

# Greater Nottingham Strategic Plan



## Site Selection Report Appendix A - Broxtowe September 2024

Greater Nottingham  
Planning Partnership





## 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 housing/mixed use 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 Broxtowe Borough the assessment of the Reasonable Alternatives has shown that there are twenty-three (all sites in site selection document) Reasonable Alternative sites as set out below:

Reference	Name of site	Site Assessment page number
B02.1PA	West of Moorgreen	10
B03.1PA	West of Hucknall	17
B03.2PA	West of Bulwell	24
B04.1PA	West of M1 / Watnall	30
B04.2PA	North of Watnall	37
B05.1PA	East of Nuthall	44

Reference	Name of site	Site Assessment page number
B06.1PA	East of Awsworth	51
B06.2PA	Bennerley Disposal Point Land Between A610 and Gin Close Way	58
B07.1PA	North of Trowell	65
B08.1PA	Catstone Green	72
B08.2PA	West of Coventry Lane	80
B08.3PA	Land West of Woodhouse Way	88
B08.4PA	Field Farm	95
B09.1PA	Land at Hill Top Farm, Stapleford	101
B09.2PA	North of Toton	109
B09.3PA	Toton Strategic Location for Growth	118
B09.4PA	Chetwynd Barracks	128
B09.4COM	Toton and Chetwynd Barracks Combined Site	136
B09.5PA	West of Chilwell Lane, Bramcote	143
B10.1PA	Land between Eastwood and Kimberley	151
B11.1PA	Boots	158
BBC-EMP-19	Land at New Farm, Nuthall	164
BBC-EMP-20	Land at Nuthall	170
BBC-EMP-21	Land North of Nottingham Business Park	175

- 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 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). For Broxtowe, sites were not assessed if they were not of strategic size. These sites would be subject to consideration as part of a future Local Plan.
- 1.7 Out of the twenty-three sites, four relate to existing strategic allocations, as follows:
- Boots (B11.1PA) is an existing strategic allocation in the Aligned Core Strategy which has been granted planning permission (14/00515/OUT) with reserved matters (21/00672/REM) granted in 2021.



- Field Farm (B08.4PA) is an existing allocation in the Aligned Core Strategy. The site has been granted planning permission and is under construction but not substantially completed. The site schedule cross refers to the planning permissions as the issues covered by the site schedules have already been considered through the planning application process.
- Toton Strategic Location for Growth (B09.3PA) is a strategic site which was identified for growth in the Aligned Core Strategy and then allocated for development within the Part 2 Local Plan. The Part 2 Local Plan identifies that the site has an overall capacity of around 3000 homes.
- Chetwynd Barracks (B09.4PA) is an existing allocation in Broxtowe's Part 2 Local Plan and an outline planning application for the site is expected in the near future. The Part 2 Local Plan identifies that the site has capacity for 1,500 new homes.

- 1.8 Sixteen housing/ mixed use sites and three employment sites have been assessed which are not subject to existing allocations. In respect of the housing/ mixed use sites, it is concluded that further strategic allocations for housing are not required due to the allocations at Field Farm, Stapleford; Boots; Toton Strategic Location for Growth; and Land at Chetwynd Barracks.
- 1.9 Development has commenced at Field Farm, Stapleford and planning permission has been granted for development at Boots. These are existing allocations in the Aligned Core Strategy and it is proposed to carry these allocations forward in the Strategic Plan.
- 1.10 At Toton Strategic Location for Growth and Chetwynd Barracks, the housing numbers have been increased above those allocated in the Part 2 Local Plan. This is due to the plan period of the Strategic Plan extending to 2041. The housing numbers align with the capacity figures identified in the Part 2 Local Plan and it is considered that these sites form sustainable locations for growth.
- 1.11 A new 'combined' site (reference 'B09.4COM') has been assessed through the Sustainability Appraisal and is included within this Site Selection Document. This site includes the entirety of Sites B09.3PA (Toton Strategic Location for Growth) and B09.4PA (Chetwynd Barracks) and some 20 hectares of Site B09.2PA (North of Toton). The 20 hectares of land from the North of Toton site are currently within the Green Belt. If released from the Green Belt, this part of the site would be required in order to provide land to accommodate, and provide significant funding towards, the development of a link road, which would connect the A52 with other parts of the site including Chetwynd Barracks.
- 1.12 Whilst a summary of information relating to the combined site B09.4COM has been included, further more detailed information is also available within the site

summaries for the component parts of the wider sites, which can be found by their respective site references.

- 1.13 In respect of the employment sites, it is proposed that there will be a significant level of employment at the Toton Strategic Location for Growth. There is not, however, justification or need for any further new strategic employment sites, with the exception of those required for logistics development which are considered in further detail below.
- 1.14 In conclusion, the Strategic Plan includes strategic allocations for housing/mixed use sites within Broxtowe Borough as follows:-
- Boots: Existing allocation.
  - Field Farm: Existing allocation.
  - Chetwynd Barracks: Existing allocation with additional growth identified and Toton Strategic Location for Growth: Existing allocation with additional growth identified (this now forms a single allocation).

### **Reasonable Alternative Strategic Distribution sites**

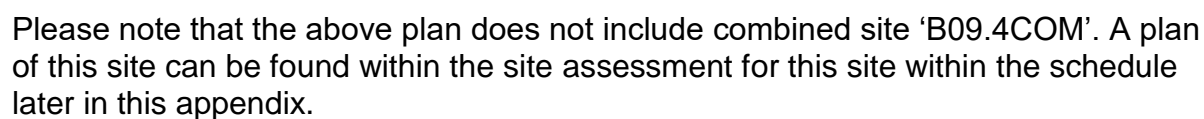
- 1.15 For each site, two key decisions have been made. Firstly, whether the site could be allocated for strategic distribution development. This decision is taken with reference to the site in isolation. This includes considering:
- whether the site could enable the transfer of freight onto the rail network, or, if direct access to the rail network is not available, whether it is 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).
- 1.16 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.

- 1.17 For Broxtowe the initial site sieving exercise for strategic distribution sites identified seven reasonable alternative sites as set out below:

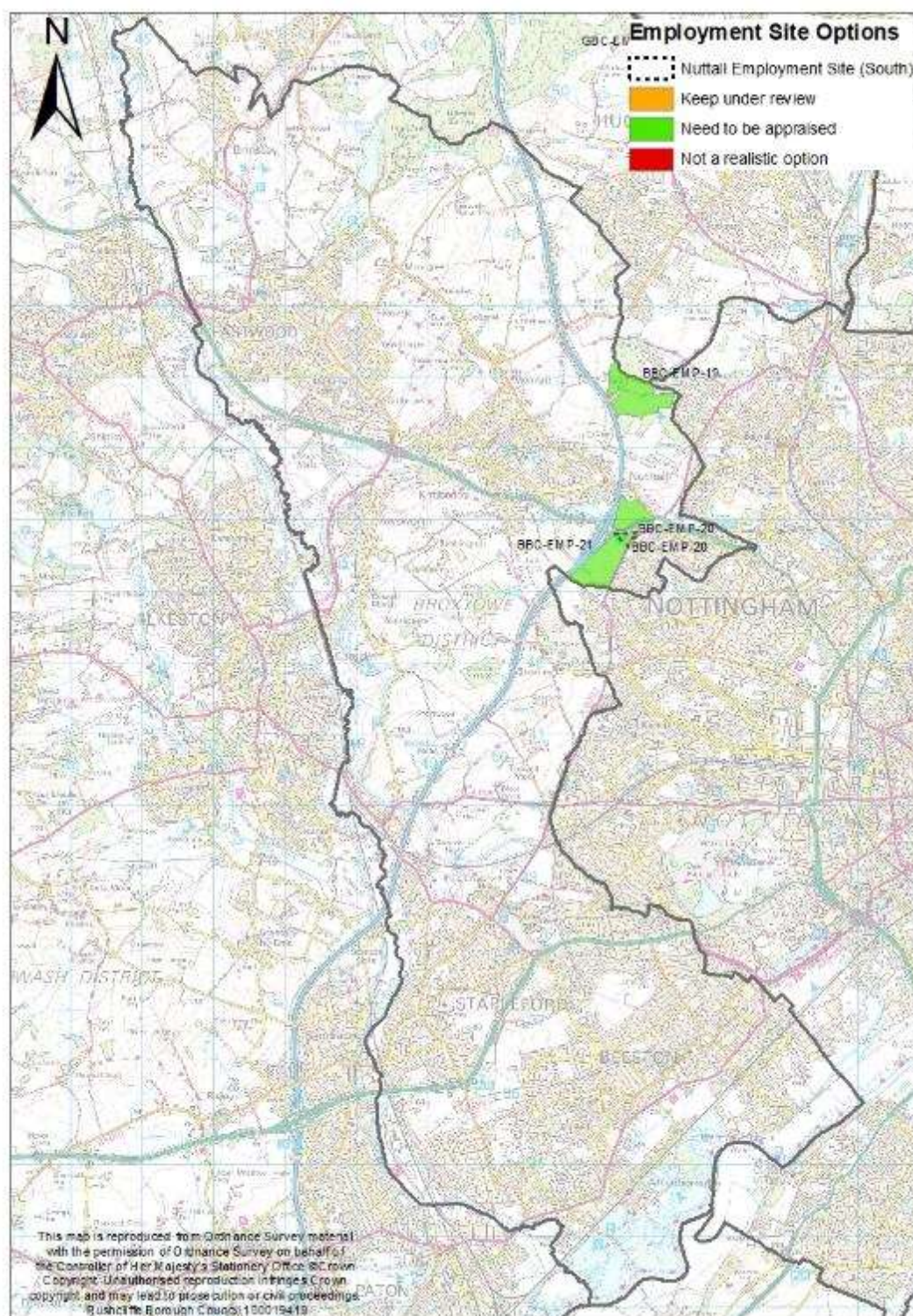
Reference	Name of site	Site Assessment page number
BBC-L01	Former Bennerley Coal Disposal Point	181
BBC- L02a	Gilt Hill (smaller site)	190
BBC-L02b	Gilt Hill (larger site)	196
BBC- L04	Land at Kimberley Eastwood Bye Pass	202
BBC-L05	Land at Low Wood Road, Nuthall	208
BBC-L06	Land at New Farm Nuttall	214
BBC-L08	Land to the south east of M1 Junction 26, Nuthall	220

- 1.18 The Former Bennerley Coal Disposal Point has been identified as the preferred site. The ability to deliver a rail access directly from the Erewash Valley line is a substantial benefit as it will enable low carbon transportation of rail freight. The site also has areas of previously developed land, has good access to the M1 via the A610 and is located close to centres of population at Eastwood, Awsworth and Ilkeston/Cotmanhay. The site is close to areas of high deprivation within Eastwood, Ilkeston/Cotmanhay and also near to areas of deprivation in Nottingham.
- 1.19 All sites are within the Green Belt. Whilst all sites had good access to the strategic road network, it was considered that the lack of a potential rail connection, when compared to the Former Bennerley Coal Disposal Point, meant that other sites were not identified as preferred sites.





**Map of Reasonable Alternative Sites in Broxtowe Borough (Employment)**







## B02.1PA: West of Moorgreen

### Satellite Image



### Map





Factors	
<b>SHLAA reference</b>	0204 (Part of Site) 0208 (Part of Site)
<b>Size</b>	33.12 hectares
<b>No of dwellings/ estimated employment floorspace</b>	<u>Dwellings</u> 500-750  <u>Employment Floorspace</u> Not applicable
<b>Existing Use</b>	Majority agricultural
<b>Known Land Contamination</b>	No identified constraints but further investigative work may be required.
<b>PDL or Greenfield</b>	Greenfield land
<b>Agricultural Land</b>	Yes
<b>SHLAA Conclusion</b>	The site is in the Green Belt. Development would require careful design and implementation to integrate it successfully with the wider landscape. Presently there is insufficient road access to the site and additional land would be required to provide one. Tribal Sustainable Locations for Growth Report (2010) concluded that the northeast of Eastwood was a suitable direction for growth. Issues to be considered would include access and the impact on the countryside.
<b>Growth Options Study Conclusions</b>	Site falls within Broad Area B02: Eastwood Extension. Potential area for strategic growth - Accessibility levels (including proximity to Langley Mill station) would help to support new strategic growth in this location. The sites and identified area provide sufficient land capable of delivering the smallest strategic growth typology (urban extensions). However, any such urban extensions would need to carefully consider the landscape constraints identified.
<b>Compliance with the GNSP settlement hierarchy</b>	Further strategic housing sites not required at this stage but site adjoins key settlement.
<b>Viability and deliverability</b>	No known viability or delivery issues.

## Infrastructure

Type	Comments
<b>Utilities</b>	<u>Electricity</u>



Type	Comments
	<p>No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Gas</u></p> <p>No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Water Supply</u></p> <p>No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Waste Water</u></p> <p>No abnormal requirements identified but further input would be required from consultees.</p> <p><u>IT/Communications</u></p> <p>No abnormal requirements identified but further input would be required from consultees.</p>
<b>Emergency Services</b>	No abnormal requirements identified but further input would be required from consultees.
<b>Education</b>	<p>Further input would be required from Education. Potential capacity issues in secondary education.</p> <p>The closest Primary School is within 204m of the site.</p>
<b>Health</b>	<p>Across Greater Nottingham, acute healthcare provision is generally highly occupied and additional services may be required to support existing and future needs.</p> <p>There is a Dentists 877m from the site and a Doctors within 972m from the site.</p>
<b>Blue and Green Infrastructure</b>	There is 1 Open Space within the site which is 0.06% (0.02ha) of the site.
<b>Community Facilities</b>	<p>Housing development will generate need for additional community facilities.</p> <p>The following Community Facilities are within close proximity of the site:</p> <p>Hall and Community Centre (229m from the site)</p> <p>Leisure Centre (3133m from the site)</p> <p>Library (3133m from the site)</p> <p>Open Spaces x5 (closest is 0m from the site)</p> <p>Pubic House (34m from the site)</p>
<b>Other</b>	Coal Referral Area High Risk - 99.74% (33.03ha) of site in development high risk area.

## 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
<b>Green Belt</b>	Site falls within Broad Area 12 (score 9/20) of the Green Belt Review.
<b>Carbon Neutrality</b>	<p>The development would be subject to full environmental analysis as part of the design and planning application process.</p> <p>Housing would need to be developed to achieve low carbon standards.</p>
<b>Impact on Air Quality</b>	<p>The site is not part of an Air Quality Management area.</p> <p>NO2 Agglomeration Zone: 1.19% (0.39ha) of site in NO2 Agglomeration Zone.</p>
<b>Transport / Accessibility</b>	<p>Transport modelling work would be required.</p> <p>Public Transport: The closest bus stop is adjacent to the site.</p> <p>Accessibility:</p>

Topic	Commentary
	There are 2 Public Rights of Way within the site and there 2 are within 50m of the site.
<b>Flood Risk</b>	<p>Surface Water Flooding: 4.77% (1.58ha) of site in Surface Water Flood Map 1 in 100 4.77% (1.58ha) of site in Surface Water Flood Map 1 in 1000</p> <p>Ground Water Flooding: 100% (33.12ha) of site in &lt; 25% (Superficial Deposits Flooding)</p>
<b>Natural Environment</b>	<p>Agricultural Land Classification: 13.35% (4.42ha) of site in URBAN and 86.65% (28.69ha) of site in GRADE 4.</p> <p>Local Nature Reserves: 0.32% (0.1ha) if site</p> <p>Local Wildlife Sites: There is a Local Wildlife Site within 100m of the site.</p>
<b>Historic Environment</b>	<p>Listed Buildings: There are 3 Listed Buildings within 100m of the site.</p> <p>The details of any proposed development would not be known until the planning application stage. Development of the site is unlikely to harm the significance of designated or non-designated heritage assets but might impact upon their settings. Development at the site would be unlikely to enhance or better reveal the significance of any heritage assets. It would be unlikely to promote heritage based tourism or regeneration. There are no known heritage assets on the site which would be likely to be potential candidates for reuse.</p> <p>Local Interest Buildings: There are 4 Local Interest Buildings within 50m of the site.</p> <p>The details of any proposed development would not be known until the planning application stage. Development of the site is unlikely to harm the significance of designated or non-designated heritage assets but might impact upon their settings. Development at the site would be unlikely to enhance or better reveal the significance of any heritage assets. It would be unlikely to promote heritage based tourism or regeneration.</p>

Topic	Commentary
	There are no known heritage assets on the site which would be likely to be potential candidates for reuse.
<b>Landscape and topography</b>	<p>The Growth Options Study: Ranking: Amber: The terrain is undulating, rising to a high point north of the B600. Small to medium arable fields are enclosed by hedgerows with some woodland.</p> <p>The area of search is representative of the surrounding rural area. There is scenic value typical of the rural context away from roads and the urban edge of Eastwood. In these areas perceptions of tranquillity are high. A network of PROW including long distance footpaths indicate recreational value. The scheduled monument at Greasley Castle adds conservation value. In places the area of search is enclosed by topography and vegetation, although there are areas where open views are available. Existing blocks of woodland, links to Sherwood Forest, coal mining, DH Lawrence and the Midland Railway all provide opportunities to create a distinct sense of place in a new settlement. There is potential for coalescence with Greasley and Watnall to the east and south east. Additionally there is a risk of perceived sprawl from Greasley, Watnall and Brinsley to the north west. The road network including the B600 acts as a defensive barrier, along with existing field boundaries. Potentially suitable for development away from steep slopes. Generally the areas adjacent to Eastwood are most suitable for development.</p> <p>Broxtowe Borough Council's Landscape and Visual Impact Assessment scored the site (LS37) as follows:</p> <p>Landscape value – Amber Visual Value – Green Landscape Susceptibility – Amber Visual Susceptibility – Amber Landscape Sensitivity – Amber Visual Sensitivity – Green</p> <p>Any potential development on a greenfield site is likely to have an adverse impact on landscape character. It is unknown at this stage as to whether a new landscape character could be created or whether any features could be conserved, enhanced or restored.</p>

Topic	Commentary
<p><b>Consultation Response</b></p>	<p><b>Growth Options</b></p> <p>Amber Valley Borough Council considers that the site would not have any material impact on Amber Valley.</p> <p>Persimmon Homes supports development as it is ‘good strategic urban extension opportunity’.</p> <p>Campaign to Protect Rural England opposes development due to ‘one or more of the following factors’: local amenity value; landscape value and sensitivity; risk of coalescence; ‘a Green Belt or remote location’; and remoteness from services and sustainable travel options.</p> <p>Two local residents support development as they would be ‘logical infill developments’ and well connected to the local road network. Two other residents support development because it ‘does not involve building on greenbelt’. One of these residents also supports it because it is ‘near City/employment or tram stops’; the other because it does ‘not add to traffic congestion on roads such as A52 since near tram’.</p> <p><b>Preferred Approach</b></p> <p>Persimmon Homes propose a site at land West of Moorgreen on the eastern edge of Eastwood. They state that Eastwood is a Key Settlement for growth (as identified in the Aligned Core Strategy) containing the widest range of facilities and services in Broxtowe borough outside of the main built-up area of Nottingham. The site has a capacity of circa 500-750 homes which have the potential to be delivered over the Plan period and/or beyond.</p>
<p><b>Conclusion</b></p>	<p>It is proposed that strategic sites at Field Farm, Stapleford; Boots; Toton Strategic Location for Growth and Land at Chetwynd Barracks should be carried forward as part of the GNSP. These sites are existing allocations either within the Aligned Core Strategy or within the Broxtowe 2 Part Local Plan. Due to these allocations, there is no requirement for the allocation of any new strategic housing sites.</p>

### B03.1PA: West of Hucknall

#### Satellite Image



#### Map



Factors	
<b>SHLAA reference</b>	0370 (Part of Site) 0235 (Part of Site) 0251 (Part of Site)
<b>Size</b>	120.81 hectares
<b>No of dwellings/ estimated employment floorspace</b>	<u>Dwellings</u> 2000+  <u>Employment Floorspace</u> Not applicable
<b>Existing Use</b>	Majority agricultural
<b>Known Land Contamination</b>	There is 1 Historic Landfill Site around the site. This is within 100m of the site.
<b>PDL or Greenfield</b>	Majority greenfield
<b>Agricultural Land</b>	Yes
<b>SHLAA Conclusion</b>	The site is located within the Green Belt, whereby the Inspector at a previous Local Plan Inquiry recommended against development as did the Tribal report into Sustainable Urban Extensions in this location. Small areas of this site, those that abut Hucknall, may come forward in the future for small scale sites. However development of large parts of the site would lead to coalescence of settlements with other constraints including adjacent Local Wildlife Site (LWS), landscape and accessibility. The majority of the site is therefore considered to be extremely unlikely to be considered suitable for large scale residential development.
<b>Growth Options Study Conclusions</b>	Site falls within Broad Area B03: Northwest of Bulwell. Summary concludes it has Low Potential for strategic growth.
<b>Compliance with the GNSP settlement hierarchy</b>	Further strategic housing sites not required at this stage but site adjoins Hucknall sub regional centre.
<b>Viability and deliverability</b>	No known viability or delivery issues.

## Infrastructure

Type	Comments
<b>Utilities</b>	<p><u>Electricity</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Gas</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Water Supply</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Waste Water</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>IT/Communications</u> No abnormal requirements identified but further input would be required from consultees.</p>
<b>Emergency Services</b>	No abnormal requirements identified but further input would be required from consultees.
<b>Education</b>	<p>Further input would be required from Education. Potential constraints in secondary education.</p> <p>There are 11 Schools within Close Proximity of the site. 8 of these are Primary Schools and 3 of these are Secondary Schools.</p> <p>The closest Primary School is 314m from the site and the furthest Primary school is 957m from the site.</p> <p>The closest Secondary School to from the site is 196m and the furthest Secondary School is 849m from the site.</p> <p>There is 1 Secondary School within close proximity of the site. This is 808m from the site.</p>
<b>Health</b>	Across Greater Nottingham, acute healthcare provision is generally highly occupied and additional services may be required to support existing and future needs.
<b>Blue and Green Infrastructure</b>	<p>Open Spaces: There are 2 Open Spaces within the site. The smallest is 0.19% (0.23ha) and the largest is 4.95% (5.98ha).</p> <p>Proposed Green Infrastructure Corridors: There are 2 Proposed Green Infrastructure Corridors within the site.</p>
<b>Community Facilities</b>	<p>Housing development will generate need for additional community facilities.</p> <p>There are 7 Community Facilities within close proximity of the site:</p>



Type	Comments
	Hall and Community Centre x1 (1809m from the site) Leisure Centre x1 (2003m from the site) Library x1 (124m from the site) Open Spaces x3 (all 0m from the site) Public House x1 (674m from the site)
Other	N/A

### 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	Site falls within Broad Area 22 (score 10/20) of the Green Belt Review.
Carbon Neutrality	The development would be subject to full environmental analysis as part of the design and planning application process.  Housing would need to be developed to achieve low carbon standards.

Topic	Commentary
<b>Impact on Air Quality</b>	<p>The site is not part of an Air Quality Management Area.</p> <p>NO2 Agglomeration Zone: 0.31% (0.37ha) of site in NO2 Agglomeration Zone.</p>
<b>Transport / Accessibility</b>	<p>Transport modelling work would be required.</p> <p>Public Transport: There are 5 Bus Stops within close proximity of the site. The closest is 2m from the site and the furthest is 42m from the site.</p> <p>Access: There are 4 Public Rights of Way within the site. There are 3 Public Rights of Way around the site (2 are within 50m of the site and 1 is within 250m of the site).</p>
<b>Flood Risk</b>	<p>Surface Water Flooding: 1.77% (2.14ha) of site in Surface Water Flood Map 1 in 30 7.41% (8.95ha) of site in Surface Water Flood Map 1 in 100 7.41% (8.95ha) of site in Surface Water Flood Map 1 in 1000.</p> <p>Ground Water Flooding: 17.46% (21.1ha) of site in &lt;25% (Clearwater) 17.92% (21.65ha) of site in &lt;25% (Clearwater and Superficial Deposits Flooding) 64.62% (78.09ha) of site in &gt;=25% &lt;50% (Clearwater)</p> <p>Detailed River Network: Surface Watercourse (Lake/Reservoir) bisects site for 6.69m Surface Watercourse (Tertiary River) bisects site for 102.94m</p>
<b>Natural Environment</b>	<p>Agricultural Land Classification: 6.42% (7.75ha) of site in URBAN 33% (39.86ha) of site in GRADE 2 60.59% (73.2ha) of site in GRADE 3</p> <p>Ancient Woodland: 0.05% (0.06ha) of site in Watnall Coppice 4.95% (5.99ha) of site in Eelhole Wood</p> <p>Local Wildlife Sites: There are 4 Local Wildlife Sites within the site. The smallest is 0.11% (0.13ha) and the largest is 10.4%</p>

Topic	Commentary
	<p>(12.56ha) of the site. There is 1 Local Wildlife Site around the site and this is within 250m of the site.</p> <p>Tree Preservation Orders: 0.11% (0.13ha) of site in Watnall Coppice 4.78% (5.78ha) of site in Eel Hole Wood</p>
<b>Historic Environment</b>	<p>The details of any proposed development would not be known until the planning application stage. Development of the site is unlikely to harm the significance of designated or non-designated heritage assets or their settings. Development at the site would be unlikely to enhance or better reveal the significance of any heritage assets. It would be unlikely to promote heritage based tourism or regeneration. There are no known heritage assets on the site which would be likely to be potential candidates for reuse</p>
<b>Landscape and topography</b>	<p>Greater Nottingham Growth Options Study: Ranking: Green: Relatively flat arable land east of the M1 motorway and west of Bulwell. This is a typical rural landscape with low scenic quality. The presence of the M1 motorway is a detractor and locally detracts from perceptions of tranquility. The area of search contains a limited network of PROW indicative of recreational value. Woodland includes ancient woodland which has conservation value. Fields are enclosed by hedgerows, limiting long views in this relatively flat landscape. There are opportunities to tie in existing woodland including ancient woodland on the area of search boundaries. The B6009 to the south is the only defensive barrier within the area of search, otherwise development would be constrained by field boundaries. The area north of the B6009 would be more suitable for development due to its proximity to the existing settlement. There is risk of coalescence with Watnall and Nuthall if all of the area is developed. This should be avoided. Suitable for development, if coalescence with Watnall and Nuthall is avoided.</p> <p>The Part 2 Local Plan Landscape and Visual Analysis of Potential Development Sites Study scored Character Area LS31 – Land West of Bulwell (which covers the site) as:</p> <p>Landscape value – Amber Visual Value – Green</p>

Topic	Commentary
	<p>Landscape Susceptibility – Amber Visual Susceptibility – Amber Landscape Sensitivity – Amber Visual Sensitivity - Amber</p> <p>Any potential development on a greenfield site is likely to have an adverse impact on landscape character. It is unknown at this stage as to whether a new landscape character could be created or whether any features could be conserved, enhanced or restored.</p>
<b>Consultation Response</b>	<p><b>Growth Options</b></p> <p>Aslockton Parish Council supports development at sites ‘close to the City of Nottingham and its suburbs’ (although particular sites/areas are not referred to).</p> <p>Two local residents oppose development as it would represent urban sprawl into the Green Belt, unless the site was ‘extended to the south’.</p> <p><b>Preferred Approach</b></p> <p>Mr M Hodgkinson proposes a site at west of Hucknall which has the capacity to deliver in excess of 1000 dwellings, including community facilities, infrastructure and strategic open space. The site is in Green Belt but they consider that there are exceptional circumstances which justify the sites removal and that the site is in an optimal location for growth.</p>
<b>Conclusion</b>	<p>It is proposed that strategic sites at Field Farm, Stapleford; Boots; Toton Strategic Location for Growth and Land at Chetwynd Barracks should be carried forward as part of the GNSP. These sites are existing allocations either within the Aligned Core Strategy or within the Broxtowe 2 Part Local Plan. Due to these allocations, there is no requirement for the allocation of any new strategic housing sites.</p>

**B03.2PA: West of Bulwell**

**Satellite Image**



**Map**



<b>Factors</b>	
<b>SHLAA reference</b>	0255 (Part of Site)
<b>Size</b>	23.54 hectares
<b>No of dwellings/ estimated employment floorspace</b>	<u>Dwellings</u> 500-750 units  <u>Employment Floorspace</u> Not applicable
<b>Existing Use</b>	Majority agricultural
<b>Known Land Contamination</b>	Historic Landfill Sites: 0.06% (0.02ha) of site in Land off Dabell Avenue/Matrixgrade (Blenheim Industrial Estate, Matrixgrade, Nottingham).
<b>PDL or Greenfield</b>	Majority greenfield
<b>Agricultural Land</b>	Yes
<b>SHLAA Conclusion</b>	Tribal Sustainable Locations Report considered North East of Kimberley as potential direction for growth but only for small urban edge infill opportunities. The site of this scale is not well related to Kimberley/Watnall and would erode an important Green Belt gap. The site it is also adjacent to three Local Wildlife Sites and a Site of Special Scientific Interest. Previously proposed HS2 line to bisect the site which would create noise issues and reduce the developable space. The site is therefore considered to be unsuitable for housing development.
<b>Growth Options Study Conclusions</b>	Site falls within Broad Area B03: Northwest of Bulwell. Summary concludes it has Low Potential for strategic growth.
<b>Compliance with the GNSP settlement hierarchy</b>	Further strategic housing sites not required at this stage but site adjoins main built up area of Nottingham.
<b>Viability and deliverability</b>	No known viability or delivery issues.

## Infrastructure

Type	Comments
<b>Utilities</b>	<p><u>Electricity</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Gas</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Water Supply</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Waste Water</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>IT/Communications</u> No abnormal requirements identified but further input would be required from consultees.</p>
<b>Emergency Services</b>	No abnormal requirements identified but further input would be required from consultees.
<b>Education</b>	<p>Further input would be required from Education. Potential capacity constraints in secondary education.</p> <p>The Bulwell Academy is 972m from the site.</p>
<b>Health</b>	Across Greater Nottingham, acute healthcare provision is generally highly occupied and additional services may be required to support existing and future needs.
<b>Blue and Green Infrastructure</b>	<p>Proposed Green Infrastructure Corridors: 2 Proposed Green Infrastructure Corridors bisect the site and there is a further Proposed Green Infrastructure Corridor within 100m of the site.</p>
<b>Community Facilities</b>	<p>Housing development will generate need for additional community facilities.</p> <p>The following Community Facilities are within close proximity of the site: Hall and Community Centre (309m from the site) Leisure Centre (1396m from the site) Library (1629m from the site) Open Spaces x3 (the closest is 0m from the site) Public House (668m from the site)</p>
<b>Other</b>	N/A

## 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
<b>Green Belt</b>	Site falls within Broad Areas 23 (score 12/20) and 24 (11/20) of the Green Belt Review.
<b>Carbon Neutrality</b>	<p>The development would be subject to full environmental analysis as part of the design and planning application process.</p> <p>Housing would need to be developed to achieve low carbon standards.</p>
<b>Impact on Air Quality</b>	<p>The site is not part of an Air Quality Management Area</p> <p>NO2 Agglomeration Zone: 0.34% (0.14ha) of site in NO2 Agglomeration Zone.</p>
<b>Transport / Accessibility</b>	<p>Transport modelling work would be required.</p> <p>Public Transport: The closest bus stop is 114m from the site.</p> <p>Accessibility:</p>



Topic	Commentary
	There are 2 Public Rights of Way which bisect the site and 2 Public Rights of Way within 50m of the site; and 1 Public Right of Way within 100m of the site.
<b>Flood Risk</b>	<p>Surface Water Flooding (2) 0.87% (0.2ha) of site in Surface Water Flood Map 1 in 100 0.87% (0.2ha) of site in Surface Water Flood Map 1 in 1000</p> <p>Ground Water Flooding (2) 26.86% (6.32ha) of site in <math>\geq 25\%</math> &lt;50% (Clearwater) 73.14% (17.22ha) of site in <math>&lt; 25\%</math> (Clearwater)</p>
<b>Natural Environment</b>	<p>Agricultural Land Classification: 45.07% (18.44ha) of site in GRADE 3 54.93% (22.46ha) of site in GRADE 2</p> <p>Ancient Woodland: 0.04% (0.2ha) of site in Bulwell Wood</p> <p>Local Wildlife Sites: 0.88% (0.36ha) of site in 'an interesting wooded disused railway supporting a valuable and rather calcareous ground flora'. There are also 3 Local Wildlife Sites within 50m of the site and 1 Local Wildlife Site within 250m of the site.</p> <p>SSSI: There are 2 SSSIs within 50m of the site.</p>
<b>Historic Environment</b>	<p>Local Interest Buildings: 0.14% (0.06ha) of site in New Farm.</p> <p>The details of any proposed development would not be known until the planning application stage. Development of the site is unlikely to harm the significance of designated or non-designated heritage assets or their settings. Development at the site would be unlikely to enhance or better reveal the significance of any heritage assets. It would be unlikely to promote heritage based tourism or regeneration. There are no known heritage assets on the site which would be likely to be potential candidates for reuse.</p>
<b>Landscape and topography</b>	Greater Nottingham Growth Options Study: Ranking: Green: This is a relatively flat area of search, largely contained to the west by the M1 motorway and to the east by Bulwell. The area of search is largely composed of medium to large arable fields. A limited network of PRow provides recreational value. The landscape is

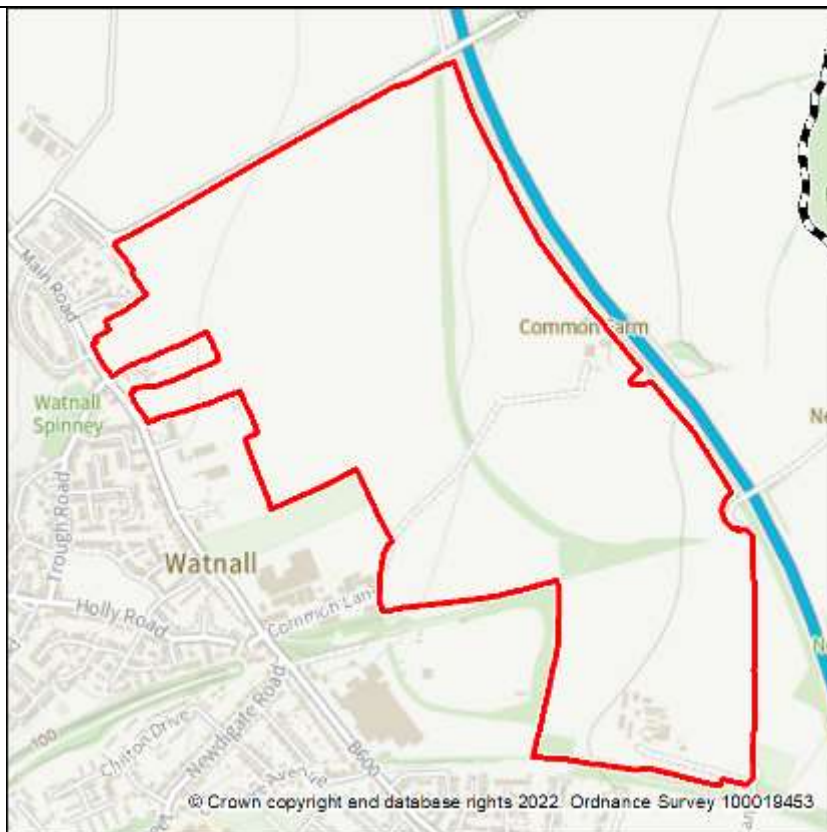
Topic	Commentary
	<p>typically rural, but with the urban fringe of Bulwell and Nuthall as well as the M1 which detracts from perceptions of tranquillity. Ancient woodland on the edges of the site and vegetation associated with the dismantled railway are indicative of conservation value. Views are limited to field extents by hedgerows. Woodland within the area of search along the route of a dismantled railway has potential to be tied into development. Existing field boundaries form defensible boundaries to development. There is however potential for the coalescence of Nuthall and Bulwell if all of the area of search is developed which should be avoided.</p> <p>The Part 2 Local Plan Landscape and Visual Analysis of Potential Development Sites Study scored Character Area LS30 – Land North of the Dismantled Railway / South of New Farm Lane (which covers the site) as:</p> <p>Landscape value – Amber Visual Value – Amber Landscape Susceptibility – Amber Visual Susceptibility – Amber Landscape Sensitivity – Amber Visual Sensitivity – Amber</p> <p>Any potential development on a greenfield site is likely to have an adverse impact on landscape character. It is unknown at this stage as to whether a new landscape character could be created or whether any features could be conserved, enhanced or restored.</p>
<b>Consultation Response</b>	Aslockton Parish Council supports development at sites ‘close to the City of Nottingham and its suburbs’ (although particular sites/areas are not referred to).
<b>Conclusion</b>	It is proposed that strategic sites at Field Farm, Stapleford; Boots; Toton Strategic Location for Growth and Land at Chetwynd Barracks should be carried forward as part of the GNSP. These sites are existing allocations either within the Aligned Core Strategy or within the Broxtowe 2 Part Local Plan. Due to these allocations, there is no requirement for the allocation of any new strategic housing sites.

**B04.1PA: West of M1 / Watnall**

**Satellite Image**



**Map**



Factors	
<b>SHLAA reference</b>	0424 (Part of Site)
<b>Size</b>	102.79 hectares
<b>No of dwellings/ estimated employment floorspace</b>	<u>Dwellings</u> 2000-2500  <u>Employment Floorspace</u> Not applicable
<b>Existing Use</b>	Majority agricultural
<b>Known Land Contamination</b>	There is a Historic Landfill Site within the site. This is 0.07% (0.07ha) of the site.
<b>PDL or Greenfield</b>	Majority greenfield
<b>Agricultural Land</b>	Yes
<b>SHLAA Conclusion</b>	Site is located within the Green Belt. The Inspector at a previous Local Plan Inquiry (2003) recommended against development as did the Tribal report into Sustainable Urban Extensions in this location. Sustainable Locations for Growth report suggested more limited development on the edge of Kimberley/Watnall could be utilised. Small areas of this site, those that abut Watnall, may come forward in the future for small scale sites. However development of large parts of the site would lead to coalescence of settlements and is extremely unlikely to be considered to be suitable for large scale residential development.
<b>Growth Options Study Conclusions</b>	Site falls within Broad Area B04: Watnall Extension. Potential area for strategic growth: The identified area and submitted site would represent an infilling of the land between Watnall/Kimberley and the M1. The area has potential for extending the development of Kimberley as a housing and employment location. However, any development would need to carefully consider the landscape constraints identified and relationship with M1.
<b>Compliance with the GNSP settlement hierarchy</b>	Further strategic housing sites not required at this stage but site adjoins key settlement.
<b>Viability and deliverability</b>	No known viability or delivery issues.

## Infrastructure

Type	Comments
<b>Utilities</b>	<p><u>Electricity</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Gas</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Water Supply</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Waste Water</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>IT/Communications</u> No abnormal requirements identified but further input would be required from consultees.</p>
<b>Emergency Services</b>	No abnormal requirements identified but further input would be required from consultees.
<b>Education</b>	<p>Further input would be required from Education. Potential capacity issues in secondary education.</p> <p>The closest primary school is 585m from the site and the closest secondary school is 709m from the site.</p>
<b>Health</b>	<p>Across Greater Nottingham, acute healthcare provision is generally highly occupied and additional services may be required to support existing and future needs.</p> <p>There is a Dentists 939m from the site and a Doctors 906m from the site.</p>
<b>Blue and Green Infrastructure</b>	<p>Open Spaces: There is 1 Open Space within the site. This is 0.14% (0.14ha) of the site.</p> <p>Proposed Green Infrastructure Corridors: There are 2 Proposed Green Infrastructure Corridors within the site.</p>
<b>Community Facilities</b>	<p>Housing development will generate need for additional community facilities.</p> <p>The following Community Facilities are within close proximity of the site: Hall and Community Centre (445m from the site) Leisure Centre (657m from the site) Library (984m from the site)</p>

Type	Comments
	Open Spaces (3 are 0m from the site; 1 is 8m from the site; and 1 is 55m from the site) Public House (51m from the site).
Other	N/A

### 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	Site falls within Broad Area 17 (score 11/20) of the Green Belt Review.
Carbon Neutrality	The development would be subject to full environmental analysis as part of the design and planning application process.  Housing would need to be developed to achieve low carbon standards.

Topic	Commentary
<b>Impact on Air Quality</b>	<p>The site is not part of an Air Quality Management Area.</p> <p>NO2 Agglomeration Zone: 0.27% (0.28ha) of site in NO2 Agglomeration Zone</p>
<b>Transport / Accessibility</b>	<p>Transport modelling work would be required.</p> <p>Public Transport: The closest bus stop is 11m from the site.</p> <p>Access: There are 4 Public Rights of Way within the site and there are 5 Public Rights of Way within 50m of the site.</p>
<b>Flood Risk</b>	<p>Surface Water Flooding - 0.06% (0.06ha) of site in Surface Water Flood Map 1 in 30 3.06% (3.15ha) of site in Surface Water Flood Map 1 in 100 3.06% (3.15ha) of site in Surface Water Flood Map 1 in 1000</p> <p>Ground Water Flooding - 2.48% (2.55ha) of site in &gt;= 25% &lt;50% (Clearwater) 70.56% (72.53ha) of site in &lt; 25% (Clearwater)</p>
<b>Natural Environment</b>	<p>Agriculture Land Classification - 0.96% (0.99ha) of site in GRADE 4 99.04% (101.8ha) of site in GRADE 2</p> <p>Local Nature Reserves (around the site) - Watnall Spinney (Confirmed 2012) within 100m of site</p> <p>Local Wildlife Sites (within site) - 1.55% (1.59ha) of site in Kimberley Cutting (2/71 'A disused railway with valuable wood and grassland vegetation')</p> <p>Local Wildlife Sites (around the site) - Nuthall Cutting (2/70 A disused railway with valuable wood and grassland communities) within 50m of site New Farm Wood (2/323 'An interesting deciduous woodland with a notable flora reflecting the varied underlying geology') within 100m of site Newlane Pastures (5/753 Notable calcareous grasslands) within 100m of site Bulwell Wood and Pond (1/30 'An ancient deciduous woodland with a characteristic ground flora) within 250m of site</p>

Topic	Commentary
	<p>SSSI (within site) - 0.13% (0.14ha) of site in Kimberley Railway Cutting</p> <p>SSSI (around site) Kimberley Railway Cutting within 50m of site Kimberley Railway Cutting within 100m of site</p>
<b>Historic Environment</b>	<p>There are 2 Listed Buildings within 50m of the site.</p> <p>The details of any proposed development would not be known until the planning application stage. Development of the site is unlikely to harm the significance of designated or non-designated heritage assets or their settings. Development at the site would be unlikely to enhance or better reveal the significance of any heritage assets. It would be unlikely to promote heritage based tourism or regeneration. There are no known heritage assets on the site which would be likely to be potential candidates for reuse.</p>
<b>Landscape and topography</b>	<p>Greater Nottingham Growth Options Study: Ranking: Green:</p> <p>Ancient woodland is indicative of conservation value. Limited PRow network includes the Robin Hood Way which is indicative of recreational value. Views are limited to the extent of fields by hedgerows. Small blocks of woodland, including linear vegetation along a dismantled railway which provides an opportunity for development to tie into this as the basis for a strong green infrastructure network. The dismantled railway provides a defensible boundary, as do the field boundaries within the area of search. The western part of the area would be more suitable for development due to its proximity to the existing settlement and distance from the M1. There is risk of coalescence with Bulwell and Nuthall if all the area of search is developed. This should be avoided. Suitable for development, if coalescence with Bulwell and Nuthall is avoided. Relatively flat arable land, composed of medium to large size fields enclosed by hedges west of the M1 motorway. The presence of the M1 motorway is a detractor introducing noise and movement. Elsewhere this is a typical rural landscape with low scenic quality.</p> <p>The Part 2 Local Plan Landscape and Visual Analysis of Potential</p>



Topic	Commentary
	<p>Development Sites Study scored Character Area LS33 – East of Main Road / South of Long Lane (which covers the site) as:</p> <p>Landscape value – Amber Visual Value – Amber Landscape Susceptibility – Amber Visual Susceptibility – Amber Landscape Sensitivity – Amber Visual Sensitivity – Amber</p> <p>Any potential development on a greenfield site is likely to have an adverse impact on landscape character. It is unknown at this stage as to whether a new landscape character could be created or whether any features could be conserved, enhanced or restored.</p>
<b>Consultation Response</b>	<p>Knights support development for reasons including that it would maintain the physical separation of built-up areas, is well contained by physical features, would provide a mix of uses, is highly accessible and would help sustain nearby businesses.</p> <p>Two local residents oppose development because it would be isolated from the rest of Kimberley and because of concerns about air quality, unless it was developed as a 'self-contained eco-village'. Two other residents support development at area B04 (particular sites are not referred to) because it 'does not involve building on greenbelt'. One of these residents also supports it because it is 'near City/employment or tram stops'; the other because it does 'not add to traffic congestion on roads such as A52 since near tram'.</p>
<b>Conclusion</b>	<p>It is proposed that strategic sites at Field Farm, Stapleford; Boots; Toton Strategic Location for Growth and Land at Chetwynd Barracks should be carried forward as part of the GNSP. These sites are existing allocations either within the Aligned Core Strategy or within the Broxtowe 2 Part Local Plan. Due to these allocations, there is no requirement for the allocation of any new strategic housing sites.</p>

**B04.2PA: North of Watnall**

**Satellite Image**



**Map**



<b>Factors</b>	
<b>SHLAA reference</b>	0188 (Part of Site)
<b>Size</b>	138.81 hectares
<b>No of dwellings/ estimated employment floorspace</b>	<u>Dwellings</u> 2500+  <u>Employment Floorspace</u> Not applicable
<b>Existing Use</b>	Majority agricultural
<b>Known Land Contamination</b>	No identified constraints but further investigative work may be required.
<b>PDL or Greenfield</b>	Majority greenfield
<b>Agricultural Land</b>	Yes
<b>SHLAA Conclusion</b>	Different potential issues apply to various parts of this very large site. Small parts adjacent to existing built up areas could be suitable if Green Belt policy changes, subject to the details of any proposals. However most parts would be unsuitable even if policy changed due to SSSI, landscape, accessibility, coalescence and other constraints. Possible overland flooding and flooding from the Gilt Brook may affect parts of the site. It is therefore considered that the site is very unlikely to be considered to be suitable as a potential development site.
<b>Growth Options Study Conclusions</b>	Site falls within Broad Area B04: Watnall Extension. Potential area for strategic growth: The identified area would represent an infilling of the land between Watnall/Kimberley and the M1. The area has potential for extending the development of Kimberley as a housing and employment location. The identified area provide sufficient land capable of delivering the smallest typology (urban extensions). However, any such urban extensions would need to carefully consider the landscape constraints identified and relationship with M1.
<b>Compliance with the GNSP settlement hierarchy</b>	Further strategic housing sites not required at this stage. Site is to the north of a key settlement.
<b>Viability and deliverability</b>	No known viability or delivery issues.

## Infrastructure

Type	Comments
<b>Utilities</b>	<p><u>Electricity</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Gas</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Water Supply</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Waste Water</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>IT/Communications</u> No abnormal requirements identified but further input would be required from consultees.</p>
<b>Emergency Services</b>	No abnormal requirements identified but further input would be required from consultees.
<b>Education</b>	Further input would be required from Education. Potential capacity issues in secondary.
<b>Health</b>	Across Greater Nottingham, acute healthcare provision is generally highly occupied and additional services may be required to support existing and future needs.
<b>Blue and Green Infrastructure</b>	<p>Open Spaces: 2.02% (2.81ha) of the site is an Open Space.</p> <p>Proposed Green Infrastructure Corridor: There is 1 Proposed Green Infrastructure Corridor within the site.</p>
<b>Community Facilities</b>	<p>Housing development will generate need for additional community facilities.</p> <p>The following Community Facilities are in close proximity of the site: Halls and Community Centre (534m from the site) Leisure Centre (1395m from the site) Library (1105m from the site) Open Spaces x4 (closest is 0m from the site) Public House (203m from the site)</p>
<b>Other</b>	<p>Coal Referral Area High Risk: 11.71% (16.25ha) of site in development high risk area.</p> <p>National Character Area: 100% (138.81ha) of site in Southern Magnesian Limestone.</p>

## 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
<b>Green Belt</b>	Site falls within Broad Area 22 (score 10/20) of the Green Belt Review.
<b>Carbon Neutrality</b>	<p>The development would be subject to full environmental analysis as part of the design and planning application process.</p> <p>Housing would need to be developed to achieve low carbon standards.</p>
<b>Impact on Air Quality</b>	The site is not part of an Air Quality Management Area.
<b>Transport / Accessibility</b>	<p>Transport modelling work would be required.</p> <p>Public Transport: The closest bus stop is 6m from the site.</p> <p>Accessibility: There is 1 Public Right of Way within the site and there are 4 within 50m of the site.</p>

Topic	Commentary
<b>Flood Risk</b>	<p>Surface Water Flooding:  1.39% (1.92ha) of site in Surface Water Flood Map 1 in 30  4.72% (6.56ha) of site in Surface Water Flood Map 1 in 100  4.72% (6.56ha) of site in Surface Water Flood Map 1 in 1000</p> <p>Ground Water Flooding  31.88% (44.25ha) of site in &lt; 25% (Clearwater)  68.12% (94.56ha) of site in &lt; 25% (Clearwater and Superficial Deposits Flooding)</p> <p>Detailed River Network (4)  Below Surface Watercourse (Culvert) bisects site for 43.66m  Surface Watercourse (Lake / Reservoir) bisects site for 116.46m  Surface Watercourse (Secondary River) bisects site for 616.97m  Surface Watercourse (Tertiary River) bisects site for 1589.41m</p>
<b>Natural Environment</b>	<p>Agricultural Land Classification:  8.17% (11.35ha) of site in GRADE 3  31.8% (44.13ha) of site in GRADE 4  60.03% (83.33ha) of site in GRADE 2</p> <p>Local Geological Sites (around site):  There is 1 within 50m of the site and another within 100m of the site.</p> <p>Local Wildlife Sites (within site):  There are 5 Local Wildlife Sites within the site. 1 of these is 0.01% (0.02ha) of the site; 1 is 1.43% (1.98ha) of the site; 1 is 2.2% (3.05ha) of the site; 1 is 5.52% (7.67ha) of the site; and 1 is 10.05% (13.95ha) of the site.</p> <p>Local Wildlife Sites (around site):  There are 5 Local Wildlife Sites around the site. 1 is within 50m of the site and 4 are within 250m of the site.</p> <p>SSSI:  There is 1 SSSI within the site (5.62% - 7.8ha of the site) and 2 SSSI around the site (1 is within 50m of the site and the other is within 100m of the site).</p>

Topic	Commentary
<b>Historic Environment</b>	<p>Listed Buildings: There is 1 Listed Building within the site and there is 1 Listed Building around the site (within 250m of the site).</p> <p>Scheduled Ancient Monuments: There is 1 Scheduled Ancient Monument around the site (within 250m of the site).</p> <p>Local Interest Buildings (within the site): There is 1 Local Interest Building within the site (0.05% - 0.07ha of the site).</p> <p>Local Interest Buildings: There are 5 Local Interest Buildings around the site (1 is within 50m of the site and 4 are within 250m of the site).</p> <p>The details of any proposed development would not be known until the planning application stage. Development of the site may harm the significance of designated or non-designated heritage assets and their settings. Development at the site would be unlikely to enhance or better reveal the significance of any heritage assets. It would be unlikely to promote heritage based tourism or regeneration. There are no known heritage assets on the site which would be likely to be potential candidates for reuse.</p>
<b>Landscape and topography</b>	<p>Greater Nottingham Growth Options Study: Not covered.</p> <p>The Part 2 Local Plan Landscape and Visual Analysis of Potential Development Sites Study scored Character Area LS34 – East of Main Road / North of Long Lane (which covers the site) as:</p> <p>Landscape value – Amber Visual Value – Green Landscape Susceptibility – Amber Visual Susceptibility – Red Landscape Sensitivity – Amber Visual Sensitivity – Amber</p> <p>Any potential development on a greenfield site is likely to have an adverse impact on landscape character. It is unknown at this stage as to whether a new landscape character could be created or whether any features could be conserved, enhanced or restored.</p>

Topic	Commentary
<b>Consultation Response</b>	Two residents support development at area B04 (particular sites are not referred to) because it 'does not involve building on greenbelt'. One of these residents also supports it because it is 'near City/employment or tram stops'; the other because it does 'not add to traffic congestion on roads such as A52 since near tram'.
<b>Conclusion</b>	It is proposed that strategic sites at Field Farm, Stapleford; Boots; Toton Strategic Location for Growth and Land at Chetwynd Barracks should be carried forward as part of the GNSP. These sites are existing allocations either within the Aligned Core Strategy or within the Broxtowe 2 Part Local Plan. Due to these allocations, there is no requirement for the allocation of any new strategic housing sites.

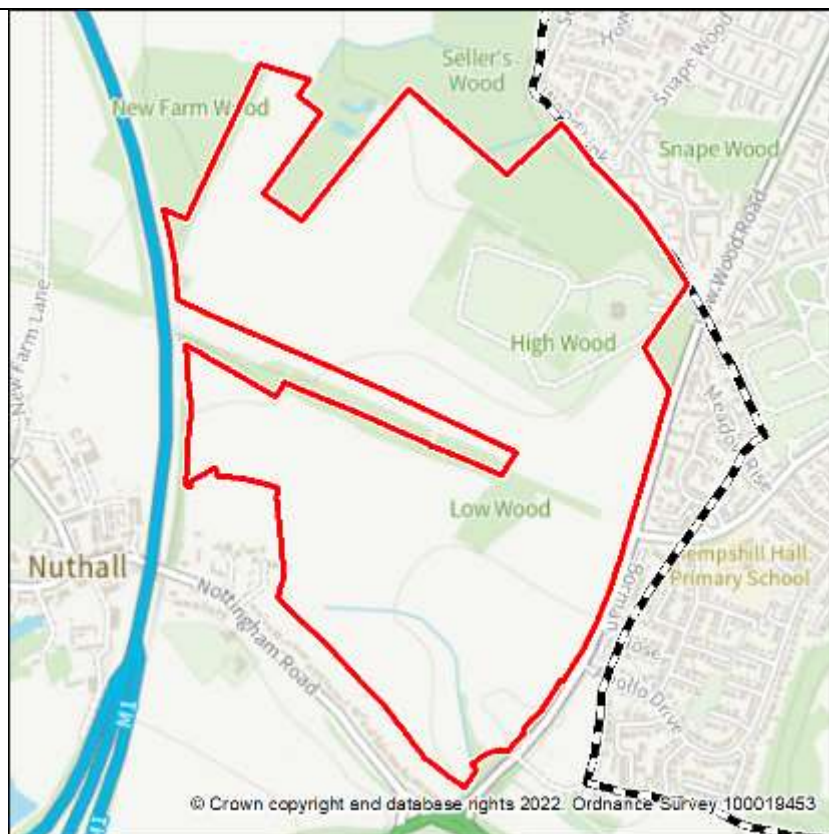


### B05.1PA: East of Nuthall

## Satellite Image



## Map



<b>Factors</b>	
<b>SHLAA reference</b>	0109 (Full Site) 0365 (Full Site)
<b>Size</b>	81.00 hectares
<b>No of dwellings/ estimated employment floorspace</b>	<u>Dwellings</u> 1500-2000  <u>Employment Floorspace</u> Not applicable
<b>Existing Use</b>	Majority agricultural (but includes cemetery)
<b>Known Land Contamination</b>	Historic Landfill Sites (around site) Sankeys Quarry (Hempshill Lane, Bulwell) (within 250m of site)
<b>PDL or Greenfield</b>	Majority greenfield
<b>Agricultural Land</b>	Yes
<b>SHLAA Conclusion</b>	The site forms part of an important narrow Green Belt gap between Nottingham and Nuthall. Issues to be considered would include access, impact on a SINC and the risk of flooding to a small part of the site. Very unlikely to be considered suitable as a housing site as a result.
<b>Growth Options Study Conclusions</b>	Majority of site falls within B05: Nuthall Extension. Low Potential for strategic growth. The area of search has a high incidence of absolute natural constraints, is adjacent to the Seller's Wood SSSI to the east and Bulwell Wood SSSI to the north. Area of search currently acts as a gap between Nuthall and the main built up area of Nottingham City (Bulwell). While it has defensible boundaries to the east (A6002), west (M1) and south (Junction and B600), its development is likely to lead to coalescence between Nutall and Bulwell.
<b>Compliance with the GNSP settlement hierarchy</b>	Further strategic housing sites not required at this stage but site adjoins the existing main built up area of Nottingham.
<b>Viability and deliverability</b>	No known viability or delivery issues.

## Infrastructure

Type	Comments
<b>Utilities</b>	<p><u>Electricity</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Gas</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Water Supply</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Waste Water</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>IT/Communications</u> No abnormal requirements identified but further input would be required from consultees.</p>
<b>Emergency Services</b>	No abnormal requirements identified but further input would be required from consultees.
<b>Education</b>	<p>Further input would be required from Education. Potential capacity issues in secondary.</p> <p>The closest primary school is 220m and there is a Secondary School 814m from the site.</p>
<b>Health</b>	<p>Across Greater Nottingham, acute healthcare provision is generally highly occupied and additional services may be required to support existing and future needs.</p> <p>There is a Doctors 644m from the site.</p>
<b>Blue and Green Infrastructure</b>	<p>Green Infrastructure: 0.81% (0.66ha) of site in New Farm Wood 0.87% (0.71ha) of site in High Wood 1.11% (0.9ha) of site in Sellers Wood 1.5% (1.21ha) of site in Low Wood</p> <p>Proposed Green Infrastructure: 2 Proposed Green Infrastructure Corridors bisect the site.</p>
<b>Community Facilities</b>	<p>Housing development will generate need for additional community facilities.</p> <p>The following Community Facilities are in close proximity of the site: Halls and Community Centre (114m from site) Leisure Centre (1383m from site) Open Spaces x5 (4 of these are 0m from the site) Public House (266m from site)</p>

Type	Comments
Other	National Character Area: 9.26% (7.5ha) of site in Nottinghamshire, Derbyshire and Yorkshire Coalfield 90.74% (73.5ha) of site in Southern Magnesian Limestone

### 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	Site falls within Broad Area 24 (score 11/20) of the Green Belt Review.
Carbon Neutrality	The development would be subject to full environmental analysis as part of the design and planning application process.  Housing would need to be developed to achieve low carbon standards.
Impact on Air Quality	The site is not part of an Air Quality Management Area.  NO2 Agglomeration Zone: 0.49% (0.4ha) of site in NO2 Agglomeration Zone

Topic	Commentary
<b>Transport / Accessibility</b>	<p>Transport modelling work would be required.</p> <p>Public Transport: There is a bus stop 13m from the site.</p> <p>Accessibility:</p> <p>There are 2 Public Rights of Way which bisect the site and there are 2 Public Rights of Way around the site within 100m of the site.</p>
<b>Flood Risk</b>	<p>River Flooding: 0.14% (0.12ha) of site in Flood Zone 3 0.16% (0.13ha) of site in Flood Zone 2</p> <p>Surface Water Flooding: 2.3% (1.86ha) of site in Surface Water Flood Map 1 in 30 8.79% (7.12ha) of site in Surface Water Flood Map 1 in 100 8.79% (7.12ha) of site in Surface Water Flood Map 1 in 1000</p> <p>Ground Water Flooding (2) 10.23% (8.29ha) of site in &lt; 25% (Clearwater) 23.14% (18.74ha) of site in &gt;= 25% &lt;50% (Clearwater)</p> <p>Detailed River Network (2) Surface Watercourse (Secondary River) bisects site for 111.24m Surface Watercourse (Tertiary River) bisects site for 555.65m</p>
<b>Natural Environment</b>	<p>Agricultural Land Classification: 0.93% (0.75ha) of site in URBAN 18.25% (14.78ha) of site in GRADE 2 80.82% (65.47ha) of site in GRADE 3</p> <p>Ancient Woodland: 0.87% (0.7ha) of site in New Farm Wood 1.1% (0.89ha) of site in Sellers Wood</p> <p>Local Wildlife Sites (a: within site) 0.87% (0.71ha) of site in High Wood, Nuthall 1.11% (0.9ha) of site in Seller's Wood 1.3% (1.06ha) of site in New Farm Wood 1.5% (1.21ha) of site in Low Wood 2.04% (1.65ha) of site in Nuthall Cutting</p>

Topic	Commentary
<b>Historic Environment</b>	<p>Listed Buildings: There are 7 Listed Buildings within 250m of the site.</p> <p>Conservation Areas: The Nuthall Conservation Area is within 100m of the site.</p> <p>Local Interest Buildings: There are 4 Local Interest Buildings within 250m of the site.</p> <p>The details of any proposed development would not be known until the planning application stage. Development of the site is unlikely to harm the significance of designated or non-designated heritage assets or their settings. Development at the site would be unlikely to enhance or better reveal the significance of any heritage assets. It would be unlikely to promote heritage based tourism or regeneration. There are no known heritage assets on the site which would be likely to be potential candidates for reuse.</p>
<b>Landscape and topography</b>	<p>Greater Nottingham Growth Options Study: Ranking: Green: This is a relatively flat area of search, largely contained to the west by the M1 motorway and to the east by Bulwell. The area of search is largely composed of medium to large arable fields, with a ribbon of housing in the south along the B600.</p> <p>A limited network of PRow provides recreational value. The landscape is typically rural, but with the urban fringe of Bulwell and Nuthall as well as the M1 which detracts from perceptions of tranquillity. Views are limited to field extents by hedgerows.</p> <p>Existing field boundaries form defensible boundaries to development. There is however potential for the coalescence of Nuthall and Bulwell if all of the area of search is developed which should be avoided.</p> <p>The Part 2 Local Plan Landscape and Visual Analysis of Potential Development Sites Study scored Character Area LS29 Land North of Nottingham Road Nuthall / South of the Dismantled Railway Nuthall/ LS30 – Land North of the Dismantled Railway / South of New Farm Lane (which covers the site) as:</p> <p>Landscape Value – Green / Amber</p>

Topic	Commentary
	<p>Visual Value – Green / Amber  Landscape Susceptibility – Amber / Amber  Visual Susceptibility – Amber / Amber  Landscape Sensitivity – Amber / Amber  Visual Sensitivity – Green / Amber</p> <p>Any potential development on a greenfield site is likely to have an adverse impact on landscape character. It is unknown at this stage as to whether a new landscape character could be created or whether any features could be conserved, enhanced or restored.</p>
<b>Consultation Response</b>	<p>Aslockton Parish Council supports development at sites 'close to the City of Nottingham and its suburbs' (although particular sites/areas are not referred to).</p> <p>Tollerton Against Backdoor Urbanisation (TABU) supports development at (unspecified) areas at Nuthall because of good transport infrastructure.</p> <p>Two local residents oppose development because of air quality concerns due to the location close to the M1, A610 and A6002.</p>
<b>Conclusion</b>	<p>It is proposed that strategic sites at Field Farm, Stapleford; Boots; Toton Strategic Location for Growth and Land at Chetwynd Barracks should be carried forward as part of the GNSP. These sites are existing allocations either within the Aligned Core Strategy or within the Broxtowe 2 Part Local Plan. Due to these allocations, there is no requirement for the allocation of any new strategic housing sites.</p>



**B06.1PA: East of Awsworth**

**Satellite Image**



**Map**





Factors	
<b>SHLAA reference</b>	0194 (Part of Site)
<b>Size</b>	33.70 hectares
<b>No of dwellings/ estimated employment floorspace</b>	<u>Dwellings</u> 500-750  <u>Employment Floorspace</u> Not applicable
<b>Existing Use</b>	Majority agricultural
<b>Known Land Contamination</b>	There are 2 Historic Landfill Sites around the site. 1 is within 50m of the site and the other is within 250m of the site.
<b>PDL or Greenfield</b>	Greenfield land
<b>Agricultural Land</b>	Yes
<b>SHLAA Conclusion</b>	Green Belt site with other issues such as access, neighbouring land uses, the relationships with the existing built-up area and the surrounding countryside and any impact on the Local Wildlife Site (LWS). Tribal Sustainable Locations for Growth Report (2010) concluded that the east of Awsworth could be suitable direction for growth. The Preferred Approach to Site Allocations (the Green Belt Review) 2015 concluded that a lack of defensible boundary to the east of the settlement would increase the risk of urban sprawl and was not therefore as attractive as development to the west of the settlement which was better contained by the bypass.
<b>Growth Options Study Conclusions</b>	Site falls within B06: Awsworth Extension. Potential area for strategic growth –The identified area provides sufficient land capable of delivering the smallest typology (village expansion). However, any such expansion of Awsworth would need to provide new social infrastructure and improved linkages to Ilkeston rail station. In addition, any new development would need to carefully consider its relationship with neighbouring Cossall and Swingate.
<b>Compliance with the GNSP settlement hierarchy</b>	Further strategic housing sites not required at this stage but site adjoins key settlement.
<b>Viability and deliverability</b>	No known viability or delivery issues.

## Infrastructure

Type	Comments
<b>Utilities</b>	<p><u>Electricity</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Gas</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Water Supply</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Waste Water</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>IT/Communications</u> No abnormal requirements identified but further input would be required from consultees.</p>
<b>Emergency Services</b>	No abnormal requirements identified but further input would be required from consultees.
<b>Education</b>	<p>Further input would be required from Education. Potential capacity issues in secondary.</p> <p>The closest Primary School is 177m from the site.</p>
<b>Health</b>	Across Greater Nottinghamshire, acute healthcare provision is generally highly occupied and additional services may be required to support existing and future needs.
<b>Blue and Green Infrastructure</b>	There is 1 Proposed Green Infrastructure Corridor within the site.
<b>Community Facilities</b>	<p>Housing development will generate need for additional community facilities.</p> <p>The following Community Facilities are in close proximity of the site: Hall and Community Centre (54m from site) Leisure Centre (1406m from site) Library (1062m from site) Open Spaces x4 (the closest is 0m from the site). Public House (44m from the site)</p>
<b>Other</b>	<p>Coal Referral Area High Risk: 56.84% (19.15ha) of site in Development High Risk Area</p> <p>National Character Area: 100% (33.7ha) of site is within a National Character Area.</p>

## 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
<b>Green Belt</b>	Site falls within Broad Area 1 (score 13/20) of the Green Belt Review.
<b>Carbon Neutrality</b>	<p>The development would be subject to full environmental analysis as part of the design and planning application process.</p> <p>Housing would need to be developed to achieve low carbon standards.</p>
<b>Impact on Air Quality</b>	The site is not part of an Air Quality Management area.
<b>Transport / Accessibility</b>	<p>Transport modelling work would be required.</p> <p>Public Transport: There is a bus stop 51m from the site.</p> <p>Accessibility: There are 8 Public Rights of Way within the site and there are 6 Public Rights of Way within 50m of the site.</p>

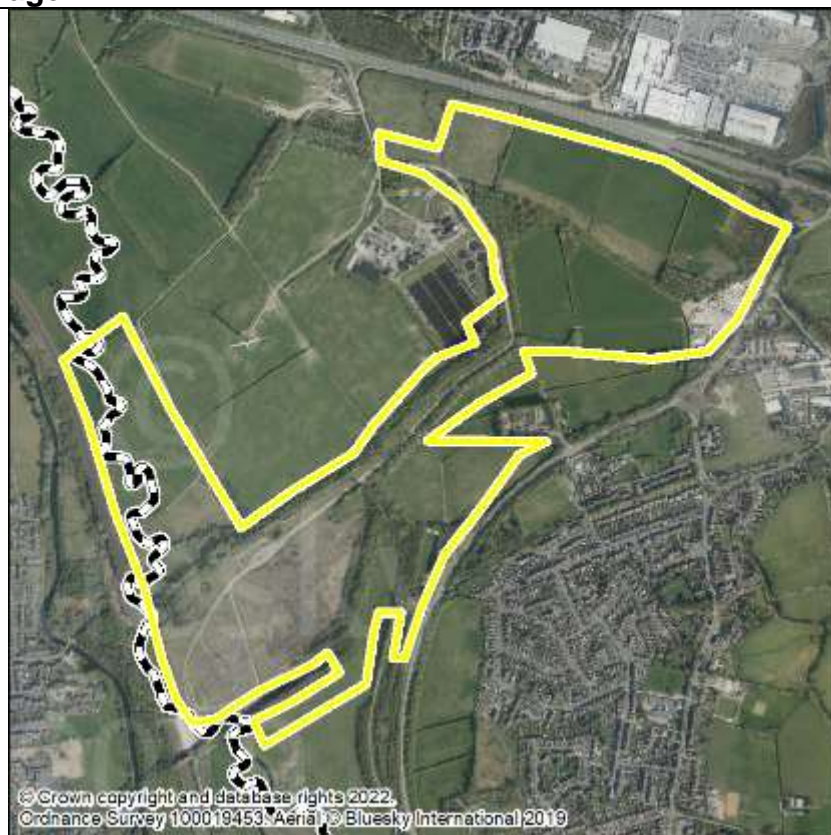
Topic	Commentary
<b>Flood Risk</b>	<p>Surface Water Flooding: 0.01% (0ha) of site in Surface Water Flood Map 1 in 30 2.01% (0.68ha) of site in Surface Water Flood Map 1 in 100 2.01% (0.68ha) of site in Surface Water Flood Map 1 in 1000</p> <p>Ground Water Flooding: 100% (33.7ha) of site in &lt;25% (Superficial Deposits Flooding)</p>
<b>Natural Environment</b>	<p>Agricultural Land Classification: 100% (33.7ha) of site in Grade 4</p> <p>Local Wildlife Sites: There are 2 Local Wildlife Sites within the site. There are 2 Local Wildlife Sites around the site. 1 is within 50m of the site and the the 1 is within 250m of the site.</p> <p>Tree Preservation Orders: There are 2 Group/Woodland Tree Protection Orders on site. 1 is 0.01% (0ha) of the site and the other is 0.03% (0.01ha) of the site.</p>
<b>Historic Environment</b>	<p>Listed Buildings: There are 3 Listed Buildings around the site. 2 are within 50m of the site and 1 is within 250m of the site).</p> <p>Local Interest Buildings: There are 3 Local Interest Buildings around the site. All 3 are within 250m of the site.</p> <p>The details of any proposed development would not be known until the planning application stage. Development of the site is unlikely to harm the significance of designated or non-designated heritage assets or their settings. Development at the site would be unlikely to enhance or better reveal the significance of any heritage assets. It would be unlikely to promote heritage based tourism or regeneration. There are no known heritage assets on the site which would be likely to be potential candidates for reuse.</p>
<b>Landscape and topography</b>	<p>Greater Nottingham Growth Options Study: Ranking: Amber: The terrain is undulating, rising from the River Erewash floodplain to the west of the area of search. Agricultural land comprises fields which are generally medium sized and enclosed by hedgerows. A network of</p>

Topic	Commentary
	<p>PRoW provides recreational value. In the south of the area away from Awsworth, the landscape is typically rural and perceptions of tranquility are high. Locally fields are enclosed by hedgerows, however undulating topography means that the area of search is relatively open with long views across the area of search. There are a number of small blocks of woodland which could provide the framework for a green infrastructure network. The area's coal mining heritage provides an opportunity for a unique development.</p> <p>The Part 2 Local Plan Landscape and Visual Analysis of Potential Development Sites Study scored Character Area LS20 Land to the East of Awsworth / LS21 – Land North of the Dismantled Railway / South of New Farm Lane (which covers the site) as:</p> <p>Landscape Value – Amber / Amber  Visual Value – Green / Green  Landscape Susceptibility – Amber / Amber  Visual Susceptibility – Amber / Amber  Landscape Sensitivity – Amber / Amber  Visual Sensitivity – Amber / Amber</p> <p>Any potential development on a greenfield site is likely to have an adverse impact on landscape character. It is unknown at this stage as to whether a new landscape character could be created or whether any features could be conserved, enhanced or restored.</p>
<b>Consultation Response</b>	<p><b>Growth Options Consultation</b></p> <p>Hall Construction Services supports development on land east of Awsworth for reasons including that it has good public transport, good access to the M1 and would not harm the purposes of Green Belt.</p> <p><b>Preferred Approach Consultation</b></p> <p>Hall Construction Services propose a site at land to the East of Awsworth. The site is 33.7 ha and would ensure that housing, including affordable housing, is provided in the north of Broxtowe. They highlight that the site as defensible features which could be used to define the boundary to the Green Belt and could incorporate significant landscape elements.</p>

Topic	Commentary
<b>Conclusion</b>	It is proposed that strategic sites at Field Farm, Stapleford; Boots; Toton Strategic Location for Growth and Land at Chetwynd Barracks should be carried forward as part of the GNSP. These sites are existing allocations either within the Aligned Core Strategy or within the Broxtowe 2 Part Local Plan. Due to these allocations, there is no requirement for the allocation of any new strategic housing sites.

**B06.2PA: Bennerley Disposal Point Land Between A610 and Gin  
Close Way (residential)**

**Satellite Image**



**Map**

**B06.2PA: Bennerley Disposal Point Land Between A610 and Gin Close Way (residential)**



<b>Factors</b>	
<b>SHLAA reference</b>	Not included in most recent SHLAA.
<b>Size</b>	70.91 hectares
<b>No of dwellings/ estimated employment floorspace</b>	<u>Dwellings</u> 1000-1500  <u>Employment Floorspace</u> Not applicable
<b>Existing Use</b>	Majority agricultural (but includes former disposal point)
<b>Known Land Contamination</b>	There is a Historic Landfill Site within 50m of the site and another Historic Landfill Site within 100m of the site.
<b>PDL or Greenfield</b>	Majority greenfield
<b>Agricultural Land</b>	Yes



Factors	
<b>SHLAA Conclusion</b>	Not included in most recent SHLAA.
<b>Growth Options Study Conclusions</b>	Site falls within B06: Awsworth Extension. Potential area for strategic growth –The identified area provides sufficient land capable of delivering the smallest typology (village expansion). However, any such expansion of Awsworth would need to provide new social infrastructure and improved linkages to Ilkeston rail station. In addition, any new development would need to carefully consider its relationship with neighbouring Cossall and Swingate.
<b>Compliance with the GNSP settlement hierarchy</b>	Further strategic housing sites not required at this stage but site is north west of key settlement.
<b>Viability and deliverability</b>	The viability of the site would need to be considered through the preparation of a Plan Wide Viability assessment.

## Infrastructure

Type	Comments
<b>Utilities</b>	<p><u>Electricity</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Gas</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Water Supply</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Waste Water</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>IT/Communications</u> No abnormal requirements identified but further input would be required from consultees.</p>
<b>Emergency Services</b>	No abnormal requirements identified but further input would be required from consultees.
<b>Education</b>	<p>Further input would be required from Education. Potential capacity issues in secondary.</p> <p>The closest Primary School is 557m from the site.</p>
<b>Health</b>	Across Greater Nottingham, acute healthcare provision is generally highly occupied and additional services may be required to support existing and future needs.

Type	Comments
	There is a Doctors 523m from the site.
<b>Blue and Green Infrastructure</b>	Proposed Green Infrastructure Corridors: There are 5 Proposed Green Infrastructure Corridors within the site and 1 Proposed Green Infrastructure Corridor within 100m of the site.
<b>Community Facilities</b>	Housing development will generate need for additional community facilities.  The following Community Facilities are in close proximity of the site: Halls and Community Centre(295m from the site) Leisure Centre (1930m from the site) Library (1642m from the site) Open Spaces x5 (closest is 0m from the site) Public House (191m from the site)
<b>Other</b>	94.26% of site in Development High Risk Area  The whole of the site in Nottinghamshire, Derbyshire and Yorkshire Coalfield.

### 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
<b>Green Belt</b>	Site falls within Broad Area 2 (score 15/20) of the Green Belt Review.
<b>Carbon Neutrality</b>	<p>The development would be subject to full environmental analysis as part of the design and planning application process.</p> <p>Housing would need to be developed to achieve low carbon standards.</p>
<b>Impact on Air Quality</b>	The site is not part of an Air Quality Management Area
<b>Transport / Accessibility</b>	<p>Transport modelling work would be required.</p> <p>Public Transport: The closest bus stop is 24m from the site.</p> <p>Accessibility: There are 13 Public Rights of Way within the site; 1 Public Rights of Way within 50m of the site; and a further 5 Public Rights of Way within 100m of the site.</p>
<b>Flood Risk</b>	<p>River Flooding: 28.97% (20.54ha) of site in Flood Zone 3 38.99% (27.65ha) of site in Flood Zone 2</p> <p>Surface Water Flooding: 13.18% (9.34ha) of site in Surface Water Flood Map 1 in 30</p>
<b>Natural Environment</b>	<p>Agricultural Land Classification: 100% (70.91ha) of site in GRADE 4</p> <p>Local Wildlife Sites: There are 3 Local Wildlife Sites within the site and 1 Local Wildlife Site within 250m of the site.</p>
<b>Historic Environment</b>	<p>Listed Buildings: There is 1 Listed Building within 50m of the site.</p> <p>The details of any proposed development would not be known until the planning application stage. Development of the site might potentially harm the significance of the listed Bennerley Viaduct and its setting. Development at the site would be unlikely to enhance or better reveal the significance of any heritage assets. It would be unlikely to promote heritage based tourism or regeneration. There are no known heritage assets on the site which would be likely to be potential candidates for reuse.</p>

Topic	Commentary
<b>Landscape and topography</b>	<p>Greater Nottingham Growth Options Study: Ranking: Amber: The terrain is undulating, rising from the River Erewash floodplain to the west of the area of search. Agricultural land comprises fields which are generally medium sized and enclosed by hedgerows. A network of PRow provides recreational value. In the south of the area away from Awsorth, the landscape is typically rural and perceptions of tranquility are high. Locally fields are enclosed by hedgerows, however undulating topography means that the area of search is relatively open with long views across the area of search.</p> <p>There are a number of small blocks of woodland which could provide the framework for a green infrastructure network. The area's coal mining heritage provides an opportunity for a unique development. A landscape buffer would be required for any development close to the Nottingham Canal, River Erewash and Gilt Brook in the western part of the site.</p> <p>Note: Not all of the site is covered by this 'Broad Area'.</p> <p>The Part 2 Local Plan Landscape and Visual Analysis of Potential Development Sites Study scored Character Area LS22 - West of the bypass Awsorth (which covers the site) as:</p> <p>Landscape Value – Amber Visual Value – Amber Landscape Susceptibility – Red Visual Susceptibility – Amber Landscape Sensitivity – Amber Visual Sensitivity – Amber</p> <p>Any potential development on a greenfield site is likely to have an adverse impact on landscape character. It is unknown at this stage as to whether a new landscape character could be created or whether any features could be conserved, enhanced or restored.</p>
<b>Consultation Response</b>	<p>Harworth Group PLC have submitted the Former Bennerley Coal Disposal Point site for consideration as an employment development. The site is previously developed and they consider there are exceptional circumstances that justify the site being removed from the Green Belt. The wider area provides the flexibility to meet Broxtowe's employment needs.</p>

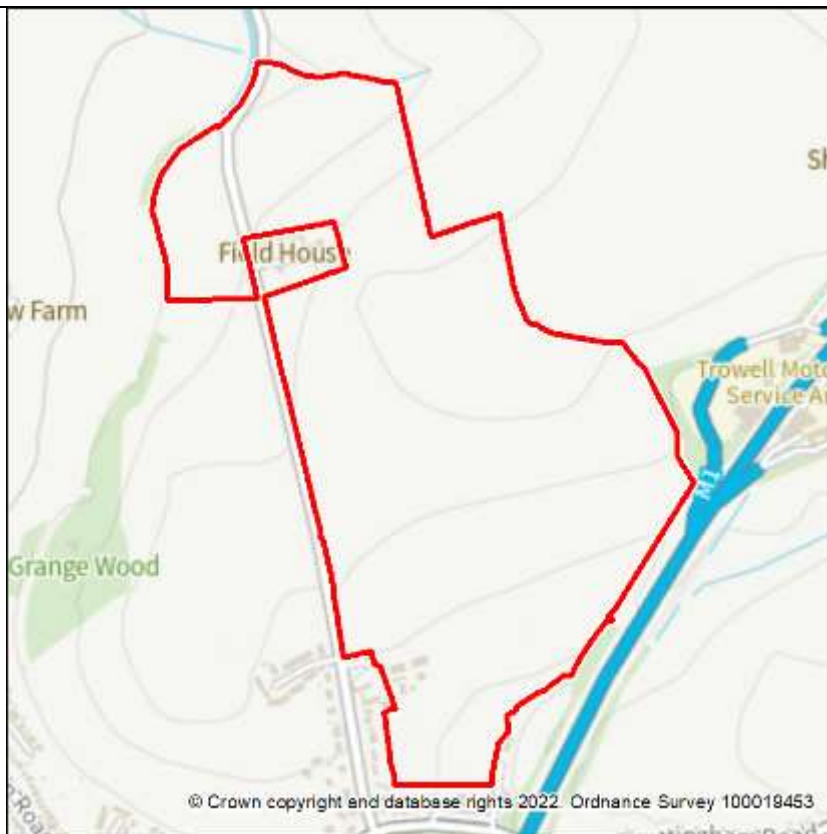
Topic	Commentary
<b>Conclusion</b>	<p>It is proposed that strategic sites at Field Farm, Stapleford; Boots; Toton Strategic Location for Growth and Land at Chetwynd Barracks should be carried forward as part of the GNSP. These sites are existing allocations either within the Aligned Core Strategy or within the Broxtowe 2 Part Local Plan. Due to these allocations, there is no requirement for the allocation of any new strategic housing sites.</p> <p>The site has been considered separately for logistics development.</p>

**B07.1PA: North of Trowell**

**Satellite Image**



**Map**





<b>Factors</b>	
<b>SHLAA reference</b>	0224 (Full Site)
<b>Size</b>	50.84 hectares
<b>No of dwellings/ estimated employment floorspace</b>	<u>Dwellings</u> 1000-1500  <u>Employment Floorspace</u> Not applicable
<b>Existing Use</b>	Majority agricultural
<b>Known Land Contamination</b>	There is 1 Historic Landfull Site within the site (0.19% (0.1ha)).
<b>PDL or Greenfield</b>	Majority greenfield
<b>Agricultural Land</b>	Yes
<b>SHLAA Conclusion</b>	Issues to be considered would include access/traffic and the presence of a Local Wildlife Site (LWS). Very unlikely to be considered suitable as a housing site in the future due to its isolated location. Local Plan Review 2003 Inspector considered that the encroachment of development into this prominent area of open countryside and Green Belt is sufficient to outweigh the sites low agricultural value.
<b>Growth Options Study Conclusions</b>	Site falls within B07: North of Trowell. Potential area for strategic growth – The identified area and sites would represent a substantial extension to Trowell. The submitted sites and identified area provide sufficient land capable of delivering the smallest typology (urban extension). However, any such urban extension would need to carefully consider the landscape constraints identified and relationship with M1. In addition, social infrastructure and improved linkages to public transport would be required.
<b>Compliance with the GNSP settlement hierarchy</b>	Further strategic housing sites not required at this stage but site is beyond the main built up area.
<b>Viability and deliverability</b>	No known viability or delivery issues.

## Infrastructure

Type	Comments
<b>Utilities</b>	<p><u>Electricity</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Gas</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Water Supply</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Waste Water</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>IT/Communications</u> No abnormal requirements identified but further input would be required from consultees.</p>
<b>Emergency Services</b>	No abnormal requirements identified but further input would be required from consultees.
<b>Education</b>	<p>Further input would be required from Education.</p> <p>There is 1 Primary School 321m from the site.</p>
<b>Health</b>	Across Greater Nottingham, acute healthcare provision is generally highly occupied and additional services may be required to support existing and future needs.
<b>Blue and Green Infrastructure</b>	<p>There is 1 Open Space within the site. Nottingham Canal -(0.11% (0.06ha)).</p> <p>There is also a Proposed Green Infrastructure Corridor, Nottingham Canal, within 100m of the site.</p>
<b>Community Facilities</b>	<p>Housing development will generate need for additional community facilities.</p> <p>The following Community Facilities are in close proximity of the site: Hall and Community Centre (419m from the site) Leisure Centre (2768m from the site) Library (1832m from the site) Public House (427m from the site) Open Spaces x5 (closest is 0m from the site) Public House (427m from the site).</p>
<b>Other</b>	<p>Coal Referral Area High Risk: 74.96% (38.11ha) of site in Development High Risk Area</p> <p>National Character Area: 100% (50.84ha) of site in Nottinghamshire, Derbyshire and Yorkshire Coalfield</p>

## 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
<b>Green Belt</b>	Site falls within Broad Area 44 (score 8/20) of the Green Belt Review.
<b>Carbon Neutrality</b>	<p>The development would be subject to full environmental analysis as part of the design and planning application process.</p> <p>Housing would need to be developed to achieve low carbon standards.</p>
<b>Impact on Air Quality</b>	<p>NO2 Agglomeration Zone: 1.81% (0.92ha) of site in NO2 Agglomeration Zone.</p> <p>The site is not part of an Air Quality Management area.</p>
<b>Transport / Accessibility</b>	<p>Transport modelling work would be required.</p> <p>Public Transport: The closest bus stop is 78m from the site.</p>

Topic	Commentary
	<p>Accessibility: There are 3 Public Rights of Way within 50m of the site.</p>
<b>Flood Risk</b>	<p>Surface Water Flooding: 1.11% (0.56ha) of site in Surface Water Flood Map 1 in 30 3.94% (2ha) of site in Surface Water Flood Map 1 in 100 3.94% (2ha) of site in Surface Water Flood Map 1 in 1000</p> <p>Ground Water Flooding: 100% of site in &lt;25% (Superficial Deposits Flooding)</p> <p>Detailed River Network: Surface Watercourse (Tertiary River) bisects site for 84.56m</p>
<b>Natural Environment</b>	<p>Agricultural Land Classification: 100% (50.84ha) of site in GRADE 4</p> <p>Local Nature Reserves: 0.11% (0.05ha) of site in Nottingham Canal.</p> <p>Local Wildlife Sites: 0.16% (0.08ha) of the site is within a Local Wildlife Site and there is a Local Wildlife site 50m from the site.</p>
<b>Historic Environment</b>	<p>Listed Buildings: There is a Listed Building within 50m of the site.</p> <p>Local Interest Buildings: There are 3 Local Interest Buildings within 50m of the site.</p> <p>The details of any proposed development would not be known until the planning application stage. Development of the site is unlikely to harm the significance of designated or non-designated heritage assets or their settings. Development at the site would be unlikely to enhance or better reveal the significance of any heritage assets. It would be unlikely to promote heritage based tourism or regeneration. There are no known heritage assets on the site which would be likely to be potential candidates for reuse.</p>
<b>Landscape and topography</b>	<p>Greater Nottingham Growth Options Study: Ranking: Amber: This is a sloping area of search, with localised ridges and undulations. There is</p>

Topic	Commentary
	<p>a high point to the east running into ridgeline to the south-west, some steep slopes in south-western corner. The area of search comprises agricultural land and a limited number of woodland blocks.</p> <p>The area of search is representative of the rural context, with elements of scenic quality present. Few PRoW, but some features of conservation interest such as Nottingham Canal LNR on the western boundary. Area feels relatively tranquil despite proximity to Ilkeston and the M1.</p> <p>Views within the area of search tend to be enclosed by vegetation, some intervisibility across Erewash valley. Potential to connect into the Nottingham Canal green corridor, lots of mature vegetation on the area of search forming a green network</p> <p>Potential for perceived coalescence with Cossall and Ilkeston. Area adjacent to northern edge of Trowell is most suitable, but would need to be kept off ridgeline to reduce risk of perceived sprawl.</p> <p>The Part 2 Local Plan Landscape and Visual Analysis of Potential Development Sites Study scored Character Area LS14 - North East Trowell (which covers the site) as:</p> <p>Landscape Value – Amber Visual Value – Amber Landscape Susceptibility – Red Visual Susceptibility – Amber Landscape Sensitivity – Red Visual Sensitivity – Amber</p> <p>Any potential development on a greenfield site is likely to have an adverse impact on landscape character. It is unknown at this stage as to whether a new landscape character could be created or whether any features could be conserved, enhanced or restored.</p>
<b>Consultation Response</b>	<p><b>Growth Options</b></p> <p>Strawsons Group Investments supports development at parts of site B07.1 for reasons including that it ‘can be effectively contained within the landscape and defensible boundaries’, ‘relates well to an existing settlement’ and is not heavily dependent on major infrastructure.</p>

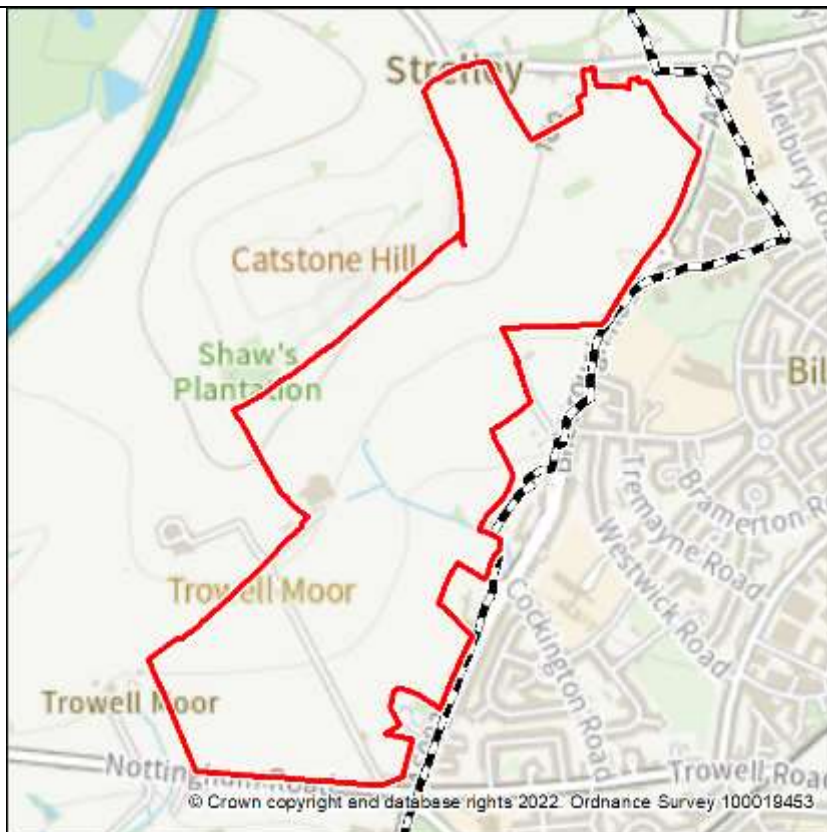
Topic	Commentary
	<p>Tollerton Against Backdoor Urbanisation (TABU) supports development at (unspecified) areas at Trowell because of good transport infrastructure.</p> <p>Two local residents support development despite reservations about air quality, as they could be developed as a 'selfcontained eco-village'.</p> <p><b>Preferred Approach</b></p> <p>Strawson Group Investments Ltd propose a site at Land at Cossall Road, Trowell. They state that the site was identified in the Growth Options Study as a potential area for strategic growth and that it could deliver between 400-500 dwellings, including social infrastructure and a sufficient green buffer to prevent coalescence with Cossall. As Trowell falls west of the M1 where the existing village and Ilkeston already erodes the Green Belt, any extension to Trowell, so long as it is contained west of the M1, would not have a meaningful impact on the openness between Derby and Nottingham, therefore ensuring the Green Belt fulfils its main function.</p>
<b>Conclusion</b>	<p>It is proposed that strategic sites at Field Farm, Stapleford; Boots; Toton Strategic Location for Growth and Land at Chetwynd Barracks should be carried forward as part of the GNSP. These sites are existing allocations either within the Aligned Core Strategy or within the Broxtowe 2 Part Local Plan. Due to these allocations, there is no requirement for the allocation of any new strategic housing sites.</p>

### B08.1PA: Catstone Green

#### Satellite Image



#### Map





Factors	
<b>SHLAA reference</b>	0588 (Part of Site) 0298 (Part of Site) 0178 (Part of Site)
<b>Size</b>	103.21 hectares
<b>No of dwellings/ estimated employment floorspace</b>	<u>Dwellings</u> 2000  <u>Employment Floorspace</u> Limited employment and retail
<b>Existing Use</b>	Majority agricultural
<b>Known Land Contamination</b>	No identified constraints but further investigative work may be required.
<b>PDL or Greenfield</b>	Majority greenfield
<b>Agricultural Land</b>	Yes
<b>SHLAA Conclusion</b>	The site is located within the Green Belt, adjacent to Bilborough Road and in part the settlement of Bilborough in Nottingham City. Part of site H2 in Tribal SUE report which considered the site to be suitable for residential-led mixed use development in part due to the ridgeline to the west. Issues to be considered would include infrastructure and access and the relationship with the existing built-up area and the possibility of flooding from nearby small watercourses, whether there is a defensible Green Belt boundary, adjacent local nature reserve and Local Wildlife Site (LWS).
<b>Growth Options Study Conclusions</b>	Site falls within B08: Land off Woodhouse Way. High potential area for strategic growth – The identified area represents a significant opportunity to extend the MBUA of Nottingham. There are key assets to build upon, and some existing facilities in Bilborough to assist in servicing new development. The area benefits from existing high accessibility levels and has potential to provide improved linkages to Ilkeston station and Toton. The sites and identified area provide sufficient land capable of delivering a large urban extension(s).
<b>Compliance with the GNSP settlement hierarchy</b>	Further strategic housing sites not required at this stage but site adjoins main built up area of Nottingham.
<b>Viability and deliverability</b>	No known viability or delivery issues.

## Infrastructure

Type	Comments
<b>Utilities</b>	<p><u>Electricity</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Gas</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Water Supply</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Waste Water</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>IT/Communications</u> No abnormal requirements identified but further input would be required from consultees.</p>
<b>Emergency Services</b>	No abnormal requirements identified but further input would be required from consultees.
<b>Education</b>	<p>Further input would be required from Education. Potential capacity issues in secondary.</p> <p>There are 5 Primary schools within close proximity to the site. The closest is 166m and the furthest is 927m from the site.</p> <p>There are 2 Secondary schools in close proximity to the site. The closest is 282m from the site and the furthest is 845m from the site.</p>
<b>Health</b>	<p>Across Greater Nottingham, acute healthcare provision is generally highly occupied and additional services may be required to support existing and future needs.</p> <p>There is 1 Dentist in close proximity (404m) from the site and a Doctors, which is 521m from the site.</p>
<b>Blue and Green Infrastructure</b>	There is a Proposed Green Infrastructure Corridor within the site - 261.5m of 2.21 Trowell To Kimberley dissects site.
<b>Community Facilities</b>	<p>Housing development will generate need for additional community facilities.</p> <p>There are 7 Community Facilities in close proximity to the site:  1 Hall/Community Centre (402m from the site)  1 Leisure Centre (1122m from the site)  1 Library (2952m from the site)  3 Open Spaces (141m; 239m; and 279m from the site)  1 Public House (45m from the site)</p>

Type	Comments
Other	N/A

### 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
<b>Green Belt</b>	Site falls within Broad Area 27 (score 12/20) of the Green Belt Review.
<b>Carbon Neutrality</b>	The development would be subject to full environmental analysis as part of the design and planning application process.  Housing would need to be developed to achieve low carbon standards.
<b>Impact on Air Quality</b>	The site is not part of an Air Quality Management area.  NO2 Agglomeration Zone: 0.01% (0.01ha) of site in NO2 Agglomeration Zone
<b>Transport / Accessibility</b>	Transport modelling work would be required.

Topic	Commentary
	<p>Public Transport: There are 5 Bus Stops within close proximity of the site. The closest is 3m from the site and the furthest is 22m from the site.</p> <p>Accessibility: There are 4 Public Rights of Way within the site and 2 Public Rights of Way around the site (both within 250m).</p>
<b>Flood Risk</b>	<p>Surface Water Flooding: 0.4% (0.41ha) of site in Surface Water Flood Map 1 in 30 2.48% (2.55ha) of site in Surface Water Flood Map 1 in 100 2.48% (2.55ha) of site in Surface Water Flood Map 1 in 1000</p> <p>Ground Water Flooding: 0.03% (0.03ha) of site in &lt; 25% (Clearwater)</p> <p>Detailed River Network: Surface Watercourse (Tertiary River) bisects site for 545.46m</p>
<b>Natural Environment</b>	<p>Agricultural Land Classification:</p> <p>1.22% (1.26ha) of site in URBAN 26.73% (27.59ha) of site in Grade 4 35.92% (37.07ha) of site in Grade 3 36.14% (37.3ha) of site in Grade 2</p> <p>There is 1 Local Wildlife Site around the site, Strelley Hall Park, which is within 50m of the site.</p> <p>0.1% (0.1ha) of site in Balloon Woods Cross Roads, Trowell is subject to Tree Preservation Orders Group/Woodland</p>
<b>Historic Environment</b>	<p>There are 20 Heritage Assets within close proximity of the site.</p> <p>There are 4 Listed Buildings within close proximity to the site. The closest is within 100m of the site and the furthest are within 250m of the site.</p> <p>There is 1 Scheduled Ancient Monument within the site.</p>

Topic	Commentary
	<p>There are 3 Scheduled Ancient Monuments around the site (50m; 100m; and 100m from the site)</p> <p>3.26 (3.37ha) of site is within Strelley Conservation Area</p> <p>There are 11 Local Interest Buildings around the site. The closest are within 50m of the site and the furthest is within 250m of the site.</p> <p>The details of any proposed development would not be known until the planning application stage. Development of the site could harm the significance of designated and non-designated heritage assets and their settings, including Scheduled Ancient Monuments and the Strelley Conservation Area. Development at the site would be unlikely to enhance or better reveal the significance of any heritage assets. It would be unlikely to promote heritage based tourism or regeneration. There are no known heritage assets on the site which would be likely to be potential candidates for reuse.</p>
<b>Landscape and topography</b>	<p>Greater Nottingham Growth Options Study: Ranking: Amber: Undulating terrain constrained by the A6002 and M1 motorway with steeply sloping land at Catstone Hill south of Strelley. Land is composed of medium to large size arable fields, edge of town industrial units, parkland associated with Strelley Hall, isolated farmhouses and small clusters of houses</p> <p>The PRoW network is limited but includes the Robin Hood Way long distance footpath which provides recreational value. Away from the A6002 and M1 this area is typical of the rural setting and perceptions of tranquillity are high. There are however detractors including the highways network and industrial urban fringe development.</p> <p>Topography and vegetation provides some enclosure, however there are long views from high points, including Strelley, and open views into the area of search from the M1 motorway. Development may adversely affect views.</p> <p>Defensive boundaries are generally limited to the highway network and existing field boundaries. Topography means that development would be best placed in the south-east</p>

Topic	Commentary
	<p>and east of the broad area of search. Development should be avoided on high ground around Strelley and Trowell Hall and land west of the ridgeline visible from the M1.</p> <p>The Part 2 Local Plan Landscape and Visual Analysis of Potential Development Sites Study scored Character Area LS12 - Trowell Moor (between Strelley and Nottingham Road) (which covers the site) as:</p> <p>Landscape Value – Amber Visual Value – Green Landscape Susceptibility – Red Visual Susceptibility – Amber Landscape Sensitivity – Amber Visual Sensitivity – Green</p> <p>Any potential development on a greenfield site is likely to have an adverse impact on landscape character. It is unknown at this stage as to whether a new landscape character could be created or whether any features could be conserved, enhanced or restored.</p>
<b>Consultation Response</b>	<p><b>Growth Options</b></p> <p>Aslockton Parish Council supports development at sites ‘close to the City of Nottingham and its suburbs’ (although particular sites/areas are not referred to).</p> <p>Calverton Parish Council supports development for reasons including that they are ‘urban extensions’, have good current and future transport infrastructure and have high levels of employment provision.</p> <p>Parker Strategic Land supports development excluding the Scheduled Monument for reasons including that it provides an opportunity for ‘strategic scale growth’, has good public transport options, has the potential for strong local green and blue infrastructure connections, has facilities nearby, and does not fulfill Green Belt objectives.</p> <p>Nottinghamshire Campaign to Protect Rural England opposes development due to ‘one or more of the following factors’: local amenity value; landscape value and sensitivity; risk of coalescence; ‘a Green Belt or</p>

Topic	Commentary
	<p>remote location'; and remoteness from services and sustainable travel options.</p> <p>One local resident supports development as they would constitute extensions to the existing urban area. Two other residents support development at area B08 (particular sites are not referred to) because it 'does not involve building on greenbelt'. One of these residents also supports it because it is 'near City/employment or tram stops'; the other because it does 'not add to traffic congestion on roads such as A52 since near tram'.</p> <p>Two local residents oppose development at these sites because of a need to preserve 'this thin strip of green land between the M1 and edge of Nottingham'. They also oppose development because of air quality concerns due to the location close to the M1, A610 and A6002.</p> <p><b>Preferred Approach</b></p> <p>Parker Strategic Land Limited and William Davis Homes propose a site to the west of Nottingham, referred to as Catstone Green. As a sustainable urban extension, they state the site could provide up to 2,200 new homes of mixed tenure, community benefits and more than 100ha of green infrastructure. Various supporting evidence reports are included including a vision document, a landscape report and a transport strategy. In respect of the Green Belt Review, they state that the removal of land to the east of Catstone Hill should be reassessed to score 9 as built development would have a much more limited effect on Green Belt purposes. They consider that 'Exceptional circumstances' exist to release the site from Green Belt to look towards meeting an evidenced need of Greater Nottingham, including the majority of Nottingham City's shortfall in need.</p>
<b>Conclusion</b>	<p>It is proposed that strategic sites at Field Farm, Stapleford; Boots; Toton Strategic Location for Growth and Land at Chetwynd Barracks should be carried forward as part of the GNSP. These sites are existing allocations either within the Aligned Core Strategy or within the Broxtowe 2 Part Local Plan. Due to these allocations, there is no requirement for the allocation of any new strategic housing sites.</p>

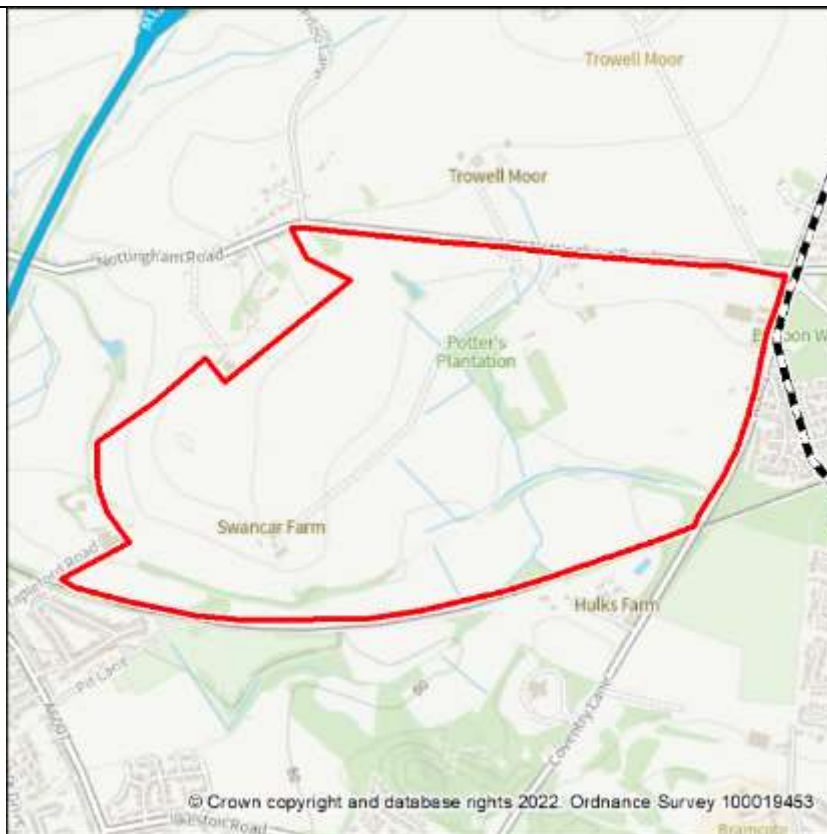


## B08.2PA: West of Coventry Lane

### Satellite Image



### Map



<b>Factors</b>	
<b>SHLAA reference</b>	0104 (Part of Site)
<b>Size</b>	115.21 hectares
<b>No of dwellings/ estimated employment floorspace</b>	<u>Dwellings</u> 2000+  <u>Employment Floorspace</u> Not applicable
<b>Existing Use</b>	Majority agricultural
<b>Known Land Contamination</b>	There is 1 Historic Landfill Site (within the site) and 3 Historic Landfill Sites in close proximity to the site (10m; 100m; and 250m)
<b>PDL or Greenfield</b>	Majority greenfield
<b>Agricultural Land</b>	Yes
<b>SHLAA Conclusion</b>	Green Belt Land and part of HS2 in Tribal SUE report which considered the site suitable for residential led mixed use development in part due to the ridgeline to the west reducing the appearance of urban sprawl. Issues to be considered would include access, LWS and the relationship with the existing built-up area and the possibility of flooding from nearby small watercourses. Local Plan Review 2003 Inspector concluded the site would extend into the open countryside which would be a major intrusion into pleasantly rolling landscape. Development would be poorly related to the existing urban form and would involve the loss of a substantial amount of Best and Most Versatile agricultural land.
<b>Growth Options Study Conclusions</b>	Site falls within B08: Land off Woodhouse Way. High potential area for strategic growth – The identified area represents a significant opportunity to extend the MBUA of Nottingham. There are key assets to build upon, and some existing facilities in Bilborough to assist in servicing new development. The area benefits from existing high accessibility levels and has potential to provide improved linkages to Ilkeston station and Toton. The sites and identified area provide sufficient land capable of delivering a large urban extension(s).
<b>Compliance with the GNSP settlement hierarchy</b>	Further strategic housing sites not required at this stage but site adjoins main built up area of Nottingham.
<b>Viability and deliverability</b>	No known viability or delivery issues.

## Infrastructure

Type	Comments
<b>Utilities</b>	<p><u>Electricity</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Gas</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Water Supply</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Waste Water</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>IT/Communications</u> No abnormal requirements identified but further input would be required from consultees.</p>
<b>Emergency Services</b>	No abnormal requirements identified but further input would be required from consultees.
<b>Education</b>	<p>Further input would be required from Education.</p> <p>There are 4 Primary Schools within close proximity to the site. The closest is 193m from the site and the furthest is 998m from the site.</p>
<b>Health</b>	<p>Across Greater Nottingham, acute healthcare provision is generally highly occupied and additional services may be required to support existing and future needs.</p> <p>There is a Dentist within 454m of the site and a Doctors within 965m from the site.</p>
<b>Blue and Green Infrastructure</b>	<p>There are 3 Open Spaces within the site.</p> <p>There is 1 Proposed Green Infrastructure Corridor within the site. 1596.63m of 2.9 Nottingham Canal bisects site.</p> <p>There are 2 Proposed Green Infrastructure Corridors around the site. Erewash to Wollaton Corridor within 100m of site and Trowell to Kimberley within 100m of site.</p>
<b>Community Facilities</b>	<p>Housing development will generate need for additional community facilities.</p> <p>There are 9 Community Facilities within close proximity of the site.</p> <p>1 Hall/Community Centre (435m from the site) 1 Leisure Centre (1315m from the site) 1 Library (1972m from the site)</p>

Type	Comments
	5 Open Spaces (the closest are 0m from the site and the furthest is 21m from the site) 1 Public House (737m from the site)
Other	Coal Referral Area High Risk: 54.94% (63.29ha) of site in Development High Risk Area.

### 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	-
8. Transport	++	16. Natural Resources and Waste Management	-

## Other Factors

Topic	Commentary
<b>Green Belt</b>	Site falls within Broad Area 28 (score 13/20) of the Green Belt Review.
<b>Carbon Neutrality</b>	<p>The development would be subject to full environmental analysis as part of the design and planning application process.</p> <p>Housing would need to be developed to achieve low carbon standards.</p>
<b>Impact on Air Quality</b>	<p>The site is not part of an Air Quality Management Area.</p> <p>NO2 Agglomeration Zone: 2.23% (2.57ha) of site in NO2 Agglomeration Zone</p>
<b>Transport / Accessibility</b>	<p>Transport modelling work would be required.</p> <p>There are 5 Bus Stops within close proximity to the site. The closest is 1m from the site and the furthest is 13m from the site.</p>
<b>Flood Risk</b>	None identified.
<b>Natural Environment</b>	<p>Agricultural Land Classification: 1.17% (1.35ha) of site in URBAN 98.83% (113.87ha) of site in Grade 4</p> <p>There is a Local Geological Site within the site - 0.08% (0.09ha) of site in Trowell Garden Centre.</p> <p>There is 1 Local Nature Reserve within the site, 3.38% (3.89ha) of site in Nottingham Canal</p> <p>There are 2 Local Nature Reserves around the site. The closest is within 50m and the furthest is within 250m of the site.</p> <p>There is 1 Local Wildlife Site within the site, 2.61% (3.01ha) of site in Nottingham Canal ('a valuable length of disused canal, and associated woodland, of botanical and zoological interest')</p> <p>There is 1 Local Wildlife Site around the site within 250m of the site.</p> <p>0.1% (0.12ha) of site (Balloon Woods Cross Roads) is subject to Tree Preservation Orders Group/Woodlands</p>

Topic	Commentary
<b>Historic Environment</b>	<p>There is 1 Listed Building within the site boundary (Nottingham Canal Swancar Bridge)</p> <p>There are 3 Listed Buildings around the site, the nearest within 50m of the site and the furthest within 250m of the site.</p> <p>There is 1 Local Interest Building within the site and this takes up 0.09% (0.1ha) of the site.</p> <p>There are 5 Local Interest Buildings around the site. 3 are within 100m of the site and 2 are within 250m of the site.</p> <p>The details of any proposed development would not be known until the planning application stage. Development of the site might harm the significance of designated or non-designated heritage assets or their settings. Development at the site would be unlikely to enhance or better reveal the significance of any heritage assets. It would be unlikely to promote heritage based tourism or regeneration. There are no known heritage assets on the site which would be likely to be potential candidates for reuse.</p>
<b>Landscape and topography</b>	<p>Greater Nottingham Growth Options Study: Ranking: Amber: Undulating terrain constrained by the A6002 and M1 motorway.</p> <p>Away from the A6002 and M1 this area is typical of the rural setting and perceptions of tranquillity are high.</p> <p>There are however detractors including the highways network and industrial urban fringe development.</p> <p>Topography and vegetation provides some enclosure, however there are long views from high points... and open views into the area of search from the M1 motorway. Development may adversely affect views. Defensive boundaries are generally limited to the highway network and existing field boundaries, along with the disused Nottingham Canal in the south.</p> <p>Topography means that development would be best placed in the south-east and east of the broad area of search. Landscape buffer required between development and disused Nottingham Canal.</p>

Topic	Commentary
	<p>The Part 2 Local Plan Landscape and Visual Analysis of Potential Development Sites Study scored Character Area LS11 - Land between Nottingham Road &amp; the Railway Line (which covers the site) as:</p> <p>Landscape Value – Amber Visual Value – Green Landscape Susceptibility – Amber Visual Susceptibility – Green Landscape Sensitivity – Amber Visual Sensitivity – Green</p> <p>Any potential development on a greenfield site is likely to have an adverse impact on landscape character. It is unknown at this stage as to whether a new landscape character could be created or whether any features could be conserved, enhanced or restored.</p>
<b>Consultation Response</b>	<p><b>Growth Options</b></p> <p>Aslockton Parish Council supports development at sites 'close to the City of Nottingham and its suburbs' (although particular sites/areas are not referred to).</p> <p>Calverton Parish Council supports development for reasons including that they are 'urban extensions', have good current and future transport infrastructure and have high levels of employment provision.</p> <p>Trustees for the Estate of Mrs Joan Winifred Briggs supports development for reasons including that it does not fulfill the purposes of Green Belt; however, the site should be extended to the south to include land at Chantry House.</p> <p>Nottinghamshire Campaign to Protect Rural England opposes development due to 'one or more of the following factors': local amenity value; landscape value and sensitivity; risk of coalescence; 'a Green Belt or remote location'; and remoteness from services and sustainable travel options.</p> <p>One local resident supports development as they would constitute extensions to the existing urban area. Two other residents support development at area B08 (particular sites are not referred to) because it 'does not involve building on greenbelt'. One of these residents</p>



Topic	Commentary
	<p>also supports it because it is 'near City/employment or tram stops'; the other because it does 'not add to traffic congestion on roads such as A52 since near tram'.</p> <p>Two local residents oppose development at these sites because of a need to preserve 'this thin strip of green land between the M1 and edge of Nottingham'. They also oppose development because of air quality concerns due to the location close to the M1, A610 and A6002.</p> <p><b>Preferred Approach</b></p> <p>Parker Strategic Land refer to the assessment of Land to the south of Nottingham Road, Trowell. They highlight that the site represents an opportunity to extend the main built up area of Nottingham and that technical work has been undertaken in relation to design, transport, landscape impact and the impact on Green Belt to demonstrate that the development would be acceptable. The Masterplan demonstrates that approximately 500 dwellings together with a community/ retail use could be accommodated within the site. They state that there are significant concerns that the site has not been adequately assessed within the site selection report, as the conclusion is simply that no additional sites are required. Given the need to find additional sites to address the pressing housing need, this site should be given full consideration.</p> <p>MyPad 2020 Limited propose an additional site for land off Coventry Lane, Bramcote. They state that the site is available, suitable and deliverable and that access can be provided off Coventry Lane. Reference is also made to engaging with Parker Strategic Land who are promoting the adjacent land to the North West.</p>
<b>Conclusion</b>	<p>It is proposed that strategic sites at Field Farm, Stapleford; Boots; Toton Strategic Location for Growth and Land at Chetwynd Barracks should be carried forward as part of the GNSP. These sites are existing allocations either within the Aligned Core Strategy or within the Broxtowe 2 Part Local Plan. Due to these allocations, there is no requirement for the allocation of any new strategic housing sites.</p>

### B08.3PA: Land West of Woodhouse Way

#### Satellite Image



#### Map



<b>Factors</b>	
<b>SHLAA reference</b>	0107 (Full Site)
<b>Size</b>	33.71 hectares
<b>No of dwellings/ estimated employment floorspace</b>	<u>Dwellings</u> 500-750  <u>Employment Floorspace</u> Not applicable
<b>Existing Use</b>	Majority agricultural
<b>Known Land Contamination</b>	No identified constraints but further investigative work may be required.
<b>PDL or Greenfield</b>	Greenfield land
<b>Agricultural Land</b>	Yes
<b>SHLAA Conclusion</b>	Green Belt site (mainly good quality agricultural land) considered for employment in the Local Plan Inquiry 2003. Inspector concluded development would represent a major encroachment and coalescence risk. Tribal SUE report also considered site unsuitable due to coalescence risk. Part of site a designated Local Wildlife Site (LWS). Issues would include access, relationship with adjacent business park and noise and pollution from the Motorway. Planning application (13/00277/OUT) was refused for 620 dwellings, however developer now thinks that despite the HS2 constraint it is possible to achieve approximately 300 dwellings on the site without compromising the route.
<b>Growth Options Study Conclusions</b>	Site falls within B08: Land off Woodhouse Way. High potential area for strategic growth – The identified area represents a significant opportunity to extend the MBUA of Nottingham. There are key assets to build upon, and some existing facilities in Bilborough to assist in servicing new development. The area benefits from existing high accessibility levels and has potential to provide improved linkages to Ilkeston station and Toton. The sites and identified area provide sufficient land capable of delivering a large urban extension(s).
<b>Compliance with the GNSP settlement hierarchy</b>	Further strategic housing sites not required at this stage but site adjoins main built up area of Nottingham.
<b>Viability and deliverability</b>	No known viability or delivery issues.

## Infrastructure

Type	Comments
<b>Utilities</b>	<p><u>Electricity</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Gas</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Water Supply</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Waste Water</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>IT/Communications</u> No abnormal requirements identified but further input would be required from consultees.</p>
<b>Emergency Services</b>	No abnormal requirements identified but further input would be required from consultees.
<b>Education</b>	<p>Further input would be required from Education. Potential capacity issues in secondary.</p> <p>There are 4 Primary Schools within close proximity of the site. The closest is 223m from the site and the furthest is 951m from the site.</p>
<b>Health</b>	<p>Across Greater Nottingham, acute healthcare provision is generally highly occupied and additional services may be required to support existing and future needs.</p> <p>There is a Doctors within 100m from the site.</p>
<b>Blue and Green Infrastructure</b>	<p>There is 1 Proposed Green Infrastructure Corridor within the site. 501.87m of A610 Swingate bisects site.</p> <p>There is 1 Proposed Green Infrastructure Corridor around the site. This is within 100m of the site.</p>
<b>Community Facilities</b>	<p>Housing development will generate need for additional community facilities.</p> <p>There are 9 Community Facilities in close proximity to the site.</p> <ul style="list-style-type: none"> <li>- Halls and Community Centre x1 (465m from site)</li> <li>- Leisure Centre x1 (1609m from site)</li> <li>- Library x1 (1705m from site)</li> <li>- Open Spaces x5 (closest is 3m from site and furthest is 432m from site)</li> <li>- Public House x1 (55m from site)</li> </ul>

Type	Comments
Other	Coal Referral Area High Risk: 7.46% (2.51ha) of site in Development High Risk Area  The entire site is within a National Character Area.

### 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	Site falls within Broad Area 25 (score 11/20) of the Green Belt Review.
Carbon Neutrality	The development would be subject to full environmental analysis as part of the design and planning application process.  Housing would need to be developed to achieve low carbon standards.
Impact on Air Quality	The site is not part of an Air Quality Management area

Topic	Commentary
	NO2 Agglomeration Zone: 0.55% (0.19ha) of site in NO2 Agglomeration Zone
<b>Transport / Accessibility</b>	<p>Transport modelling work would be required.</p> <p>There are 5 Bus Stops within within close proximity of the site. The closest is 140m from the site and the furthest is 277m from the site.</p> <p>There are 5 Public Rights of Way within the site (all of which bisect the site).</p> <p>There are 14 Public Rights of Way around the site. 9 of these are within 50m of the site; 2 within 100m of the site; and 3 within 250m of the site.</p>
<b>Flood Risk</b>	<p>0.83% (0.28ha) of site in Surface Water Flood Map 1 in 100</p> <p>0.83% (0.28ha) of site in Surface Water Flood Map 1 in 1000.</p>
<b>Natural Environment</b>	<p>There are 2 Agricultural Land Classifications within the site. 23.71% (7.99ha) of site in Grade 4 and 76.29% (25.71ha) of site in Grade 2.</p> <p>There is 1 Local Wildlife Site within the site (4.11%, 1.39ha).</p> <p>There are 2 Local Wildlife Sites around the site. 1 is within 100m of the site and the other is within 250m of the site.</p>
<b>Historic Environment</b>	<p>Nuthall Conservation Area is within 250m of the site.</p> <p>The details of any proposed development would not be known until the planning application stage. Development of the site is unlikely to harm the significance of designated or non-designated heritage assets or their settings. Development at the site would be unlikely to enhance or better reveal the significance of any heritage assets. It would be unlikely to promote heritage based tourism or regeneration. There are no known heritage assets on the site which would be likely to be potential candidates for reuse.</p>
<b>Landscape and topography</b>	<p>Greater Nottingham Growth Options Study: Ranking: Amber: Undulating terrain constrained by the A6002 and M1 motorway. Land is composed of medium to large size arable fields, edge of town industrial units. Away from the A6002 and M1 this area is typical of the rural setting and perceptions of tranquility are high. There</p>

Topic	Commentary
	<p>are however detractors including the highways network and industrial urban fringe development. Topography and vegetation provides some enclosure. Development may adversely affect views. Defensible boundaries are generally limited to the highway network and existing field boundaries. Topography means that development would be best placed in the south-east and east of the broad area of search, with commercial development potentially suitable in the far north.</p> <p>The Part 2 Local Plan Landscape and Visual Analysis of Potential Development Sites Study scored Character Area LS25 - Land between Nottingham Business Park and the A610 Nuthall (which covers the site) as:</p> <p>Landscape Value – Green Visual Value – Green Landscape Susceptibility – Green Visual Susceptibility – Green Landscape Sensitivity – Green Visual Sensitivity – Green</p> <p>Any potential development on a greenfield site is likely to have an adverse impact on landscape character. It is unknown at this stage as to whether a new landscape character could be created or whether any features could be conserved, enhanced or restored.</p>
<b>Consultation Response</b>	<p>Gaintame supports development for employment purposes for reasons including having excellent access to the M1 and A6002, being only a short journey from Toton and representing a 'logical extension to the Broxtowe urban area'.</p> <p>Wilson Bowden Developments supports development for employment purposes, in particular for businesses being displaced at Nottingham Business Park by HS2, for reasons including excellent access to the M1 and A52 and only a short journey from Toton.</p> <p>R Salmon propose a 12ha site at land at M1, J26 to provide a sustainable extension to existing built form at Nottingham Business Park and east of Woodhouse Way. They state that the site should be considered as a reasonable alternative, particularly in the context of the</p>



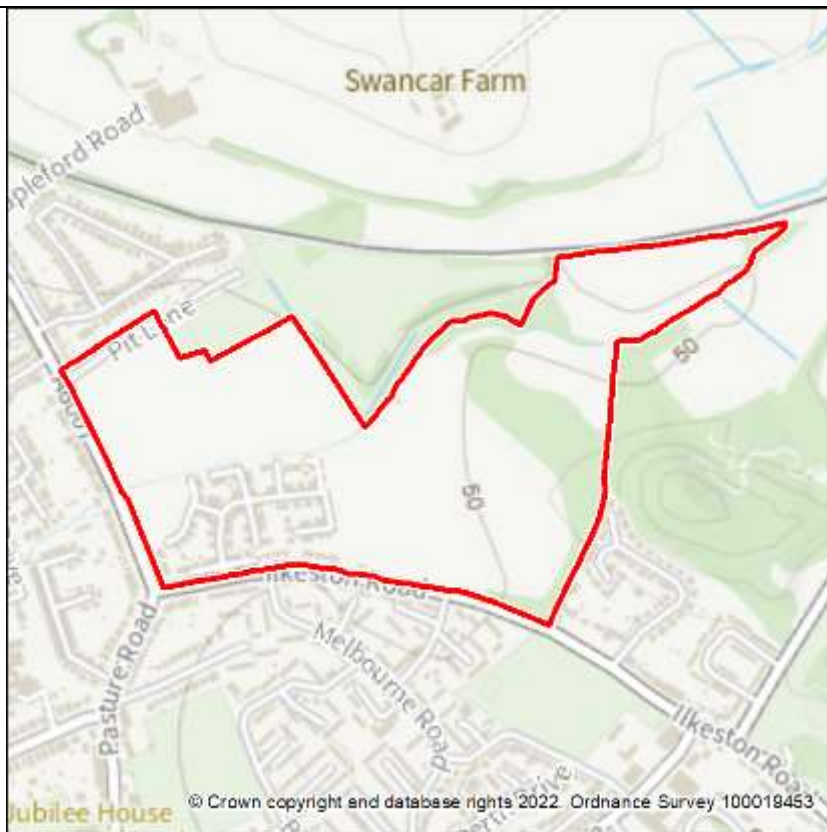
Topic	Commentary
	<p>site's ability to come forward on a strategic scale in collaboration with the neighbouring sites.</p> <p>Two local residents oppose development at these sites because of a need to preserve 'this thin strip of green land between the M1 and edge of Nottingham'. They also oppose development because of air quality concerns due to the location close to the M1, A610 and A6002.</p>
<b>Conclusion</b>	<p>It is proposed that strategic sites at Field Farm, Stapleford; Boots; Toton Strategic Location for Growth and Land at Chetwynd Barracks should be carried forward as part of the GNSP. These sites are existing allocations either within the Aligned Core Strategy or within the Broxtowe 2 Part Local Plan. Due to these allocations, there is no requirement for the allocation of any new strategic housing sites.</p>

**B08.4PA: Field Farm**

**Satellite Image**



**Map**



Factors	
SHLAA reference	108
Size	28.34 hectares
No of dwellings/ estimated employment floorspace	<u>Dwellings</u> 450  <u>Employment Floorspace</u> Not applicable
Existing Use	Agricultural and housing development
Known Land Contamination	Investigative work undertaken as part of the planning applications.
PDL or Greenfield	Majority greenfield
Agricultural Land	Yes
SHLAA Conclusion	<p>The site was removed from the Green Belt through the Core Strategy which was adopted in September 2014. The site has extant outline planning permission (11/00758/OUT) for 450 dwellings.</p> <p>A reserved matters application (15/00841/REM) for the first phase of development for 118 dwellings was allowed at appeal and is under construction.</p> <p>A hybrid application (20/00116/FUL) has granted full permission for 132 dwellings and outline application for up to 200 dwellings.</p>
Growth Options Study Conclusions	Did not form part of the Growth Options Study.
Compliance with the GNSP settlement hierarchy	In or adjoining the existing main built up area of Nottingham.
Viability and deliverability	Viability considered as part of the planning application.

## Infrastructure

Type	Comments
<b>Utilities</b>	<p><u>Electricity</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Gas</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Water Supply</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Waste Water</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>IT/Communications</u> No abnormal requirements identified but further input would be required from consultees.</p>
<b>Emergency Services</b>	Considered as part of planning application.
<b>Education</b>	<p>This has been considered as part of the planning application.</p> <p>The closest Primary School is 671m from the site. There is also a secondary school which is 881m from the site.</p>
<b>Health</b>	<p>This has been considered as part of the planning application.</p> <p>Across Greater Nottingham, acute healthcare provision is generally highly occupied and additional services may be required to support existing and future needs.</p> <p>This has been considered as part of the planning application.</p> <p>There is a Doctors 563m from the site.</p>
<b>Blue and Green Infrastructure</b>	<p>Green Infrastructure: 1.35% (0.38ha) of the site in Pit Lane Open Space.</p> <p>Proposed Green Infrastructure Corridors: 2 Green Infrastructure Corridors bisect the site and the Nottingham Canal Green Infrastructure Corridor is also within 100m of the site.</p>
<b>Community Facilities</b>	Local centre granted as part of planning permission.
<b>Other</b>	N/A

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

## Other Factors

Topic	Commentary
<b>Green Belt</b>	Site falls within Broad Areas 31 (score 8/20) and 32 (8/20) of the Green Belt Review.
<b>Carbon Neutrality</b>	Considered as part of the planning application.
<b>Impact on Air Quality</b>	NO2 Agglomeration Zone: 1.29% (0.37ha) of site in NO2 Agglomeration Zone.
<b>Transport / Accessibility</b>	Considered as part of planning application.  Public Transport: The closest bus stop is 9m from the site.  Accessibility: There are 3 Public Rights of Way which bisect the site. There are also 2 Public Rights of Way 50m from the site; 1 which is 100m from the site; and 3 Public Rights of Way which are 250m from the site.
<b>Flood Risk</b>	River Flooding: 1.31% (0.37ha) of site in Flood Zone 3 2.31% (0.66ha) of site in Flood Zone 2

Topic	Commentary
	<p>Surface Water Flooding: 3.88% (1.1ha) of site in Surface Water Flood Map 1 in 30 12.78% (3.62ha) of site in Surface Water Flood Map 1 in 100. 12.78% (3.62ha) of site in Surface Water Flood Map 1 in 1000.</p> <p>Ground Water Flooding: 0.03% (0.01ha) of site in &gt;=25% &lt;50% (Superficial Deposits Flooding) 14.46% (4.1ha) of site in &gt;=25% &lt;50% (Clearwater and Superficial Deposits Flooding) 85.52% (24.24ha) of site in &gt;=50% ,75% (Clearwater and Superficial Deposits Flooding)</p> <p>Detailed River Network: Surface Watercourse (Secondary River) bisects site for 823.64m.</p>
<b>Natural Environment</b>	<p>Agricultural Land Classification: 35.55 (10.08ha) of site in URBAN 64.45% (18.26ha) of site in GRADE 4</p> <p>Local Geological Sites: Stapleford Hill (There are 2 exposures. The upper exposure shows a coarse buff sandstone with abundant pebbles. The quarry in the woods shows sandstone with good sedimentary features, with the Chester Fmtn overlying the Lenton Sandstone.)</p> <p>Local Nature Reserves: 0.08% (0.02ha) of site in Pit Lane Recreation Ground. Stapleford Hill Woodland is within 50m of the site and the Nottingham Canal is within 100m of the site.</p> <p>Local Wildlife Sites: A mosaic of dry acid grassland and oak and birch woodland is within 50m of the site and a valuable length of disused canal, and associated woodland, of botanical and zoological interest is within 100m of the site.</p> <p>Tree Preservation Orders: There are 2 Single Tree Preservation Orders within the site boundary and 7.68% (2.81ha) of site in Fields Farm Estate.</p>

Topic	Commentary
<b>Historic Environment</b>	<p>Listed Buildings: Nottingham Canal Swancar Bridge is within 250m of the site.</p> <p>Heritage assets have been considered as part of the planning application.</p>
<b>Landscape and topography</b>	<p>The site has partially been developed and so the landscape impact is considered to be neutral.</p> <p>Not covered by the Greater Nottingham Growth Options Study Broad Areas.</p>
<b>Consultation Response</b>	<p>Sport England stated that care should be taken with regard to the shared boundary with the playing field at Pit Lane and that the potential conflict between the football use and residential properties should be assessed.</p> <p>The Environment Agency stated that they have no comment to make as they have provided extensive responses on this site previously.</p> <p>National Highways has carried out a high level assessment of the site. They identified that the site has a medium potential impact on the strategic road network but the impacts are likely to be acceptable as the site already has planning consent.</p>
<b>Conclusion</b>	<p>It is proposed that the site, which is allocated by the existing Aligned Core Strategy, should be carried forward as part of the GNSP as the site is still under development. The site has planning permission and development has commenced on parts of the site.</p>



### B09.1PA: Land at Hill Top Farm Stapleford

#### Satellite Image



#### Map





Factors	
<b>SHLAA reference</b>	0221 (Part of Site) 0414 (Part of Site) 0870 (Part of Site) 0871 (Part of Site) 0410 (Part of Site)
<b>Size</b>	33.06 hectares
<b>No of dwellings/ estimated employment floorspace</b>	<u>Dwellings</u> 500-750  <u>Employment Floorspace</u> Not applicable
<b>Existing Use</b>	Majority agricultural
<b>Known Land Contamination</b>	No identified constraints but further investigative work may be required.
<b>PDL or Greenfield</b>	Majority greenfield
<b>Agricultural Land</b>	Yes
<b>SHLAA Conclusion</b>	Unlikely to be suitable even if Green Belt policy was changed, because of the prominence of the site and its status as a Prominent Area for Special Protection. Other issues would include access and any impacts on the adjacent Conservation Area and Local Wildlife Sites, plus effects on the greenway through the site.
<b>Growth Options Study Conclusions</b>	Site falls within B09: Northeast of Toton. High potential area for strategic growth – The sites and identified areas represent a significant opportunity to provide new urban communities within the MBUA of Nottingham. The area benefits from existing high accessibility levels and has potential to provide improved linkages to Stapleford and Beeston. The sites and identified area provide sufficient land capable of delivering a large urban extension(s).
<b>Compliance with the GNSP settlement hierarchy</b>	Further strategic housing sites not required at this stage but site adjoins main built up area of Nottingham.
<b>Viability and deliverability</b>	No known viability or delivery issues.

Type	Comments
<b>Utilities</b>	<p><u>Electricity</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Gas</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Water Supply</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Waste Water</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>IT/Communications</u> No abnormal requirements identified but further input would be required from consultees.</p>
<b>Emergency Services</b>	No abnormal requirements identified but further input would be required from consultees.
<b>Education</b>	<p>Further input would be required from Education.</p> <p>There are 7 Primary Schools and 1 Secondary School within close proximity of the site.</p> <p>The closest Primary School is 94m from the site and the furthest Primary School is 934m from the site.</p> <p>The Secondary School is 585m from the site.</p>
<b>Health</b>	<p>Across Greater Nottingham, acute healthcare provision is generally highly occupied and additional services may be required to support existing and future needs.</p> <p>There is a Dentist 305m from the site and a Doctors 122m from the site.</p>
<b>Blue and Green Infrastructure</b>	There is 1 Proposed Green Infrastructure around the site. A52 Corridor South East of Stapleford is within 100m of the site.
<b>Community Facilities</b>	<p>Housing development will generate need for additional community facilities.</p> <p>There are 9 Community Facilities within close proximity to the site.</p> <p>Hall and Community Centre x1 (334m from site) Leisure Centre x1 (918m from site) Library x1 (420m from site) Open Spaces x5 (closest 0m from site and furthest 295m from site)</p>

Type	Comments
	Public House x1 (236m from site)
Other	N/A

### 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
<b>Green Belt</b>	Site lies within Broad Area 36 (score 13/20) of the Green Belt Review.
<b>Carbon Neutrality</b>	The development would be subject to full environmental analysis as part of the design and planning application process.  Housing would need to be developed to achieve low carbon standards.
<b>Impact on Air Quality</b>	The site is not part of an Air Quality Management Area.  NO2 Agglomeration Zone: 6.6% (2.18ha) of site in NO2 Agglomeration Zone

Topic	Commentary
<b>Transport / Accessibility</b>	<p>Transport modelling work would be required.</p> <p>There are 5 bus stops within close proximity of the site. The closest is 94m from the site and the furthest is 101m from the site.</p> <p>There are 2 Tram Stops with close proximity to the site. The closest is 719m from the site and the furthest is 862m from the site.</p> <p>There are 2 Public Rights of Way within the site (both of which bisect the site).</p> <p>There are 6 Public Rights Of Way around the site (2 within 50m of the site; 3 within 100m of the site; and 1 within 250m of the site).</p>
<b>Flood Risk</b>	<p>Surface Water Flooding:</p> <p>0.06% (0.02ha) of site in Surface Water Flood Map 1 in 30</p> <p>0.85% (0.28ha) of site in Surface Water Flood Map 1 in 100</p> <p>0.85% (0.28ha) of site in Surface Water Flood Map 1 in 1000.</p> <p>61.93% (20.48ha) of site in <math>\geq 50\%</math> <math>&lt; 75\%</math> (Clearwater and Superficial Deposits Flooding)</p>
<b>Natural Environment</b>	<p>There are 2 Agricultural Land Classifications within the site. 36.46% (12.06ha) of site in Urban and 63.54% (21.01ha) of site in Grade 3.</p> <p>There are 4 Local Geological Sites around the site. 2 are within 50m of the site and 2 are within 100m of site.</p> <p>There are 2 Local Wildlife Sites around the site. 1 is within 50m of the site and the other is within 250m of the site.</p>
<b>Historic Environment</b>	<p>There are 14 Listed Buildings around the site. 10 are within 100m of the site and 4 are within 250m of the site.</p> <p>There is 1 Conservation Area in close proximity to the site. This is within 50m of the site.</p> <p>There are 3 Local Interest Buildings around the site. All are within 100m of the site.</p> <p>The details of any proposed development would not be known until the planning application stage. Development</p>

Topic	Commentary
	<p>of the site is unlikely to harm the significance of designated or non-designated heritage assets or their settings. Development at the site would be unlikely to enhance or better reveal the significance of any heritage assets. It would be unlikely to promote heritage based tourism or regeneration. There are no known heritage assets on the site which would be likely to be potential candidates for reuse.</p>
<p><b>Landscape and topography</b></p>	<p>Greater Nottingham Growth Options Study: Ranking: Green (covers a very large 'Broad Area'):</p> <p>The area of search comprises agricultural land Area of search is atypical of its urban context. Network of PRoW, but a poor perceptual value due to presence of major road infrastructure, urban edge etc. Some intervisibility between area of search and surrounding areas, vantage point from hill in the north-west of the area of search. Visual envelope is fairly contained due to landform and surrounding built form.</p> <p>The Part 2 Local Plan Landscape and Visual Analysis of Potential Development Sites Study scored Character Area LS7 - Hill Top Farm Stapleford (which covers the site) as:</p> <p>Landscape Value – Amber Visual Value – Amber Landscape Susceptibility – Red Visual Susceptibility – Red Landscape Sensitivity – Amber Visual Sensitivity – Amber</p> <p>Any potential development on a greenfield site is likely to have an adverse impact on landscape character. It is unknown at this stage as to whether a new landscape character could be created or whether any features could be conserved, enhanced or restored.</p>
<p><b>Consultation Response</b></p>	<p><b>Growth Options Consultation:</b></p> <p>Aslockton Parish Council supports development at 'sites close to HS2 hub at Toton' (although particular sites/areas are not referred to).</p> <p>Calverton Parish Council supports development for reasons including that they are 'urban extensions', have</p>

Topic	Commentary
	<p>good current and future transport infrastructure and have high levels of employment provision.</p> <p>Homes England and the Defence Infrastructure Organisation comment that ‘priority [should be] given to ensuring delivery of sites that have already been allocated in Local Plans’, such as Chetwynd Barracks</p> <p>Radcliffe on Trent Parish Council supports development at area B09 (particular sites are not referred to) because it is ‘close to the regeneration site of Ratcliffe Power Station’.</p> <p>Oxalis Planning supports development for reasons including that it has excellent public transport, is well related to the urban area and could integrate with development to the east of Toton Lane.</p> <p>Nottinghamshire Campaign to Protect Rural England opposes development due to ‘one or more of the following factors’: local amenity value; landscape value and sensitivity; risk of coalescence; ‘a Green Belt or remote location’; and remoteness from services and sustainable travel options.</p> <p>Tollerton Against Backdoor Urbanisation (TABU) supports development at (unspecified) areas at Toton because of good transport infrastructure.</p> <p>Stapleford Town Council opposes development because it is existing Green Belt.</p> <p>One local resident supports development as they would constitute extensions to the existing urban area. Another resident supports development at these sites because it would ‘minimise the impact on climate change and efforts to achieve carbon neutrality’. Two further residents support development at area B09 (particular sites are not referred to) because it ‘does not involve building in greenbelt’. One of these residents also supports it because it is ‘near City/employment or tram stops’; the other because it does ‘not add to traffic congestion on roads such as A52 since near tram’. Two local residents support development as it would be ‘infill development’, however they have reservations about air quality.</p>

Topic	Commentary
	<p><b>Preferred Approach Consultation</b></p> <p>Mr R Taylor proposes a site at Hill Top Farm, to the east of Stapleford. They highlight the relationship of the site to the development at Toton and provide a concept masterplan showing that residential development would be delivered on part of the site with other parts providing open space and protecting the Prominent Area and existing public rights of way.</p>
<p><b>Conclusion</b></p>	<p>It is proposed that strategic sites at Field Farm, Stapleford; Boots; Toton Strategic Location for Growth and Land at Chetwynd Barracks should be carried forward as part of the GNSP. These sites are existing allocations either within the Aligned Core Strategy or within the Broxtowe 2 Part Local Plan. Due to these allocations, there is no requirement for the allocation of any new strategic housing sites.</p>

### B09.2PA: North of Toton

## Satellite Image



## Map





<b>Factors</b>	
<b>SHLAA reference</b>	0403 (Part of Site) 0407 (Part of Site) 0132 (Part of Site)
<b>Size</b>	62.50 hectares
<b>No of dwellings/ estimated employment floorspace</b>	<u>Dwellings</u> 1000-1500  <u>Employment Floorspace</u> Not applicable
<b>Existing Use</b>	Majority agricultural (but includes garden centre)
<b>Known Land Contamination</b>	No identified constraints but further investigative work may be required.
<b>PDL or Greenfield</b>	Majority greenfield
<b>Agricultural Land</b>	Yes
<b>SHLAA Conclusion</b>	Parts of the site could be suitable for development if Green Belt policy changes, subject to the details of any proposals. Constraints include noise issues from the A52, the prominent and rising land up to a prominent area for special protection, rights of way through the site and adjacent land needed for acceptable access. If the site were developed in its entirety it would physically link Chilwell to Stapleford creating coalescence. As such if the site were allocated for development these constraints would result in a significantly reduced dwelling number on the site.
<b>Growth Options Study Conclusions</b>	Site falls within B09: Northeast of Toton. High potential area for strategic growth – The sites and identified areas represent a significant opportunity to provide new urban communities within the MBUA of Nottingham. The area benefits from existing high accessibility levels and has potential to provide improved linkages to Stapleford and Beeston. The sites and identified area provide sufficient land capable of delivering a large urban extension(s).
<b>Compliance with the GNSP settlement hierarchy</b>	Further strategic housing sites not required at this stage but site adjoins main built up area of Nottingham.
<b>Viability and deliverability</b>	No known viability or delivery issues.

## Infrastructure

Type	Comments
<b>Utilities</b>	<p><u>Electricity</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Gas</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Water Supply</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Waste Water</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>IT/Communications</u> No abnormal requirements identified but further input would be required from consultees.</p>
<b>Emergency Services</b>	No abnormal requirements identified but further input would be required from consultees.
<b>Education</b>	<p>Further input would be required from Education. Potential constraints in primary education.</p> <p>There are 11 Schools within Close Proximity of the site. 8 of these are Primary Schools and 3 of these are Secondary Schools.</p> <p>The closest Primary School is 314m from the site and the furthest Primary school is 957m from the site.</p> <p>The closest Secondary School to from the site is 196m and the furthest Secondary School is 849m from the site.</p>
<b>Health</b>	<p>Across Greater Nottingham, acute healthcare provision is generally highly occupied and additional services may be required to support existing and future needs.</p> <p>There is a Dentists within 323m from the site and a Doctors within 472m from the site.</p>
<b>Blue and Green Infrastructure</b>	<p>There are 2 Proposed Green Infrastructure Corridors within the site (both of these bisect the site).</p> <p>There is 1 Proposed Green Infrastructure Corridor around the site. This is within 100m of the site.</p>
<b>Community Facilities</b>	<p>Housing development will generate need for additional community facilities.</p> <p>There are 9 Community Facilities within close proximity of the site.</p>

Type	Comments
Other	The entire of the site is in a National Character Area.

### 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	Site falls within Broad Areas 37 (score 13/20), 38 (score 14/20) and 39 (score 10/20) of the Green Belt Review.
Carbon Neutrality	The development would be subject to full environmental analysis as part of the design and planning application process.  Housing would need to be developed to achieve low carbon standards.
Impact on Air Quality	The site is not part of an Air Quality Management Area.  NO2 Agglomeration Zone: 0.09% (0.05ha) of site in NO2 Agglomeration Zone
Transport / Accessibility	Transport modelling work would be required.

Topic	Commentary
	<p>There are 5 Bus Stops within close proximity of the site. The closest is 58m from the site and the furthest is 251m from the site.</p> <p>There are 3 Tram Stops within close proximity of the site. The closest is 96m from the site and the furthest is 646m from the site.</p> <p>There are 5 Pubic Rights of Way within the site.</p> <p>There are 6 Public Rights of Way around the site. 2 are within 50m of the site and 4 are within 250m of the site.</p>
<b>Flood Risk</b>	None identified.
<b>Natural Environment</b>	<p>There are 3 Agricultural Land Classifications within the site:</p> <p>3.27% (2.04ha) of site in Urban 40.63% (25.39ha) of site in Grade 3 56.11% (35.07ha) of site in Grade 2</p> <p>There is 1 Local Wildlife Site within the site (0.65%, 0.41ha).</p>
<b>Historic Environment</b>	<p>Bramcote Conservation Area is within 50m of the site.</p> <p>The details of any proposed development would not be known until the planning application stage. Development of the site is unlikely to harm the significance of designated or non-designated heritage assets or their settings. Development at the site would be unlikely to enhance or better reveal the significance of any heritage assets. It would be unlikely to promote heritage based tourism or regeneration. There are no known heritage assets on the site which would be likely to be potential candidates for reuse.</p> <p>There is 1 Local Interest Building within the site (0.6%, 0.37ha).</p>
<b>Landscape and topography</b>	<p>Greater Nottingham Growth Options Study: Ranking: Green (covers a very large 'Broad Area'):</p> <p>Gentle slope from north to south. The area of search comprises agricultural land, and a handful of buildings such as a garden centre. Area of search is atypical of its urban context, but strongly influenced by it.</p>

Topic	Commentary
	<p>Network of PRoW, but a poor perceptual value due to presence of major road infrastructure, urban edge etc. Some intervisibility between area of search and surrounding areas. The area is green in contrast to this built-up urban area, despite being locally degraded. Suitable for development, but key factor would be to retain some of the green buffer between north and south, reducing the perceived merging of the settlements. More can be made of the green corridor connections within and adjacent to the site.</p> <p>The Part 2 Local Plan Landscape and Visual Analysis of Potential Development Sites Study scored Character Area LS4 - East of Toton Lane - North of the Tram Line / South of Common Lane (which covers the site) as:</p> <p>Landscape Value – Amber Visual Value – Amber Landscape Susceptibility – Amber Visual Susceptibility – Amber Landscape Sensitivity – Amber Visual Sensitivity – Amber</p> <p>Any potential development on a greenfield site is likely to have an adverse impact on landscape character. It is unknown at this stage as to whether a new landscape character could be created or whether any features could be conserved, enhanced or restored.</p>
<b>Consultation Response</b>	<p><b>Growth Options Consultation:</b></p> <p>Aslockton Parish Council supports development at ‘sites close to HS2 hub at Toton’ (although particular sites/areas are not referred to).</p> <p>Calverton Parish Council supports development for reasons including that they are ‘urban extensions’, have good current and future transport infrastructure and have high levels of employment provision.</p> <p>Chetwynd: The Toton and Chilwell Neighbourhood Forum supports development for reasons including that it would provide the means for a new link road from the Chetwynd Barracks development to the A52 and the proposed Toton link road, and that it would provide</p>

Topic	Commentary
	<p>opportunities for links of various kinds to surrounding areas.</p> <p>Homes England and the Defence Infrastructure Organisation, comment that ‘priority [should be] given to ensuring delivery of sites that have already been allocated in Local Plans’, such as Chetwynd Barracks.</p> <p>Radcliffe on Trent Parish Council supports development at area B09 (particular sites are not referred to) because it is ‘close to the regeneration site of Ratcliffe Power Station’.</p> <p>Bloor Homes Midlands supports mixed use development for reasons including: good access to public transport, services and facilities; the site being ‘within the main built-up area of Nottingham and will therefore not lead to encroachment of development or sprawl’; and the HS2 Hub Station plans representing an ‘unrivalled’ opportunity to deliver ‘sustainable’ development.</p> <p>Stone Planning Services has no objection to development but considers that the site should be extended to include the Japanese Water Gardens and Bardills Garden Centre, as these are brownfield sites which do not serve Green Belt purposes.</p> <p>University of Nottingham comments that the site should include land west of Bramcote which is ‘well positioned to deliver sustainable development’.</p> <p>Nottinghamshire Campaign to Protect Rural England opposes development due to ‘one or more of the following factors’: local amenity value; landscape value and sensitivity; risk of coalescence; ‘a Green Belt or remote location’; and remoteness from services and sustainable travel options.</p> <p>Tollerton Against Backdoor Urbanisation (TABU) supports development at (unspecified) areas at Toton because of good transport infrastructure.</p> <p>One local resident supports development as they would constitute extensions to the existing urban area. Another resident supports development at these sites because it would ‘minimise the impact on climate change and</p>

Topic	Commentary
	<p>efforts to achieve carbon neutrality'. Two further residents support development at area B09 (particular sites are not referred to) because it 'does not involve building in greenbelt'. One of these residents also supports it because it is 'near City/employment or tram stops'; the other because it does 'not add to traffic congestion on roads such as A52 since near tram'.</p> <p>Two local residents oppose development as it would 'effectively join up Stapleford and Bramcote' and because of concerns about air quality due to the proximity of the A52.</p> <p><b>Preferred Approach Consultation:</b></p> <p>Bloor Homes also propose a site to the east of Toton Lane. They state that the site will help to meet the ambitions and emerging plans for development at Toton which would include delivery of the Toton Link Road. A concept masterplan is provided which includes 1000 new homes and a new country park. In relation to the Green Belt Review, they state that the division of the broad areas does not fully respond to the site topography and proposed nature of development shown in their Concept Masterplan. New built development could respond to and fit within this development line, creating continuity in the extent of the built-up area.</p> <p>Peveril Securities Limited propose that the Japanese Water Garden site, together with the adjacent Bardills Garden Centre site, should be removed from the Green Belt. It is a brownfield site within the Green Belt and should score zero against each of the 5 Green Belt criteria. Inclusion of the site can ensure comprehensive planning with the wider Toton and Chetwynd Barracks sites.</p> <p>In relation to the Green Belt Review, a resident queried why the Green Belt Assessment scores had decreased.</p>
<b>Conclusion</b>	<p>It is proposed that strategic sites at Field Farm, Stapleford; Boots; Toton Strategic Location for Growth and Land at Chetwynd Barracks should be carried forward as part of the GNSP. These sites are existing allocations either within the Aligned Core Strategy or within the Broxtowe 2 Part Local Plan. Due to these allocations, there is no requirement for the allocation of</p>

Topic	Commentary
	any new strategic housing sites. However, part of the north western part of the site has been incorporated within the Toton Strategic Location for Growth and Land at Chetwynd Barracks to facilitate site access.



### B09.3PA: Toton Strategic Location for Growth

#### Map



#### Map



<b>Factors</b>	
<b>SHLAA reference</b>	0957 (Part of Site)
<b>Size</b>	145.97 hectares
<b>No of dwellings/ estimated employment floorspace</b>	<u>Dwellings</u> upto 3000  <u>Employment Floorspace</u> Major strategic employment
<b>Existing Use</b>	Agricultural, railway sidings, water treatment works, school, tram park and ride, electricity sub-station
<b>Known Land Contamination</b>	There is 1 Historic Landfill Site around the site. This is within 250m of the site.
<b>PDL or Greenfield</b>	Majority greenfield
<b>Agricultural Land</b>	Yes
<b>SHLAA Conclusion</b>	Site identified as a 'Strategic Location for Growth' in the Core Strategy which was adopted in September 2014. Allocated in Part 2 Local Plan for between 500 and 800 homes (includes land to east of Toton Lane) up until 2028 with capacity for around 3,000 dwellings overall. Site has extant outline planning permission (12/00585/OUT) for the construction of 500 dwellings. Extant reserved matters application (17/00499/REM) for phase 1 of the re-development for 282 dwellings and extant reserved matters (19/00466/REM) for the construction of 4 dwellings.
<b>Growth Options Study Conclusions</b>	Site falls within B09: Northeast of Toton. High potential area for strategic growth – The sites and identified areas represent a significant opportunity to provide new urban communities within the MBUA of Nottingham. The area benefits from existing high accessibility levels and has potential to provide improved linkages to Stapleford and Beeston. The sites and identified area provide sufficient land capable of delivering a large urban extension(s).
<b>Compliance with the GNSP settlement hierarchy</b>	In or adjoining the existing main built up area of Nottingham.
<b>Viability and deliverability</b>	The viability of the site has been confirmed through the preparation of the Plan Wide Viability assessment to support the submission of the draft Greater Nottingham Strategic Plan.

## Infrastructure

Type	Comments
<b>Utilities</b>	<p><u>Electricity</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Gas</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Water Supply</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Waste Water</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>IT/Communications</u> No abnormal requirements identified but further input would be required from consultees.</p>
<b>Emergency Services</b>	No abnormal requirements identified but further input would be required from consultees.
<b>Education</b>	<p>Additional school provision would be required.</p> <p>There are 13 Schools within close proximity of the site.</p> <p>There are 11 Primary Schools within close proximity of the site. The closest is 295m from the site and the furthest is 932m from the site.</p> <p>There are 2 Secondary Schools within close proximity of the site. The closest is 152m from the site and the furthest is 305m from the site.</p>
<b>Health</b>	<p>Across Greater Nottingham, acute healthcare provision is generally highly occupied and additional services may be required to support existing and future needs.</p> <p>There is a Dentists within 735m from the site and a Doctors within 409m from the site.</p>
<b>Blue and Green Infrastructure</b>	<p>There is 1 Open Space within the site. This is 2.48% (3.62ha) of the site.</p> <p>There are 3 Proposed Green Infrastructure Corridors within the site.</p> <p>There are 2 Proposed Green Infrastructure Corridors around the site. Both are within 100m of the site.</p>
<b>Community Facilities</b>	<p>Housing development will generate need for additional community facilities.</p> <p>There are 9 community facilities within close proximity of the site:</p>

Type	Comments
	Halls/Community Centres x1 (194m from site) Leisure Centre x1 (1488m from site) Library x1 (558m from site) Open Spaces x5 (closest is 0m from site and furthest is 69m from site) Public House x1 (272m from site)
Other	The site is made up of 2 National Character Areas.  The site is listed as 'majority greenfield', however, there is a significant amount of previously developed land within the site.

### 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	0
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 design and planning application process.

Topic	Commentary
	<p>Housing would need to be developed to achieve low carbon standards.</p>
<b>Impact on Air Quality</b>	<p>The site is not part of an Air Quality Management Area.</p> <p>NO2 Agglomeration Zone: 6.44% (9.39ha) of site in NO2 Agglomeration Zone</p>
<b>Transport / Accessibility</b>	<p>Detailed Transport Modelling work is being undertaken. The transport impacts of the Strategic Plan have been modelled using the East Midlands Gateway model and additional mitigation measures are being modelled to understand the extent to which these impacts are capable of mitigation. A key finding of the modelling is that most impacts derive from background traffic growth rather than Strategic Plan proposals.</p> <p>There are 5 Bus Stops within close proximity of the site. The closest is 0m from the site and the furthest is 91m from the site.</p> <p>There are 3 Tram Stops within close proximity of the site. The closest is 0m from the site and the furthest is 660m from the site.</p> <p>There are 9 Public Rights of Way within the site.</p> <p>There are 5 Public Rights of Way around the site. The closest is within 50m of the site and the furthest is within 250m of the site.</p>
<b>Flood Risk</b>	<p>River Flooding: 14.25% (20.8ha) of site is in Flood Zone 3 28.26% (41.26ha) of site is in Flood Zone 2</p> <p>Surface Water Flooding: 0.49% (0.72ha) of the site in Surface Water Flood Map 1 in 30 6.35% (9.27ha) of the site in Surface Water Flood Map 1 in 100. 6.35% (9.27ha) of the site in Surface Water Flood Map 1 in 1000.</p> <p>Flood Defences: 157.03m of Flood Defences dissects site</p>

Topic	Commentary
	<p>Ground Water Flooding:  0.22% (0.32ha) of site in <math>\geq 25\% &lt; 50\%</math> (Clear Water)  3.76% (5.48ha) of site in <math>&lt; 25\%</math> (Clear Water)  18.25% (26.65ha) of site in <math>\geq 75\%</math> (Superficial Deposits Flooding)  34.19% (49.9ha) of site in <math>&lt; 25\%</math> (Clear Water and Superficial Deposits Flooding)</p> <p>Detailed River Network:  3 Surface Watercourses bisect the site and 1 Below Surface Watercourse bisects the site.</p>
<b>Natural Environment</b>	<p>There are 3 Agricultural Land Classifications within the site:  22.6% (32.99ha) of site is in Grade 3  38.22% (55.79ha) of site is in Urban  39.18% (57.19ha) of site is in Grade 2</p> <p>There is a Local Nature Reserve within the site. This is 2.33% (3.4ha) of site.</p> <p>There are 5 Local Wildlife Sites within the site. The smallest is 0.07% (0.1ha) of the site and the largest is 8.65% (12.63ha) of the site.</p> <p>There are 3 Group/Woodland Tree Preservation Orders within the site. The smallest is 0.01% (0.01ha) of the site and the largest is 0.11% (0.15ha) of the site.</p> <p>There are 3 Single Tree Preservation Orders within the site boundary.</p>
<b>Historic Environment</b>	<p>There are 6 Listed Buildings around the site. They are all within 250m of the site.</p> <p>The details of any proposed development would not be known until the planning application stage. Development of the site is unlikely to harm the significance of designated or non-designated heritage assets or their settings. Development at the site would be unlikely to enhance or better reveal the significance of any heritage assets. It would be unlikely to promote heritage based tourism or regeneration. There are no known heritage assets on the site which would be likely to be potential candidates for reuse.</p>
<b>Landscape and topography</b>	<p>Greater Nottingham Growth Options Study: Ranking: Green (covers a very large 'Broad Area'):</p>

Topic	Commentary
	<p>Gentle slope from north to south. The area of search comprises agricultural land, as well as a park and ride. Area of search is atypical of its urban context, but strongly influenced by it. Network of PRow, but a poor perceptual value due to presence of major road infrastructure, urban edge etc.</p> <p>The topography change in the far west forms a defensible boundary. Suitable for development, but key factor would be to retain some of the green buffer between north and south, reducing the perceived merging of the settlements. More can be made of the green corridor connections within and adjacent to the site.</p> <p>The Part 2 Local Plan Landscape and Visual Analysis of Potential Development Sites Study scored Character Area LS2 - Toton Sidings, LS3 - West of Toton Lane and LS5 - East of Toton Lane - South of the Tram Line / Park &amp; Ride (which cover the site) as:</p> <p>Landscape Value – Green / Green / Green  Visual Value – Green / Amber / Amber  Landscape Susceptibility – Green / Green / Green  Visual Susceptibility – Amber / Amber / Amber  Landscape Sensitivity – Green / Green / Green  Visual Sensitivity – Green / Amber / Amber</p> <p>Any potential development on a greenfield site is likely to have an adverse impact on landscape character. It is unknown at this stage as to whether a new landscape character could be created or whether any features could be conserved, enhanced or restored.</p>
<b>Consultation Response</b>	<p><b>Growth Options Consultation:</b></p> <p>Aslockton Parish Council supports development at ‘sites close to HS2 hub at Toton’ (although particular sites/areas are not referred to).</p> <p>Homes England and the Defence Infrastructure Organisation comment that ‘priority [should be] given to ensuring delivery of sites that have already been allocated in Local Plans’, such as Chetwynd Barracks.</p> <p>Radcliffe on Trent Parish Council supports development at area B09 (particular sites are not referred to) because</p>

Topic	Commentary
	<p>it is 'close to the regeneration site of Ratcliffe Power Station'.</p> <p>Tollerton Against Backdoor Urbanisation (TABU) supports development at (unspecified) areas at Toton because of good transport infrastructure.</p> <p>Two residents support development at area B09 (particular sites are not referred to) because it 'does not involve building in greenbelt'. One of these residents also supports it because it is 'near City/employment or tram stops'; the other because it does 'not add to traffic congestion on roads such as A52 since near tram'.</p> <p><b>Preferred Approach Consultation:</b></p> <p>The Environment Agency stated that they have no further comment to make as they have provided extensive guidance in respect of previous applications.</p> <p>Natural England stated that good quality Green &amp; Blue Infrastructure should be incorporated across the site connecting to both the adjacent Chetwynd site and the River Erewash valley to maximise both biodiversity value and public accessibility to nature. A long term Green Infrastructure management and delivery plan should be provided and implemented.</p> <p>National Grid highlighted that high voltage overhead power lines which cross the southern portion of the site. National Grid raises no objection to the stated "preference" for the lines to the undergrounded, but would object to any "requirement" for the allocation to include diversion/undergrounding of the lines.</p> <p>National Highways has carried out a high level assessment of the site. They identified that the site would have a high impact on the strategic road network and mitigation is likely to be required.</p> <p>Chetwynd: The Toton and Chilwell Neighbourhood Forum query whether the 'Innovation Campus' is included in the Employment area figure as post the IRP announcement and loss of HS2 as an economic driver, this may need updating as part of a new growth strategy for the Strategic Location for Growth, to ensure major development can be delivered.</p>



Topic	Commentary
	<p>The landowner with significant land interest at Toton Sidings (adjacent to the railway covering the southern end of the strategic location) states that it should be identified for residential and employment uses. They object to the site being used as a nature reserve.</p> <p>One developer states that further land to the east of Toton Lane is required to achieve the ambitions for the Toton area. This additional site could facilitate the delivery of infrastructure, particularly the Toton Link Road, which would help with the development of housing and employment in the area.</p> <p>A national retailer states that significant allocations, such as Toton, should include retail and amenity uses, including food store provision.</p> <p>A number of responses state that, following the publication of the Integrated Rail Plan, there will be less economic investment and therefore it is questioned whether Toton should be allocated for the full 1,400 homes originally proposed.</p> <p>The British Horse Society request that the public rights of way will be at least protected and preferably extended (along the green corridors mentioned) for all vulnerable road users including equestrians.</p> <p>A resident raises concern regarding the relationship with development sites and D2N2 "Local Cycling &amp; Walking Infrastructure Plan" (LCWIP) which fails to adequately plan for cycling/walking infrastructure. Another stated that the employment units' section requires clarity as it is unclear whether the innovation campus forms part of the mixed employment use.</p>
<b>Conclusion</b>	<p>It is proposed that the site, which is identified for growth in the existing Aligned Core Strategy and allocated in the Broxtowe Part 2 Local Plan, should be carried forward as part of the GNSP and allocated for a strategic level of development. The Broxtowe Part 2 Local Plan identifies that the site has an overall capacity of around 3000 homes. It is considered that between 1400 and 1700 homes can be delivered up to 2041. The site has good sustainability credentials being in the south of the Borough and adjoining the main built up</p>

Topic	Commentary
	area of Nottingham. It provides an opportunity to deliver well-integrated, high quality, mixed tenure housing and employment development and reflects the growth aspirations of the Strategic Plan.

## B09.4PA: Chetwynd Barracks

### Satellite Image



### Map



Factors	
SHLAA reference	0956 (Full Site)
Size	91.51 hectares
No of dwellings/ estimated employment floorspace	<u>Dwellings</u> Up to 1500  <u>Employment Floorspace</u> Small scale employment and retail
Existing Use	Military barracks
Known Land Contamination	Further investigative work will be required.
PDL or Greenfield	Majority previously developed land
Agricultural Land	No
SHLAA Conclusion	Brownfield site allocated (Policy 3.1) in the Part 2 Local Plan for 500 dwellings by 2028 with additional capacity for up to 1,500 dwellings. The site is no longer needed for use by the MOD and the site owners are engaged in pre-application discussions and an outline planning application is expected to be submitted shortly.
Growth Options Study Conclusions	Did not form part of the Growth Options Study.
Compliance with the GNSP settlement hierarchy	In or adjoining the existing main built up area of Nottingham.
Viability and deliverability	The viability of the site has been confirmed through the preparation of the Plan Wide Viability assessment to support the submission of the draft Greater Nottingham Strategic Plan.

## Infrastructure

Type	Comments
Utilities	<u>Electricity</u> No abnormal requirements identified but further input would be required from consultees. <u>Gas</u> No abnormal requirements identified but further input would be required from consultees. <u>Water Supply</u>

Type	Comments
	<p>No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Waste Water</u></p> <p>No abnormal requirements identified but further input would be required from consultees.</p> <p><u>IT/Communications</u></p> <p>No abnormal requirements identified but further input would be required from consultees.</p>
<b>Emergency Services</b>	No abnormal requirements identified but further input would be required from consultees.
<b>Education</b>	<p>Additional school provision would be required.</p> <p>There are 2 Secondary Schools within close proximity of the site. The closest is 152m from the site and the furthest is 305m from the site. There are 6 Primary Schools within close proximity of the site.</p>
<b>Health</b>	<p>Across Greater Nottingham, acute healthcare provision is generally highly occupied and additional services may be required to support existing and future needs.</p> <p>There is a Dentists 605m from the site and a Doctors 169m from the site.</p>
<b>Blue and Green Infrastructure</b>	<p>There is 1 Open Space. This is 5.06% (4.63ha) of the site.</p> <p>There is 1 Proposed Green Infrastructure Corridor within the site.</p>
<b>Community Facilities</b>	<p>Housing development will generate need for additional community facilities.</p> <p>There are 9 Community Facilities within close proximity of the site:</p> <p>Hall and Community Centre x1 (210m from the site)</p> <p>Leisure Centre x1 (542m from the site)</p> <p>Open Spaces x5 (closest 0m from site and the furthest 129m from the site)</p> <p>Public House x1 (0m from the site)</p>
<b>Other</b>	The site is within 2 National Character Areas.

### Sustainability Appraisal

Objective	Score	Objective	Score
<b>1. Housing</b>	<b>++</b>	<b>9. Brownfield Land</b>	<b>+</b>

Objective	Score	Objective	Score
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	0
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	<p>The development would be subject to full environmental analysis as part of the design and planning application process.</p> <p>Housing would need to be developed to achieve low carbon standards.</p>
Impact on Air Quality	<p>The site is not part of an Air Quality Management Area.</p> <p>NO2 Agglomeration Zone: 98.56% (90.2ha) of site in NO2 Agglomeration Zone</p>
Transport / Accessibility	<p>Detailed Transport Modelling work is being undertaken. The transport impacts of the Strategic Plan have been modelled using the East Midlands Gateway model and additional mitigation measures are being modelled to understand the extent to which these impacts are capable of mitigation. A key finding of the modelling is that most impacts derive from background traffic growth rather than Strategic Plan proposals.</p>

Topic	Commentary
	<p>There are 5 Bus Stops within close proximity of the site. The closest is 1m from the site and the furthest is 17m from the site.</p> <p>There are 4 Tram Stops within close proximity of the site. The closest is 278m from the site and the furthest is 855m from the site.</p> <p>There are 2 Public Rights of Way around the site. The closest is within 100m of the site and the furthest is within 250m of the site.</p>
<b>Flood Risk</b>	<p>River Flooding: 0.11% (0.1ha) of site in Flood Zone 2</p> <p>Surface Water Flooding: 0.56% (0.52ha) of site in Surface Water Flood Map 1 in 30 6.38% (5.84ha) of site in Surface Water Flood Map 1 in 100 6.38% (5.84ha) of site in Surface Water Flood Map 1 in 1000.</p> <p>Ground Water Flooding: 0.16% (0.14ha) of site in <math>\geq 75\%</math> (Superficial Deposits Flooding) 7% (6.41ha) of site in <math>\geq 50\% &lt; 75\%</math> (Clear Water and Superficial Deposits Flooding) 7.31% (6.69ha) of site in <math>&lt; 25\%</math> (Clear Water and Superficial Deposits Flooding) 9.62% (8.81ha) of site in <math>\geq 75\%</math> (Clear Water and Superficial Deposits Flooding) 75.91% (69.47ha) of site in <math>\geq 25\%</math> (Clear water)</p> <p>Detailed River Network: 1 Below Surface Watercourse bisects the site and 1 Surface Watercourse bisects the site.</p>
<b>Natural Environment</b>	<p>There is 1 Local Wildlife Site around the site. This is within 50m of the site.</p> <p>There are 2 Group/Woodland Tree Preservation Orders. One is 0.01%(0.0ha) of the site and the other is 5.01% (4.58ha) of the site.</p>
<b>Historic Environment</b>	<p>There is 1 Listed Building within the site.</p> <p>The details of any proposed development would not be known until the planning application stage. Development</p>

Topic	Commentary
	<p>of the site could potentially harm the significance of designated or non-designated heritage assets or their settings. Development at the site could enhance or better reveal the significance of any heritage assets, including improving public access. It could promote heritage based regeneration. Some non-designated heritage assets on the site could be potential candidates for reuse. Overall the effect is considered to be neutral.</p>
<b>Landscape and topography</b>	<p>The Chetwynd Barracks site is a previously-developed site in the Urban area.</p> <p>It is unknown at this stage as to whether a new landscape character could be created or whether any features could be conserved, enhanced or restored.</p> <p>Not covered by the Greater Nottingham Growth Options Study 'Broad Areas'.</p>
<b>Consultation Response</b>	<p><b>Growth Options Consultation:</b></p> <p>Aslockton Parish Council supports development at 'sites close to HS2 hub at Toton' (although particular sites/areas are not referred to).</p> <p>Homes England and the Defence Infrastructure Organisation comment that 'priority [should be] given to ensuring delivery of sites that have already been allocated in Local Plans', such as Chetwynd Barracks.</p> <p>Radcliffe on Trent Parish Council supports development at area B09 (particular sites are not referred to) because it is 'close to the regeneration site of Ratcliffe Power Station'.</p> <p>Two further residents support development at area B09 (particular sites are not referred to) because it 'does not involve building in greenbelt'. One of these residents also supports it because it is 'near City/employment or tram stops'; the other because it does 'not add to traffic congestion on roads such as A52 since near tram'.</p> <p><b>Preferred Approach Consultation:</b></p> <p>The Environment Agency stated that the proposed development is located fully within Flood Zone 1 and lies outside of the modelled breach events. Given the previous use of the site as an army barracks there is a</p>

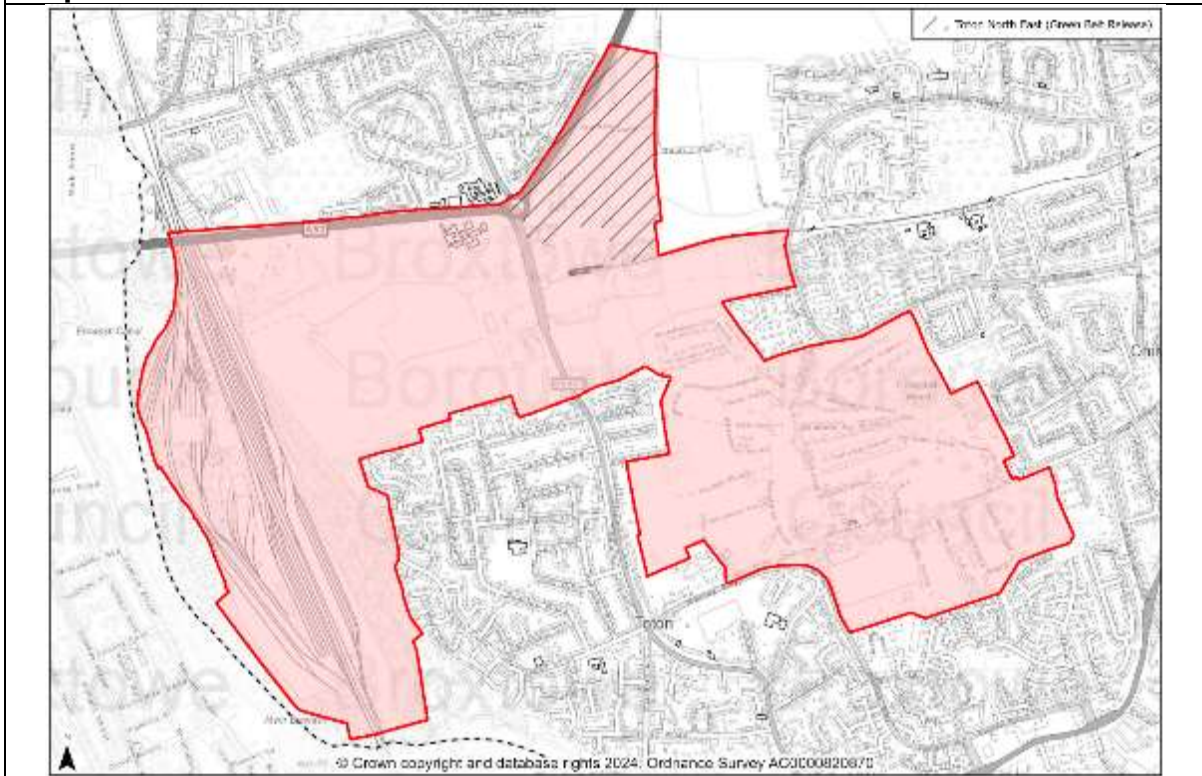


Topic	Commentary
	<p>possibility that land contamination may be present and future development will need to demonstrate that contamination risks will be adequately addressed. The site is situated on a secondary aquifer and care needs to be taken to protect the groundwater resource.</p> <p>Natural England stated that Blue &amp; Green Infrastructure should be incorporated across the site and connecting to the nearby Toton site. A long term Green Infrastructure management and delivery plan should be provided and implemented.</p> <p>National Highways has carried out a high level assessment of the site. They identified that the site would have a high impact on the strategic road network and mitigation is likely to be required.</p> <p>Chetwynd: The Toton and Chilwell Neighbourhood Forum stated that there needs to be clarity regarding how much of the site will be brought forward for development as the DIO are not including the land owned by Annington Homes in their master planning work (approximately 15/16ha). Under enhancements to open space and green infrastructure, the barracks playing fields &amp; pavilion should be included to be retained and improved. Hobgoblin Wood should also be named as part of the green infrastructure to be retained and maintained. They state that the importance of the Memorial Gardens adjacent to the Grade II listed memorial has been overlooked and should be included.</p> <p>Homes England and the Defence Infrastructure Organisation stated that, whilst they welcome the inference that the site is one that ought to begin delivering new housing quite swiftly once it becomes available for development, the publication of Future Soldier in 2021 indicated that the site will be vacated in 2026, so that it is not likely to be until then that works can begin on site. They raise concerns regarding unclear wording relating to secondary education provision and to heritage assets which needs clarifying within the site pro-forma.</p> <p>A number of responses from developers stated that the start year and rate of delivery are not considered to be justified or realistic. A response also highlights the infrastructure challenges of delivering the site.</p>

Topic	Commentary
	<p>The British Horse Society highlighted that Beeston bridleways 21, 27 and 28 are in the vicinity and therefore seek assurance that the public rights of way will at least be protected and preferably extended.</p> <p>A resident raised concern regarding the relationship with development sites and D2N2 "Local Cycling &amp; Walking Infrastructure Plan" (LCWIP) which fails to adequately plan for cycling/walking infrastructure which is needed to underpin development. One resident stated that there needs to be clarity that the area occupied by Ministry of Defence Housing (Annington Homes) is not part of the Chetwynd Barracks area and therefore the total area of land is 75ha and that the playing Fields in the South West of Chetwynd Barracks should be retained and improved.</p>
<b>Conclusion</b>	<p>It is proposed that the site, which is allocated in the Broxtowe Part 2 Local Plan, should be carried forward as part of the GNSP and allocated for a strategic level of development. The Broxtowe Part 2 Local Plan identifies that the site has capacity for 1,500 new homes and it is considered that these can be delivered within the Strategic Plan period up to 2041. The site has good sustainability credentials being in the south of the Borough and within the main built up area of Nottingham. It provides an opportunity to deliver well-integrated, high quality, mixed tenure housing and community uses.</p>

### B09.4COM: Toton and Chetwynd Barracks Combined Site

#### Map



Factors	
SHLAA reference	956, 957, 259, 403, 407 (part).
Size	257.48 hectares
No of dwellings/ estimated employment floorspace	<p><u>Dwellings</u> 4,800 in total with about 2,700 within the Plan Period.</p> <p><u>Employment Floorspace</u> Major strategic employment: a minimum of 18,000 sq. m. of employment-generating development at Toton and a further 8-14,000 sq. m. at Chetwynd.</p>
Existing Use	Agricultural, Chetwynd Barracks MOD base (currently still in operational use), railway sidings, water treatment works, school, tram park and ride, electricity sub-station.
Known Land Contamination	Contaminated land at Chetwynd Barracks due to previous industrial and military uses. Possible contaminated land at Toton West (rail-related and industrial uses).
PDL or Greenfield	Largely greenfield but with significant brownfield land at Chetwynd Barracks.

<b>Factors</b>	
<b>Agricultural Land</b>	Yes - on parts of the site, particularly to the north and west of the site.
<b>SHLAA Conclusion</b>	<p>Toton Strategic Location for Growth part of the site: Site identified as a 'Strategic Location for Growth' in the Core Strategy which was adopted in September 2014. Allocated in Part 2 Local Plan for between 500 and 800 homes (includes land to east of Toton Lane) up until 2028 with capacity for around 3,000 dwellings overall. Site has extant outline planning permission (12/00585/OUT) for the construction of 500 dwellings. Extant reserved matters application (17/00499/REM) for phase 1 of the re-development for 282 dwellings and extant reserved matters (19/00466/REM) for the construction of 4 dwellings.</p> <p>Chetwynd Barracks: Brownfield site allocated (Policy 3.1) in the Part 2 Local Plan for 500 dwellings by 2028 with additional capacity for up to 1,500 dwellings. The site is no longer needed for use by the MOD and the site owners are engaged in pre-application discussions and an outline planning application is expected to be submitted shortly.</p> <p>Green Belt land to the north-east of the site: (although parts of this assessment refer to a larger area of land) 'Parts of the site could be suitable for development if Green Belt policy changes, subject to the details of any proposals. Constraints include noise issues from the A52, the prominent and rising land up to a prominent area for special protection, rights of way through the site and adjacent land needed for acceptable access.</p>
<b>Growth Options Study Conclusions</b>	<p>Northern parts of the site fall within B09: Northeast of Toton. High potential area for strategic growth – The sites and identified areas represent a significant opportunity to provide new urban communities within the MBUA of Nottingham. The area benefits from existing high accessibility levels and has potential to provide improved linkages to Stapleford and Beeston. The sites and identified area provide sufficient land capable of delivering a large urban extension(s).</p> <p>Chetwynd Barracks was not part of the Growth Options Study.</p>
<b>Compliance with the GNSP settlement hierarchy</b>	In or adjoining the existing main built up area of Nottingham. In practice, Chetwynd Barracks effectively forms a part of the Main Built-up Area.
<b>Viability and deliverability</b>	The viability of the site has been confirmed through the preparation of the Plan Wide Viability assessment to support the submission of the draft Greater Nottingham Strategic Plan.

## Infrastructure

Type	Comments
<b>Utilities</b>	<p><u>Electricity</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Gas</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Water Supply</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Waste Water</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>IT/Communications</u> No abnormal requirements identified but further input would be required from consultees.</p>
<b>Emergency Services</b>	No abnormal requirements identified but further input would be required from consultees.
<b>Education</b>	<p>Additional school provision would be required.</p> <p>There are various schools within the local area, including two secondary schools (with sixth form centres) and 6 primary schools within close proximity to the combined site.</p>
<b>Health</b>	Across Greater Nottingham, acute healthcare provision is generally highly occupied and additional services may be required to support existing and future needs.
<b>Blue and Green Infrastructure</b>	There are very extensive areas of blue and green infrastructure, both within and surrounding the site. Please refer to the component site assessments for further details.
<b>Community Facilities</b>	<p>Housing development will generate need for additional community facilities.</p> <p>There are existing facilities within the surrounding area including the Greenwood Community Centre, Coronation Hall, places of worship including Toton Methodist Church and St. Barnabas Church Inham Nook and Toton and Inham Nook Libraries.</p>
<b>Other</b>	There are three component parts of this site (Site B09.2PA North of Toton (part of which is included within this proposed site allocation), Site B09.3PA Toton Strategic Location for Growth, and Site B09.4PA Chetwynd Barracks. Further, more detailed information can be found

Type	Comments
	within the respective site assessments within this document for each of these sites.

### 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	++
8. Transport	++	16. Natural Resources and Waste Management	--

### Other Factors

Topic	Commentary
<b>Green Belt</b>	The majority of the site is not in the Green Belt, although 20 hectares of Green Belt land to the north-east has been added to the allocation.
<b>Carbon Neutrality</b>	The development would be subject to full environmental analysis as part of the design and planning application process.  Housing would need to be developed to achieve low carbon standards.
<b>Impact on Air Quality</b>	The site is not part of an Air Quality Management Area.  Parts of the site are in the NO2 Agglomeration Zone.
<b>Transport / Accessibility</b>	Detailed Transport Modelling work is being undertaken. The transport impacts of the Strategic Plan have been

Topic	Commentary
	<p>modelled using the East Midlands Gateway model and additional mitigation measures are being modelled to understand the extent to which these impacts are capable of mitigation. A key finding of the modelling is that most impacts derive from background traffic growth rather than Strategic Plan proposals.</p> <p>There are bus stops and tram Stops within close proximity of the site. The Toton Lane tramway park and ride site is located within the site.</p> <p>There is an extensive network of Public Rights of Way within and adjacent to the site.</p>
<b>Flood Risk</b>	<p>River Flooding: Parts of the site are within Flood Zone 3 and Flood Zone 2.</p> <p>Parts of the site are at risk of Surface Water Flooding.</p> <p>Flood Defences dissect parts of the site.</p> <p>Ground Water Flooding affects parts of the site.</p>
<b>Natural Environment</b>	<p>There are 3 Agricultural Land Classifications within the site. These are Grade 2, Grade 3 and Urban.</p> <p>A Local Nature Reserve (Toton Fields) and a number of Local Wildlife Sites are located either within or within close proximity to the site, particularly along the western boundary to the site. A large part of the Toton Sidings Local Wildlife Site is located within the western part of the site and the smaller Chilwell Ordnance Depot Paddock Local Wildlife Site is located adjacent to the eastern boundary of the site.</p> <p>A number of Green Infrastructure Corridors cross various parts of the site.</p> <p>There are various single and group Tree Preservation Orders within the site, the largest of which, Hobgoblin Wood (group TPO) is located in Chetwynd Barracks.</p>
<b>Historic Environment</b>	<p>There is one Listed Building within the site (Grade II Memorial to workers of National Filling Factory No.6, Chilwell) and a further 6 Listed Buildings within close proximity to the site within Erewash Borough. A number</p>

Topic	Commentary
	<p>of non-designated heritage assets within Chetwynd Barracks are protected by policies within the Chetwynd: The Toton and Chilwell Neighbourhood Plan.</p> <p>There is a further non-designated heritage asset located to the north-east of the site (Wheatgrass Farm).</p> <p>Part of the Sandiacre Lock Conservation Area is located within close proximity to the western boundary of the site.</p> <p>The details of any proposed development would not be known until the planning application stage.</p>
<b>Landscape and topography</b>	<p>Greater Nottingham Growth Options Study: Ranking: Green (covers a very large 'Broad Area'):</p> <p>Gentle slope from north to south. The area of search comprises agricultural land, as well as a park and ride. Area of search is atypical of its urban context, but strongly influenced by it. Network of PRoW, but a poor perceptual value due to presence of major road infrastructure, urban edge etc.</p> <p>The topography change in the far west forms a defensible boundary. Suitable for development, but key factor would be to retain some of the green buffer between north and south, reducing the perceived merging of the settlements. More can be made of the green corridor connections within and adjacent to the site.</p> <p>Please refer to the previous site assessments for the component parts of the site for further information.</p> <p>The Part 2 Local Plan Landscape and Visual Analysis of Potential Development Sites Study scored Character Area LS2 - Toton Sidings, LS3 - West of Toton Lane and LS5 - East of Toton Lane - South of the Tram Line / Park &amp; Ride (which cover the site) as:</p> <p>Landscape Value – Green / Green / Green  Visual Value – Green / Amber / Amber  Landscape Susceptibility – Green / Green / Green  Visual Susceptibility – Amber / Amber / Amber  Landscape Sensitivity – Green / Green / Green  Visual Sensitivity – Green / Amber / Amber</p>



Topic	Commentary
	<p>Any potential development on a greenfield site is likely to have an adverse impact on landscape character. It is unknown at this stage as to whether a new landscape character could be created or whether any features could be conserved, enhanced or restored.</p> <p>The Chetwynd Barracks site is a previously-developed site in the Urban area. It is not covered by the Greater Nottingham Growth Options Study 'Broad Areas'.</p>
<b>Consultation Response</b>	<p>Various representations were made in respect of the three component parts of the site (Site B09.2PA North of Toton (part of which is included within this proposed site allocation), Site B09.3PA Toton Strategic Location for Growth, and Site B09.4PA Chetwynd Barracks) to the Growth Options Consultation and Preferred Approach Consultation. Responses can be found within the respective site assessments for these sites.</p>
<b>Conclusion</b>	<p>It is proposed that the site, part of which is identified for growth in the existing Aligned Core Strategy and allocated in the Broxtowe Part 2 Local Plan should be carried forward as part of the GNSP and allocated for a strategic level of development. The Broxtowe Part 2 Local Plan identifies that the site has an overall capacity of around 4,500 homes (excluding the new Green Release to the north-east). The site includes 20 hectares of additional land to the north-east, which is currently located within the Green Belt. It is proposed that this land should be removed from the Green Belt to enable the development of a link road, to connect the A52 with the Chetwynd Barracks part of the site.</p> <p>It is considered that around 2,700 homes can be delivered up to 2041. The site has good sustainability credentials being in the south of the Borough and adjoining the main built up area of Nottingham. It provides an opportunity to deliver well-integrated, high quality, mixed tenure housing and employment development and reflects the growth aspirations of the Strategic Plan.</p>

**B09.5PA: West of Chilwell Lane, Bramcote**

**Satellite Image**



**Map**

**B09.5PA: West of Chilwell Lane, Bramcote**



Factors	
SHLAA reference	0111 (Part of Site) 0412 (Part of Site)
Size	27.55 hectares
No of dwellings/ estimated employment floorspace	<u>Dwellings</u> 500-750  <u>Employment Floorspace</u> Not applicable
Existing Use	Majority agricultural
Known Land Contamination	No identified constraints but further investigative work may be required.
PDL or Greenfield	Greenfield land
Agricultural Land	Yes

Factors	
<b>SHLAA Conclusion</b>	The site forms part of a narrow and important Green Belt gap between Bramcote, Beeston, Chilwell and Stapleford. Other policy constraints include Prominent Area for Special Protection and Conservation Area. Access issues would need to be considered and due to significant constraints would result in a greatly reduced dwelling number on the lower parts of the site. Developing the south of the site would create unrestricted urban sprawl, and as the land is best and most versatile agricultural land the site is undesirable for development. Development of the northern part of the site would be prominent when viewed from the south creating significant encroachment into the countryside which would poorly relate to the built form of Bramcote (Local Plan Review 2003).
<b>Growth Options Study Conclusions</b>	Site falls within B09: Northeast of Toton. High potential area for strategic growth – The sites and identified areas represent a significant opportunity to provide new urban communities within the MBUA of Nottingham. The area benefits from existing high accessibility levels and has potential to provide improved linkages to Stapleford and Beeston. The sites and identified area provide sufficient land capable of delivering a large urban extension(s).
<b>Compliance with the GNSP settlement hierarchy</b>	Further strategic housing sites not required at this stage but site adjoins main built up area of Nottingham.
<b>Viability and deliverability</b>	No known viability or delivery issues.

## Infrastructure

Type	Comments
<b>Utilities</b>	<p><u>Electricity</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Gas</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Water Supply</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Waste Water</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>IT/Communications</u> No abnormal requirements identified but further input would be required from consultees.</p>

Type	Comments
<b>Emergency Services</b>	No abnormal requirements identified but further input would be required from consultees.
<b>Education</b>	Further input would be required from Education. Potential constraints in primary education.  There are 6 Primary Schools within close proximity of the site and 2 secondary schools within close proximity.
<b>Health</b>	Across Greater Nottingham, acute healthcare provision is generally highly occupied and additional services may be required to support existing and future needs.  There is a Dentists 519m from the site and a Doctors 553m from the site.
<b>Blue and Green Infrastructure</b>	There is 1 Proposed Green Infrastructure Corridor. This is within 100m of the site.
<b>Community Facilities</b>	Housing development will generate need for additional community facilities.  There are 9 Community Facilities within close proximity of the site: Hall and Community Centre x1 (153m from the site) Leisure Centre x1 (617m from the site) Library x1 (153m from the site) Open Spaces x5 (closest is 4m from the site and the furthest is 255m from the site) Public House x1 (148m from the site) -
<b>Other</b>	The site is within a National Character Area.

### Sustainability Appraisal

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

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	++	15. Built and Historic Environment	-
8. Transport	++	16. Natural Resources and Waste Management	--

## Other Factors

Topic	Commentary
<b>Green Belt</b>	Site lies within Broad Area 37 (score 13/20) and 38 (score 14/20) of the Green Belt Review.
<b>Carbon Neutrality</b>	<p>The development would be subject to full environmental analysis as part of the design and planning application process.</p> <p>Housing would need to be developed to achieve low carbon standards.</p>
<b>Impact on Air Quality</b>	<p>The site is not part of an Air Quality Management Area.</p> <p>NO2 Agglomeration Zone: 1.43% (0.39ha) of site in NO2 Agglomeration Zone.</p>
<b>Transport / Accessibility</b>	<p>Transport modelling work would be required.</p> <p>There are 5 Bus Stops within close proximity of the site. The closest is 0m from the site and the furthest is 185m from the site.</p> <p>There are 4 Tram Stops within close proximity of the site. The closest is 518m from the site and the furthest is 804m from the site.</p> <p>There is 1 Public Rights of Way within the site.</p> <p>There are 7 Public Rights of Way around the site (3 are within 50m of the site; 1 is within 100m of the site; and 3 are within 250m of the site).</p>
<b>Flood Risk</b>	<p>Surface Water Flooding: 0.06% (0.02ha) of the site in Surface Water Flood Map 1 in 30 1.99% (0.55ha) of site in Surface Water Flood Map 1 in 100 1.99% (0.55ha) of site in Surface Water Flood Map 1 in 1000.</p> <p>Ground Water Flooding: 1.42% (0.39ha) of site in &lt;25% (Superficial Deposits Flooding) 47.82% (13.18ha) of site in &lt;25% (Clear Water)</p>
<b>Natural Environment</b>	<p>There are 3 Agricultural Land Classifications: 13.93% (3.84ha) of site in Grade 3 17.77% (4.9ha) of site in Grade 2</p>

Topic	Commentary
	<p>68.3% (18.82ha) of site in Urban.</p> <p>There is 1 Local Nature Reserve around the site. This is within 250m of the site.</p> <p>There is 1 Local Wildlife Site within the site. It is 14.93% (4.11ha) of the site.</p> <p>There are 7 Group/Woodland Tree Preservation Orders within the site. The smallest is 0.12% (0.03ha) and the largest is 5.61% (1.55ha).</p> <p>There are 4 Single Tree Preservation Orders within the site boundary.</p>
<b>Historic Environment</b>	<p>There are 5 Listed Buildings around the site (2 are within 50m of the site; 1 is within 100m of the site; and 2 are within 250m of the site).</p> <p>14.5% (4ha) of the site is within the Bramcote Conservation Area.</p> <p>There are 12 Local Interest Buildings around the site (1 is within 50m of the site; 1 is within 100m of the site; and 10 are within 250m of the site).</p> <p>The details of any proposed development would not be known until the planning application stage. Development of the site could harm the significance of the setting of designated or non-designated heritage assets. Development at the site would be unlikely to enhance or better reveal the significance of any heritage assets. It would be unlikely to promote heritage based tourism or regeneration. There are no known heritage assets on the site which would be likely to be potential candidates for reuse.</p>
<b>Landscape and topography</b>	<p>Greater Nottingham Growth Options Study: Ranking: Green (covers a very large 'Broad Area'):</p> <p>Gentle slope from north to south, with some localised gentle undulations in east. The area of search comprises agricultural land, some open space.</p> <p>Small pocket of scenic quality to north-east at Bramcote, also limited conservation features in this area.</p>



Topic	Commentary
	<p>The Part 2 Local Plan Landscape and Visual Analysis of Potential Development Sites Study scored Character Area LS4 - East of Toton Lane - North of the Tram Line / South of Common Lane and LS6 - North of Common Lane (which covers the site) as:</p> <p>Landscape Value – Amber / Amber  Visual Value – Amber / Amber  Landscape Susceptibility – Amber / Red  Visual Susceptibility – Amber / Red  Landscape Sensitivity – Amber / Red  Visual Sensitivity – Amber / Amber</p> <p>Any potential development on a greenfield site is likely to have an adverse impact on landscape character. It is unknown at this stage as to whether a new landscape character could be created or whether any features could be conserved, enhanced or restored.</p>
<b>Consultation Response</b>	<p><b>Preferred Approach</b></p> <p>Taylor Wimpey propose a site at Chilwell Lane, Bramcote. The site is close to the NET network and is adjacent to Chilwell where there are a number of existing services. They state that the site could be brought forward as part of a more strategic urban extension or in isolation as a smaller contained development.</p>
<b>Conclusion</b>	<p>It is proposed that strategic sites at Field Farm, Stapleford; Boots; Toton Strategic Location for Growth and Land at Chetwynd Barracks should be carried forward as part of the GNSP. These sites are existing allocations either within the Aligned Core Strategy or within the Broxtowe 2 Part Local Plan. Due to these allocations, there is no requirement for the allocation of any new strategic housing sites.</p>

### B10.1PA: Land between Eastwood and Kimberley

#### Satellite Image



#### Map



Factors	
<b>SHLAA reference</b>	0003 (Part of Site) 0206 (Part of Site) 0229 (Part of Site) 0113 (Part of Site) 0116 (Part of Site) 0285 (Part of Site)
<b>Size</b>	136.39 hectares
<b>No of dwellings/ estimated employment floorspace</b>	<u>Dwellings</u> 2500+  <u>Employment Floorspace</u> Not applicable
<b>Existing Use</b>	Majority agricultural
<b>Known Land Contamination</b>	No identified constraints but further investigative work may be required.
<b>PDL or Greenfield</b>	Majority greenfield
<b>Agricultural Land</b>	Yes
<b>SHLAA Conclusion</b>	Forms part of an important prominent and narrow Green Belt gap between Eastwood and Kimberley. Part of the site is at risk of flooding including part of the site on which an access point may be required; this area also includes a Local Wildlife Site (LWS). Tribal Sustainable Locations for Growth Report (2010) concluded that the east of Eastwood was not a suitable direction for growth due to coalescence risk. Local Plan Review 2003 Inspector considered that developing this site would involve major encroachment into the countryside, would constitute urban sprawl and would increase very substantially the degree of coalescence between the towns of Kimberley and Eastwood. The Inspector also considered that developing the site would adversely impact upon Mature Landscape Area's, Sites of Importance for Nature Conservation and on Best and Most Versatile agricultural land.
<b>Growth Options Study Conclusions</b>	Did not form part of the Growth Options Study.
<b>Compliance with the GNSP settlement hierarchy</b>	Further strategic housing sites not required at this stage but site adjoins key settlements.
<b>Viability and deliverability</b>	No known viability or delivery issues.

## Infrastructure

Type	Comments
<b>Utilities</b>	<p><u>Electricity</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Gas</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Water Supply</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Waste Water</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>IT/Communications</u> No abnormal requirements identified but further input would be required from consultees.</p>
<b>Emergency Services</b>	No abnormal requirements identified but further input would be required from consultees.
<b>Education</b>	<p>Further input would be required from Education. Potential constraints in secondary education.</p> <p>There are 5 Primary schools within close proximity of the site. The closest is 132m from the site and the furthest is 979m from the site.</p> <p>There is 1 Secondary School in close proximity to the site. It is 825m from the site.</p>
<b>Health</b>	<p>Across Greater Nottingham, acute healthcare provision is generally highly occupied and additional services may be required to support existing and future needs.</p> <p>There is a Dentists 923m from the site and a Doctors 151m from the site.</p>
<b>Blue and Green Infrastructure</b>	<p>There are 2 Open Spaces within the site (1 is 0.5% (0.68ha) and the other is 5.8% (7.92ha)).</p> <p>There is 1 Proposed Green Infrastructure Corridor within the site.</p>
<b>Community Facilities</b>	<p>Housing development will generate need for additional community facilities.</p> <p>There are 9 Community Facilities within close proximity of the site:</p> <p>Hall and Community Centre x1 (85m from the site) Leisure Centre x1 (885m from the site)</p>

Type	Comments
	Library x1 (878m from the site) Open Spaces x5 (closest is 0m from the site and the furthest is 119m from the site) Public House x1 (90m from the site)
Other	Coal Referral Area High Risk: 54.97% (74.97ha) of site in Development High Risk Area  There are 2 National Character Areas.

### 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	Site lies within Broad Areas 13 (score 12/20), 14 (score 12/20), 15 (score 12/20) and 16 (score 12/20).
Carbon Neutrality	The development would be subject to full environmental analysis as part of the design and planning application process.

Topic	Commentary
	Housing would need to be developed to achieve low carbon standards.
<b>Impact on Air Quality</b>	The site is not part of an Air Quality Management Area.  NO2 Agglomeration Zone: 1.25% (1.71ha) of site in NO2 Agglomeration Zone.
<b>Transport / Accessibility</b>	Transport modelling work would be required.  There are 5 Bus Stops within close proximity of the site. The closest is 20m from the site and the furthest is 51m from the site.  There are 18 Public Rights of Way within the site and 25 Public Rights of Way around the site (all of which are within 250m of the site).
<b>Flood Risk</b>	River Flooding 3.62% (4.94ha) of site in Flood Zone 3 4.05% (5.52ha) of site in Flood Zone 2  Surface Water Flooding: 3.16% (4.31ha) of site in Surface Water Flood Map 1 in 30 10.09% (13.76ha) of site in Surface Water Flood Map 1 in 100 10.09% (13.76ha) of site in Surface Water Flood Map 1 in 1000.  Ground Water Flooding: 28.92% (39.45ha) of site in <25% (Clear Water and Superficial Deposits Flooding) 37.58% (51.26ha) of site in <25% (Superficial Deposits Flooding)  Detailed River Network: Surface Watercourse bisects site for 440.86m Surface Watercourse (Secondary River) bisects site for 1436.84m
<b>Natural Environment</b>	Agricultural Land Classification: 1.26% (1.72ha) of site in Urban 1.72% (2.34ha) of site in Grade 2 97.02% (132.33ha) of site in Grade 4  There is 1 Local Geological Site within the site. This is 0.03% (0.04ha) of the site.

Topic	Commentary
	<p>There is 1 Local Geological Site around the site. This is within 250m of the site.</p> <p>There is 1 Local Nature Reserve within the site. This is 0.5% (0.68ha) of the site.</p> <p>There is 1 Local Nature Reserve around the site. This is within 250m of the site.</p> <p>There are 7 Local Wildlife Sites within the site. The smallest is 0.11% (0.16ha) and the largest is 6.16% (8.4ha).</p> <p>There is 1 Local Wildlife Site around the site. This is within 250m of the site.</p>
<b>Historic Environment</b>	<p>There are 4 Listed Buildings around the site (1 is within 50m of the site; 1 is within 100m of the site; and 2 are within 250m of the site).</p> <p>There is 1 Scheduled Ancient Monument around the site. This is within 250m of the site.</p> <p>There are 6 Local Interest Buildings around the site (2 are within 50m of the site; 1 is within 100m of the site; and 3 are within 250m of the site).</p> <p>The details of any proposed development would not be known until the planning application stage. Development of the site could harm the significance of the setting of designated or non-designated heritage assets. Development at the site would be unlikely to enhance or better reveal the significance of any heritage assets. It would be unlikely to promote heritage based tourism or regeneration. There are no known heritage assets on the site which would be likely to be potential candidates for reuse.</p>
<b>Landscape and topography</b>	<p>Greater Nottingham Growth Options Study: Ranking: Amber:</p> <p>The terrain is undulating, rising to a high point north of the B600. Small to medium arable fields are enclosed by hedgerows with some woodland. The area of search is representative of the surrounding rural area. There is scenic value typical of the rural context away from roads and the urban edge of Eastwood. In these areas perceptions of tranquillity are high. A network of PROW</p>

Topic	Commentary
	<p>including long distance footpaths indicate recreation value. The scheduled monument at Greasley Castle adds conservation value. In places the area of search is enclosed by topography and vegetation, although there are areas where open views are available. There is potential for coalescence with Greasley and Watnall to the east and south east. Additionally, there is a risk of perceived sprawl from Greasley, Watnall and Brinsley to the north west.</p> <p>Potentially suitable for development away from steep slopes.</p> <p>The Part 2 Local Plan Landscape and Visual Analysis of Potential Development Sites Study scored Character Area LS35 - West of Kimberley / North of Gilt Hill Kimberley/ LS36 - East of Eastwood (which cover the site) as:</p> <p>Landscape Value – Amber / Red  Visual Value – Amber / Amber  Landscape Susceptibility – Amber / Amber  Visual Susceptibility – Red / Red  Landscape Sensitivity – Amber / Red  Visual Sensitivity – Amber / Amber</p> <p>Any potential development on a greenfield site is likely to have an adverse impact on landscape character. It is unknown at this stage as to whether a new landscape character could be created or whether any features could be conserved, enhanced or restored.</p>
<b>Consultation Response</b>	None received.
<b>Conclusion</b>	<p>It is proposed that strategic sites at Field Farm, Stapleford; Boots; Toton Strategic Location for Growth and Land at Chetwynd Barracks should be carried forward as part of the GNSP. These sites are existing allocations either within the Aligned Core Strategy or within the Broxtowe 2 Part Local Plan. Due to these allocations, there is no requirement for the allocation of any new strategic housing sites.</p>

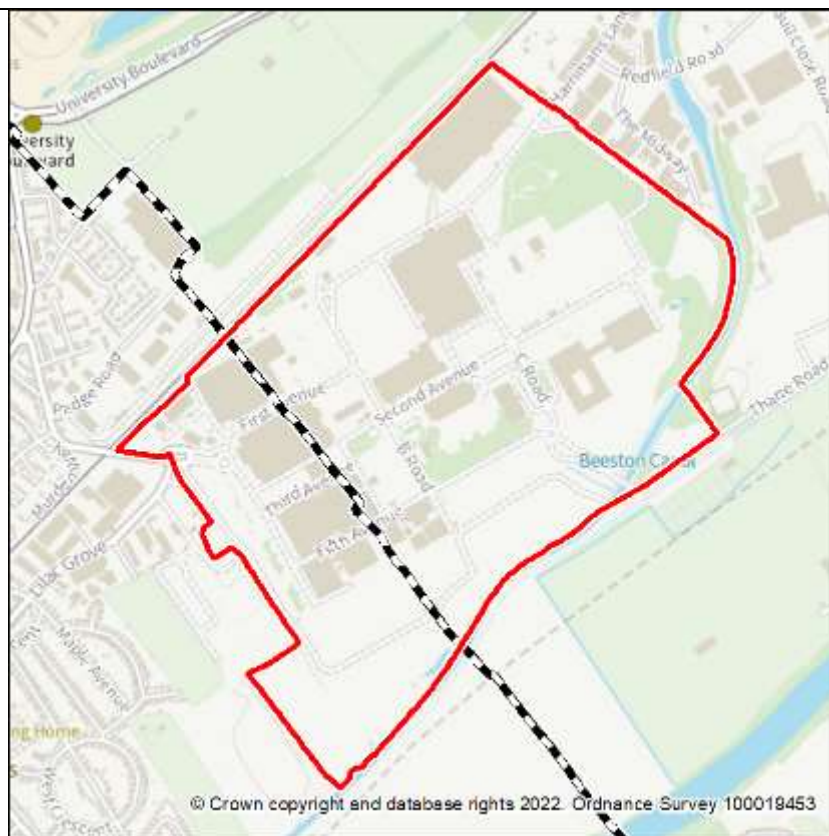


## B11.1PA (Broxtowe) and NC1.5PA (Nottingham City) Boots

### Satellite Image



### Map



Factors	
<b>SHLAA reference</b>	Broxtowe: SHLAA reference 0237 (Part of Site) City: SHLAA reference 458
<b>Size</b>	115 hectares (full site)
<b>No of dwellings/ estimated employment floorspace</b>	<u>Dwellings</u> 675 (full site) Reserved Matters for 604 dwellings (207 in Nottingham City and 397 in Broxtowe Borough).  <u>Employment Floorspace</u> Major existing employment site. Outline permission for 82,000sqm of employment floorspace.
<b>Existing Use</b>	Employment (manufacturing, industry, offices, research)
<b>Known Land Contamination</b>	0.56% (0.17ha) of site in Beeston Sewage Works (Lilac Grove, Beeston, Nottinghamshire)
<b>PDL or Greenfield</b>	Previously developed land
<b>Agricultural Land</b>	No
<b>SHLAA Conclusion</b>	BBC: Allocated as a strategic site in the Aligned Core Strategy which was adopted in September 2014. Outline planning application (14/00515/OUT & 14/02038/POUT ) for 675 dwellings (split between Broxtowe and Nottingham City) approved. Reserved Matters for 397 dwellings in Broxtowe and for 207 units within the City. Evidence received from developer regarding proposed build out rate.  City: SHLAA reference 458 (Local Plan Site:SR45) - Available Now / Achievable / Developable / Suitable.
<b>Growth Options Study Conclusions</b>	Did not form part of the Growth Options Study.
<b>Compliance with the GNSP settlement hierarchy</b>	In or adjoining the existing main built up area of Nottingham.
<b>Viability and deliverability</b>	Viability considered as part of the planning application.

Type	Comments
<b>Utilities</b>	<p><u>Electricity</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Gas</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Water Supply</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Waste Water</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>IT/Communications</u> No abnormal requirements identified but further input would be required from consultees.</p>
<b>Emergency Services</b>	Considered as part of planning application.
<b>Education</b>	<p>Considered as part of planning application. Education contributions secured.</p> <p>There are 3 Primary Schools in close proximity to the site. The closest is 719m from the site and the furthest out of the 3 is 838m from the site.</p>
<b>Health</b>	Considered as part of planning application.
<b>Blue and Green Infrastructure</b>	Enhancements considered as part of planning application. Adjacent the Nottingham Canal. Proposals include Blue and Green Infrastructure provision.
<b>Community Facilities</b>	Mix of uses granted as part of planning permission.
<b>Other</b>	N/A

### 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	--

Objective	Score	Objective	Score
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	-

#### Other Factors

Topic	Commentary
Green Belt	Site is not in the Green Belt.
Carbon Neutrality	Considered as part of the planning application.
Impact on Air Quality	The site is not part of an Air Quality Management Area.  NO2 Agglomeration Zone: Majority of site in NO2 Agglomeration Zone.
Transport / Accessibility	Considered as part of planning application. New link road provided.  Public Transport: The closest bus stop is 39m from the site. There is also a tram stop 640m from the site and another tram stop which is 704m from the site.  Accessibility: 1 Public Right of Way bisects the site. There is also a Public Right of Way within 50m of the site and another Public Right of Way within 250m of the site.
Flood Risk	River Flooding: Majority of site is in Flood Zone 2. Large parts of site in Flood Zone 3.  Surface Water Flooding: Small parts of the site subject to surface water flooding.

Topic	Commentary
	<p>Flood Defences: Site benefits from flood defences.</p> <p>Detailed River Network: Below Surface Watercourse (Culvert) dissects site. Surface Watercourse (Secondary River) dissects site.</p>
<b>Natural Environment</b>	<p>Agricultural Land Classification: Majority of site is URBAN.</p>
<b>Historic Environment</b>	<p>There are 4 Listed Buildings within the site boundary - Building D10; Building D34; Building D90 and Building D6.</p> <p>Local Interest Buildings: There is 1 Local Interest Building within the site boundary. 1.81% (0.56ha) of site in Building D1 Soap Factory.</p> <p>Heritage assets have been considered as part of the planning application.</p>
<b>Landscape and topography</b>	<p>The Boots site is a previously-developed site in the Urban area, which has been cleared for development.</p> <p>It is unknown at this stage as to whether a new landscape character could be created or whether any features could be conserved, enhanced or restored.</p> <p>The Boots site is not covered by the Greater Nottingham Growth Options Study 'Broad Areas'.</p>
<b>Consultation Response</b>	<p><b>Growth Options Consultation</b></p> <p>A resident commented that a priority raised was the inclusion of green corridors and green spaces as part of the urban planning e.g. to keep a green corridor for both wildlife and human social recreation needs between Beeston Rylands and the Boots Nottingham City development site.</p> <p><b>Preferred Approach Consultation</b></p> <p>The Environment Agency state they have no further comment to make in addition to those already supplied under 14/00515/OUT and 14/02038/POUT and the subsequent requests for discharge of conditions.</p>

Topic	Commentary
	National Highways has carried out a high-level assessment of the site. They identify that the site has a medium potential impact on the strategic road network, but the impacts are likely to be acceptable as the site already has planning consent.
<b>Conclusion</b>	It is proposed that the site, which is allocated in the Broxtowe Part 2 Local Plan and Nottingham City Part 2 Local Plan, should be carried forward as part of the GNSP as the site is currently under development.



### BBC-EMP-19: Land at New Farm, Nuthall

#### Satellite Image



#### Map



Factors	
SHLAA reference	N/A
Size	40.90 hectares
No of dwellings/ estimated employment floorspace	<u>Dwellings</u> Not applicable  <u>Employment Floorspace</u> 25ha developable area (approx 700-750 jobs)
Existing Use	Majority agricultural
Known Land Contamination	0.06% (0.02ha) of site in Land off Dabell Avenue/Matrixgrade (Blenheim Industrial Estate, Matrixgrade, Nottingham)
PDL or Greenfield	Majority greenfield
Agricultural Land	Yes
SHLAA Conclusion	N/A
Growth Options Study Conclusions	Did not form part of the Growth Options Study.
Compliance with the GNSP settlement hierarchy	Further strategic employment sites not required at this stage. Site adjoins existing main built up area of Nottingham.
Viability and deliverability	No known viability or delivery issues.

## Infrastructure

Type	Comments
Utilities	<u>Electricity</u> No abnormal requirements identified but further input would be required from consultees. <u>Gas</u> No abnormal requirements identified but further input would be required from consultees. <u>Water Supply</u> No abnormal requirements identified but further input would be required from consultees.



Type	Comments
	<u>Waste Water</u> No abnormal requirements identified but further input would be required from consultees. <u>IT/Communications</u> No abnormal requirements identified but further input would be required from consultees.
<b>Emergency Services</b>	No abnormal requirements identified but further input would be required from consultees.
<b>Education</b>	Not applicable.
<b>Health</b>	Not applicable.
<b>Blue and Green Infrastructure</b>	Proposed Green Infrastructure Corridors: 2 Proposed Green Infrastructure Corridors bisect the site and 1 Proposed Green Infrastructure Corridor is within 100m of the site.
<b>Community Facilities</b>	The following Community Facilities within close proximity of the site: Hall and Community Centre (309m from the site) Leisure Centre (1396m from the site) Library (1629m from the site) Open Spaces x3 (closest is 0m from the site) Public House (668m from the site)
<b>Other</b>	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	++	15. Built and Historic Environment	0

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

#### Other Factors

Topic	Commentary
<b>Green Belt</b>	Site falls within Broad Area 23 (score 12/20) and Broad Area 24 (score 11/20) of the Green Belt Review.
<b>Carbon Neutrality</b>	<p>The development would be subject to full environmental analysis as part of the design and planning application process.</p> <p>Housing would need to be developed to achieve low carbon standards.</p>
<b>Impact on Air Quality</b>	NO2 Agglomeration Zone: 0.34% (0.14ha) of site in NO2 Agglomeration Zone.
<b>Transport / Accessibility</b>	<p>Transport modelling work would be required.</p> <p>Public Transport: The closest bus stop is 114m from the site.</p> <p>Accessibility: There are 2 Public Rights of Way within the site. There are also 2 Public Rights of Way within 50m of the site and another Public Right of Way within 100m of the site.</p>
<b>Flood Risk</b>	<p>Surface Water Flooding: 0.04% (0.02ha) of site in Surface Water Flood Map 1 in 30 0.72% (0.3ha) of site in Surface Water Flood Map 1 in 100 0.72% (0.3ha) of site in Surface Water Flood Map 1 in 1000</p> <p>Ground Water Flooding: 38.88% (15.9ha) of site in &gt;= 25% &lt;50% (Clearwater) 61.12% (25ha) of site in &lt; 25% (Clearwater)</p> <p>Detailed River Network: Surface Watercourse (Tertiary River) dissects site for 255.45m.</p>
<b>Natural Environment</b>	<p>Agricultural Land Classification: 45.07% (18.44ha) of site in GRADE 3 54.93 (22.46ha) of site in GRADE 2</p>

Topic	Commentary
	<p>Ancient Woodland: 0.04% (0.02ha) of site in Bulwell Wood</p> <p>Local Wildlife Sites: 0.88% (0.36ha) of site in 'an interesting wooded disused railway supporting a valuable and rather calcareous ground flora'. There are also 3 Local Wildlife Sites within 50m of the site and another Local Wildlife Site within 250m of the site.</p> <p>SSSI: There are 2 SSSIs within 50m of the site.</p>
<b>Historic Environment</b>	<p>Local Interest Buildings: 0.14% (0.06ha) of site in New Farm</p> <p>The details of any proposed development would not be known until the planning application stage. Development of the site is unlikely to harm the significance of designated or non-designated heritage assets or their settings. Development at the site would be unlikely to enhance or better reveal the significance of any heritage assets. It would be unlikely to promote heritage based tourism or regeneration. There are no known heritage assets on the site which would be likely to be potential candidates for reuse.</p>
<b>Landscape and topography</b>	<p>Greater Nottingham Growth Options Study: Ranking: Green: This is a relatively flat area of search, largely contained to the west by the M1 motorway and to the east by Bulwell. The area of search is largely composed of medium to large arable fields. A limited network of PRoW provides recreational value. The landscape is typically rural, but with the urban fringe of Bulwell and Nuthall as well as the M1 which detracts from perceptions of tranquillity. Ancient woodland on the edges of the site and vegetation associated with the dismantled railway are indicative of conservation value. Views are limited to field extents by hedgerows. Woodland within the area of search along the route of a dismantled railway has potential to be tied into development. Existing field boundaries form defensible boundaries to development. There is however potential for the coalescence of Nuthall and Bulwell if all of the area of search is developed which should be avoided.</p>

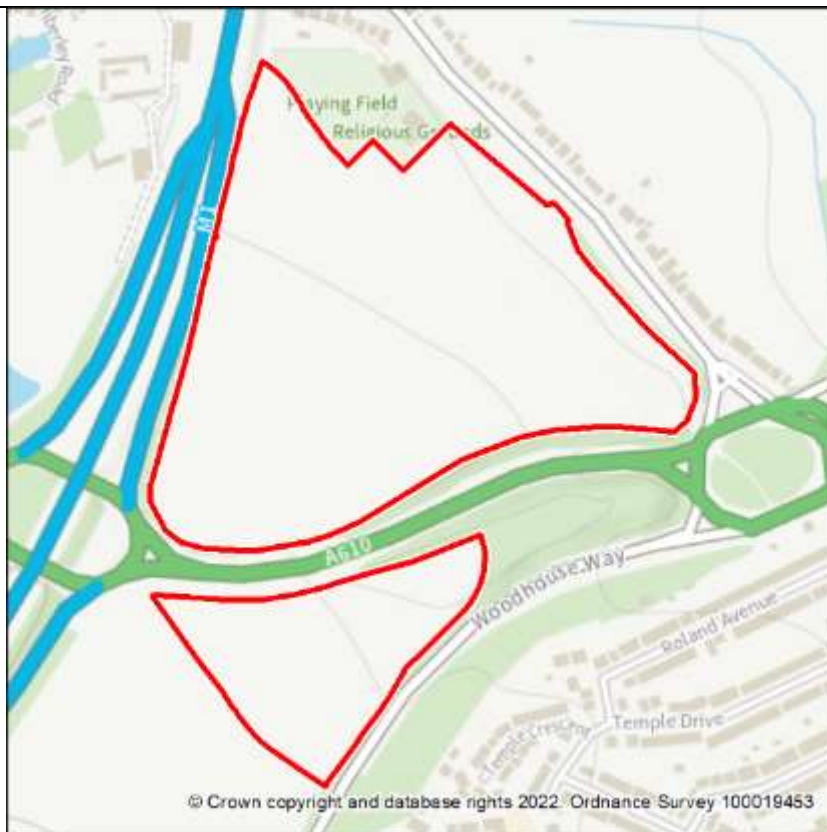
Topic	Commentary
	<p>The Part 2 Local Plan Landscape and Visual Analysis of Potential Development Sites Study scored Character Area LS30 – Land North of the Dismantled Railway / South of New Farm Lane (which covers the site) as:</p> <p>Landscape value – Amber  Visual Value – Amber  Landscape Susceptibility – Amber  Visual Susceptibility – Amber  Landscape Sensitivity – Amber  Visual Sensitivity – Amber</p> <p>Any potential development on a greenfield site is likely to have an adverse impact on landscape character. It is unknown at this stage as to whether a new landscape character could be created or whether any features could be conserved, enhanced or restored.</p>
<b>Consultation Response</b>	None received.
<b>Conclusion</b>	It is proposed that there will be a significant level of employment at the Toton Strategic Location for Growth which would support the aspirations of the Strategic Plan and the level of employment need identified.

## BBC-EMP-20: Land at Nuthall

### Satellite Image



### Map



Factors	
SHLAA reference	N/A
Size	20.07 hectares
No of dwellings/ estimated employment floorspace	<u>Dwellings</u> Not applicable  <u>Employment Floorspace</u> Major employment (1500+ jobs)
Existing Use	Majority agricultural
Known Land Contamination	No identified constraints but further investigative work may be required.
PDL or Greenfield	Greenfield land
Agricultural Land	Yes
SHLAA Conclusion	N/A
Growth Options Study Conclusions	The area includes ancient woodland, safeguarded land for HS2 and landscape constraints (including risk of coalescence) and are therefore potentially unsuitable for development.
Compliance with the GNSP settlement hierarchy	Further strategic employment sites not required at this stage. Site lies between main built up area of Nottingham and Nuthall.
Viability and deliverability	No known viability or delivery issues.

## Infrastructure

Type	Comments
Utilities	<u>Electricity</u> No abnormal requirements identified but further input would be required from consultees. <u>Gas</u> No abnormal requirements identified but further input would be required from consultees. <u>Water Supply</u> No abnormal requirements identified but further input would be required from consultees. <u>Waste Water</u>

Type	Comments
	No abnormal requirements identified but further input would be required from consultees. <u>IT/Communications</u> No abnormal requirements identified but further input would be required from consultees.
<b>Emergency Services</b>	No abnormal requirements identified but further input would be required from consultees.
<b>Education</b>	Not applicable.
<b>Health</b>	Not applicable.
<b>Blue and Green Infrastructure</b>	Enhancements may be required as part of future planning applications.
<b>Community Facilities</b>	The following Community Facilities are within close proximity of the site: Hall and Community Centre (22m from the site) Leisure Centre (1437m from the site) Library (1671m from the site) Open Spaces x5 (the closest is 0m from the site) Public House (128m from the site)
<b>Other</b>	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	++	15. Built and Historic Environment	0

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

#### Other Factors

Topic	Commentary
<b>Green Belt</b>	Site falls within Broad Area 25 (score 11/20) of the Green Belt Review.
<b>Carbon Neutrality</b>	<p>The development would be subject to full environmental analysis as part of the design and planning application process.</p> <p>Housing would need to be developed to achieve low carbon standards.</p>
<b>Impact on Air Quality</b>	NO2 Agglomeration Zone: 0.32% (0.06ha) of site in NO2 Agglomeration Zone.
<b>Transport / Accessibility</b>	<p>Transport modelling work would be required.</p> <p>Public Transport: The closest bus stop is 28m from the site.</p>
<b>Flood Risk</b>	No identified flooding constraints.
<b>Natural Environment</b>	<p>Agricultural Land Classification: 8.85% (1.78ha) of site in GRADE 4 91.15% (18.3ha) of site in GRADE 2</p> <p>Local Wildlife Sites: There is a Local Wildlife Site within 50m of the site and another Local Wildlife Site within 250m of the site.</p> <p>Tree Preservation Orders: There are 3 Single Tree Preservation Orders within the site and 0.04% (0.01ha) of site in Group/Woodland Tree Preservation Order.</p>
<b>Historic Environment</b>	<p>Listed Buildings: There are numerous Listed Buildings within 250m of the site.</p> <p>Conservation Area: Nuthall Conservation Area is within 100m of the site.</p> <p>Local Interest Buildings:</p>



Topic	Commentary
	<p>There are a number of Local Interest Buildings within 250m of the site.</p> <p>The details of any proposed development would not be known until the planning application stage. Development of the site is unlikely to harm the significance of designated or non-designated heritage assets or their settings. Development at the site would be unlikely to enhance or better reveal the significance of any heritage assets. It would be unlikely to promote heritage based tourism or regeneration. There are no known heritage assets on the site which would be likely to be potential candidates for reuse.</p>
<b>Landscape and topography</b>	<p>Greater Nottingham Growth Options Study: Ranking: Green: This area of search is largely contained to the west by the M1 motorway and to the east by Bulwell. The area of search is largely composed of medium to large arable fields, with a ribbon of housing in the south along the B600. A limited network of PRoW provides recreational value. The landscape is typically rural, but with the urban fringe of Bulwell and Nuthall as well as the M1 which detracts from perceptions of tranquillity. Views are limited to field extents by hedgerows. Existing field boundaries form defensible boundaries to development. There is however potential for the coalescence of Nuthall and Bulwell if all of the area of search is developed which should be avoided.</p> <p>The Part 2 Local Plan Landscape and Visual Analysis of Potential Development Sites Study scored Character Area LS26 – Land between the A160 and Nottingham Road Nuthall (which covers the site) as:</p> <p>Landscape value – Green Visual Value – Green Landscape Susceptibility – Amber Visual Susceptibility – Green Landscape Sensitivity – Amber Visual Sensitivity – Green</p> <p>Any potential development on a greenfield site is likely to have an adverse impact on landscape character. It is unknown at this stage as to whether a new landscape</p>

Topic	Commentary
	character could be created or whether any features could be conserved, enhanced or restored.
<b>Consultation Response</b>	None received.
<b>Conclusion</b>	It is proposed that there will be a significant level of employment at the Toton Strategic Location for Growth which would support the aspirations of the Strategic Plan and the level of employment need identified.

### **BBC-EMP-21: Land North of Nottingham Business Park**

#### **Satellite Image**



#### **Map**

### BBC-EMP-21: Land North of Nottingham Business Park



Factors	
SHLAA reference	N/A
Size	32.46 hectares
No of dwellings/ estimated employment floorspace	<u>Dwellings</u> Not applicable  <u>Employment Floorspace</u> Major employment (1200+ jobs)
Existing Use	Majority agricultural
Known Land Contamination	No identified constraints but further investigative work may be required.
PDL or Greenfield	Greenfield land
Agricultural Land	Yes
SHLAA Conclusion	N/A

Factors	
<b>Growth Options Study Conclusions</b>	Site is free from major constraints and is potentially suitable for employment development pending further investigations.
<b>Compliance with the GNSP settlement hierarchy</b>	Further strategic employment sites not required at this stage. Site adjoins existing main built up area of Nottingham.
<b>Viability and deliverability</b>	No known viability or delivery issues.

## Infrastructure

Type	Comments
<b>Utilities</b>	<p><u>Electricity</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Gas</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Water Supply</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>Waste Water</u> No abnormal requirements identified but further input would be required from consultees.</p> <p><u>IT/Communications</u> No abnormal requirements identified but further input would be required from consultees.</p>
<b>Emergency Services</b>	No abnormal requirements identified but further input would be required from consultees.
<b>Education</b>	Not applicable.
<b>Health</b>	Not applicable.
<b>Blue and Green Infrastructure</b>	Proposed Green Infrastructure Corridors: 1 Proposed Green Infrastructure Corridor bisects the site and there is 1 Proposed Green Infrastructure Corridor within 100m of the site.
<b>Community Facilities</b>	The following Community Facilities are within close proximity of the site: Hall and Community Centre (424m from the site) Leisure Centre (1593m from the site) Library (1722m from the site) Open Spaces x5 (closest is 31m from the site) Public House (65m from the site)

Type	Comments
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	++	15. Built and Historic Environment	0
8. Transport	++	16. Natural Resources and Waste Management	--

### Other Factors

Topic	Commentary
<b>Green Belt</b>	Site falls within Broad Area 25 (score 11/20) of the Green Belt Review.
<b>Carbon Neutrality</b>	<p>The development would be subject to full environmental analysis as part of the design and planning application process.</p> <p>Housing would need to be developed to achieve low carbon standards.</p>
<b>Impact on Air Quality</b>	Further investigations would be required.
<b>Transport / Accessibility</b>	<p>Transport modelling work would be required.</p> <p>Public Transport: The closest bus stop is 170m from the site.</p>

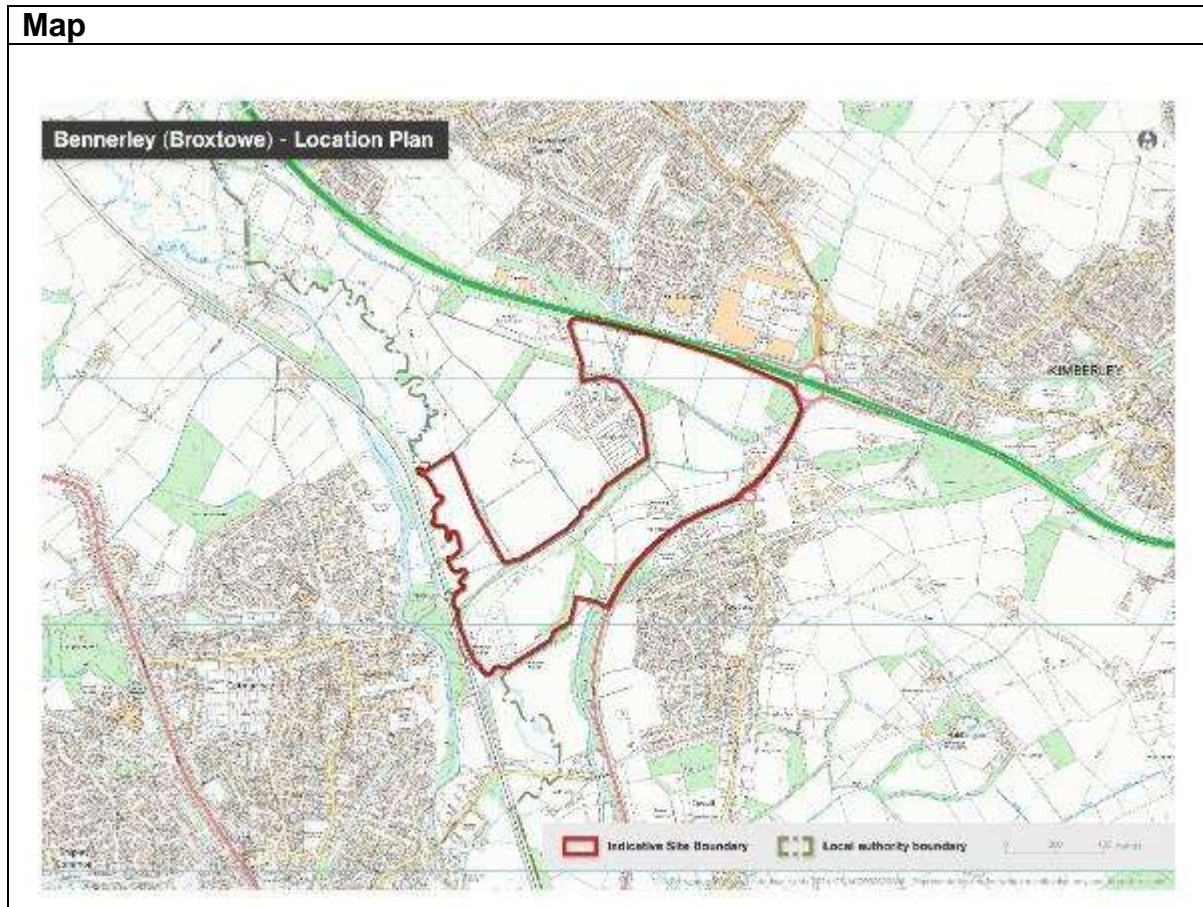
Topic	Commentary
	<p>Accessibility: There is 1 Public Right of Way within 250m of the site.</p>
<b>Flood Risk</b>	<p>Surface Water Flooding: 0.02% (0.01ha) of site in Surface Water Flood Map 1 in 30 0.5% (0.16ha) of site in Surface Water Flood Map 1 in 100 0.5% (0.16ha) of site in Surface Water Flood Map 1 in 1000</p>
<b>Natural Environment</b>	<p>Agricultural Land Classification: 22.93% (7.44ha) of site in GRADE 4 77.07% (25.01ha) of site in GRADE 2</p> <p>Local Wildlife Sites: 4.27% (1.39ha) of site in 'a notable coal-measures woodland'. There are also 3 further Local Wildlife Sites within 250m of the site.</p>
<b>Historic Environment</b>	<p>Conservation Areas: Nuthall Conservation Area is within 250m of the site.</p> <p>The details of any proposed development would not be known until the planning application stage. Development of the site is unlikely to harm the significance of designated or non-designated heritage assets or their settings. Development at the site would be unlikely to enhance or better reveal the significance of any heritage assets. It would be unlikely to promote heritage based tourism or regeneration. There are no known heritage assets on the site which would be likely to be potential candidates for reuse.</p>
<b>Landscape and topography</b>	<p>Greater Nottingham Growth Options Study: Ranking: Amber: Undulating terrain constrained by the A6002 and M1 motorway. Land is composed of medium to large size arable fields, edge of town industrial units. Away from the A6002 and M1 this area is typical of the rural setting and perceptions of tranquility are high. There are however detractors including the highways network and industrial urban fringe development. Topography and vegetation provide some enclosure. Development may adversely affect views. Defensive boundaries are generally limited to the highway network and existing field boundaries. Topography means that development would be best placed in the south-east and east of the broad area of search, with commercial development potentially suitable in the far north.</p>

Topic	Commentary
	<p>The Part 2 Local Plan Landscape and Visual Analysis of Potential Development Sites Study scored Character Area LS25 - Land between Nottingham Business Park and the A610 Nuthall (which covers the site) as:</p> <p>Landscape Value – Green  Visual Value – Green  Landscape Susceptibility – Green  Visual Susceptibility – Green  Landscape Sensitivity – Green  Visual Sensitivity – Green</p> <p>Any potential development on a greenfield site is likely to have an adverse impact on landscape character. It is unknown at this stage as to whether a new landscape character could be created or whether any features could be conserved, enhanced or restored.</p>
<b>Consultation Response</b>	<p>R Salmon propose a 12ha site at land at M1, J26 to provide a sustainable extension to existing built form at Nottingham Business Park and east of Woodhouse Way. They state that the site should be considered as a reasonable alternative, particularly in the context of the site's ability to come forward on a strategic scale in collaboration with the neighbouring sites.</p>
<b>Conclusion</b>	<p>It is proposed that there will be a significant level of employment at the Toton Strategic Location for Growth which would support the aspirations of the Strategic Plan and the level of employment need identified.</p>



## BBC-L01: Former Bennerley Coal Disposal Point

### Map



### General – floorspace, type of site, other assessments and viability

Stage 2 Criteria	Details
<b>Site Size</b> – Is the site 50ha or more?	79 ha (61 ha logistics).  The site is over 50 ha in size.
<b>Estimated employment floorspace</b>	Up to approximately 124,500 sq. m  (Harworth estimate up to 1,000,000 sq ft (92,903 sq m) within their ownership). 9 ha @ 0.35 plot ratio applied to reminder of site (outside of proposed Country Park)
<b>Existing use</b>	“Lawful use for the reception, storage and dispatch of coal”. (Owners/promoters’ description.)  Part agricultural. Some employment uses.
<b>Extension or new site</b>	New site.



Stage 2 Criteria	Details
<b>PDL or Greenfield</b>	Part greenfield, part PDL.
<b>Relevant SHLAA or SHELAA conclusion</b>	Not included in the current SHLAA. Previous references 333, 432. No S(H)ELAA.
<b>Relevant Growth Options Study Conclusions</b>	Not in a 'Potential Area for Strategic Growth' (as defined at page 16 of the Study).
<b>Viability and deliverability</b>	<p>The viability of the site has been confirmed through the preparation of the Plan Wide Viability assessment to support the submission of the draft Greater Nottingham Strategic Plan'</p> <p>Owners/promoters advise that "there are no viability constraints".</p>

### Transport Infrastructure and Accessibility

Transport Infrastructure	Comments
<b>Strategic highways –</b> Good connection to the highway network close to a junction with the M1 or long distance dual carriageway	<p>The transport impacts of the Strategic Plan have been modelled using the East Midlands Gateway model and additional mitigation measures are being modelled to understand the extent to which these impacts are capable of mitigation. A key finding of the modelling is that most impacts derive from background traffic growth rather than Strategic Plan proposals.</p> <p>Close to the A610 and to junction 26 of the M1.</p> <p>National Highways (NH) (formerly Highways England) advises that the development would be likely to be acceptable, subject to TA and any identified mitigation.</p> <p>NH also advises that the scale of the development and distance from the SRN suggests the impact of the development on its own may not be significant. However, there is likely to be a cumulative impact when taking into account other developments also impacting on M1 J26</p> <p>Nottinghamshire County Council (NCC) advises that the preferred access point would be the existing access on the A610 and the roundabout junction on Shilo Way. HGV traffic would be expected to utilise the M1/A610/A6096.</p> <p>NCC also advises that it would be necessary to ensure that appropriate public transport infrastructure is provided to serve the site with suitable footway connections and</p>

Transport Infrastructure	Comments
	<p>crossings where necessary. Cycling infrastructure should be delivered to “LTN 1/20 standard”.</p> <p>NCC advises that the site is “affected by tram extension”.</p>
Rail network accessibility	Potential for rail network accessibility.
Accessibility to labour – proximity to centres of population and ability to be served by public transport and active travel.	<p>Close to Eastwood, Awsworth and Ilkeston/Cotmanhay, also near to Kimberley/Nuthall and Nottingham.</p> <p>Limited current public transport accessibility, however there is the potential for this to be improved.</p> <p>NCC mentions the possibility of a tram extension at some point.</p>

### Other Critical Infrastructure

Infrastructure Type	Comments
Utilities	<p>Owners/promoters advise that there are “no known constraints”, regarding all utilities.</p> <p>No abnormal requirements have been identified by the Council, however further input would be required from consultees.</p>
Blue and Green Infrastructure	<p>On-site provision/enhancement would probably be preferable.</p> <p>(The site includes parts of several ‘Primary and Secondary Strategic Networks’ and ‘Local/Neighbourhood Networks’, as defined in the ‘Greater Nottingham Blue and Green Infrastructure Strategy January 2022’, and parts of several ‘Primary and Secondary Green Infrastructure Corridors’, as defined in the adopted Broxtowe Part 2 Local Plan.)</p>
Other	90% of the site is in a Coal Authority ‘Development High Risk Area’.

### Sustainability Appraisal

Objective	Score	Objective	Score
1. Housing	0	9. Brownfield Land	+

Objective	Score	Objective	Score
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
<b>Green Belt</b>	The site falls within Broad Area 2: West of Awsworth in the 'Green Belt Review Background Paper December 2022'. Score 15/20. Development would have a major impact on the Green Belt gap between Awsworth/Eastwood and Cotmanhay/Ilkeston.
<b>Agricultural Land</b>	In part. Agricultural Land Classification Grade 4.
<b>Land Contamination</b>	<p>"The site is not contaminated and has been cleared of all structures since its use as a former coal disposal point." (Owners/promoters' description.)</p> <p>Would need thorough examination before any development.</p> <p>There is a Historic Landfill Site within 50m of the site and another Historic Landfill Site within 100m of the site.</p>
<b>Carbon Neutrality</b>	The development would be subject to full environmental analysis as part of the allocation and planning application process.

Topic	Commentary
<b>Impact on Air Quality</b>	<p>Not known at this stage.</p> <p>The site is not part of an Air Quality Management Area.</p>
<b>Flood Risk</b>	<p>River Flooding: Approximately 29% of the site is in Flood Zone 3. Approximately 39% of the site is in Flood Zone 2.</p> <p>Surface Water Flooding: Approximately 13% of the site is at 1 in 30 year risk of surface water flooding.</p> <p>Owners/promoters consider that flood risk “can be easily addressed through the design process using SUDs”.</p>
<b>Natural Environment</b>	<p>There are 3 Local Wildlife Sites within the site and 1 Local Wildlife Site within 250m of the site.</p>
<b>Historic Environment</b>	<p>There is a Grade II* Listed Building, Bennerley Viaduct, within the site.</p> <p>The details of any proposed development would not be known until the planning application stage. Development of the site might potentially harm the significance of the listed Bennerley Viaduct and its setting. Development at the site would be unlikely to enhance or better reveal the significance of any heritage assets. It would be unlikely to promote heritage based tourism or regeneration.</p>
<b>Landscape and topography</b>	<p>The ‘Greater Nottingham Growth Options Study Additional Landscape Assessments’ document (November 2022) includes the following comments:</p> <p>“Nottinghamshire landscape character policy zone: NC02 Babbington Rolling Farmlands (moderate condition, strong strength, conserve and enhance landscape strategy) NC01 Erewash River Corridor (moderate condition, strong strength, conserve and enhance landscape strategy)”</p> <p>“Topography and landuse: The topography is at its highest in the north of the site towards the A610, this slopes away very gently towards Awsworth. In the south of the site, the topography is very flat which contrasts to the publicly accessible Bennerley Viaduct to the west of Awsworth. The site is a mix of pastoral fields (located to the north) and a brownfield site (located to the south) previously used for mining and an ironworks.”</p> <p>“Suitability for development in landscape and visual terms: This site has medium potential for strategic growth. It sits between four settlements, with potential for merging should</p>

Topic	Commentary
	the full site be built out. The north of the site could accommodate development (likely to be employment) linked directly to the A610. However, the south is more sensitive to development due to the presence and setting of the Grade II* listed viaduct and the high recreational value. This area would be better used for more limited development linked to the heritage, building on the existing work around the Bennerley Viaduct.”
<b>Regeneration</b>	Close to Eastwood and to Ilkeston/Cotmanhay, also near to Nottingham, all of which include areas of high deprivation.
<b>Compatibility of surrounding uses</b>	No residential properties in the immediate vicinity.
<b>Availability</b>	Available: promoted through the ‘Call for Sites’.
<b>Consultation Response</b>	<p>Preferred Approach</p> <p>Nottinghamshire County Council notes that 4.3 states <i>‘Highways access to the M1 (Junction 26) is via the A610. Access to the site should only be from the A610’</i> They state this is only possible if a bridge is to be provided across the A610 – which will not be the case. They therefore request that this reference is removed, as it also contradicts the statement within Appendix A which reflects the County Council advice that access should be via the existing access on the A610 and the roundabout junction on Shilo Way. They request that the “off-site” highway impacts should be determined as part of any future Transport Assessment that should include Giltbrook Interchange. They note that the site boundary does not include the entry/exit slips off the A610 as shown on the OS Map within Appendix A which is assumed a drafting issue and requests for these to be added.</p> <p>In respect of minerals and waste, Nottinghamshire County Council identify that the site is located within the Mineral Safeguarding Area for coal and is also identified as being a high-risk development area owing to extensive local historic shallow coal workings.</p> <p>In respect of heritage, Nottinghamshire County Council state that the site has designated heritage issues that require full and proper investigation to establish the nature and levels of harmful impact and whether these can be mitigated.</p> <p>The Environment Agency state that, in respect of flood risk, large parts of the site are at risk of flooding from the Gilt Brook and River Erewash. Due to the interaction with the larger River Erewash, the applicant should develop a hydraulic model for the Gilt Brook to ensure flood risk is fully understood. The re-development of this brownfield site</p>

Topic	Commentary
	<p>presents an opportunity to reduce flood risk downstream and the applicant should explore opportunities to reduce flood risk to the wider catchment where possible.</p> <p>In respect of fisheries, biodiversity and geomorphology, the Environment Agency state that they hold protected species records on site and adjacent to the site including many water vole records, which may still be present. They highlight the Local Wildlife Sites within the boundary of the site, adjacent to the site or in the wider area and state that these sites should not be adversely impacted.</p> <p>In respect of groundwater and contaminated land, the Environment Agency refer to the potential for contamination and pollution which would need to be addressed including through pollution prevention measures within the surface water drainage solutions.</p> <p>National Highways state that as the site does not share a common boundary with the Strategic Road Network (SRN) and will be accessed from the local road network, they have no objections in principle to this proposed site. However, as the development plan progresses, their principal interest will be in understanding the traffic impacts associated with this allocation (and cumulatively with other developments) and ensuring that any unacceptable impacts on the SRN are appropriately mitigated.</p> <p>The Coal Authority state that there are recorded coal mining features at surface and shallow depth which may pose a risk to surface stability and public safety.</p> <p>Historic England state that they have concerns about the proposal due to the lack of available information about what is proposed at the site and what the level of harm may be to the significance of Grade II* Bennerley Viaduct. A heritage assessment is required to understand what the proposal is, how the significance of the heritage asset will be affected by the proposal, including its setting and how the proposal site contributes to the significance of the heritage asset. They do not support the view that a heritage assessment can be delayed to the planning application stage when the principle of development is being established through the Local Plan.</p> <p>Natural England advises that Green and Blue Infrastructure should be considered at the outset of any development in this location.</p> <p>Nottinghamshire Wildlife Trust object to the inclusion of this site. They state that they consider it is impossible to design</p>

Topic	Commentary
	<p>the development to adequately address the constraints as it is unlikely that direct impact (loss of a Local Wildlife Site (LWS)) would be avoidable.</p> <p>Severn Trent Water note that sections of this site are at risk of flooding from the River Erewash. They state there are 'Very High' Watercourse constraints for the Newthorpe Sewage Treatment Works.</p> <p>Derbyshire County Council state that a key concern with the site is that the proposed site would be located within the Green Belt.</p> <p>Awsorth Parish Council has raised significant concerns to the proposed allocation. They raise concerns that this is not a meaningful consultation and that reference has not been made to the adopted Neighbourhood Plan. They state that the proposal is contrary to the Neighbourhood Plan County Park aspirations.</p> <p>Amber Valley Borough Council state that, whilst acknowledging the proximity of the proposed site to junction 26 of the M1, they would expect to see consideration given to the impact and required mitigation on road infrastructure in Derbyshire.</p> <p>Sport England note that there are two playing fields located adjacent to the boundary of site BBC-L01: Former Bennerley Coal Disposal Point. The playing fields are located to the north and southeast of the site. The inclusion of reference to these playing fields within the site information would be welcomed to ensure any potential impacts are considered and mitigated as proposals are developed.</p> <p>Harworth Group support the allocation of the site. They refer to wider benefits to the local area, particularly through employment opportunities and wider investment.</p> <p>Other developers state that although the site has a rail head and good road access, it will require considerable future work to minimise major flooding and drainage issues before it can be used as a logistics site. They also highlight the very low density of development due to the significant site constraints. They refer to a critical mass of development being required to make the road and rail access viable and question whether any feasibility studies have been prepared to support the site's allocation and confirm that the site is deliverable. They also question whether there is heritage-led evidence to support the introduction of major logistics and distribution development in the setting of the viaduct. They state that there are doubts as to the timing of the site's delivery, its</p>

Topic	Commentary
	<p>viability and the extent of the land available to accommodate distribution and logistics development.</p> <p>Severn Trent Green Power (STGP) state that part of the allocation lies within 100m of STGP's wind turbine which is located adjacent to the Severn Trent Water (STW) works.</p> <p>Pedals (Nottingham Cycling Campaign) state that they fear that development would be detrimental to the views and amenity of users of the viaduct.</p> <p>A resident considers that hazards and opportunities associated with the former (infilled) Nottingham canal that runs through this site have failed to be identified.</p> <p>A resident highlight that it is desirable that a significant proportion of the thousands of new daily trips generated by logistics facilities should be by walking, cycling or public transport.</p>

## Conclusions and recommendations

<p><b>Is the site suitable for strategic distribution?</b></p>	<p>The site contains areas of previously developed land and is considered to be potentially suitable for strategic logistics development.</p> <p>This is provided that functioning rail freight facilities are incorporated into any development.</p> <p>Among the sites in Broxtowe, this site is preferred, having regard to its potential for rail access and consequent benefits for carbon reduction, compared against other potentially suitable sites.</p>
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**BBC-L02a: Gilt Hill (smaller site)**

**Map**



**Aerial Image**



## General – floorspace, type of site, other assessments and viability

Stage 2 Criteria	Details
<b>Site Size</b> – Is the site 50ha or more?	25.17 ha.  The site is not over 50 ha in size.
<b>Estimated employment floorspace</b>	Approximately 65,000 – 102,000 square metres, including larger site, BBC-L02b. (Owners/promoters' estimate, i.e. "Circa 700,000 to 1,100,000 sq. ft.")
<b>Existing use</b>	Agricultural.
<b>Extension or new site</b>	New site.
<b>PDL or Greenfield</b>	Greenfield land.
<b>Relevant SHLAA or SHELAA conclusion</b>	Parts of the site are assessed for housing in the current SHLAA as "could be suitable if policy changes".
<b>Relevant Growth Options Study Conclusions</b>	Not in a 'Potential Area for Strategic Growth' (as defined at page 16 of the Study).
<b>Viability and deliverability</b>	The viability of the site would need to be considered through the preparation of a Plan Wide Viability assessment.  Owners/promoters advise that "the proposed scheme is deliverable and viable".

## Transport Infrastructure and Accessibility

Transport Infrastructure	Comments
<b>Strategic highways</b> – Good connection to the highway network close to a junction with the M1 or long distance dual carriageway	Adjacent to the A610 and close to junction 26 of the M1.  National Highways (NH) (formerly Highways England) advises that the development would be likely to be acceptable, subject to TA and any identified mitigation.  NH also advises that the scale of the development and distance from the SRN suggests the impact of the development on its own may not be significant. However, there is likely to be a cumulative impact when taking into account other developments also impacting on M1 J26.  Nottinghamshire County Council (NCC) advises that the preferred access point would be Gilt Hill and that the position of the access should avoid conflict with other junctions on the

Transport Infrastructure	Comments
	<p>opposite side of the carriageway. Measures may be required to prevent HGVs from routing along the A608.</p> <p>NCC also advises that it would be necessary to ensure that appropriate public transport infrastructure is provided to serve the site with suitable footway connections and crossings where necessary.</p> <p>NCC advises that the site is “affected by tram extension”.</p>
<b>Rail network accessibility</b>	No potential for direct rail network accessibility. The site is located approximately 15 miles north of the East Midlands Gateway Logistics Park of Junction 24 of the M1.
<b>Accessibility to labour – proximity to centres of population and ability to be served by public transport and active travel.</b>	<p>Adjacent to Kimberley/Nuthall, close to Awsworth, Eastwood and Nottingham.</p> <p>Good ability to be served by public transport and active travel.</p> <p>NCC mentions the possibility of a tram extension at some point.</p>

### Other Critical Infrastructure

Infrastructure Type	Comments
<b>Utilities</b>	<p>Owners/promoters advise that there is “significant spare capacity available in the local network”.</p> <p>No abnormal requirements have been identified by the Council, however further input would be required from consultees.</p>
<b>Blue and Green Infrastructure</b>	<p>On-site provision/enhancement would probably be preferable.</p> <p>(The site includes part of a ‘Secondary Strategic Network’, as defined in the ‘Greater Nottingham Blue and Green Infrastructure Strategy January 2022’, and part of a ‘Secondary Green Infrastructure Corridor, as defined in the adopted Broxtowe Part 2 Local Plan.)</p>
<b>Other</b>	90% of the site is in a Coal Authority ‘Development High Risk Area’.

### 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	0
8. Transport	++	16. Natural Resources and Waste Management	-

### Constraints and other considerations

Topic	Comments
<b>Green Belt</b>	The site falls within Broad Area 15: North of Gilt Hill in the 'Green Belt Review Background Paper December 2022'. Score 12/22. Development would have a major impact on the Green Belt gap between Eastwood and Kimberley.
<b>Agricultural Land</b>	Yes.  Agricultural Land Classification Grade 4.
<b>Land Contamination</b>	"Site investigations are ongoing, but from initial assessments there are no known contamination issues that would preclude development." (Owners/promoters' description.)
<b>Carbon Neutrality</b>	Any development would be subject to full environmental analysis as part of the allocation and planning application process.
<b>Impact on Air Quality</b>	Not known at this stage.

Topic	Comments
	The site is not part of an Air Quality Management Area.
<b>Flood Risk</b>	<p>River Flooding: 2.7% (0.68ha) of site in Flood Zone 3 3.16% (0.79ha) of site in Flood Zone 2</p> <p>Surface Water Flooding: 1.97% (0.49ha) of site in 1 in 30 year risk of surface water flooding 5.77% (1.45ha) of site in 1 in 100 year risk of surface water flooding 5.77% (1.45ha) of site in 1 in 1,000 year risk of surface water flooding</p> <p>Ground Water Flooding: 90.26% (22.72ha) of site in &lt; 25% (Superficial Deposits Flooding)</p>
<b>Natural Environment</b>	Part of a Local Wildlife Site is within the site. There are three Local Wildlife Sites close to the site.
<b>Historic Environment</b>	There are no Listed Buildings or Conservation Areas within or close to the site.
<b>Landscape and topography</b>	The site forms part of the 'Selston and Eastwood Urban Fringe Farmland' local landscape character area (moderate condition, moderate strength, 'enhance' landscape strategy). It lies on the eastern side of the Gilt Brook valley and development would be prominent in the landscape.
<b>Regeneration</b>	Close to Eastwood and Nottingham, both of which include areas of high deprivation.
<b>Compatibility of surrounding uses</b>	Residential properties adjacent.
<b>Availability</b>	Available: promoted through the 'Call for Sites'.
<b>Consultation Response</b>	<p>The Environment Agency state that the western edge of the site bounds the Gilt Brook which is designated as an ordinary watercourse and therefore the Lead Local Flood Authority would need to be consulted. The area around the Gilt Brook also falls within Flood Zone 3 so any proposals should take a sequential approach to site layout by directing development to the areas of lowest flood risk within the site boundary. In respect of Fisheries, Biodiversity and Geomorphology, the Environment Agency state that based on biodiversity value and risk of damage to important/protected habitats or species, this is a preferred site.</p> <p>There are historic protected species records of water vole on the Gilt Brook, which borders the site. Whilst this is not a</p>

Topic	Comments
	<p>statutory main river, they would like to see a minimum of 8m undeveloped buffer zone, ideally 10m to avoid encroachment and help protect the water vole which might still be present. They advise that site A would be selected in preference to site B to protect water voles possibly being abundant more upstream adjacent to site B and site A being located further away from the SSSI site Sledder Wood. Site A also does not border as many LWS's as site B or include deciduous woodland within the proposed development boundary as site B does, which is protected under the NERC Act 2006.</p>

### Conclusions and recommendations

<p><b>Is the site suitable for strategic distribution?</b></p>	<p>The site is considered to be potentially suitable for strategic logistics development, however when compared against other sites due to the absence of direct rail access or (very likely) tram access, the land is not a preferred location. The site is located 15 miles from the nearest rail freight interchange at Junction 24 of the M1.</p> <p>This site (and site BBC-L02b) would however be more preferable than sites BBC-L04, BBC-L06 and BBC-L08 because of lesser anticipated impact on the highways network.</p>
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**BBC-L02b: Gilt Hill (larger site)**

**Map**



**Aerial Image**



### General – floorspace, type of site, other assessments and viability

Stage 2 Criteria	Details
<b>Site Size</b> – Is the site 50ha or more?	Possibly – the figure given by the owners/promoters is 50 ha, Broxtowe’s measurement is 42.02 ha (including the smaller site BBC-L02b).
<b>Estimated employment floorspace</b>	Approximately 65,000 – 102,000 square metres, including smaller site, BBC-L02a.  (Owners/promoters’ estimate, i.e. “Circa 700,000 to 1,100,000 sq. ft.”)
<b>Existing use</b>	Agricultural.
<b>Extension or new site</b>	New site.
<b>PDL or Greenfield</b>	Greenfield land.
<b>Relevant SHLAA or SHELAA conclusion</b>	Parts of the site are assessed for housing in the current SHLAA as “could be suitable if policy changes”.
<b>Relevant Growth Options Study Conclusions</b>	Not in a ‘Potential Area for Strategic Growth’ (as defined at page 16 of the Study).
<b>Viability and deliverability</b>	The viability of the site would need to be considered through the preparation of a Plan Wide Viability assessment.  Owners/promoters advise that “the proposed scheme is deliverable and viable”.

### Transport Infrastructure and Accessibility

Transport Infrastructure	Comments
<b>Strategic highways</b> – Good connection to the highway network close to a junction with the M1 or long distance dual carriageway	Adjacent to the A610 and close to junction 26 of the M1.  National Highways (NH) (formerly Highways England) advises that the development would be likely to be acceptable, subject to TA and any identified mitigation.  NH also advises that the scale of the development and distance from the SRN suggests the impact of the development on its own may not be significant. However, there is likely to be a cumulative impact when taking into account other developments also impacting on M1 J26.  Nottinghamshire County Council (NCC) advises that the preferred access point would be Gilt Hill and that the position



Transport Infrastructure	Comments
	<p>of the access should avoid conflict with other junctions on the opposite side of the carriageway. Measures may be required to prevent HGVs from routing along the A608.</p> <p>NCC also advises that it would be necessary to ensure that appropriate public transport infrastructure is provided to serve the site with suitable footway connections and crossings where necessary.</p> <p>NCC advises that part of this site (site BBC-L02a) is “affected by tram extension”.</p>
<b>Rail network accessibility</b>	No potential for rail network accessibility. The site is located approximately 15 miles north of the East Midlands Gateway Logistics Park of Junction 24 of the M1.
<b>Accessibility to labour – proximity to centres of population and ability to be served by public transport and active travel.</b>	<p>Adjacent to Kimberley/Nuthall, close to Awsorth, Eastwood and Nottingham.</p> <p>Good ability to be served by public transport and active travel.</p> <p>NCC mentions the possibility of a tram extension at some point.</p>

### Other Critical Infrastructure

Type	Comments
<b>Utilities</b>	<p>Owners/promoters advise that there is “significant spare capacity available in the local network”.</p> <p>No abnormal requirements have been identified by the Council, however further input would be required from consultees.</p>
<b>Blue and Green Infrastructure</b>	<p>On-site provision/enhancement would probably be preferable.</p> <p>(The site includes part of a ‘Secondary Strategic Network’, as defined in the ‘Greater Nottingham Blue and Green Infrastructure Strategy January 2022’, and part of a ‘Secondary Green Infrastructure Corridor, as defined in the adopted Broxtowe Part 2 Local Plan.)</p>
<b>Other</b>	89% of the site is in a Coal Authority ‘Development High Risk Area’.

## 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	0
8. Transport	++	16. Natural Resources and Waste Management	-

## Constraints and other considerations

Topic	Comments
<b>Green Belt</b>	The site falls within Broad Area 15: North of Gilt Hill in the 'Green Belt Review Background Paper December 2022'. Score 12/22. Development would have a major impact on the Green Belt gap between Eastwood and Kimberley.
<b>Agricultural Land</b>	Yes. Agricultural Land Classification Grade 4.
<b>Land Contamination</b>	"Site investigations are ongoing, but from initial assessments there are no known contamination issues that would preclude development." (Owners/promoters' description.)
<b>Carbon Neutrality</b>	Any development would be subject to full environmental analysis as part of the allocation and planning application process.

Topic	Comments
<b>Impact on Air Quality</b>	Not known at this stage.  The site is not part of an Air Quality Management Area.
<b>Flood Risk</b>	River Flooding: 2.58% (1.08ha) of site in Flood Zone 3 2.94% (1.23ha) of site in Flood Zone 2  Surface Water Flooding: 2.11% (0.89ha) of site in 1 in 30 year risk of surface water flooding 5.06% (2.13ha) of site in 1 in 100 year risk of surface water flooding 5.06% (2.13ha) of site in 1 in 1,000 year risk of surface water flooding  Ground Water Flooding: 8.26% (3.47ha) of site in < 25% (Clearwater and Superficial Deposits Flooding)
<b>Natural Environment</b>	Part of a Local Wildlife Site is within the site. There is a Local Geological Site and five Local Wildlife Sites close to the site.
<b>Historic Environment</b>	There are no Listed Buildings or Conservation Areas within or close to the site.
<b>Landscape and topography</b>	The site forms part of the 'Selston and Eastwood Urban Fringe Farmland' local landscape character area (moderate condition, moderate strength, 'enhance' landscape strategy). It lies on the eastern side of the Gilt Brook valley and development would be prominent in the landscape.
<b>Regeneration</b>	Close to Eastwood and Nottingham, both of which include areas of high deprivation.
<b>Compatibility of surrounding uses</b>	Residential properties adjacent.
<b>Availability</b>	Available: promoted through the 'Call for Sites'.
<b>Consultation Response</b>	The Environment Agency state that the western edge of the site bounds the Gilt Brook which is designated as an ordinary watercourse and therefore the Lead Local Flood Authority would need to be consulted. The area around the Gilt Brook also falls within Flood Zone 3 so any proposals should take a sequential approach to site layout by directing development to the areas of lowest flood risk within the site boundary. There are historic protected species records of water vole on the Gilt Brook, which borders the site. Whilst this is not a

Topic	Comments
	<p>statutory main river, they would like to see a minimum of 8m undeveloped buffer zone, ideally 10m to avoid encroachment and help protect the water vole which might still be present. They advise that site A would be selected in preference to site B to protect water voles possibly being abundant more upstream adjacent to site B and site A being located further away from the SSSI site Sledder Wood. Site A also does not border as many LWS's as site B or include deciduous woodland within the proposed development boundary as site B does, which is protected under the NERC Act 2006.</p>

## Conclusions and recommendations

<p><b>Is the site suitable for strategic distribution?</b></p>	<p>The site is considered to be potentially suitable for strategic logistics development, however when compared against other sites, due to the absence of direct rail access or (very likely) tram access, the land is not a preferred location. The site is located 15 miles from the nearest rail freight interchange at Junction 24 of the M1.</p> <p>This site (and site BBC-L02a) would however be more preferable than sites BBC-L04, BBC-L06 and BBC-L08 because of lesser anticipated impact on the highways network.</p>
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**BBC-L04: Land at Kimberley Eastwood Bypass**

**Map**



**Aerial Image**



### General – floorspace, type of site, other assessments and viability

Stage 2 Criteria	Details
<b>Site Size</b> – Is the site 50ha or more?	21.64 ha.  The site is not over 50 ha in size.
<b>Estimated employment floorspace</b>	77,000 square metres. (Based on an assumption of 3,500 square metres per hectare.)
<b>Existing use</b>	Agricultural.
<b>Extension or new site</b>	New site.
<b>PDL or Greenfield</b>	Greenfield land.
<b>Relevant SHLAA or SHELAA conclusion</b>	Not included in the current SHLAA. No S(H)ELAA completed.
<b>Relevant Growth Options Study Conclusions</b>	Not in a 'Potential Area for Strategic Growth' (as defined at page 16 of the Study).
<b>Viability and deliverability</b>	The viability of the site would need to be considered through the preparation of a Plan Wide Viability assessment.  Owners/promoters advise that “there are no constraints that would render the site unviable”.

### Transport Infrastructure and Accessibility

Transport Infrastructure	Comments
<b>Strategic highways</b> – Good connection to the highway network close to a junction with the M1 or long distance dual carriageway	<p>Adjacent to the A610 and junction 26 of the M1.</p> <p>National Highways (NH) (formerly Highways England) advises that mitigation is likely to be required.</p> <p>NH also advises that the scale of development and distance from M1 J26 suggest that there will be a significant (cumulative) impact and off-site highways mitigation at M1 J26 may be required. National Highways' preferred approach to highways mitigation is via a Section 278 whereby highways infrastructure improvements are designed, delivered, and funded by the applicant.</p> <p>Nottinghamshire County Council (NCC) advises that there is a significant level difference between the site and A610 that could make it difficult to form an access. Any new junction is likely to be a left in/left out which will direct traffic towards Giltbrook Interchange which is not ideal. The close proximity</p>

Transport Infrastructure	Comments
	<p>of the site access and J26 may increase the likelihood of collisions / compromise performance.</p> <p>NCC also has concerns regarding the absence of any footway leading directly to the site, and would not encourage cycling along the A610. It is not clear how the development will prioritise the needs of pedestrians/cyclists and is therefore considered by NCC to be contrary to the NPPF.</p>
<b>Rail network accessibility</b>	No potential for rail network accessibility. The site is 13 miles north of the nearest rail freight interchange at the East Midlands Gateway Logistics Park of junction 24 of the M1.
<b>Accessibility to labour – proximity to centres of population and ability to be served by public transport and active travel.</b>	<p>In close proximity to Nottingham and Nuthall/Kimberley, also close to Eastwood but separated by the M1 to the east and A610 to the north.</p> <p>Close to good public transport services, however access to them is currently difficult. Opportunities for active travel seem limited.</p>

#### Other Critical Infrastructure

Type	Comments
<b>Utilities</b>	<p>Owners/promoters advise: “There are no known utility infrastructure constraints that would preclude delivery of development at this location. Western Power Distribution (WPD) have confirmed that a 5.5MVA transformer can be provided.”</p> <p>No abnormal requirements have been identified by the Council, however further input would be required from consultees.</p>
<b>Blue and Green Infrastructure</b>	<p>On-site provision/enhancement would probably be preferable.</p> <p>(Elements of the ‘Secondary Strategic Network’, as defined in the ‘Greater Nottingham Blue and Green Infrastructure Strategy January 2022’, adjoin the site, as does a ‘Secondary Green Infrastructure Corridor’, as defined in the adopted Broxtowe Part 2 Local Plan.)</p>
<b>Other</b>	Less than 1% of the site is within a Coal Authority ‘Development High Risk Area’.

## 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	0	15. Built and Historic Environment	?
8. Transport	--	16. Natural Resources and Waste Management	--

## Constraints and other considerations

Topic	Commentary
<b>Green Belt</b>	The site falls within Broad Area 19: East of Park Avenue / Knowle Lane in the 'Green Belt Review Background Paper December 2022'. Score 15/20. Development would have a major impact on the Green Belt gap between the main built-up area of Nottingham and the built-up area of Kimberley/Watnall/Nuthall.
<b>Agricultural Land</b>	Yes.  Agricultural Land Classification: 48% Grade 4, 52% Grade 2.
<b>Land Contamination</b>	None known.
<b>Carbon Neutrality</b>	Any development would be subject to full environmental analysis as part of the allocation and planning application process.



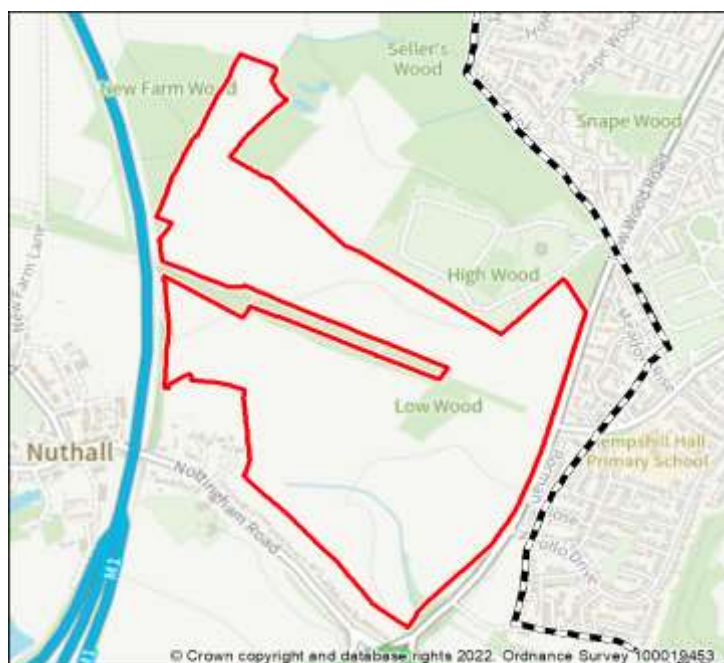
Topic	Commentary
<b>Impact on Air Quality</b>	Not known at this stage.  The site is not part of an Air Quality Management Area.
<b>Flood Risk</b>	River flooding: The site is in Flood Zone 1.  Less than 1% of the site is at any identified risk of surface water flooding.
<b>Natural Environment</b>	A small part of a Local Wildlife Site is within the site and three Local Wildlife Sites are within 250m of the site.
<b>Historic Environment</b>	Nuthall Conservation Area is within 50m of the site and a Grade II Listed Building is within 250m of the site.
<b>Landscape and topography</b>	The site forms part of the 'Nuthall Lowland, Wooded Farmland' local landscape character area (moderate condition, moderate strength, 'enhance' landscape strategy).
<b>Regeneration</b>	Almost adjacent to Nottingham (although difficult to access) and close to Eastwood, both of which include areas of high deprivation.
<b>Compatibility of surrounding uses</b>	No residential properties in the immediate vicinity.
<b>Availability</b>	Available: promoted through the 'Call for Sites'.
<b>Consultation Response</b>	<p>The Environment Agency identify the site as being located within Flood Zone 1. In respect of Fisheries, Biodiversity and Geomorphology, the Environment Agency state that based on biodiversity value and risk of damage to important/protected habitats or species, this is a preferred site.</p> <p>There are no statutory main rivers or watercourses are present within this site boundary and no protected species records that the Environment Agency leads on within the boundary or nearby. However other protected species records exist nearby. Part of Verge Wood LWS is included within the site boundary, so they would encourage this habitat be retained as part of designs, as well as the deciduous woodland to the south of the site, protected under the NERC Act 2006 and near to another ancient woodland site. There is opportunity to enhance the LWS through biodiversity net gain.</p>

## Conclusions and recommendations

<b>Is the site suitable for strategic?</b>	<p>Although located adjacent to Junction 26 of the M1, the site is not potentially suitable, and compared to other sites in the vicinity of this junction, the land is not a preferred location for strategic logistics development. The land is smaller in size (21 ha) and there is an absence of pedestrian or cycling access, and potential rail or tram access. Highways access is more problematic due to the elevation of the site, the limited left turn only junction on the A610 and its proximity to the M1 roundabout. The site is located 13 miles from the nearest rail freight interchange at Junction 24 of the M1.</p> <p>Among the sites in Broxtowe, this site is the lowest preference, having regard to anticipated issues with vehicular, pedestrian and cycle access.</p>
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**BBC-L05: Land at Low Wood Road, Nuthall**

**Map**



**Aerial Image**



### General – floorspace, type of site, other assessments and viability

Stage 2 Criteria	Details
<b>Site Size</b> – Is the site 50ha or more?	57.22 ha  The site is over 50 ha in size.  Note: The size of this site has been reduced, by the promoters, since the Stage 1 assessment.
<b>Estimated employment floorspace</b>	Approximately 154,000 square metres. (Owners/promoters estimate, i.e. “1,655,000 sqf”.)
<b>Existing use</b>	Agricultural.
<b>Extension or new site</b>	New site.
<b>PDL or Greenfield</b>	Greenfield.
<b>Relevant SHLAA or SHELAA conclusion</b>	Not included in the current SHLAA. No S(H)ELAA completed.
<b>Relevant Growth Options Study Conclusions</b>	Not in a ‘Potential Area for Strategic Growth’ (as defined at page 16 of the Study).
<b>Viability and deliverability</b>	The owners/promoters advise: “The site is viable to deliver as both a mixed use B8 logistics park with residential to the northern land parcel [now the whole proposed site] or a totally employment / logistics led scheme. The provision of infrastructure such as the Park and Ride and NET extension is viable to deliver as part of the development proposals, subject to a sufficient strategic quantum of development being provided for.”  The viability of the site would need to be considered through the preparation of a Plan Wide Viability assessment.

### Transport Infrastructure and Accessibility

Transport Infrastructure	Commentary
<b>Strategic highways</b> – Good connection to the highway network close to a junction with the M1 or long distance dual carriageway	Close to the A610 and to junction 26 of the M1.  National Highways (NH) (formerly Highways England) advises that mitigation is likely to be required.  NH also advises that the scale of development and distance from M1 J26 suggest that there will be a significant

Transport Infrastructure	Commentary
	<p>(cumulative) impact and off-site highways mitigation at M1 J26 may be required. National Highways' preferred approach to highways mitigation is via a Section 278 whereby highways infrastructure improvements are designed, delivered, and funded by the applicant.</p> <p>Nottinghamshire County Council (NCC) advises that the preferred access point is Low Wood Road and that the proposal should seek to minimise the impact of development traffic on the amenity of residents along Nottingham Road.</p> <p>NCC also advises that it would be necessary to ensure that appropriate public transport infrastructure is provided to serve the site with suitable footway connections and crossings where necessary. Cycling infrastructure should be delivered to "LTN 1/20 standard".</p> <p>NCC advises that the site is "affected by tram extension".</p>
<b>Rail network accessibility</b>	No potential for rail network accessibility. The site is approximately 13 miles north of the East Midlands Gateway Logistics Park.
<b>Accessibility to labour – proximity to centres of population and ability to be served by public transport and active travel.</b>	<p>Adjacent to Nottingham and Nuthall/Kimberley, also close to Eastwood.</p> <p>Good ability to be served by public transport and active travel.</p> <p>NCC mentions the possibility of a tram extension at some point.</p>

### Other Critical Infrastructure

Type	Commentary
<b>Utilities</b>	<p>The owners/promoters advise: "There is an existing intermediate pressure gas pipeline that crosses the site. This would either be retained with the required easement or diverted as part of the development proposals. There is sufficient provision for electricity capacity and high speed broadband in the area."</p> <p>No abnormal requirements have been identified by the Council, however further input would be required from consultees.</p>
<b>Blue and Green Infrastructure</b>	On-site provision/enhancement would probably be preferable.

Type	Commentary
	(The site includes parts of 'Primary and Secondary Strategic Networks', as defined in the 'Greater Nottingham Blue and Green Infrastructure Strategy January 2022', and parts of 'Primary and Secondary Green Infrastructure Corridors', as defined in the adopted Broxtowe Part 2 Local Plan.)
Other	Part of the site is 'safeguarded' for HS2.

### 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	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	--

### Constraints and other considerations

Topic	Commentary
Green Belt	The site falls within Broad Area 24: 'Area between dismantled railway line and Nottingham Road Nuthall' in the 'Green Belt Review Background Paper December 2022'. Score 11/20. Development of parts of the site would have a major impact on the Green Belt gap between the main built-

Topic	Commentary
	up area of Nottingham and the built-up area of Kimberley/Watnall/Nuthall. Development of any of the site would have a substantial impact on this gap.
<b>Agricultural Land</b>	Predominantly agricultural.  Agricultural Land Classification: 73% Grade 3, 26% Grade 2, 1% 'urban'.
<b>Land Contamination</b>	None known.
<b>Carbon Neutrality</b>	The development would be subject to full environmental analysis as part of the allocation and planning application process.
<b>Impact on Air Quality</b>	Not known at this stage.  The site is not part of an Air Quality Management Area.
<b>Flood Risk</b>	Approximately 12% of the site is at risk of surface water flooding and less than 1% is at risk of either river or ground water flooding.
<b>Natural Environment</b>	Two Local Wildlife Sites (LWSs) and a small area of ancient woodland are within the site. A Site of Special Scientific Interest is within 50m of the site and six LWSs are within 250m of it.
<b>Historic Environment</b>	Nuthall Conservation Area is within 100m of the site and 7 Listed Buildings (Grade II) are within 250m of the site.
<b>Landscape and topography</b>	The site forms part of the 'Nuthall Lowland, Wooded Farmland' local landscape character area (moderate condition, moderate strength, 'enhance' landscape strategy).
<b>Regeneration</b>	Adjacent to Nottingham and close to Eastwood, both of which include areas of high deprivation.
<b>Compatibility of surrounding uses</b>	Residential properties are adjacent to parts of the site.
<b>Availability</b>	Available: promoted through the 'Call for Sites'.
<b>Consultation Response</b>	The Environment Agency identify the site as being located within Flood Zone 1. Despite no statutory main rivers occurring within the site boundary or any other watercourses, the location is directly adjacent to important habitats such as the Sellers Wood SSSI, ancient woodlands and LWS. This is in unfavourable recovering condition. Low Wood LWS has also partly been included within the boundary. Other LWS

Topic	Commentary
	<p>border or are near to the proposed site as well as deciduous woodland protected under the NERC Act 2006.</p> <p>Peveril Securities Limited &amp; Omnivale Pension Scheme highlight that the location of the site close to the strategic motorway network, with access to East Midlands rail freight terminal and airport, would lower transport emissions. The site can accommodate clear landscape buffers, retain and enhance woodland, achieve biodiversity net gains and can be designed to incorporate low carbon technology in order to support the national decarbonisation strategy. They refer to carbon zero specialists being involved to advise on the scheme to ensure it achieves a low carbon footprint and high levels of thermal performance.</p> <p>Key sustainability measures are listed which includes electric vehicle parking, safeguarding for a future tram extension and park and ride, renewable energy generation, high levels of insulation, sustainable construction and blue and green infrastructure. In respect of the tram, they state they would work closely with NET to establish the potential for an extension and a park and ride facility would be provided to further encourage sustainable patterns of travel. They highlight other benefits of the site including access to a skilled labour supply, proximity to a major urban area, ability to operate a 24/7 operation and sufficient energy capacity. They consider that the impact on the Green Belt could be limited. Previous projects the site promoters have been involved in are also highlighted.</p>

## Conclusions and recommendations

<p><b>Is the site suitable for strategic distribution?</b></p>	<p>The site is considered to be potentially suitable for strategic logistics development.</p> <p>This is provided that any development incorporates a tram extension that would serve the site and beyond.</p> <p>Among the sites in Broxtowe, this site is the second preference. It is less preferable than site BBC-L01 because of the absence of potential rail access. It is more preferable than the other options because of the potential for tram access, which, if delivered in the future, would have benefits for carbon reduction and would reduce adverse impacts on the A610 roundabout.</p>
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**BBC-L06: Land at New Farm, Nuthall**

**Map**



**Aerial Image**



### General – floorspace, type of site, other assessments and viability

Stage 2 Criteria	Details
<b>Site Size</b> – Is the site 50ha or more?	40.90 ha.  The site is not over 50 ha in size.
<b>Estimated employment floorspace</b>	Up to approximately 88,000 square metres. (Owners/promoters' estimate, i.e. "up to 950,000 sqft".)
<b>Existing use</b>	Agricultural.
<b>Extension or new site</b>	New site for logistics (as an extension to the existing industrial estate).
<b>PDL or Greenfield</b>	Greenfield land.
<b>Relevant SHLAA or SHELAA conclusion</b>	Not included in the current SHLAA. No S(H)ELAA completed.
<b>Relevant Growth Options Study Conclusions</b>	Not in a 'Potential Area for Strategic Growth' (as defined at page 16 of the Study).
<b>Viability and deliverability</b>	The owners/promoters advise: "Site considered viable for major industrial and logistics use".  The viability of the site would need to be considered through the preparation of a Plan Wide Viability assessment.

### Transport Infrastructure and Accessibility

Transport Infrastructure	Commentary
<b>Strategic highways</b> – Good connection to the highway network close to a junction with the M1 or long distance dual carriageway	Close to the A610 and to junction 26 of the M1.  National Highways (NH) (formerly Highways England) advises that mitigation is likely to be required.  NH also advises that the scale of development and distance from M1 J26 suggest that there will be a significant (cumulative) impact and off-site highways mitigation at M1 J26 may be required. National Highways' preferred approach to highways mitigation is via a Section as a location for strategic distribution and 278 whereby highways infrastructure improvements are designed, delivered, and funded by the applicant.

Transport Infrastructure	Commentary
	Nottinghamshire County Council (NCC) comments that the City Council will be able to advise on matters such as the preferred access point, routing and sustainable travel.
<b>Rail network accessibility</b>	No potential for rail network accessibility.
<b>Accessibility to labour</b> – proximity to centres of population and ability to be served by public transport and active travel.	Adjacent to Nottingham, also close to Hucknall and Nuthall/Kimberley.  Reasonable ability to be served by public transport and active travel.

### Other Critical Infrastructure

Type	Commentary
<b>Utilities</b>	The owners/promoters advise: “Propose to connect to existing utilities – capacities to be reviewed”.  No abnormal requirements have been identified by the Council, however further input would be required from consultees.
<b>Blue and Green Infrastructure</b>	On-site provision/enhancement would probably be preferable.  (The site includes parts of ‘Secondary Green Infrastructure Corridors’, as defined in the adopted Broxtowe Part 2 Local Plan.)
<b>Other</b>	Part of the site is 'safeguarded' for HS2.

### 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	-

Objective	Score	Objective	Score
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
<b>Green Belt</b>	The site falls partly within Broad Area 23: 'Area between Long Lane and dismantled railway line adjacent to Blenheim Industrial Estate' and partly within Broad Area 24: 'Area between dismantled railway line and Nottingham Road Nuthall' in the 'Green Belt Review Background Paper December 2022'. Scores 12/20 and 11/20 respectively. Development would have a substantial impact on the Green Belt gap between the main built-up area of Nottingham and the built-up area of Kimberley/Watnall/Nuthall.
<b>Agricultural Land</b>	Yes.  Agricultural Land Classification: 55% Grade 2, 45% Grade 3.
<b>Land Contamination</b>	The owners/promoters advise: "None reported".  Less than 1% of the site is part of a Historic Landfill Site.
<b>Carbon Neutrality</b>	Any development would be subject to full environmental analysis as part of the allocation and planning application process.
<b>Impact on Air Quality</b>	Not known at this stage.  The site is not part of an Air Quality Management Area.
<b>Flood Risk</b>	Less than 1% of the site is at risk from surface water flooding.

Topic	Commentary
	39% of the site is at identified risk of ground water flooding.
<b>Natural Environment</b>	<p>There are two Sites of Special Scientific Interest (Seller's Wood and Bulwell Wood) adjacent to the site.</p> <p>There is one Local Wildlife Site within the site and four within 250m of the site.</p>
<b>Historic Environment</b>	There are no Listed Buildings or Conservation Areas within or close to the site.
<b>Landscape and topography</b>	The site forms part of the 'Nuthall Lowland, Wooded Farmland' local landscape character area (moderate condition, moderate strength, 'enhance' landscape strategy).
<b>Regeneration</b>	Adjacent to Nottingham, which includes areas of high deprivation.
<b>Compatibility of surrounding uses</b>	There are no residential properties directly adjacent to the site.
<b>Availability</b>	Available: promoted through the 'Call for Sites'.
<b>Consultation Response</b>	<p>The Environment Agency identify the site as being located within Flood Zone 1.</p> <p>Despite there being no statutory main rivers or watercourses directly within the site, there is a watercourse inhabited by the protected species white clawed crayfish which are sensitive to water quality. This location also borders Bulwell Wood SSSI, Bulwell Wood and pond LWS and Bulwell Wood ancient woodland. There is therefore likely impact to these protected sites, unless careful design and biodiversity net gain can be considered to improve the part of the site that is in unfavourable declining condition. This site is also adjacent to important habitats such as the Sellers Wood SSSI, ancient woodlands and LWS, which is in unfavourable recovering condition.</p> <p>Wilson Bowden question why the smaller 25Ha site was not considered. They state that the site is available and suitable for general employment development to complement the existing Blenheim Industrial Estate located to the north east of the site. They make a number of comments in relation to the assessment of site BBC-L06, highlighting that the site is sequentially preferable when compared with the alternative sites as the development of this site would constitute an extension of the existing Blenheim Industrial Estate and that exceptional circumstances exist to remove the site from the Green Belt. They highlight that the development could</p>

Topic	Commentary
	contribute to highway improvements at Junction 26, a further assessment of agricultural land classification would be undertaken, the part of the site in the NO2 Agglomeration Zone could be removed, mitigation could be provided in respect of ecology and the groundwater flood risk data is queried. In respect of the SA scoring, they state that the site was the third most favourable site.

## Conclusions and recommendations

<b>Is the site suitable for strategic distribution?</b>	<p>The site is not considered to be potentially suitable for strategic logistics development, because of the site's distance from the strategic road network, cumulative impacts on the highway network, and absence of potential rail or tram access.</p> <p>This site (and site BBC-L08) would however be more preferable than site BBC-L04, which is located south west of Junction 26, because of fewer anticipated issues with vehicular, pedestrian and cycle access.</p>
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**BBC-L08: Land to south-east of Junction 26 of M1, Nuthall**

**Map**



**Aerial Image**



### General – floorspace, type of site, other assessments and viability

Stage 2 Assessment	Details
<b>Site Size</b> – Is the site 50ha or more?	25.01 ha.  The site is not over 50 ha in size.
<b>Estimated employment floorspace</b>	Approximately 83,000 square metres. (Owners/promoters' estimate, i.e. "895,000 square feet".) (Owners/promoters describe this as being for "industrial / logistics".)
<b>Existing use</b>	Agricultural.
<b>Extension or new site</b>	New site.
<b>PDL or Greenfield</b>	Greenfield land.
<b>Relevant SHLAA or SHELAA conclusion</b>	The site is assessed for housing in the current SHLAA as "Could be suitable if policy changes".
<b>Relevant Growth Options Study Conclusions</b>	Not in a 'Potential Area for Strategic Growth' (as defined at page 16 of the Study).
<b>Viability and deliverability</b>	The viability of the site would need to be considered through the preparation of a Plan Wide Viability assessment.  The owners/promoters advise that: "The landowners own the freehold of the site and are confident that a viable scheme can be brought forward."

### Transport Infrastructure and Accessibility

Transport Infrastructure	Commentary
<b>Strategic highways</b> – Good connection to the highway network close to a junction with the M1 or long distance dual carriageway	Adjacent to the A610 and to junction 26 of the M1.  National Highways (NH) (formerly Highways England) advises that mitigation is likely to be required.  NH also advises that the scale of development and distance from M1 J26 suggest that there will be a significant (cumulative) impact and off-site highways mitigation at M1 J26 may be required. National Highways' preferred approach to highways mitigation is via a Section 278 whereby highways infrastructure improvements are designed, delivered, and funded by the applicant.



Transport Infrastructure	Commentary
	<p>Nottinghamshire County Council (NCC) advises that the preferred access point would be Mornington Crescent. Traffic would be expected to utilise the M1/A610/A6002.</p> <p>NCC also advises that it would be necessary to ensure that appropriate public transport infrastructure is provided to serve the site with suitable footway connections and crossings where necessary. Cycling infrastructure should be delivered to “LTN 1/20 standard”.</p>
<b>Rail network accessibility</b>	No potential for rail network accessibility. The site is approximately 13 miles north, along the M1, of the East Midlands Gateway railway interchange.
<b>Accessibility to labour – proximity to centres of population and ability to be served by public transport and active travel.</b>	<p>Adjacent to Nuthall, very close to Nottingham and Kimberley, also close to Eastwood.</p> <p>Good ability to be served by public transport and active travel.</p>

### Other Critical Infrastructure

Infrastructure Type	Commentary
<b>Utilities</b>	<p>The owners/promoters advise: “A water main is proposed to run along the eastern boundary of the site and can be satisfactorily accommodated into the layout for the redevelopment of the site.”</p> <p>No abnormal requirements have been identified by the Council, however further input would be required from consultees.</p>
<b>Blue and Green Infrastructure</b>	<p>On-site provision/enhancement would probably be preferable.</p> <p>(The site includes part of a ‘Secondary Strategic Network’, as defined in the ‘Greater Nottingham Blue and Green Infrastructure Strategy January 2022’, and part of a ‘Secondary Green Infrastructure Corridor’, as defined in the adopted Broxtowe Part 2 Local Plan.)</p>
<b>Other</b>	<p>Part of the site is ‘safeguarded’ for HS2.</p> <p>9% of the site is in a Coal Authority ‘Development High Risk Area’.</p>

### 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
<b>Green Belt</b>	The site falls within Broad Area 25: 'Land between Nottingham Business Park and Nottingham Road Nuthall' in the 'Green Belt Review Background Paper December 2022'. Score 11/20. Development would have a major impact on the Green Belt gap between the main built-up area of Nottingham and the built-up area of Kimberley/Watnall/Nuthall.
<b>Agricultural Land</b>	Yes.  Agricultural Land Classification: 71% Grade 2, 29% Grade 4.
<b>Land Contamination</b>	The owners/promoters advise: "Historic mine shafts are present. An indicative layout for the site has been produced to assess the overall capacity of the site which includes 15 metre stand-offs from each of the mine shafts on site. This will allow remediation / capping."

Topic	Commentary
<b>Carbon Neutrality</b>	Any development would be subject to full environmental analysis as part of the allocation and planning application process.
<b>Impact on Air Quality</b>	Not known at this stage.  The site is not part of an Air Quality Management Area.
<b>Flood Risk</b>	The site is not at any significant identified risk of any form of flooding.
<b>Natural Environment</b>	There is a Local Wildlife Site within the site and two within 250m of it.
<b>Historic Environment</b>	Nuthall Conservation Area is within 250m of the site.
<b>Landscape and topography</b>	The site forms part of the 'Nuthall Lowland, Wooded Farmland' local landscape character area (moderate condition, moderate strength, 'enhance' landscape strategy).
<b>Regeneration</b>	Adjacent to Nottingham and close to Eastwood, both of which include areas of high deprivation.
<b>Compatibility of surrounding uses</b>	There are no residential properties directly adjacent to the site, however there are many residential properties on the opposite side of the A6002.
<b>Availability</b>	Available: promoted through the 'Call for Sites'.
<b>Consultation Response</b>	<p>The Environment Agency identify the site as being located within Flood Zone 1. In respect of Fisheries, Biodiversity and Geomorphology, the Environment Agency state that based on biodiversity value and risk of damage to important/protected habitats or species, this is a preferred site, provided that the ancient woodland was retained as an irreplaceable habitat.</p> <p>There are no statutory main rivers or watercourses directly within the site or protected species that the Environment Agency lead on. However, there is an ancient woodland site located within the site boundary 'M1 woodland LWS'. If this site was selected as a preferred alternative, then they would advise that the ancient woodland be retained.</p> <p>R Salmon states that it would appear there is still a shortfall of 50 ha, after allocating the two preferred sites. BBC-LO8 is classed as a reasonable alternative site, having the best score in the Sustainability Appraisal. The site can be used as a logistics and distribution site without the need for major preparatory work, is level with no flood risk, is close to</p>

Topic	Commentary
	<p>Broxtowe and Bilborough, where employment deprivation is high, enabling employees to either walk, cycle or use the local bus service to work. An adjacent land owner has recently made their land available for development which could be added to the site. They also consider that the recent cancellation of HS2b means that there is approximately double the area of developable land now available in BBC-L08.</p> <p>Hortons' Estates Limited propose that a third strategic logistics site should be allocated with the ability to deliver significant new floorspace immediately. They consider that the land controlled by Hortons at Junction 26 of the M1 fits these requirements. Both parcels of land are located adjacent to the strategic motorway network and are free from any significant constraint, are not contaminated, have very little ecological potential and are not at risk of flooding. They also refer to highway improvement works to the network in the area and the proximity to a large potential work force which can access the site via sustainable and active travel modes.</p>

## Conclusions and recommendations

<p><b>Is the site suitable for strategic distribution?</b></p>	<p>The site is potentially suitable, however because of sites size and the absence of potential rail or tram access it is not a preferred site.</p> <p>This site (and site BBC-L06 to the north) would however be more preferable than site BBC-L04 (located on the opposite side of the M1) because of fewer anticipated issues with vehicular, pedestrian and cycle access.</p>
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