

Suggested Other Modifications to the Greater Nottingham Strategic Plan

March 2026

Contents

Introduction (Sections 1.1 to 2.8)3

Policy 19

Policy 210

Policy 311

Policy 411

Policy 512

Policy 613

Policy 715

Policy 815

Policy 916

Policy 1118

Policy 1219

Policy 1319

Policy 1420

Policy 1621

Policy 1724

Policy 1825

Policy 1925

Policy 2025

Policy 2126

Policy 2231

Policy 2333

Policy 2433

Policy 2539

Policy 2640

Policy 2740

Policy 2841

Policy 2941

Policy 3041

Policy 3141

Policy 3242

Appendix B - Glossary43

Appendix C – Housing Trajectories44

Appendix D: Superseded or Withdrawn Policies within adopted Local Plan.....44

Appendix F: Key Diagram.....45

Introduction (Sections 1.1 to 2.8)

Policy, page or Para No.	Other Modification: Strikethrough – text removed Bold underline - new text	Reason	Other Modification
Contents Page	Section 1.3 missing from contents page		OM1
1.1.11	1.1.11 The main proposals of the Strategic Plan are illustrated on the Key Diagram, which can be found at the end of the document. <u>Most of the allocated sites are carried forward from the Aligned Core Strategies adopted in 2014. Due to the nature of the Strategic Plan, smaller development sites are not included. The newly allocated sites are capable of accommodating at least 500 dwellings with a minimum size of 5ha, or accommodating 20,000 sq. m employment (or be a minimum of 25 hectares for strategic logistics sites).</u>	To clarify the approach to identifying strategic site allocations.	OM2

Policy, page or Para No.	Other Modification: Strikethrough – text removed Bold underline - new text	Reason	Other Modification
2.2.15	2.2.15 Walking and cycling are important modes for short journeys. Programmes of primary pedestrian route improvements and upgrading of the local cycle network have been prioritised and are being implemented through the respective Nottingham and Nottinghamshire Local Transport Plans. <u>This includes enhancing walking and cycling routes within Blue and Green infrastructure corridors alongside other environmental improvements.</u>	To recognise improvements to walking and cycling routes and environmental improvements can go hand in hand, based on comments by the Environment Agency.	OM3
2.2.24	2.2.24 There are a significant number of Sites of Special Scientific Interest, and other locally important sites, such as Local Wildlife Sites, and Local Nature Reserves, together with a number of strategically important <u>blue and</u> green corridors, such as those along rivers and canals.	To recognise the importance of blue infrastructure, in accordance with comments by the Environment Agency.	OM4

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

Policy, page or Para No.	Other Modification: Strikethrough – text removed <u>Bold underline - new text</u>	Reason	Other Modification
	target of 2050.		
2.3.6	The area's unique built and natural environment will be <u>protected and</u> enhanced through sensitive and well-designed places, neighbourhoods and developments which will be strongly connected, <u>inclusive and adaptive through multifunctional Blue and Green</u> with timely infrastructure. Environmental net gains will be <u>integrated within and</u> delivered alongside developments and through connecting existing and newly created habitats <u>and green and open spaces. This will integrate natural capital, adaptive growth and equitable environment principles.</u>	To provide additional clarity and based on comments by the Environment Agency.	OM7
2.4.1	1) Environmentally responsible development addressing climate change: to reduce the causes of climate change and to minimise its impacts <u>and improve resilience</u> , by locating development where it can be accessed by sustainable transport; requiring environmentally sensitive <u>location</u> , design and construction; reducing the risk of flooding; <u>integrating nature-based solutions; reducing the urban heat effect</u> ; conserving and improving water	To recognise the importance of being resilient to climate change and integrating nature based solutions and reducing the urban heat effect, based on comments by the Environment Agency.	OM8

Policy, page or Para No.	Other Modification: Strikethrough – text removed Bold underline - new text	Reason	Other Modification
	quality; contributing to carbon neutrality; and addressing air, noise and other types of pollution.		
2.4.1	8) Strong, safe, healthy and cohesive communities: to plan positively for the provision and use of shared spaces and to design out crime, promote social interaction and create the conditions for communities to become strong, safe, healthy and cohesive. Addressing environmental factors underpinning health and wellbeing and promoting social interaction and inclusivity by design. Working with healthcare partners to deliver new and improved health and social care facilities. Integrating health and service provision, and improving access to cultural, sport and leisure, <u>nature</u> and lifelong learning activities	To recognise the importance of improving access to nature, based on comments by the Environment Agency.	OM9

Policy, page or Para No.	Other Modification: Strikethrough – text removed Bold underline - new text	Reason	Other Modification
2.7.12	<p>2.7.12 Nottingham is the largest retail centre in the region and the continued buoyancy of the City Centre retail offer is essential to the vitality of the City Centre and the local economy.</p> <p>As such it is a major location for new investment and current ambitions are focussed around securing the redevelopment of the former Broadmarsh Shopping Centre. This will further strengthen the City Centre’s retail and economic role and will represent significant additional inward investment to the City.</p>	To recognise the importance of the role of retail within the City Centre.	OM10

Policy 1

Policy, page or Para No.	Other Modification: Strikethrough – text removed Bold underline - new text	Reason	Other Modification
Policy 1 Justification Text (3.1.50)	3.1.50 “...Limiting runoff can be helpful in reducing the risk of flooding from this source, and the Councils will seek <u>to maximise the use of permeable surfaces and</u> the implementation of Sustainable Drainage Systems into all new development, unless it can be demonstrated that such measures are not viable or technically feasible.	Consider that the proposed amendment to refer to the importance of permeable surfaces would provide some additional clarity.	OM11
Policy 1 Justification Text (3.1.50)	3.1.50 “A well-designed Sustainable Drainage System can help meet climate targets through its ability to improve water quality while managing and mitigating both flood risk and surface water runoff created as a result of new development. <u>In addition to minimising and managing flooding, SuDS within a development should aim to be multifunctional in nature as to: help to improve water quality, complement water efficiency, and enhance biodiversity, place shaping and amenity.</u> ”	Consider that the proposed amendment to refer to the importance of SuDs being multifunctional would provide some additional clarity.	OM12

Policy 2

Policy, page or Para No.	Other Modification: Strikethrough – text removed Bold underline - new text	Reason	Other Modification
New title and para 3.2.11(a)	<p><i>Walking, Cycling And Public Transport Infrastructure</i></p> <p><u>3.2.11(a) Providing new walking, cycling and public transport infrastructure will help to ensure people have the choice to meet their daily needs including travel to work and leisure without using a private car. Travelling by these modes is healthier and more sustainable, as well as minimising pollution. New walking, cycling and public transport infrastructure is especially important in large new developments, as it can help to mitigate the transport and congestion impacts by providing viable alternative modes of travel.</u></p>	Additional justification text in relation to Policy 2 (e) would provide additional clarity.	OM13
3.2.12	<p>Ratcliffe on Soar Power Station and Toton Strategic Location for Growth form part of the area covered by the emerging East Midlands Development Corporation and are key areas identified for economic growth <u>and have been identified as key priority sites by East Midlands Combined County Authority.</u></p>	To update references to the East Midlands Development Corporation which has ceased to operate due to the creation of the East Midlands Combined County Authority.	OM14

Policy 3

Policy, page or Para No.	Other Modification: Strikethrough – text removed Bold underline - new text	Reason	Other Modification
Page 61 3.3.7	The total housing target between 2023/24 and 2041 for the three Council areas is a minimum of 47,600 <u>47,100</u> . <u>This is made up of individual targets as follows: Broxtowe Borough Council, 8,950 new homes, Nottingham City Council 21,690 new homes and Rushcliffe Borough Council 11,960 new homes. It is the individual Council housing targets that will be used for assessing 5 year housing land supply and for the Government's housing delivery test, rather than a single assessment or test for the Strategic Plan area.</u>	Clarity of how housing targets will be used and monitored.	OM15
3.3.19	Early provision of housing will be through existing deliverable sites such as the Waterside, and other currently allocated sites. The strategic sites at Stanton Tip and the Broad Marsh area will take longer to deliver their <u>its</u> full potential, so delivery of homes here is not expected early in the Plan period.	Further work has concluded Stanton Tip will not yield 500 homes, and therefore is not classified as a strategic site. Further assessment is required to determine the likely yield. The site will remain a local plan allocation in the Part 2 Local Plan, the Land and Planning Policies Document.	OM16

Policy 4

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

Policy 5

Policy, page or Para No.	Other Modification: Strikethrough – text removed Bold underline - new text	Reason	Other Modification
3.5.14	... Existing supply and allocations for industrial / warehousing purposes set out in Policy 5 amount to 455.5 148 hectares exceeding this minimum need. The provision of 455.5 148 hectares is for industrial / warehousing purposes and excludes land identified to meet the need for strategic distribution space (see below). ...	Further work has concluded Stanton Tip will not yield 7.5 hectares of employment land, and therefore is not classified as a strategic site. Further assessment is required to determine the likely yield. The site will remain a local plan allocation in the Part 2 Local Plan, the Land and Planning Policies Document.	OM17
Page 77 Monitoring Arrangements	Develop as a minimum 455.5 148 hectares of general industrial and warehouse uses Develop up to 97.4 hectares of strategic distribution land	Further work has concluded Stanton Tip will not yield 7.5 hectares of employment land, and therefore is not classified as a strategic site. Further assessment is required to determine the likely yield. The site will remain a local plan allocation in the Part 2 Local Plan, the Land and Planning Policies Document.	OM18

Policy 6

Policy, page or Para No.	Other Modification: Strikethrough – text removed Bold underline - new text	Reason	Other Modification
Policy 6	<p>1.e)x. improving cycling (and potentially supporting other new clean forms of micromobility) access and permeability throughout the City Centre <u>(and potentially supporting other new clean forms of micromobility)</u>;</p> <p>1.e)xii. ensuring routes, public spaces and the local transport system is <u>are</u> accessible for all.</p> <p>1.g)iii. ensuring tall buildings are well designed and attractive from all viewpoints, that their impact on neighbouring development is acceptable in terms of over shadowing <u>overshadowing</u>, loss of light, impact on key views and amenity;</p>	For clarity.	OM19
Justification Text	3.6.3 ... The Local Plan Part 2 <u>Part 2 Local Plan</u> also contains detailed policies for each of the quarters.	For clarity.	OM20
Justification Text	3.6.3 The City Centre has areas where specific uses cluster together or which have a particular character or identity. To make the most of these clusters and characters and to ensure new development does not impact negatively on these areas, City Centre Quarters have been defined where a specific policy approach applies. These are the Canal, Creative, Castle and Royal Quarters. The geographical extent of the City Centre Quarters are shown on the Nottingham City Part 2 Local Plan <u>Part 2</u> Policies Map. The Local Plan Part 2 also contains detailed policies for each of the quarters.	To recognise the role of the City Centre and the Victoria Centre in respect of retail.	OM21

Policy, page or Para No.	Other Modification: Strikethrough – text removed Bold underline - new text	Reason	Other Modification
	<p><u>3.6.3(a) The Local Plan Part 2 defines the City Centre’s primary shopping area where most retail activity is concentrated and which should be the focus for the provision of new retail development. The wide range of the City Centre’s independent and chain store retail offer is a key strength underpinning its vitality and viability and will be supported. The Victoria Centre is Nottingham’s primary indoor shopping centre and a key leisure and retail destination for the wider region. Its development and enhancement is provided for through the Local Plan Part 2.</u></p>		
Justification Text	3.6.9 ... This is considered to be the best defence against the potential impact of out of town centre shopping or leisure developments and their threat to the vitality and viability of the City Centre. ...	For clarity.	OM22
Justification Text	3.6.11 ... The new Nottingham College has regenerated a long derelict site to the east of the Broad Marsh, and the footfall and vitality it has generated has brought brought new life to this part of the City Centre.	For clarity.	OM23
Justification Text	3.6.21 ... However, the location, quality, type and quantity of car, and cycle parking, cycle hire and car club space is also key to supporting the vitality and viability of the City Centre, and optimising its use, balancing the needs of shoppers and long stay users, will continue to be important.	For clarity.	OM24

Policy 7

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

Policy 8

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

Policy, page or Para No.	Other Modification: Strikethrough – text removed Bold underline - new text	Reason	Other Modification
	<p><u>applied. Nottingham City already has Nationally Described Space Standards embodied in Local Plan policy, so no transition period is required. The Nationally Described Space Standards are used here as a minimum level of amenity for planning purposes only. Applicants should also consider whether any other licensing regimes and policies apply to the area concerned. For example, Nottingham City has a separate Additional Licensing regime for Houses in Multiple Occupation which includes local policy on room size criteria, which may require a higher level of amenity space to be provided for licensing purposes.</u></p>		

Policy 9

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Policy 10

Policy, page or Para No.	Other Modification: Strikethrough – text removed Bold underline - new text	Reason	Other Modification
Justification text 3.10.14	3.10.14 - Policy 10 includes the design principle that the design of development would need to be considered in the context of the setting significance of identified heritage assets within the locality and have regard to nationally designated heritage assets	To recognise that the significance of the heritage asset needs to be considered, which includes the setting.	OM26
justification text 3.10.17(a)	<u>3.10.17(a) Watercourses for the purposes of this policy are Main Rivers which are rivers designated by the Environment Agency and Ordinary Watercourses, which are other rivers. (The Main Rivers are River Trent, River Soar, River Erewash, River Leen, River Devon, River Smite, Fairham Brook, Tottle Brook, Day Brook, Greythorne Dyke, Boundary Brook and Nethergate Stream). Development in close proximity to watercourses can cause problems if there is insufficient space to construct flood risk management measures or to be able to adequately access watercourses for proper maintenance. In order to achieve this, a separation distance of at least 10 metres will normally be required, free from built development, parking areas and private gardens. Exceptions may be made where there are site constraints or physical limitations such as existing development, existing infrastructure, topography or legal boundaries. Where a watercourse runs through a proposed development, a buffer should be provided on</u>	In response to request from the Environment Agency for inclusion of policy covering a riparian zone policy.	OM27

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

Policy 11

Policy, page or Para No.	Other Modification: Strikethrough – text removed Bold underline - new text	Reason	Other Modification
Justification text 3.11.4	<p>When considering sites of potential archaeological importance, including those as identified on the Historic Environment Record for the area, the Councils will, where appropriate, request a prospective developer to arrange for an archaeological assessment and field evaluation by appropriately qualified professionals before any decision on a planning application is taken.</p>	To provide clarity and based on comments by Historic England.	OM28

Policy 12

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

Policy 13

Policy, page or Para No.	Other Modification: Strikethrough – text removed Bold underline - new text	Reason	Other Modification
Justification text	<p>3.13.1 The area has significant strengths with regard to both culture and sport, having a critical mass of attractions and facilities which is an important part of the tourism and visitor ‘offer’. These facilities are also important in the ongoing economic development of the area, both directly and through their contribution to the area’s quality of life. As such, existing <u>culture and tourism</u> facilities will be protected and enhanced where there is a continuing viable need for them, unless the benefits of the development clearly and demonstrably outweigh the need to retain them.</p> <p><u>Sports and recreational buildings and land, including playing fields facilities will be protected in line with paragraph 103 of the 2023 NPPF.</u> Where this is the case, applicants should firstly seek suitable alternative provision, and where this is not possible, set out robust justification for the loss of the facility. Whilst there are currently no proposals for major new facilities in the Plan area, this policy is aimed at responding</p>	To provide clarity in respect of how applications impacting sports and recreational buildings and land will be considered	OM29

	to any proposals which may come forward over the Plan period, for instance, as part of the wider regeneration of the Broad Marsh area.		
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Policy 14

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

Policy 15

Policy, page or Para No.	Other Modification: Strikethrough – text removed Bold underline - new text	Reason	Other Modification
Justification Text under No Committed Funding Bullet Points	Toton Link Road / Boulevard, required to access Toton Strategic Location for Growth, East Midlands Development Company <u>East Midlands County Combined Authority</u> priority, Outline Business Case, no current funding	To update references to the East Midlands Development Corporation which has ceased to operate due to the creation of the East Midlands Combined County Authority.	OM30

Policy 16

Policy, page or Para No.	Other Modification: Strikethrough – text removed Bold underline - new text	Reason	Other Modification
Policy 16 Justification text Para 3.16.1	Blue infrastructure includes lakes, ponds, rivers, streams, marshlands <u>reservoirs</u> , canals and marshlands <u>their associated in-channel and wetland habitats</u> . It also comprises land within floodplains that stores water during periods of heavy rain and therefore reduces flood risks for residents and businesses.	To provide additional examples of blue infrastructure, based on comments by the Environment Agency.	OM31
Policy 16 Justification text Para 3.16.9	Developments within locations of strategic growth, including strategic allocations, must achieve significant net-gains in biodiversity, recreational and other ecosystem services for new and existing local communities and provide a context for the landscape setting of the urban area. Ensuring that Blue and Green Infrastructure is protected, enhanced or provided in these areas will address the issues of access to the countryside and ensure that Blue and Green Infrastructure is factored into the development of these areas from the start. Where appropriate, evidence within Blue and Green Infrastructure and biodiversity strategies should inform which functions (ecosystem services) should be prioritised, created or enhanced. To ensure that existing areas maintain or enhance their provision of Blue and Green Infrastructure it is important to protect existing assets and seek to put in place active management of these assets, connections and the wider networks. Ensuring that there is access into the countryside and also to other Blue and Green Infrastructure assets will encourage a healthy lifestyle and also facilitate active travel commuting routes. A new country park is proposed to be delivered as part of the logistics allocation at the Former Bennerley Coal Disposal Point.	To provide clarity in relation to opportunities to create country parks as part of future development proposals and as part of enhancements to green infrastructure networks.	OM32

Policy, page or Para No.	Other Modification: Strikethrough – text removed Bold underline - new text	Reason	Other Modification
	<p>There is also an opportunity to deliver a new country park to the north of Eastwood as part of enhancements to Green Infrastructure Networks 4 and 6.</p>		
Policy 16 Justification text Para 3.16.10	<p>Parks, open spaces and rivers and canals are an important part of the Blue and Green Infrastructure network, especially within urban areas. However, there are some areas of open space that can be threatening to use or undervalued by the local community. Where these can be identified through open space assessments, Blue and Green Infrastructure strategies, or other local assessments, then enhancement and management processes should seek improvements. In rare cases and as a last resort partial redevelopment can help to address these issues, for instance through appropriate design to allow overlooking or contributions to their environmental improvement. Equally some areas of open space may become available through rationalisation of other uses, for instance school closures. Where this is the case, other leisure and recreational uses to serve the community will be considered as a priority, however, there are likely to be cases where redevelopment or partial redevelopment is the most practical option.</p>	In response to representation from Notts Wildlife Trust.	OM33

Policy, page or Para No.	Other Modification: Strikethrough – text removed Bold underline - new text	Reason	Other Modification
Policy 16 Monitoring Table	Policy Delivery Development Management decisions Subsequent Local Plans Greater Nottingham Strategic Plan policies <u>Neighbourhood Plans</u> Supplementary Plans (including Masterplans) and Supplementary Planning Documents	It is recognised that Neighbourhood Plans have a role in provision of BGI, it is considered appropriate to add Neighbourhood Plans into the delivery table.	OM34

Policy 17

Policy, page or Para No.	Other Modification: Strikethrough – text removed Bold underline - new text	Reason	Other Modification
Policy 17 Justification text 3.17.13	In order to ensure a minimum of 10% net-gain is achieved (20% in Rushcliffe), planning applications must use the latest Statutory Biodiversity Metric produced and published by Natural England. This is an effective way of accounting for the impacts of a proposal on biodiversity and demonstrating that a net-gain will be delivered. It also provides flexibility and encourages projects to consider biodiversity from the outset. Use of the metric rewards schemes that minimise their impacts and achieves on-site enhancement/creation but also gives options to developers where compensation can only be delivered off-site as a last resort . A minimum 10% net-gain will be expected unless national standards increase this in the future or future plans require a greater net-gain. In order to properly inform applications, surveys will be required in line with the latest British Standards.	To provide additional clarity, based on comments by the Environment Agency and Natural England.	OM35
Policy 17 Monitoring Table	Policy Delivery Greater Nottingham Strategic Plan Future plans Neighbourhood Plans Supplementary Plans Development Management Decisions Local Nature Recovery Strategy	It is recognised that Neighbourhood Plans have a role in provision of biodiversity, it is considered appropriate to add Neighbourhood Plans into the delivery table.	OM36

Policy 18

Policy, page or Para No.	Other Modification: Strikethrough – text removed Bold underline - new text	Reason	Other Modification
Page 148 (Policies for making it happen)	24. Strategic Allocation Former Stanton Tip	Remove site from list of site policies due to proposed main modification to remove this policy.	OM37

Policy 19

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

Policy 20

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

Policy 21

Policy, page or Para No.	Other Modification: Strikethrough – text removed Bold underline - new text	Reason	Other Modification
3.21.1(a) (new paragraph)	<u>The Chetwynd: The Toton and Chilwell Neighbourhood Forum has prepared a Neighbourhood Plan, the Chetwynd: The Toton and Chilwell Neighbourhood Plan, which covers the area of this site. Following a successful referendum result, this Neighbourhood Plan was ‘made’ (adopted) by the Council. Policy requirements within this Neighbourhood Plan should be considered alongside this policy.</u>	To provide additional information in respect of the Neighbourhood Plan and based on representations from the Neighbourhood Forum.	OM38
3.21.2	The Council adopted the Toton and Chetwynd Barracks Strategic Masterplan SPD in February 2023 to provide a framework for development across the two allocations. It names four sub-areas at Toton SLG and three at Chetwynd Barracks, to which a further sub-area, Toton North East, is now added (see map at Figure 21.1). Planning applications will also be considered against the Chetwynd: The Toton and Chilwell Neighbourhood Plan which was adopted in May 2024. <u>Other SPDs adopted by the Council should also be considered by developers.</u>	To provide clarity in respect of SPDs.	OM39

Policy, page or Para No.	Other Modification: Strikethrough – text removed Bold underline - new text	Reason	Other Modification
3.21.4	Locally, the SLG is north of Toton, west of Chilwell, south of Stapleford across the A52 and east of Sandiacre across the railway and River Erewash, which forms the county boundary. The B6003 Toton Lane runs south from Stapleford through the SLG, crossing the A52 at Bardills Roundabout <u>and becomes Stapleford Lane south at Toton through to its junction with the A6005.</u>	To provide additional clarity.	OM40
3.21.7	Chetwynd Barracks is currently operational, but the Ministry of Defence plans to close it and dispose of the land in phases during the early part of the Plan period. It contains homes on long lease to a service accommodation provider, <u>This includes</u> various offices, large warehouses, playing fields and woodland.	Based on updated information in respect of the site.	OM41
3.21.8	The site has a long military history, including as a munitions factory during the First World War, and gardens contain a listed memorial to workers who died in accidents there <u>a listed memorial to the 134 workers who died in an explosion on 1st July 1918 within the munitions factory.</u> Some areas, particularly Chetwynd South, may be contaminated and require remediation prior to development	To provide additional clarify and based on representations received.	OM42
3.21.9	The combined allocation has capacity for <u>up to</u> 4,800 homes, of which 2,700 are capable of delivery within the Plan period <u>and so have been allocated by this policy.</u> Business and industrial	To provide clarity in respect of housing numbers.	OM43

Policy, page or Para No.	Other Modification: Strikethrough – text removed Bold underline - new text	Reason	Other Modification
	development, comprising uses within Class E (g) and B2, will be focussed on high-tech industry, research and development, including the healthcare sector. Around Between 8,000 – 14,000 square metres of office floor space (falling within Use Class E (g)(i)) should be provided at Chetwynd Barracks South.		
3.21.9(a)	<u>Whilst all parts of the site should be fully integrated, to ensure well designed and sustainable development, separate planning applications for different parts of the site would be acceptable to the Council as it is anticipated that development will come forward in phases.</u>	To provide clarity in respect of how the Council will consider planning applications and based on representations received.	OM44
3.21.10	Conditions will be applied to ensure that the identified employment remains in those uses. To fully realise economic benefits, planning obligations will be sought to provide local training and employment opportunities during construction and operation <u>of all types of development at the site.</u>	To provide additional clarity.	OM45
3.21.10(a) (New Paragraph)	<u>Development needs to follow the hierarchy set out within Policy 14 to ensure the delivery of sustainable transport networks and reduce travel by car. Development could contribute through the delivery of infrastructure rather than financial contributions, if considered appropriate by the Council.</u>	For clarity and based on representations received.	OM46

Policy, page or Para No.	Other Modification: Strikethrough – text removed Bold underline - new text	Reason	Other Modification
3.21.11	Bardills Roundabout and Toton Lane / <u>Stapleford Lane</u> have limited capacity, so <u>a</u> new junctions with the A52 to their west and east are <u>of Bardills Garden Centre is</u> needed to access the site. The eastern new junction must connect with a link road to serve <u>Toton North East and Toton East and provide a spur to the northern boundary of</u> Chetwynd Barracks in order to ensure that Toton Lane can continue effectively to serve local traffic needs only. <u>Development at Chetwynd Barracks must provide a road from Swiney Way to the northern boundary of Chetwynd West (to connect to the road spur referred to above).</u>	To ensure consistency with the transport mitigation measures including in the transport modelling and for additional clarity.	OM47
3.21.12	The junctions and link road will require significant funding and so any development <u>at Toton North East and Toton East</u> on any part of the site will need to contribute financially to its provision. To facilitate <u>enable</u> delivery of these, additional land to the north-east of the SLG, including Bardills Garden Centre, is <u>has been</u> released from the Green Belt.	For clarity to ensure it is consistent with policy text.	OM48
3.21.13	Because this is the only land on which the junction could be located and across which the link road could pass, thereby enabling the delivery of a large part of a strategic site, exceptional circumstances for its release from Green Belt exist. In addition, the residential development of part of this land must <u>would</u> assist in funding the junction and link road.	For clarity to ensure it is consistent with policy text.	OM49

Policy, page or Para No.	Other Modification: Strikethrough – text removed Bold underline - new text	Reason	Other Modification
3.21.13(a) (New paragraph)	<u>Attractive and convenient walking and cycling routes must be provided throughout the site. These routes should follow green or blue infrastructure corridors where appropriate and should be accessible by all.</u>	Based on representations and to provide clarity.	OM50
3.21.14(a) (New paragraph)	<u>Management arrangements should be in place for any land which is retained in private ownership to ensure the long-term maintenance, protection and viability of this land.</u>	Based on representations and to provide clarity.	OM51
<i>Infrastructure Delivery Plan constraints / requirements summary</i> Transport	Key requirements are: Provision of a new access roads into the site. Extension of the existing tram line and creation of a new transport hub including relocated park and ride.	To ensure consistency with the transport modelling mitigation measures and current proposed transport schemes in this area.	OM52
<i>Infrastructure Delivery Plan constraints / requirements summary</i> Blue and Green Infrastructure/ Open Space	<u>At least</u> 10% biodiversity net gain required.	To reflect that higher amount of BNG would be acceptable.	OM53

Policy, page or Para No.	Other Modification: Strikethrough – text removed Bold underline - new text	Reason	Other Modification
Policy Delivery	<u>Chetwynd: The Toton and Chilwell Neighbourhood Plan</u> Supplementary Planning Documents (e.g. masterplans) and Supplementary Plans	To provide a clear reference to the Neighbourhood Plan as a policy delivery mechanism.	OM54

Policy 22

Policy, page or Para No.	Other Modification: Strikethrough – text removed Bold underline - new text	Reason	Other Modification
3.22.4	<u>Facilitating the</u> The provision of a rail freight terminal is vital to enable low carbon transportation of rail freight.	To provide clarification regarding the requirements for the rail freight terminal and based on representations received.	OM55

Policy, page or Para No.	Other Modification: Strikethrough – text removed Bold underline - new text	Reason	Other Modification
3.22.10	Development in this location will impact the setting of the listed Bennerley Viaduct, which is important for historical and architectural reasons and which forms a major feature in the landscape of the Erewash Valley. Recent enhancements to the structure and its surroundings have arisen from the investment of significant public funds and the commitment of local amenity groups. It is therefore essential that the design of the development, including the height and siting of buildings, minimises the impact to the setting of the viaduct. <u>Development proposals should include visual impact assessments, demonstrate how key views of the viaduct would be protected, include landscape buffering and should use appropriate materials to preserve the legibility of the wrought iron lattice structure.</u>	To ensure development takes full account of the significance of the viaduct.	OM56
Infrastructure Delivery Plan constraints / requirements summary	Green Infrastructure / Open Space Further Work Development needs to link to and enhance the blue and green infrastructure corridors, particularly enhancing biodiversity <u>and river health including water quality and its restoration</u> and linking into recreational routes. This will include the provision of a country park.	To ensure river health is considered and based on comments from the Environment Agency.	OM57

Policy 23

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

Policy 24

Policy, page or Para No.	Other Modification: Strikethrough – text removed Bold underline - new text	Reason	Other Modification
Justification n Text	<p>Justification 3.24.1 Stanton Tip is a former colliery spoil tip, and a strategic brownfield site which has the potential to make a significant contribution to the provision of new homes to meet the City's needs, with an element of employment uses. The site is contaminated and redevelopment provides the opportunity to remediate the site, provide new housing and employment and enhance the existing Local Wildlife Site within the site boundary. Much of the site has naturally regenerated and has biodiversity interest. Proposals should therefore show how development will maintain and enhance these interests through habitat creation and retention. Opportunities exist to improve cycle and walking connections in the neighbourhood and to the NET Line 1 stop at Phoenix Park.</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.	OM58

Policy, page or Para No.	Other Modification: Strikethrough – text removed Bold underline - new text	Reason	Other Modification
	<p>3.24.2 The housing and employment uses together should not exceed the developable area (27 ha).</p> <p>3.24.3 Developers will be expected to work with Nottingham City Council to develop and agree an overall masterplan for the site which will establish principles for development such as layout, design and phasing and which should adequately address the site's complexities and relationship and links to neighbouring communities. The masterplan should include an approach to open space for the development, and specifically address opportunities to protect, enhance and create habitats both within and beyond the site.</p> <p>3.24.4 This strategic site has the critical mass to support more innovative and exemplar approaches to development – for example, through innovative design and construction techniques, incorporation of SuDS and small scale community energy generation. Such approaches are important in helping to reduce carbon emissions and greenhouse gases to align with Policy 1 on climate change.</p> <p>3.24.5 Development will be required to contribute towards identified infrastructure requirements through planning obligations and the securing of other external funding mechanisms where they are available. The Council will work proactively with partners to support the delivery of development and</p>		

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

Policy, page or Para No.	Other Modification: Strikethrough – text removed Bold underline - new text	Reason	Other Modification																		
	<p>require careful consideration. There is an identified need for primary care (new or expanded facilities) in the north of the City. Discussion with the Integrated Care Board will be required to determine any implications for primary health facilities arising from the development of the site.</p> <p>3.24.9 The site is also within a Minerals Safeguarding Area and consideration is therefore required prior to development.</p> <p><i>Key Development Considerations</i></p> <table border="1" data-bbox="409 740 1001 986"> <thead> <tr> <th data-bbox="409 740 618 810">Development Consideration</th> <th data-bbox="618 740 808 810">Summary Assessment</th> <th data-bbox="808 740 1001 810">Further work</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td></tr> </tbody> </table> <p>Transport No abnormal issues anticipated. Integrated transport package required. New vehicle / pedestrian / cycle connections with adjacent housing area required. Improved connection to NET stop required. Transport assessment and further highway requirements, such as to enable access, be developed as part of masterplanning work. Utilities Electricity – No abnormal requirements. Waste Water – Hydraulic modelling required to confirm connection locations. Water Supply – no abnormal requirements Gas – no</p>	Development Consideration	Summary Assessment	Further work																	
Development Consideration	Summary Assessment	Further work																			

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

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

Policy 25

Policy, page or Para No.	Other Modification: Strikethrough – text removed Bold underline - new text	Reason	Other Modification
Policy numbering (14-17)	<p>F. Other Requirements</p> <p>13 14 Planning Obligations in line with Policy 18.</p> <p>14 15 Regard to be given to the amenity of residential properties on Castle Gate.</p> <p>15 16 Suitable proposals for sustainable urban drainage and any necessary flood risk mitigation proposals.</p> <p>16 17 Submission of acceptable site investigation and remediation scheme suitable for mixed use proposals.</p>	Correct error in numbering (missing number 13)	OM59
3.25.5	<p>3.25.5 It is expected that the site can accommodate high density urban living and deliver around 1,000 residential units (predominantly Use Class C3). The objective is to create a new vibrant City Centre community, which will be assisted through provision of more permanent residential opportunities and year round activation. Therefore Purpose Built Student Accommodation will not be permitted, unless a need for further student accommodation can be robustly evidenced in accordance with Policy H06 of the Nottingham Local Plan Part 2, as the objective is to create a new vibrant City Centre community, which will be assisted through provision of more permanent residential opportunities and year round activation, and as there is plentiful choice of sites and locations for Purpose Built Student Accommodation elsewhere within the</p>	In response to a representation by Homes England.	OM60

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	City Centre. There will be a focus on ensuring a wide mix of housing across the site so that units include an element of later living for the elder older sections of the population and also an element of Build to Rent properties. Policy 10 (Design and Enhancing Local Identity) will be particularly important in establishing standards and quality and also in establishing a balance between activity and vitality, and living conditions.		

Policy 26

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Policy 27

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Policy 28

Policy, page or Para No.	Other Modification: Strikethrough – text removed Bold underline - new text	Reason	Other Modification
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Policy 29

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Policy 30

Policy, page or Para No.	Other Modification: Strikethrough – text removed Bold underline - new text	Reason	Other Modification
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Policy 31

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Policy 32

Policy, page or Para No.	Other Modification: Strikethrough – text removed Bold underline - new text	Reason	Other Modification
3.32.1	The whole site is also covered by the emerging East Midlands Development Corporation which aims to support and facilitate its redevelopment.	To update references to the East Midlands Development Corporation which has ceased to operate due to the creation of the East Midlands Combined County Authority.	OM61
3.32.3	In accordance with East Midlands Freeport and emerging East Midlands Development Corporation aspirations <u>East Midlands County Combined Authority priorities</u> for the site, the LDO allows for the creation of an industrial park focused on advanced manufacturing (including technology needed to transition to net-zero), green and low-carbon energy generation, and energy storage.	To update references to the East Midlands Development Corporation which has ceased to operate due to the creation of the East Midlands Combined County Authority.	OM62
After 3.32.3	<u>The allocation includes removing the site from the Green Belt and exceptional circumstances apply to justify this. Most of the site is part of the East Midlands Freeport. Approval of the LDO means the whole of the site already has planning permission for comprehensive redevelopment. Very special circumstances were demonstrated for the LDO to be approved and the boundary of the land inset from the Green Belt reflects the boundary of the LDO. The site provides for significant new employment development, including an element of strategic distribution, supporting identified needs across the plan area. The site predominantly consists of previously developed land and has</u>	Propose additional text setting out the exceptional circumstances.	OM63

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	<u>an existing rail connection for freight. It is therefore considered preferable to other Green Belt sites. The site has been selected following joint evidence and collaborative work with adjoining authorities.</u>		

Appendix B - Glossary

Policy, page or Para No.	Other Modification: Strikethrough – text removed Bold underline - new text	Reason	Other Modification
Appendix B: Glossary	<p>New entry:</p> <p><u>Student Accommodation:</u> <u>Residential accommodation specifically designed or adapted for occupation by students enrolled on full-time courses of further or higher education. This includes:</u></p> <ul style="list-style-type: none"> • <u>Purpose Built Student Accommodation (PBSA): Self-contained studios or cluster flats with shared facilities, typically managed by a provider offering welfare support and tenancy oversight. Can be new build or conversion of an existing building.</u> • <u>University Halls of Residence: Accommodation owned or operated by universities, often targeted at first-year students.</u> 	To provide clarity in respect of exception to the application of the NDSS in Policy 8.	OM64

Appendix C – Housing Trajectories

Policy, page or Para No.	Other Modification: Strikethrough – text removed Bold underline - new text	Reason	Other Modification
Appendix C: Housing Trajectories	Nottingham City Trajectory: Delete Stanton Tip line from trajectory (500 homes in total). Adjust figures according, resulting in Projected and Cumulative Completions totalling 26,184.	Proposed main modification to remove Stanton Tip policy.	OM65

Appendix D: Superseded or Withdrawn Policies within adopted Local Plan

Policy, page or Para No.	Other Modification: Strikethrough – text removed Bold underline - new text	Reason	Other Modification
Appendix D: Superseded or Withdrawn Policies within adopted Local Plan Page 267	Nottingham City Local Plan Part 2: <ul style="list-style-type: none"> • Policy CC1: Sustainable Design and Construction • Policy CC3: Water (Part 3 and Part 4 only) • Policy SH1: Major Retail and Leisure Developments within the City Centre's Primary Shopping Area • Policy SH4: Development of Main Town Centre Uses in Edge of Centre and Out of Centre Locations (Part 1 and Part 2 only) • Policy RE6: The Boots Site • Policy RE7: Stanton Tip • Policy RE8: Waterside • Policy HO3: Affordable Housing • Policy HO4: Specialist and Adaptable Housing 	Proposed main modification to remove Stanton Tip policy.	OM66

Policy, page or Para No.	Other Modification: Strikethrough – text removed Bold underline - new text	Reason	Other Modification
	(Part 1 only) • Policy HO7: Gypsies and Travellers and Travelling Showpeople • Policy EN6: Biodiversity • Policy SA1 - Site Allocations • SR11 Stanton Tip – Hempshill Vale • SR45 Boots • SR57 Castle Quarter, Maid Marian Way - College Site • SR58 intu Broadmarsh Centre and surrounding area		

Appendix F: Key Diagram

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