there should be a long term landscape and ecological management plan for this buffer.</u>		

Policy 11

Policy, page or Para No.	Main Modification: Strikethrough – text removed Bold underline - new text	Reason	Main Modification or Other Modification
Policy 11 Part 1	Proposals and initiatives will be supported where the historic environment and heritage assets and their settings are conserved and / or enhanced in line with their interest and significance. <u>Where they do not do so, they will be refused.</u> Planning decisions will have regard to the contribution heritage assets can have to the delivery of wider social, cultural, economic and environmental objectives.	To set out within the policy when planning permission will be refused, in accordance with comments by Historic England.	MM12
Policy 11 Part 2	All elements of the historic environment have a presumption of being conserved, or enhanced, wherever possible , with a particular focus on securing enhancement to those which contribute	To provide additional clarity and to align with the NPPF.	MM13

Policy, page or Para No.	Main Modification: Strikethrough – text removed Bold underline - new text	Reason	Main Modification or Other Modification
	towards the unique identity of areas and help create a sense of place with further detail set out in existing Part 2 Local Plans or through future plan preparation.		
Policy 11 Part 3 c	c) working with partners, owners and developers to identify ways to positively manage and make better use of historic heritage <u>assets, including securing appropriate reuse where applicable;</u>	To align with language within the NPPF and in accordance with comments by Historic England.	MM14
Policy 11 Part 3 d	d) <u>seeking and promoting</u> considering improvements to the public realm <u>in a way which preserves or enhances the significance of heritage assets and their settings</u> and the setting of heritage assets within it;	To align with language within the NPPF and in accordance with comments by Historic England.	MM15
Justification text 3.11.4	When considering sites of potential archaeological importance, including those as identified on the Historic Environment Record for the area, the Councils will, where appropriate, request a prospective developer to arrange for an archaeological assessment and field evaluation <u>by appropriately qualified professionals</u> before any decision on a planning application is taken.	To provide clarity and based on comments by Historic England.	OM28

Policy 12

Policy, page or Para No.	Main Modification: Strikethrough – text removed Bold underline - new text	Reason	Main Modification or Other Modification
N/A	N/A	N/A	N/A

Policy 13

Policy, page or Para No.	Main Modification: Strikethrough – text removed Bold underline - new text	Reason	Main Modification or Other Modification
Policy 13, Part 2	Existing cultural and tourism and sporting facilities will be protected unless the benefits of development clearly outweigh the need to retain the facility, and their further development will be supported. <u>Sports and recreational buildings and land, including playing fields, will be protected in accordance with the National Planning Policy Framework.</u>	To provide clarity in respect of how applications impacting sports and recreational buildings and land will be considered.	MM16
Justification text	3.13.1 The area has significant strengths with regard to both culture and sport, having a critical mass of attractions and facilities which is an important part of the tourism and visitor 'offer'. These facilities are also important in the ongoing economic development of the area, both directly and through their contribution to the area's quality of life. As such, existing <u>culture and tourism</u> facilities will be protected and enhanced where there is a continuing viable need for them, unless the benefits of the development clearly and demonstrably outweigh the	To provide clarity in respect of how applications impacting sports and recreational buildings and land will be considered	OM29

Policy, page or Para No.	Main Modification: Strikethrough – text removed Bold underline - new text	Reason	Main Modification or Other Modification
	need to retain them. <u>Sports and recreational buildings and land, including playing fields facilities will be protected in line with paragraph 103 of the 2023 NPPF.</u> Where this is the case, applicants should firstly seek suitable alternative provision, and where this is not possible, set out robust justification for the loss of the facility. Whilst there are currently no proposals for major new facilities in the Plan area, this policy is aimed at responding to any proposals which may come forward over the Plan period, for instance, as part of the wider regeneration of the Broad Marsh area.		

Policy 14

Policy, page or Para No.	Main Modification: Strikethrough – text removed Bold underline - new text	Reason	Main Modification or Other Modification
N/A	N/A	N/A	N/A

Policy 15

Policy, page or Para No.	Main Modification: Strikethrough – text removed Bold underline - new text	Reason	Main Modification or Other Modification
Policy 15 Part 3	3. Existing planned transport schemes which are essential to the delivery of the Strategic Plan and with committed funding: <u>Active Travel</u> East-West Cycle Corridor (approaching completion)	To reflect the status of this project.	MM17
Policy 15 Part 4	<u>Active Travel</u> South West Orbital Cycling Route <u>A6005 Cycle Superhighway</u> <u>Public Transport improvements</u> Midland Mainline Upgrade Electrification to Nottingham station National Rail Toton railway station / interchange National Rail Robin Hood Line Extension National Rail improvements to Maid Marian Line, Castle Line National Rail additional service Poacher Line <u>NET eastern extension towards Gedling</u> NET extension Gamston spur NET extension Toton NET extension Clifton to Fairham Pastures NET extension to Kimberley Park and Ride Gamston, at A52 / Radcliffe Road roundabout Bus Priority Clifton and Middleton Boulevards Bus Priority A60 Leapool to Sherwood expressway (including new Park and Ride at Leapool in Gedling)	To reflect the list of mitigation projections identified within the transport modelling.	MM18

Policy, page or Para No.	Main Modification: Strikethrough – text removed Bold underline - new text	Reason	Main Modification or Other Modification
	Bus Priority Daleside Road / Colwick Bus Priority A610 Eastwood corridor Bus Priority NCT service 50 Waterside to Teal Close 129 Bus Priority A609 / Coventry Lane Bus Priority Central Nottingham pinchpoint package <u>New bus services including limited stop bus service to operate along the A52 (Gamston Park and Ride, Ratcliffe on Trent and Saxondale).</u>		
Policy 15 Part 4	Highway improvements M1 Junction 24 improvements A453 Corridor, Crusader Roundabout and A453 / Green Lane junction improvements <u>A52 junction improvements</u> A52 Bramcote Island signalisation A606 Melton Road (Tollerton Lane, Main Road and Cotgrave Road junction improvements) Toton Link Road / Boulevard	To reflect the list of mitigation projections identified within the transport modelling. A52 junction improvements includes Widening of the A52 off-slips at the A52 Clifton Boulevard / Queens Drive Junction and signalisation of the A52 Clifton Boulevard / Abbey Street roundabout. The A52 Bramcote Island signalisation is proposed to be removed from the list of Highway Improvements due to the modelling results indicating that it would cause further congestion.	MM19
Justification Text under No Committed Funding Bullet Points	Toton Link Road / Boulevard, required to access Toton Strategic Location for Growth, East Midlands Development Company <u>East Midlands County Combined Authority</u> priority, Outline Business Case, no current funding	To update references to the East Midlands Development Corporation which has ceased to operate due to the creation of the East Midlands Combined County Authority.	OM30

Policy 16

Policy, page or Para No.	Main Modification: Strikethrough – text removed Bold underline - new text	Reason	Main Modification or Other Modification
Policy 16 Part 2	2. The strategic approach requires development plans and, where appropriate, proposals <u>to create</u>, conserve and enhance Blue and Green Infrastructure networks by: a) identifying <u>and addressing</u> deficiencies in provision and priorities for new or enhanced Blue and Green Infrastructure; b) prioritising the <u>creation</u>, protection, enhancement and connectivity of Blue and Green Infrastructure within urban and urban fringe locations, and beyond to the wider countryside; and..	Proposed addition to the wording to refer to the creation of Blue and Green Infrastructure and addressing deficiencies based on recommendations by the Environment Agency.	MM20
Policy 16 Part 3	b) encourage healthy and active lifestyles through the provision of active travel infrastructure, <u>accessible blue and green spaces and corridors</u>, sports and recreational facilities;	Proposed addition to the wording based on recommendations by the Environment Agency due to access to nature, especially blue-green spaces, being key to improving physical and mental well-being.	MM21
Policy 16 Part 5	5. The need for and benefits of developments that harm Blue and Green infrastructure will be weighed against any adverse impacts on the asset and the wider Blue and Green infrastructure network. When balancing these benefits against adverse impacts, the adverse impacts will be given significant weight. <u>Existing open space, sports and recreational buildings and land, including playing fields, will be protected in accordance with the National Planning Policy Framework.</u>	Propose additional wording in relation to part 5 of the policy to refer to the National Planning Policy Framework, based on recommendations by Sport England.	MM22
Policy 16 Justification text Para 3.16.1	Blue infrastructure includes lakes, ponds, rivers, streams, <u>reservoirs</u>, canals and <u>their associated in-channel and wetland habitats</u>. It also comprises land within floodplains that	To provide additional examples of blue infrastructure, based on comments by the Environment Agency.	OM31

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	stores water during periods of heavy rain and therefore reduces flood risks for residents and businesses.		
Policy 16 Justification text Para 3.16.10	Parks, open spaces and rivers and canals are an important part of the Blue and Green Infrastructure network, especially within urban areas. However, there are some areas of open space that can be threatening to use or undervalued by the local community. Where these can be identified through open space assessments, Blue and Green Infrastructure strategies, or other local assessments, then enhancement and management processes should seek improvements. In rare cases and as a last resort partial redevelopment can help to address these issues, for instance through appropriate design to allow overlooking or contributions to their environmental improvement. Equally some areas of open space may become available through rationalisation of other uses, for instance school closures. Where this is the case, other leisure and recreational uses to serve the community will be considered as a priority, however, there are likely to be cases where redevelopment or partial redevelopment is the most practical option.	In response to representation from Notts Wildlife Trust.	OM32
Policy 16 Monitoring Table	Policy Delivery Development Management decisions Subsequent Local Plans Greater Nottingham Strategic Plan policies <u>Neighbourhood Plans</u> Supplementary Plans (including Masterplans) and Supplementary Planning Documents	It is recognised that Neighbourhood Plans have a role in provision of BGI, it is considered appropriate to add Neighbourhood Plans into the delivery table.	OM33

Policy 17

Policy, page or Para No.	Main Modification: Strikethrough – text removed Bold underline - new text	Reason	Main Modification or Other Modification
Policy 17 Justification text 3.17.3	In order to ensure a minimum of 10% net-gain is achieved (20% in Rushcliffe), planning applications must use the <u>latest Statutory Biodiversity Metric</u> produced and published by Natural England. This is an effective way of accounting for the impacts of a proposal on biodiversity and demonstrating that a net-gain will be delivered. It also provides flexibility and encourages projects to consider biodiversity from the outset. Use of the metric rewards schemes that minimise their impacts <u>and achieves on-site enhancement/creation</u> but also gives options to developers where compensation can only be delivered off-site <u>as a last resort</u> . A minimum 10% net-gain will be expected unless national standards increase this in the future or future plans require a greater net-gain. In order to properly inform applications, surveys will be required in line with the latest British Standards.	To provide additional clarity, based on comments by the Environment Agency and Natural England.	OM34
Policy 17 Monitoring Table	Policy Delivery Greater Nottingham Strategic Plan Future plans <u>Neighbourhood Plans</u> Supplementary Plans Development Management Decisions Local Nature Recovery Strategy	It is recognised that Neighbourhood Plans have a role in provision of biodiversity, it is considered appropriate to add Neighbourhood Plans into the delivery table.	OM35

Policy 18

Policy, page or Para No.	Main Modification: Strikethrough – text removed Bold underline - new text	Reason	Main Modification or Other Modification
Page 148 (Policies for making it happen)	24. Strategic Allocation Former Stanton Tip	Remove site from list of site policies due to proposed main modification to remove this policy.	OM36

Policy 19

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N/A	N/A	N/A	N/A

Policy 20

Policy, page or Para No.	Main Modification: Strikethrough – text removed Bold underline - new text	Reason	Main Modification or Other Modification
N/A	N/A	N/A	N/A

Policy 21

Policy, page or Para No.	Main Modification: Strikethrough – text removed Bold underline - new text	Reason	Main Modification or Other Modification
Policy 21 Part 1	266 hectares of land at Toton and Chetwynd Barracks is allocated for mixed use development including 4,800 2,700 dwellings <u>(during the Plan period)</u> , at least 32,000 square metres of business and industrial floor space, two local centres, community facilities, transport infrastructure and at least 16 hectares of open space.	Provide clarity in respect of numbers of homes to be delivered on the site during the plan period.	MM23
Policy 21 Part 3	Development must be in general conformity with <u>the policies of the Chetwynd: the Toton and Chilwell Neighbourhood Plan and Supplementary Planning Documents (SPDs), including the</u> Toton and Chetwynd Barracks Strategic Masterplan Supplementary Planning Document (SPD) and include:	To provide a clear reference to the Neighbourhood Plan for clarity.	MM24
Policy 21 Part 3 (A)	Housing At least 1,500 dwellings at Toton and 1,200 dwellings at Chetwynd <u>Barracks</u> within the Plan period.	To provide clarity and consistency.	MM25
Policy 21 Part 3 (B)	3. At least 18,000 square metres of business and industrial (Class E (g) and B2) at Toton North and South. 4. <u>Around</u> At least 8,000 square metres of office (Class E (g) (i)) floor space <u>within</u>	To provide clarity in respect of employment provision and training opportunities and based on issues raised in representations.	MM26

Policy, page or Para No.	Main Modification: Strikethrough – text removed Bold underline - new text	Reason	Main Modification or Other Modification
	<u>Chetwynd Barracks</u> only at Chetwynd South. 5. No manufacturing uses that harm air quality at European sites for nature conservation including the possible potential Special Protection Area, either alone or in combination with other sources. 6. Local training and employment opportunities, including during construction <u>of development, including housing and other infrastructure.</u>		
Policy 21 Part 3 (C)	C. Local Centres 7. Local centres at Toton North or South and at Chetwynd East <u>Barracks of an appropriate scale should be provided to serve the proposed development</u> to serve their respective catchments only. 8. Shops, each of up to 500 square metres. <u>9.</u> and Primary healthcare facilities, to include GP services.	To provide clarity in respect of local centre provision and based on issues raised in representations.	MM27
Policy 21 Part 3 (D)	<u>10. Improvements to road infrastructure necessary to mitigate adverse traffic impacts and serve the new development.</u> 11. A road from the A52 east of Bardills Roundabout to Chetwynd Barracks, to which all development must contribute. <u>12. Measures as necessary to access Toton North and South.</u>	To ensure a consistent approach with the mitigation measures including in the transport modelling.	MM28

Policy, page or Para No.	Main Modification: Strikethrough – text removed Bold underline - new text	Reason	Main Modification or Other Modification
	A west facing junction from the A52 near Bessell Lane into the site, to which all development must contribute; Provision to extend the tramway to a new park and ride of around five hectares near Bessell Lane, which development at Toton (North & South) must facilitate. Provision for cycle, road, tram and rail connections to the park and ride, which development at Toton (North & South) must facilitate. 13. <u>Safeguarding of land to enable the extension of the tramway which development at Toton (North & South) must accommodate.</u> 14. <u>Improvements to public transport links through and beyond the site including</u> road layouts that allow the extension or creation of viable bus routes. 15. <u>Implementation of a travel plan.</u> 16. Attractive and convenient, <u>accessible</u> walking and cycling routes through <u>and beyond</u> the site. 17. Walking and cycling routes which follow green or blue infrastructure corridors where possible <u>appropriate</u>. They should be surfaced, rarely steeper than 1 in 20, never more than 1 in 12 and link housing and employment to the railway station site, tram and bus stops, local centres, community facilities, open spaces and existing public rights of way.		

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Policy 21 Part 3 (E)	18. Primary schools to at Toton and Chetwynd <u>serve the development</u> near the Local Centres and open space.	To provide clarity in respect of education requirements based on representations from Nottinghamshire County Council in respect of education provision.	MM29
Policy 21 Part 3 (G)	20. Retention and provision of blue and green infrastructure corridors and spaces. <u>improved quality of existing blue and green infrastructure and the creation of new blue and green infrastructure to better link in with adjacent off-site and on-site BGI, with a focus on: improved water quality through integrated multi-purpose SuDS as part of an cohesive BGI network; and a joined-up Blue-Green Infrastructure corridor supporting connectivity for people, rivers and wildlife.</u> 21. A layout compliant with the Broxtowe Green Space Standard. 22. Management arrangements for land <u>if</u> retained in private ownership.	To provide additional details in respect of blue and green infrastructure provision and based on representations from the Environment Agency.	MM30
Policy 21 Part 3 (H)	23. Relocation of utility and transport infrastructure or mitigation of its impacts. <u>24. A high quality of design throughout all areas of the site and applying to all development. Development should facilitate the transition to Net-Zero.</u> <u>25. Development which complies with Police ‘Secured by Design’ principles.</u>	To provide additional clarify in respect of design principles.	MM31
Policy 21 Part 4	Financial contributions may be sought towards the provision of additional infrastructure both off-site and in other sub-areas for which unmet need is created, in accordance with policy on <u>in</u>	For clarity.	MM32

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	<u>relation to</u> contributions. Examples of such infrastructures includes sustainable travel, secondary and post-16 education, libraries and primary healthcare.		
3.21.2 (new paragraph)	<u>The Chetwynd: The Toton and Chilwell Neighbourhood Forum has prepared a Neighbourhood Plan, the Chetwynd: The Toton and Chilwell Neighbourhood Plan, which covers the area of this site. Following a successful referendum result, this Neighbourhood Plan was ‘made’ (adopted) by the Council. Policy requirements within this Neighbourhood Plan should be considered alongside this policy.</u>	To provide additional information in respect of the Neighbourhood Plan and based on representations from the Neighbourhood Forum.	OM37
3.21.3	The Council adopted the Toton and Chetwynd Barracks Strategic Masterplan SPD in February 2023 to provide a framework for development across the two allocations. It names four sub-areas at Toton SLG and three at Chetwynd Barracks, to which a further sub-area, Toton North East, is now added (see map at Figure 21.1). Planning applications will also be considered against the Chetwynd: The Toton and Chilwell Neighbourhood Plan which was adopted in May 2024. <u>Other SPDs adopted by the Council should also be considered by developers.</u>	To provide clarity in respect of SPDs.	OM38
3.21.5	Locally, the SLG is north of Toton, west of Chilwell, south of Stapleford across the A52 and	To provide additional clarity.	OM39

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	east of Sandiacre across the railway and River Erewash, which forms the county boundary. The B6003 Toton Lane runs south from Stapleford through the SLG, crossing the A52 at Bardills Roundabout <u>and becomes Stapleford Lane south at Toton through to its junction with the A6005.</u>		
3.21.8	Chetwynd Barracks is currently operational, but the Ministry of Defence plans to close it and dispose of the land in phases during the early part of the Plan period. It contains homes on long lease to a service accommodation provider, <u>This includes</u> various offices, large warehouses, playing fields and woodland.	Based on updated information in respect of the site.	OM40
3.21.9	The site has a long military history, including as a munitions factory during the First World War, and gardens contain a listed memorial to workers who died in accidents there <u>a listed memorial to the 134 workers who died in an explosion on 1st July 1918 within the munitions factory.</u> Some areas, particularly Chetwynd South, may be contaminated and require remediation prior to development	To provide additional clarify and based on representations received.	OM41
3.21.10	The combined allocation has capacity for <u>up to</u> 4,800 homes, of which 2,700 are capable of delivery within the Plan period <u>and so have been allocated by this policy.</u> Business and industrial	To provide clarity in respect of housing numbers.	OM42

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	development, comprising uses within Class E (g) and B2, will be focussed on high-tech industry, research and development, including the healthcare sector. Between 8,000 – 14,000 square metres of office floor space (falling within Use Class E (g)(i)) should be provided at Chetwynd <u>Barracks</u> South.		
3.21.11	<u>Whilst all parts of the site should be fully integrated, to ensure well designed and sustainable development, separate planning applications for different parts of the site would be acceptable to the Council as it is anticipated that development will come forward in phases.</u>	To provide clarity in respect of how the Council will consider planning applications and based on representations received.	OM43
3.21.12	Conditions will be applied to ensure that the identified employment remains in those uses. To fully realise economic benefits, planning obligations will be sought to provide local training and employment opportunities during construction and operation <u>of all types of development at the site.</u>	To provide additional clarity.	OM44
3.21.13	Bardills Roundabout and Toton Lane have limited capacity, so a <u>a</u> new junctions with the A52 to their west and east <u>are</u> is needed to access the site. The eastern junction must connect with a link road to serve Chetwynd Barracks in order to ensure that Toton Lane can continue effectively to serve local traffic needs only.	To ensure consistency with the transport mitigation measures including in the transport modelling.	OM45

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3.21.14	Development needs to follow the hierarchy set out within Policy 14 to ensure the delivery of sustainable transport networks and reduce travel by car. Development could contribute through the delivery of infrastructure rather than financial contributions, if considered appropriate by the Council.	For clarity and based on representations received.	OM46
3.21.15	The junctions and link road will require significant funding and so any development on any part of the site will need to contribute financially to its provision. To facilitate <u>enable</u> delivery of these, additional land to the north-east of the SLG, including Bardills Garden Centre, is <u>has been</u> released from the Green Belt.	For clarity to ensure it is consistent with policy text.	OM47
3.21.16	Because this is the only land on which the junction could be located and across which the link road could pass, thereby enabling the delivery of a large part of a strategic site, exceptional circumstances for its release from Green Belt exist. In addition, the residential development of part of this land must <u>would</u> assist in funding the junction and link road.	For clarity to ensure it is consistent with policy text.	OM48
3.21.17 (New paragraph)	<u>Attractive and convenient walking and cycling routes must be provided throughout the site. These routes should follow green or blue infrastructure corridors where appropriate and should be accessible by all.</u>	Based on representations and to provide clarity.	OM49
3.21.19 (New paragraph)	<u>Management arrangements should be in place for any land which is retained in private ownership to ensure the long-term</u>	Based on representations and to provide clarity.	OM50

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	<u>maintenance, protection and viability of this land.</u>		
Infrastructure Delivery Plan constraints / requirements summary Transport	Key requirements are: Provision of a new access roads into the site. Extension of the existing tram line and creation of a new transport hub including relocated park and ride.	To ensure consistency with the transport modelling mitigation measures and current proposed transport schemes in this area.	OM51
Infrastructure Delivery Plan constraints / requirements summary Blue and Green Infrastructure/ Open Space	<u>At least</u> 10% biodiversity net gain required.	To reflect that higher amount of BNG would be acceptable.	OM52
Policy Delivery	<u>Chetwynd: The Toton and Chilwell Neighbourhood Plan</u> Supplementary Planning Documents (e.g. masterplans) and Supplementary Plans	To provide a clear reference to the Neighbourhood Plan as a policy delivery mechanism.	OM53

Policy 22

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2. A. 2	<u>Facilitate the</u> provision of a rail freight terminal.	To provide clarification regarding the requirements for the rail freight terminal and based on representations received.	MM33
2. B. 7	6. Provision of compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. <u>7. Support the restoration of the River Erewash and Gilt Brook.</u>	To ensure development supports the restoration of the River Erewash and Gilt Brook and based on comments by the Environment Agency.	MM34
2. C. 8.	<u>Facilitate the provision</u> of a rail-freight connection from the Erewash Valley Railway Line to enable rail-freight to be loaded and unloaded within the site.	To provide clarification regarding the requirements for the rail freight terminal and based on representations received.	MM35
2. C. 13	New pedestrian and cycle routes should be incorporated both within the site and also to link to the surrounding networks. <u>This should include enhanced links to Awsworth and Eastwood.</u>	To provide additional clarity in respect of active travel links.	MM36
2. D. 14	D. Design and Heritage 14. A high standard of design will be required at this site, in particular to ensure that any built or other development is sympathetic to the Grade II* Listed Bennerley Viaduct <u>and safeguards the viaduct's significance. Development should also safeguard</u> existing blue and green infrastructure assets within the local area, landscape character, and the area of the new Country Park	To ensure development takes full account of the significance of the viaduct.	MM37
2. E. 18	<u>Protection and enhancement</u> Retention of blue and green infrastructure in between areas of new development, including the provision of SuDS to protect their water quality; adequate habitat	To ensure blue and green infrastructure is protected and enhanced and based on comments from the Environment Agency.	MM38

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	buffering; re-connection with floodplain; and wetland restoration.		
3.22.4	<u>Facilitating</u> the provision of a rail freight terminal is vital to enable low carbon transportation of rail freight.	To provide clarification regarding the requirements for the rail freight terminal and based on representations received.	OM54
3.22.10	Development in this location will impact the setting of the listed Bennerley Viaduct, which is important for historical and architectural reasons and which forms a major feature in the landscape of the Erewash Valley. Recent enhancements to the structure and its surroundings have arisen from the investment of significant public funds and the commitment of local amenity groups. It is therefore essential that the design of the development, including the height and siting of buildings, minimises the impact to the setting of the viaduct. <u>Development proposals should include visual impact assessments, demonstrate how key views of the viaduct would be protected, include landscape buffering and should use appropriate materials to preserve the legibility of the wrought iron lattice structure.</u>	To ensure development takes full account of the significance of the viaduct.	OM55
Infrastructure Delivery Plan constraints / requirements summary	Green Infrastructure / Open Space Further Work Development needs to link to and enhance the blue and green infrastructure corridors, particularly enhancing biodiversity and <u>river health including water quality and its restoration</u> and linking into	To ensure river health is considered and based on comments from the Environment Agency.	OM56

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	recreational routes. This will include the provision of a country park.		

Policy 23

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N/A	N/A	N/A	N/A

Policy 24

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Policy 24	Policy 24: Strategic Allocation Former Stanton Tip 1. The area as shown on the adopted policies map is identified as a strategic site for residential and employment development. The site area is 42.6 hectares with a developable area of 27 hectares. The development should make efficient use of land, and is subject to the following requirements: A. Housing 1. Provision of up to 500 homes, predominantly family housing. B. Employment	Further work has concluded Stanton Tip will not yield 500 homes, and therefore is not classified as a strategic site. Further assessment is required to determine the likely yield. The site will remain a local plan allocation in the Part 2 Local Plan, the Land and Planning Policies Document.	MM39

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	2. Provision of employment uses (a minimum of 5 hectares approx. for industry and manufacturing, classes E(g), B2 and B8 uses). C. Additional uses 3. In addition to the residential and employment uses specified above, and dependent on the capacity remaining in the developable area, ancillary leisure (E(d)), community (F.2(b)), employment (B1 and B2) and small scale local need retail (F.2(a)) uses may be permitted. D. Transport 4. Submission of a transport assessment and new and improved connections (vehicle / pedestrian / cycle) with adjacent development and NET Line 1 stop. E Green and Blue Infrastructure 5. Retention and enhancement of existing habitats, including the Local Wildlife Site and creation of new areas to improve biodiversity and linkages to the River Leen corridor to enable a minimum of 10% biodiversity net gain on site. 6. Creation of new green space within the development and links to existing open space / green infrastructure. 7. Suitable proposals for opening up the existing culvert, sustainable urban drainage and flood risk mitigation measures. 8. Proposals which safeguard groundwater resources. F. Other Requirements 9. Integration of new uses with existing development. 10. Submission of an acceptable site investigation		

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	and remediation scheme suitable for mixed use proposals. 11. Proposals which successfully address the topography of the site in terms of accessibility, design and layout. 12. Proposals which maximise opportunities for the use and generation of low carbon energy. 13. Planning permission will not be granted for manufacturing uses which would have an adverse air quality impact upon any European site for nature conservation including the possible potential Special Protection Area, either alone or in combination with other pollution sources such as traffic.		
Justification Text	Justification 3.24.1 Stanton Tip is a former colliery spoil tip, and a strategic brownfield site which has the potential to make a significant contribution to the provision of new homes to meet the City's needs, with an element of employment uses. The site is contaminated and redevelopment provides the opportunity to remediate the site, provide new housing and employment and enhance the existing Local Wildlife Site within the site boundary. Much of the site has naturally regenerated and has biodiversity interest. Proposals should therefore show how development will maintain and enhance these interests through habitat creation and retention. Opportunities exist to improve cycle and	Further work has concluded Stanton Tip will not yield 500 homes, and therefore is not classified as a strategic site. Further assessment is required to determine the likely yield. The site will remain a local plan allocation in the Part 2 Local Plan, the Land and Planning Policies Document.	OM57

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	walking connections in the neighbourhood and to the NET Line 1 stop at Phoenix Park. 3.24.2 The housing and employment uses together should not exceed the developable area (27 ha). 3.24.3 Developers will be expected to work with Nottingham City Council to develop and agree an overall masterplan for the site which will establish principles for development such as layout, design and phasing and which should adequately address the site's complexities and relationship and links to neighbouring communities. The masterplan should include an approach to open space for the development, and specifically address opportunities to protect, enhance and create habitats both within and beyond the site. 3.24.4 This strategic site has the critical mass to support more innovative and exemplar approaches to development – for example, through innovative design and construction techniques, incorporation of SuDS and small scale community energy generation. Such approaches are important in helping to reduce carbon emissions and greenhouse gases to align with Policy 1 on climate change. 3.24.5 Development will be required to contribute towards identified infrastructure requirements through planning obligations and the securing of other external funding mechanisms where they are available. The Council will work proactively with		

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	partners to support the delivery of development and positive regeneration outcomes and identify potential funding sources. Development requirements and phasing. 3.24.6 The profile, prominence and ecological interest of the site requires careful consideration of its layout and design via masterplanning in close collaboration with the Nottingham City Council to create a successful new community. 3.24.7 Significant opportunities exist to protect the most important habitats and to generally enhance and create habitats both within and beyond the site (Stanton Pond and Pasture LWS within the site and Springhead LWS close by) through the use of green corridors; incorporation of semi natural habitats; green spaces and connections to the River Leen corridor. No development should take place over the existing culvert and opportunities to open up the culvert should be explored to maximise opportunities for flood risk management and habitat creation. An easement may be required if the watercourse is opened up. A site specific flood risk assessment is required and this should consider the site topography and potential for overland flooding due to steep sided slopes. 3.24.8 A transport assessment is required for this site. Satisfactory access arrangements are required, together with improved pedestrian and cycle links through the site and to the adjacent NET stop. The site is located on a former colliery spoil tip and development therefore has the potential to cause		

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	groundwater pollution and will require careful consideration. There is an identified need for primary care (new or expanded facilities) in the north of the City. Discussion with the Integrated Care Board will be required to determine any implications for primary health facilities arising from the development of the site. 3.24.9 The site is also within a Minerals Safeguarding Area and consideration is therefore required prior to development. <u>Key Development Considerations</u> <table><tr><th>Development Consideration</th><th>Summary Assessment</th><th>Further work</th></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr></table> Transport No abnormal issues anticipated. Integrated transport package required. New vehicle / pedestrian / cycle connections with adjacent housing area required. Improved connection to NET stop required. Transport assessment and further highway requirements, such as to enable access, be developed as part of masterplanning work. Utilities Electricity – No abnormal requirements. Waste Water – Hydraulic modelling required to confirm	Development Consideration	Summary Assessment	Further work																	
Development Consideration	Summary Assessment	Further work																			

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	connection locations. Water Supply – no abnormal requirements Gas – no abnormal requirements. IT – no abnormal requirements. Further dialogue with Western Power as proposals emerge. Further dialogue with Severn Trent. <u>Flooding and flood risk Culvert runs below part of the site and may restrict developable area / provide opportunities for Green Infrastructure provision. Topography of site to be considered re surface / sewer flooding. Further study of water course and potential flood risk and opportunities to enhance Green Infrastructure areas Health A need for primary care (new or expanded facilities) in the north of the City has been identified. Dialogue with Integrated Care Board Education Education provision to be reviewed at the planning application stage. Education contributions to be reviewed in light of pupil projection data (only valid 5 years in advance of development) to provide accurate assessment of existing local school capacity and confirm if contributions to expand existing schools are appropriate or if new school provision is required Police Services No known abnormal requirements. Further dialogue as detailed proposals emerge Ambulance Services No known abnormal requirements. Further dialogue as detailed proposals emerge Fire and Rescue Services No known abnormal requirements. Further dialogue as detailed proposals emerge Waste Management No known abnormal requirements. Further dialogue as detailed</u>		

Policy, page or Para No.	Main Modification: Strikethrough – text removed Bold underline - new text	Reason	Main Modification or Other Modification
	proposals emerge Community Services To be confirmed. Further dialogue as detailed proposals emerge Green Infrastructure / Open Space LWS located on site – opportunities for enhanced Green Infrastructure provision. To be reviewed as part of master plan Contamination Historic uses on site necessitate remediation works with likely duration of 2-3 years. Remediation strategy required as part of master plan and detailed proposals. Heritage Assets Site is not within a designated Conservation Area and has no impact upon a designated Conservation Area or heritage assets. Other Site has a steep profile. To be considered as part of master plan. Innovative remediation and access strategy required. Implementation, delivery and monitoring 3.24.10 The implementation, delivery and monitoring of this Strategic Allocation policy will, in summary, be achieved as follows Targets Indicators Policy Delivery of development in line with Policy 24 Net additional homes Net additional office space and employment land Additional services and facilities Development Management decisions		

Policy 25

Policy, page or Para No.	Main Modification: Strikethrough – text removed Bold underline - new text	Reason	Main Modification or Other Modification
3.25.5	3.25.5 It is expected that the site can accommodate high density urban living and deliver around 1,000 residential units (predominantly Use Class C3). The objective is to create a new vibrant City Centre community, which will be assisted through provision of more permanent residential opportunities and year round activation. Therefore Purpose Built Student Accommodation will not be permitted, unless a need for further student accommodation can be robustly evidenced in accordance with Policy H06 of the Nottingham Local Plan Part 2, as the objective is to create a new vibrant City Centre community, which will be assisted through provision of more permanent residential opportunities and year round activation, and as there is plentiful choice of sites and locations for Purpose Built Student Accommodation elsewhere within the City Centre. There will be a focus on ensuring a wide mix of housing across the site so that units include an element of later living for the elder older sections of the population and also an element of Build to Rent properties. Policy 10 (Design and Enhancing Local Identity) will be particularly important in establishing standards and quality and also in	In response to a representation by Homes England.	OM58

Policy, page or Para No.	Main Modification: Strikethrough – text removed Bold underline - new text	Reason	Main Modification or Other Modification
	establishing a balance between activity and vitality, and living conditions.		

Policy 26

Policy, page or Para No.	Main Modification: Strikethrough – text removed Bold underline - new text	Reason	Main Modification or Other Modification
N/A	N/A	N/A	N/A

Policy 27

Policy, page or Para No.	Main Modification: Strikethrough – text removed Bold underline - new text	Reason	Main Modification or Other Modification
N/A	N/A	N/A	N/A

Policy 28

Policy, page or Para No.	Main Modification: Strikethrough – text removed Bold underline - new text	Reason	Main Modification or Other Modification
N/A	N/A	N/A	N/A

Policy 29

Policy, page or Para No.	Main Modification: Strikethrough – text removed Bold underline - new text	Reason	Main Modification or Other Modification
N/A	N/A	N/A	N/A

Policy 30

Policy, page or Para No.	Main Modification: Strikethrough – text removed Bold underline - new text	Reason	Main Modification or Other Modification
N/A	N/A	N/A	N/A

Policy 31

Policy, page or Para No.	Main Modification: Strikethrough – text removed Bold underline - new text (MM) number in blue text	Reason	Main Modification or Other Modification
N/A	N/A	N/A	N/A

Policy 32

Policy, page or Para No.	Main Modification: Strikethrough – text removed Bold underline - new text	Reason	Main Modification or Other Modification
Policy 32, include after E: 22.	<u>The effective operation of existing electricity supply infrastructure on site should not be adversely affected.</u>	To support protection of National Grid Electricity Transmission assets on site.	MM40
3.32.1	The whole site is also covered by the emerging East Midlands Development Corporation which aims to support and facilitate its redevelopment.	To update references to the East Midlands Development Corporation which has ceased to operate due to the creation of the East Midlands Combined County Authority.	OM59
3.32.3	In accordance with East Midlands Freeport and emerging East Midlands Development Corporation aspirations <u>East Midlands County Combined Authority priorities</u> for the site, the LDO allows for the creation of an industrial park focused on advanced manufacturing (including technology needed to transition to net-zero), green and low-carbon energy generation, and energy storage.	To update references to the East Midlands Development Corporation which has ceased to operate due to the creation of the East Midlands Combined County Authority.	OM60
After 3.32.3	<u>The allocation includes removing the site from the Green Belt and exceptional circumstances apply to justify this. Most of the site is part of the East Midlands Freeport. Approval of the LDO means the whole of the site already has planning permission for comprehensive redevelopment. Very special circumstances were demonstrated for the LDO to be approved and the boundary of the land inset from the Green Belt reflects the boundary of the LDO. The site provides for significant new employment development, including an element of strategic distribution, supporting identified needs across the plan area.</u>	Propose additional text setting out the exceptional circumstances.	OM61

Policy, page or Para No.	Main Modification: Strikethrough – text removed Bold underline - new text	Reason	Main Modification or Other Modification
	<u>The site predominantly consists of previously developed land and has an existing rail connection for freight. It is therefore considered preferable to other Green Belt sites. The site has been selected following joint evidence and collaborative work with adjoining authorities.</u>		

Appendix B - Glossary

Policy, page or Para No.	Main Modification: Strikethrough – text removed Bold underline - new text	Reason	Main Modification or Other Modification
Appendix B: Glossary Page 245	New entry: <u>Student Accommodation:</u> <u>Residential accommodation specifically designed or adapted for occupation by students enrolled on full-time courses of further or higher education. This includes:</u> • <u>Purpose Built Student Accommodation (PBSA): Self-contained studios or cluster flats with shared facilities, typically managed by a provider offering welfare support and tenancy oversight. Can be new build or conversion of an existing building.</u> • <u>University Halls of Residence: Accommodation owned or operated by universities, often targeted at first-year students.</u>	To provide clarity in respect of exception to the application of the NDSS in Policy 8.	OM62

Appendix C – Housing Trajectories

Policy, page or Para No.	Main Modification: Strikethrough – text removed Bold underline - new text	Reason	Main Modification or Other Modification
Appendix C: Housing Trajectories Page 263	Nottingham City Trajectory: Delete Stanton Tip line from trajectory	Proposed main modification to remove Stanton Tip policy.	OM63

Appendix D: Superseded or Withdrawn Policies within adopted Local Plan

Policy, page or Para No.	Main Modification: Strikethrough – text removed Bold underline - new text	Reason	Main Modification or Other Modification
Appendix D: Superseded or Withdrawn Policies within adopted Local Plan Page 267	Nottingham City Local Plan Part 2: • Policy CC1: Sustainable Design and Construction • Policy CC3: Water (Part 3 and Part 4 only) • Policy SH1: Major Retail and Leisure Developments within the City Centre's Primary Shopping Area • Policy SH4: Development of Main Town Centre Uses in Edge of Centre and Out of Centre Locations (Part 1 and Part 2 only) • Policy RE6: The Boots Site • Policy RE7: Stanton Tip • Policy RE8: Waterside • Policy HO3: Affordable Housing • Policy HO4: Specialist and Adaptable Housing (Part 1 only)	Proposed main modification to remove Stanton Tip policy.	OM64

Policy, page or Para No.	Main Modification: Strikethrough – text removed Bold underline - new text	Reason	Main Modification or Other Modification
	• Policy HO7: Gypsies and Travellers and Travelling Showpeople • Policy EN6: Biodiversity • Policy SA1 - Site Allocations • SR11 Stanton Tip – Hempshill Vale • SR45 Boots • SR57 Castle Quarter, Maid Marian Way - College Site • SR58 intu Broadmarsh Centre and surrounding area		

Appendix F: Key Diagram

Policy, page or Para No.	Main Modification: Strikethrough – text removed Bold underline - new text	Reason	Main Modification or Other Modification
Key Diagram	Delete Stanton Tip symbol from Key Diagram.	Proposed main modification to remove Stanton Tip policy.	MM41