

Suggested Main Modifications

March 2026

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Introduction (Sections 1.1 to 2.8)

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|--------------------------|---|---|-------------------|
| Page 4 (contents) | Policy 24: Strategic Allocation Former Stanton Tip 184 | Further work has concluded Stanton Tip will not yield 500 homes, and therefore is not classified as a strategic site. Further assessment is required to determine the likely yield. The site will remain a local plan allocation in the Part 2 Local Plan, the Land and Planning Policies Document. | MM1 |

Policy 1

| Policy, page or Para No. | Main Modification: Strikethrough – text removed Bold underline - new text | Reason | Main Modification |
|--------------------------|---|--|-------------------|
| Policy 1, Part 1 | '...All development proposals will be expected to mitigate against, and adapt, <u>and improve resilience</u> to climate change <u>and its impacts</u> ,...' | Consider that the proposed amendment to refer to 'resilience' would provide some additional clarity. | MM2 |

| Policy, page or Para No. | Main Modification: Strikethrough – text removed Bold underline - new text | Reason | Main Modification |
|--------------------------|---|--|-------------------|
| Policy 1, Part 8 | “8. Development should be designed so as to integrate with existing and create new Blue and Green infrastructure networks on site and where appropriate integrate with or contribute to offsite Blue and Green infrastructure networks to address climate change including mitigation against flooding, carbon reduction, improving air and water quality whilst enhancing recreational opportunities, encouraging active travel, and enhancing and protecting biodiversity. <u>Proposals for retrofitting of sustainable drainage systems will be supported.</u> ” | Consider that a number of proposed amendments would provide some additional clarity. | MM3 |
| Policy 1, Part 13 | “13. All new development must incorporate measures to reduce surface water runoff whilst managing surface water drainage in a sustainable manner, <u>including maximising the area of permeable surfaces as much as possible</u> ” | Consider that the proposed amendment to refer to the importance of permeable surfaces would provide some additional clarity. | MM4 |

Policy 2

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

Policy 3

| Policy, page or Para No. | Main Modification: Strikethrough – text removed Bold underline - new text | Reason | Main Modification | | | | | | | | | | |
|----------------------------|---|-----------|---|--------------------------|-------|-------------------------|--|----------------------------|--------|--------------------|--|---|-----|
| Page 59 Policy 3 | <p>Policy 3: Housing Target 1. A minimum of 47,600 <u>47,100</u> new homes (2023 to 2041) will be provided for, distributed as follows:</p> <table border="1" data-bbox="389 539 958 882"> <thead> <tr> <th data-bbox="389 539 674 643">Authority</th> <th data-bbox="674 539 958 643">Housing Target (Rounded to nearest 10)</th> </tr> </thead> <tbody> <tr> <td data-bbox="389 643 674 711">Broxtowe Borough Council</td> <td data-bbox="674 643 958 711">8,950</td> </tr> <tr> <td data-bbox="389 711 674 780">Nottingham City Council</td> <td data-bbox="674 711 958 780">26,690 <u>26,190</u></td> </tr> <tr> <td data-bbox="389 780 674 849">Rushcliffe Borough Council</td> <td data-bbox="674 780 958 849">11,960</td> </tr> <tr> <td data-bbox="389 849 674 882">Greater Nottingham</td> <td data-bbox="674 849 958 882">47,600 <u>47,100</u></td> </tr> </tbody> </table> <p>2. Strategic sites located in or adjoining the existing main built up area of Nottingham include (numbers are indicative):</p> <ul style="list-style-type: none"> a) Boots, in Broxtowe (397 homes remaining); b) Field Farm, north of Stapleford, in Broxtowe (320 homes remaining); c) Toton and Chetwynd Barracks, in Broxtowe (around 4,800 homes in total with 2,700 homes in the Plan period); d) remainder of Boots Site, in Nottingham City (216 homes remaining); e) Stanton Tip, Hempshill Vale, in Nottingham City (500 homes); | Authority | Housing Target (Rounded to nearest 10) | Broxtowe Borough Council | 8,950 | Nottingham City Council | 26,690 <u>26,190</u> | Rushcliffe Borough Council | 11,960 | Greater Nottingham | 47,600 <u>47,100</u> | Further work has concluded Stanton Tip will not yield 500 homes, and therefore is not classified as a strategic site. Further assessment is required to determine the likely yield. The site will remain a local plan allocation in the Part 2 Local Plan, the Land and Planning Policies Document. | MM5 |
| Authority | Housing Target (Rounded to nearest 10) | | | | | | | | | | | | |
| Broxtowe Borough Council | 8,950 | | | | | | | | | | | | |
| Nottingham City Council | 26,690 <u>26,190</u> | | | | | | | | | | | | |
| Rushcliffe Borough Council | 11,960 | | | | | | | | | | | | |
| Greater Nottingham | 47,600 <u>47,100</u> | | | | | | | | | | | | |

Policy 4

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Policy 5

| Policy, page or Para No. | Main Modification: Strikethrough – text removed Bold underline - new text | Reason | Main Modification |
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| Policy 5.1d | <p>d) joint working between the Councils to ensure that a sufficient supply of industrial and warehousing space is maintained through future plan preparation to provide a range and choice of sites up to 2041 for new and relocating industrial and warehouse uses (Use Class E(g)(iii)), B2 and B8 secured by condition. Specific provision is made for strategic distribution purposes in part f of this policy which is in addition to the provisions in part d. Provision is made for a minimum of 155.5 148 hectares (2023 to 2041) of industrial and warehousing space to be identified in the following distribution:</p> <p>Broxtowe Borough Council 6 hectares Nottingham City Council 21.5 14 hectares Rushcliffe Borough Council 128 hectares</p> | Further work has concluded Stanton Tip will not yield 7.5 hectares of employment land, and therefore is not classified as a strategic site. Further assessment is required to determine the likely yield. The site will remain a local plan allocation in the Part 2 Local Plan, the Land and Planning Policies Document. | MM6 |

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| Policy 5 1.e | <p>e) promoting new economic development at the following strategic sites:</p> <ul style="list-style-type: none"> • Toton Strategic Location for Growth (Broxtowe Borough) • The Former Ratcliffe on Soar Power Station Site (Rushcliffe Borough) • Boots (Broxtowe Borough / Nottingham City) • Broad Marsh (Nottingham City) • Former Stanton Tip, Hempshill Vale (Nottingham City) | <p>Further work has concluded Stanton Tip will not yield 7.5 hectares of employment land, and therefore is not classified as a strategic site. Further assessment is required to determine the likely yield. The site will remain a local plan allocation in the Part 2 Local Plan, the Land and Planning Policies Document.</p> | MM7 |

Policy 6

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

Policy 7

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Policy 8

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

Policy 9

| Policy, page or Para No. | Main Modification: Strikethrough – text removed Bold underline - new text | Reason | Main Modification |
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Policy 10

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| Policy 10 - (2)(k) | 2 k) setting <u>significance</u> of heritage assets. | To recognise that the significance of the heritage asset needs to be considered, which includes the setting. | MM10 |
| Policy 10 – new section 6 | <u>6. Where physically feasible, development in close proximity to a watercourse should be set back by 10 metres from the top of the bank to provide an appropriate buffer to allow for biodiversity enhancement, access and maintenance.</u> | In response to request from the Environment Agency for inclusion of policy covering a riparian zone policy. | MM11 |

Policy 11

| Policy, page or Para No. | Main Modification: Strikethrough – text removed Bold underline - new text | Reason | Main Modification |
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| Policy 11 Part 1 | Proposals and initiatives will be supported where the historic environment and heritage assets and their settings are conserved and / or enhanced in line with their interest and significance. <u>Where they do not do so, they will be refused.</u> Planning decisions will have regard to the contribution heritage assets can have to the delivery of wider social, cultural, economic and environmental objectives. | To set out within the policy when planning permission will be refused, in accordance with comments by Historic England. | MM12 |
| Policy 11 Part 2 | All elements of the historic environment have a presumption of being conserved, or enhanced, wherever possible, with a particular focus on securing enhancement to those which contribute towards the unique identity of areas and help create a sense of place with further detail set out in existing Part 2 Local Plans or through future plan preparation. | To provide additional clarity and to align with the NPPF. | MM13 |
| Policy 11 Part 3 c | c) working with partners, owners and developers to identify ways to positively manage and make better use of historic <u>heritage</u> assets, <u>including securing appropriate reuse where applicable;</u> | To align with language within the NPPF and in accordance with comments by Historic England. | MM14 |
| Policy 11 Part 3 d | d) <u>seeking and promoting</u> considering improvements to the public realm <u>in a way which preserves or enhances the significance of heritage assets and their settings</u> and the setting of heritage assets within it; | To align with language within the NPPF and in accordance with comments by Historic England. | MM15 |

Policy 12

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Policy 13

| Policy, page or Para No. | Main Modification: Strikethrough – text removed Bold underline - new text | Reason | Main Modification |
|--------------------------|--|--|-------------------|
| Policy 13, Part 2 | Existing cultural; and tourism and sporting facilities will be protected unless the benefits of development clearly outweigh the need to retain the facility, and their further development will be supported. <u>Sports and recreational buildings and land, including playing fields, will be protected in accordance with the National Planning Policy Framework.</u> | To provide clarity in respect of how applications impacting sports and recreational buildings and land will be considered. | MM16 |

Policy 14

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| N/A | N/A | N/A | N/A |

Policy 15

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| Policy 15 Part 3 | 3. Existing planned transport schemes which are essential to the delivery of the Strategic Plan and with committed funding: <u>Active Travel</u> East-West Cycle Corridor (approaching completion) | To reflect the status of this project. | MM17 |
| Policy 15 Part 4 | <u>Active Travel</u> South West Orbital Cycling Route <u>A6005 Cycle Superhighway</u> <u>Public Transport improvements</u> Midland Mainline Upgrade Electrification to Nottingham station National Rail Toton railway station / interchange National Rail Robin Hood Line Extension National Rail improvements to Maid Marian Line, Castle Line National Rail additional service Poacher Line <u>NET eastern extension towards Gedling</u> NET extension Gamston spur NET extension Toton NET extension Clifton to Fairham Pastures NET extension to Kimberley Park and Ride Gamston, at A52 / Radcliffe Road roundabout Bus Priority Clifton and Middleton Boulevards | To reflect the list of mitigation projections identified within the transport modelling. | MM18 |

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| | Bus Priority A60 Leapool to Sherwood expressway (including new Park and Ride at Leapool in Gedling) Bus Priority Daleside Road / Colwick Bus Priority A610 Eastwood corridor Bus Priority NCT service 50 Waterside to Teal Close 129 Bus Priority A609 / Coventry Lane Bus Priority Central Nottingham pinchpoint package <u>New bus services including limited stop bus service to operate along the A52 (Gamston Park and Ride, Ratcliffe on Trent and Saxondale).</u> | | |
| Policy 15 Part 4 | Highway improvements M1 Junction 24 improvements A453 Corridor, Crusader Roundabout and A453 / Green Lane junction improvements <u>A52 junction improvements</u> A52 Bramcote Island signalisation A606 Melton Road (Tollerton Lane, Main Road and Cotgrave Road junction improvements) Toton Link Road / Boulevard | To reflect the list of mitigation projections identified within the transport modelling. A52 junction improvements includes Widening of the A52 off-slips at the A52 Clifton Boulevard / Queens Drive Junction and signalisation of the A52 Clifton Boulevard / Abbey Street roundabout. The A52 Bramcote Island signalisation is proposed to be removed from the list of Highway Improvements due to the modelling results indicating that it would cause further congestion. | MM19 |

Policy 16

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| Policy 16 Part 2 | <p>2. The strategic approach requires development plans and, where appropriate, proposals to create, conserve and enhance Blue and Green Infrastructure networks by:</p> <p>a) identifying and addressing deficiencies in provision and priorities for new or enhanced Blue and Green Infrastructure;</p> <p>b) prioritising the creation, protection, enhancement and connectivity of Blue and Green Infrastructure within urban and urban fringe locations, and beyond to the wider countryside; and..</p> | Proposed addition to the wording to refer to the creation of Blue and Green Infrastructure and addressing deficiencies based on recommendations by the Environment Agency. | MM20 |
| Policy 16 Part 3 | b) encourage healthy and active lifestyles through the provision of active travel infrastructure, accessible blue and green spaces and corridors , sports and recreational facilities; | Proposed addition to the wording based on recommendations by the Environment Agency due to access to nature, especially blue-green spaces, being key to improving physical and mental well-being. | MM21 |
| Policy 16 Part 5 | <p>5. The need for and benefits of developments that harm Blue and Green infrastructure will be weighed against any adverse impacts on the asset and the wider Blue and Green infrastructure network. When balancing these benefits against adverse impacts, the adverse impacts will be given significant weight. Existing open space, sports and recreational buildings and land, including playing fields, will be protected in accordance with the National Planning Policy Framework.</p> | Propose additional wording in relation to part 5 of the policy to refer to the National Planning Policy Framework, based on recommendations by Sport England. | MM22 |

Policy 17

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| N/A | N/A | N/A | N/A |

Policy 18

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Policy 19

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| N/A | N/A | N/A | N/A |

Policy 20

| Policy, page or Para No. | Main Modification: Strikethrough – text removed Bold underline - new text | Reason | Main Modification |
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Policy 21

| Policy, page or Para No. | Main Modification: Strikethrough – text removed Bold underline - new text | Reason | Main Modification |
|-----------------------------|---|--|-------------------|
| Policy 21 Part 1 | 266 hectares of land at Toton and Chetwynd Barracks is allocated for mixed use development including 4,800 <u>2,700</u> dwellings <u>(during the Plan period)</u> , at least 32,000 square metres of business and industrial floor space, two local centres, community facilities, transport infrastructure and at least 16 hectares of open space. | Provide clarity in respect of numbers of homes to be delivered on the site during the plan period. | MM23 |
| Policy 21 Part 2 | The allocation includes 20 hectares of land released from Green Belt at Toton North East to facilitate provide a junction <u>off the A52 to the east of Bardills Roundabout</u> and <u>associated</u> link road. | For clarity. | MM24 |
| Policy 21 Part 3 | Development must be in general conformity with <u>the policies of the Chetwynd: the Toton and Chilwell Neighbourhood Plan and Supplementary Planning Documents (SPDs), including the</u> Toton and Chetwynd Barracks Strategic Masterplan Supplementary Planning Document (SPD) and include: | To provide a clear reference to the Neighbourhood Plan for clarity. | MM25 |
| Policy 21 Part 3 (A) | Housing At least 1,500 dwellings at Toton and 1,200 dwellings at Chetwynd <u>Barracks</u> (within the Plan period). | To provide clarity and consistency. | MM26 |

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|--------------------------|--|---|-------------------|
| Policy 21 Part 3 (B) | <p>3. At least 18,000 square metres of business and industrial (Class E (g) and B2) <u>floor space</u> at Toton North and South.</p> <p>4. Around At least 8,000 square metres of office (Class E (g) (i)) floor space only at Chetwynd South. <u>within Chetwynd Barracks</u></p> <p>5. No manufacturing uses that harm air quality at European sites for nature conservation including the possible potential Special Protection Area, either alone or in combination with other sources.</p> <p>6. Local training and employment opportunities, including during construction <u>of development, including housing and other infrastructure.</u></p> | To provide clarity in respect of employment provision and training opportunities and based on issues raised in representations. | MM27 |
| Policy 21 Part 3 (C) | <p>C. Local Centres</p> <p>7. Local centres at Toton North or South and at Chetwynd East <u>Barracks of an appropriate scale should be provided to serve the proposed development</u> to serve their respective catchments only.</p> <p>8. Shops, each of up to 500 square metres.</p> <p>9. and <u>Primary healthcare facilities, to include GP services.</u></p> | To provide clarity in respect of local centre provision and based on issues raised in representations. | MM28 |

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|--------------------------|--|--|-------------------|
| Policy 21 Part 3 (D) | <p><u>10. Improvements to road infrastructure necessary to mitigate adverse traffic impacts and serve the new development.</u></p> <p><u>11. A new junction off the A52 east of Bardills Roundabout and a new road to Stapleford Lane / Toton Lane (B6003), including a spur to connect to the northern boundary of Chetwynd West (and to the spur referred to in D.12), which development at Toton East and Toton North East must provide.</u> from the A52 east of Bardills Roundabout to Chetwynd Barracks, to which all development must contribute.</p> <p><u>12. A new road from Swiney Way to the northern boundary of Chetwynd West (to connect to the road spur referred to in D.11) which development at Chetwynd Barracks must provide.</u></p> <p><u>13. Measures as necessary to access Toton North and South which development at Toton North and South must provide.</u></p> <p>A west-facing junction from the A52 near Bessell Lane into the site, to which all development must contribute; Provision to extend the tramway to a new park and ride of around five hectares near Bessell Lane, which development at Toton (North & South) must facilitate.</p> <p>Provision for cycle, road, tram and rail connections to the park and ride, which development at Toton (North & South) must</p> | To ensure a consistent approach with the mitigation measures including in the transport modelling. | MM29 |

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| | <p>facilitate.</p> <p>14. <u>Safeguarding of land to enable the extension of the tramway which development at Toton (North & South) must accommodate.</u></p> <p>15. <u>Improvements to public transport links through and beyond the site including</u> Road road layouts that allow the extension or creation of viable bus routes.</p> <p>16. <u>Implementation of a travel plan.</u></p> <p>17. Attractive and convenient, <u>accessible</u> walking and cycling routes through <u>and beyond</u> the site.</p> <p>18. Walking and cycling routes which follow green or blue infrastructure corridors where possible <u>appropriate</u>. They should be surfaced, rarely steeper than 1 in 20, never more than 1 in 12 and link housing and employment to the railway station site, tram and bus stops, local centres, community facilities, open spaces and existing public rights of way.</p> | | |
| Policy 21 Part 3 (E) | <p>19. Primary schools to at Toton and Chetwynd <u>serve the development</u> near the Local Centres and open space <u>and any additional educational facilities necessary to serve the development.</u></p> | To provide clarity in respect of education requirements based on representations from Nottinghamshire County Council in respect of education provision. | MM30 |
| Policy 21 Part 3 (G) | <p>20. Retention and provision of blue and green infrastructure corridors and spaces. <u>improved quality of existing Blue and Green infrastructure (BGI) and the creation of new BGI to better link in with adjacent off-site and on-site BGI, with a focus on: improved water quality through integrated multi-purpose</u></p> | To provide additional details in respect of blue and green infrastructure provision and based on representations from the Environment Agency. | MM31 |

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| | <p><u>SuDS as part of a cohesive BGI network; and a joined-up BGI corridor supporting connectivity for people, rivers and wildlife.</u></p> <p>21. A layout compliant with the Broxtowe Green Space Standard.</p> <p>22. Management arrangements for land <u>if</u> retained in private ownership.</p> | | |
| Policy 21 Part <u>3</u> (H) | <p>23. Relocation of utility and transport infrastructure or mitigation of its impacts.</p> <p><u>24. A high quality of design throughout all areas of the site and applying to all development. Development should facilitate the transition to Net-Zero.</u></p> <p><u>25. Development which complies with Police ‘Secured by Design’ principles.</u></p> | To provide additional clarify in respect of design principles. | MM32 |
| Policy 21 Part <u>4</u> | Financial contributions may be sought towards the provision of additional infrastructure both off-site and in other sub-areas for which unmet need is created, in accordance with policy on <u>in relation to</u> contributions. Examples of such infrastructures includes s sustainable travel, secondary and post-16 education, libraries and primary healthcare. | For clarity. | MM33 |

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| Policy 21 Part <u>5</u> | <u>Planning applications may be prepared either separately for individual land ownerships or jointly to combine land in different ownerships. Although it is expected that each area of the site should be comprehensively masterplanned to ensure that the different areas of the site are comprehensively integrated, it is expected that all development within all areas of the site should be able to come forward independently.</u> | To clarify the masterplanning and delivery arrangements and based on issues raised in representations. | MM34 |

Policy 22

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|--------------------------|--|---|-------------------|
| 2. A. 2 | <u>Facilitate the provision</u> Provision of a rail freight terminal. | To provide clarification regarding the requirements for the rail freight terminal and based on representations received. | MM35 |
| 2. B. 7 | 6. Provision of compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. <u>7. Support the restoration of the River Erewash and Gilt Brook.</u> | To ensure development supports the restoration of the River Erewash and Gilt Brook and based on comments by the Environment Agency. | MM36 |
| 2. C. 8. | <u>Facilitate the provision</u> Provision of a rail-freight connection from the Erewash Valley Railway Line to enable rail-freight to be loaded and unloaded within the site. | To provide clarification regarding the requirements for the rail freight terminal and based on representations received. | MM37 |

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| 2. C. 13 | New pedestrian and cycle routes should be incorporated both within the site and also to link to the surrounding networks. <u>This should include enhanced links to Awsworth and Eastwood.</u> | To provide additional clarity in respect of active travel links. | MM38 |
| 2. D. 15 | D. Design and Heritage 14- 15 . A high standard of design will be required at this site, in particular to ensure that any built or other development is sympathetic to the Grade II* Listed Bennerley Viaduct <u>and safeguards the viaduct's significance. Development should also safeguard</u> existing blue and green infrastructure assets within the local area, landscape character, and the area of the new Country Park | To ensure development takes full account of the significance of the viaduct. | MM39 |
| 2. E. 19 | <u>Protection and enhancement</u> –Retention of blue and green infrastructure in between areas of new development, <u>including the provision of SuDS to protect their water quality; adequate habitat buffering; re-connection with floodplain; and wetland restoration.</u> | To ensure blue and green infrastructure is protected and enhanced and based on comments from the Environment Agency. | MM40 |

Policy 23

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Policy 24

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|--------------------------|--|--|-------------------|
| Policy 24 | <p>Policy 24: Strategic Allocation Former Stanton Tip</p> <p>1. The area as shown on the adopted policies map is identified as a strategic site for residential and employment development. The site area is 42.6 hectares with a developable area of 27 hectares. The development should make efficient use of land, and is subject to the following requirements:</p> <p>A. Housing</p> <p>1. Provision of up to 500 homes, predominantly family housing.</p> <p>B. Employment</p> <p>2. Provision of employment uses (a minimum of 5 hectares approx. for industry and manufacturing, classes E(g), B2 and B8 uses).</p> <p>C. Additional uses</p> <p>3. In addition to the residential and employment uses specified above, and dependent on the capacity remaining in the developable area, ancillary leisure (E(d)), community (F.2(b)), employment (B1 and B2) and small scale local need retail (F.2(a)) uses may be permitted.</p> <p>D. Transport</p> <p>4. Submission of a transport assessment and new and improved connections (vehicle / pedestrian / cycle) with adjacent development and NET Line 1 stop.</p> <p>E Green and Blue Infrastructure</p> <p>5. Retention and enhancement of existing habitats, including the Local Wildlife Site and creation of new areas to improve biodiversity and linkages to</p> | <p>Further work has concluded Stanton Tip will not yield 500 homes, and therefore is not classified as a strategic site. Further assessment is required to determine the likely yield. The site will remain a local plan allocation in the Part 2 Local Plan, the Land and Planning Policies Document.</p> | MM41 |

| Policy, page or Para No. | Main Modification: Strikethrough – text removed Bold underline - new text | Reason | Main Modification |
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| | <p>the River Leen corridor to enable a minimum of 10% biodiversity net gain on site.</p> <p>6. Creation of new green space within the development and links to existing open space / green infrastructure.</p> <p>7. Suitable proposals for opening up the existing culvert, sustainable urban drainage and flood risk mitigation measures.</p> <p>8. Proposals which safeguard groundwater resources.</p> <p>F. Other Requirements</p> <p>9. Integration of new uses with existing development.</p> <p>10. Submission of an acceptable site investigation and remediation scheme suitable for mixed use proposals.</p> <p>11. Proposals which successfully address the topography of the site in terms of accessibility, design and layout.</p> <p>12. Proposals which maximise opportunities for the use and generation of low carbon energy.</p> <p>Planning permission will not be granted for manufacturing uses which would have an adverse air quality impact upon any European site for nature conservation including the possible potential Special Protection Area, either alone or in combination with other pollution sources such as traffic.</p> | | |

Policy 25

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

Policy 26

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

Policy 27

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

Policy 28

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

Policy 29

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

Policy 30

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

Policy 31

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

Policy 32

| Policy, page or Para No. | Main Modification: Strikethrough – text removed Bold underline - new text | Reason | Main Modification |
|---------------------------------|--|---|-------------------|
| Policy 32, include after E: 22. | <u>The effective operation of existing electricity supply infrastructure on site should not be adversely affected.</u> | To support protection of National Grid Electricity Transmission assets on site. | MM42 |

Appendix B - Glossary

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

Appendix C – Housing Trajectories

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

Appendix D: Superseded or Withdrawn Policies within adopted Local Plan

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

Appendix F: Key Diagram

| Policy, page or Para No. | Main Modification: Strikethrough – text removed Bold underline - new text | Reason | Main Modification |
|--------------------------|---|--|-------------------|
| Key Diagram | Delete Stanton Tip symbol from Key Diagram. | Proposed main modification to remove Stanton Tip policy. | MM43 |