

### 3. The Delivery Strategy

The Delivery Strategy is the policies and proposals aimed at ensuring the draft vision set out in Section 2 becomes a reality. It is set out as follows:

Text highlighted in **yellow** sets out the main issues from the Issues and Options report which have fed into policy, and gives a short summary of the main points of relevance arising from the Issues and Options report. It is not meant to be a comprehensive account of the consultation responses, more information on these can be obtained from the Report of Consultation, available from the councils' websites. This section is for information, and will not form part of the next draft of the aligned Core Strategies.

Text highlighted in **green** is the draft policy wording, and the justification for the policy.

This is the part of the document on which we would particularly like your views, as they will help us in preparing the next draft of the aligned Core Strategies, known as a 'Pre Submission' version.

Where appropriate, main elements of the policies are illustrated on the **Key Diagram**, found at the end of the document.

Text highlighted in **blue** gives background information as to why the option presented in the policy has been chosen, it lists the main parts of relevant government and regional policy, which main parts of the evidence base have informed the policy, why the particular policy approach has been selected, and why alternatives have not been pursued. Short summaries of the main elements of the evidence base can be found in the 'Summary of Key evidence' document published alongside the aligned Core Strategies. It contains a short summary of the main points arising from the Sustainability Appraisal of the Options. For more detailed information, please see the full Sustainability Appraisal reports which are available on the councils' websites. This section is for information, and will not form part of the next draft of the aligned Core Strategies.

### 3. The Delivery Strategy

#### (A) SUSTAINABLE GROWTH

This section sets out policies which are aimed at ensuring growth is delivered as sustainably as possible. The first policy is aimed at minimising climate change (in combination with other policies) and reducing its impact, so Greater Nottingham can play its part addressing this national and international priority. This policy also includes a proposed approach to flooding, as climate change may lead to an increased likelihood of flooding from the Trent and its tributaries.

The other policies set out where new growth should be directed, including naming locations for major new development and listing the Sustainable Urban Extensions which have been identified at this stage to meet Regional Plan requirements, together with the main considerations which development will have to address if the urban extensions are to be as sustainable as possible. Planning for changes in the future economy is as important as planning for new housing growth, and the two often go together. Our City and Town Centres are important in this regard, and also need to be sustainable and attractive hubs to the communities they serve. There are a number of regeneration challenges throughout Greater Nottingham which need to be addressed if best use is to be made of brownfield land, so it can be brought back into productive use, and some neighbourhoods need interventions to help them achieve their potential to become neighbourhoods of choice.

The core policies for a sustainable growth are:

- 1 Climate Change
- 2 The Spatial Strategy
- 3 The Sustainable Urban Extensions
- 4 Employment Provision and Economic Development
- 5 Nottingham City Centre
- 6 The Role of Town and Local Centres
- 7 Regeneration

## 3. The Delivery Strategy

### 3.1 CLIMATE CHANGE



#### ISSUES AND OPTIONS, WHAT YOU TOLD US

The main options feeding into this policy from the Issues and Options are **CC1a CC1b, CC1c, CC1d, CC2a, CC2b and CC3**.

- There were concerns about the viability issue of requiring a percentage of energy in new developments to be derived from renewable sources in light of the current economic climate;
- The councils will need to consider the protection and conservation of the Greater Nottingham's heritage when considering renewable energy infrastructure;
- Agreement that the councils should require large scale developments to meet higher levels of CO<sub>2</sub> reduction;
- The councils should refuse development on Flood Zones 2 and 3 unless in exceptional circumstances;
- Non-residential uses could be safely sited in Flood Zone 3;
- Climate Change should underpin the whole document and any future planning decisions that are made.

#### POLICY 1 CLIMATE CHANGE

**All development proposals will be required to deliver high levels of building sustainability in advance of national standards in order to mitigate against and adapt to climate change.**

**Development, including major refurbishment, will be required to demonstrate the following:**

- a) How it makes effective use of sustainably sourced resources and materials, minimises waste, water use and CO<sub>2</sub> emissions;**
- b) How it is located, laid out, sited and designed to withstand the long term impacts of climate change, particularly the effect of rising temperatures, sustained periods of high temperatures and periods of intense rain and storms; and**

### 3. The Delivery Strategy

- c) That the building form and its construction allows for adaption to future changes in climate and permits further viable subsequent reduction in the buildings carbon footprint.

The onus will be on developers to robustly justify why full compliance with policy requirements is not viable.

#### 1 Residential Development

Sustainable construction methods and appropriate energy sourcing will be required in all new dwellings to achieve the targets set out in the table at paragraph 3.1.6 below as a minimum.

This requirement rises over the plan period and by 2016 all new dwellings will achieve 100% Zero Carbon. Where justified through viability assessments, development may be required to accelerate progress towards Zero Carbon prior to 2016, particularly for developments of around 500 dwellings or more. In all these cases levels will be set out in Area Action Plans, Supplementary Planning Documents or Masterplans.

#### 2 Non-Residential Development

All non residential development will be expected to incorporate sustainable construction methods and appropriate energy sourcing to achieve the targets set out in the table at paragraph 3.1.6 below as a minimum.

The development of stand alone renewable energy schemes appropriate for Greater Nottingham will be promoted and encouraged, including biomass power generation, combined heat and power, and micro generation systems. The extension of existing renewable energy schemes will be encouraged, and adjacent new developments will be expected to utilise such energy wherever it is viable to do so.

#### 3 Flood Risk

Development proposals that avoid areas of current and future flood risk and which do not increase flooding elsewhere, adopting the precautionary principle to development proposals will be supported.

Where no reasonable site within Flood Zone 1 is available, allocations in Flood Zones 2 and 3 will be considered in accordance with PPS25 and the Strategic Flood Risk Assessments. The only exception will be within the urban areas when the development meets the following criteria:

- a) Appropriate land at a lower risk is not available;
- b) There are exceptional and sustainable circumstances for locating the development within such areas, including the necessary re-use of brownfield sites; and
- c) The risk can be fully mitigated by engineering and design measures.

### 3. The Delivery Strategy

**All new development should incorporate measures to reduce surface water run-off, and the implementation of Sustainable Urban Drainage Systems into all new development will be sought where viable and technically feasible.**

#### JUSTIFICATION

3.1.1 This policy does not address all aspects of climate change. Further guidance can be found at Policy 3 (Sustainable Urban Extensions), Policy 10 (Design, the Historic Environment and Enhancing Local Identity), Policy 13 (Managing Travel Demand), and Policy 15 (Green Infrastructure).

3.1.2 Climate change is one of the biggest challenges facing Greater Nottingham. It is a global problem requiring local action. Major changes in attitude and practices are required if we are to make changes to the earth's climate and reverse the effects of global warming. National and regional objectives to address climate change will not be achieved without substantial efforts to reduce energy consumption and increase energy produced from naturally occurring, renewable sources.

3.1.3 The UK Government is actively seeking to reduce greenhouse gas emissions and has set targets in the Climate Change Act 2008 to reduce carbon dioxide (CO<sub>2</sub>) emissions by 80% below current levels by 2050. More recent publications, including the supplement to PPS1 on Climate Change and Building a Greener Future: Towards Zero Carbon Development pave the way for the delivery of more resource-efficient buildings in general and carbon zero homes by 2016.

3.1.4 The councils have signed the Nottingham Declaration on climate change which is a public statement of intent to work with the local community and businesses to respond to the challenges of climate change. This includes cutting gas emissions such as CO<sub>2</sub> and preparing for the changes climate change will bring.

3.1.5 The Local Development Framework needs to ensure the use and development of land will help slow down the rate of (but also be resilient to the effects of) climate change. In this respect the Local Development Frameworks' task will be to:

- reduce consumption of natural and non-renewable resources;
- reduce pollution to levels that do not damage natural systems;
- help improve air quality;
- reduce dependence on non-renewable energy sources and promote renewable energy use and development;
- effectively manage and reduce the impacts of flood risk across the area.

3.1.6 In order to achieve more sustainable forms of development across Greater Nottingham and to deliver a high level of sustainable, low carbon buildings, the target percentage(s) of the energy to be used in new developments to come from decentralised and renewable or low carbon energy sources are set out as follows:

### 3. The Delivery Strategy

#### Nottingham and Nottinghamshire Authorities:

	Current - 2010	2010 - 2013	2013 – 2016	2016 onwards
<b>RESIDENTIAL</b> % Low/Zero carbon Contribution	20%	23.5%	27%	100%
	Current - 2011	2011 - 2015	2015 - 2019	2019 onwards
<b>NON-RESIDENTIAL</b> % Low/Zero carbon Contribution	10%	10%	10%	100%

#### Erewash Borough Council:

	2010 - 2013	2013 – 2016	2016 – 2019	2019 onwards
<b>RESIDENTIAL</b> % Low/Zero carbon Contribution	25%	44%	100%	100%
<b>NON-RESIDENTIAL</b> % Low/Zero carbon Contribution	25%	44%	70%	100%

3.1.7 The percentages for Erewash and the rest of Greater Nottingham vary due to being based on different Sustainable Energy Studies covering the two Counties (see evidence base section below). The percentages for residential should be calculated from pre-set domestic benchmarks in line with the known future trajectory of Building regulations for emissions from housing as introduced for the Code for Sustainable Homes (2006). The non-residential percentages are based on a static 2005 benchmark. More information can be found in the relevant councils' Sustainable Energy Studies.

#### Flood Risk

3.1.8 Flood risk is a significant issue in Nottingham, which is likely to be exacerbated by unpredictable weather associated with climate change. Development proposals that avoid areas of current and future flood risk and which do not increase flooding elsewhere, adopting the precautionary principle to development proposals will therefore be supported.

3.1.9 Where no reasonable site within Flood Zone 1 is available, allocations in Flood Zones 2 and 3 will be considered in accordance with PPS25 and the Strategic Flood Risk Assessments. The only exception will be within the urban areas when the development meets the following criteria:

- a) Appropriate land at a lower risk is not available;
- b) There are exceptional and sustainable circumstances for locating the development within such areas, including the necessary re-use of brownfield sites;
- c) The risk can be fully mitigated by engineering and design measures.

### 3. The Delivery Strategy

3.1.10 The councils will seek the implementation of Sustainable Urban Drainage Systems into all new development where technically feasible.

#### **BACKGROUND TO OPTION FOR CONSULTATION AND ALTERNATIVE OPTIONS CONSIDERED**

##### **3.1.11 Core Strategy Objectives:**

- iv. Excellent transport systems and reducing the need to travel
- x. Environmentally responsible development addressing Climate Change

##### **3.1.12 National and Regional Policy Framework**

PPS1: Delivering Sustainable Development, Supplement to PPS1: Planning and Climate Change, PPS22: Planning for Renewable Energy , PPS25: Development and Flood Risk and Consultation on proposed amendments to PPS25 . Regional Spatial Strategy Policies 32 and 35 are concerned with water resources, water quality and managing flood risk. Policies 39 and 40 layout the regions priorities for energy reduction and efficiency and low carbon energy generation.

##### **3.1.13 Local Policies, Strategies and Evidence Base**

Greater Nottingham Local Transport Plan  
Derbyshire Local Transport Plan  
The Sustainable Community Strategies for Greater Nottingham  
Local Area Agreements  
Towards a Sustainable Energy Policy for Nottinghamshire  
Cleaner, Greener Energy Study (Erewash Borough Council)  
City of Nottingham 2020 Sustainable Energy Strategy, 2009  
Greater Nottingham Strategic Flood Risk Assessment  
River Leen Strategic Flood Risk Assessment  
Ashfield Strategic Flood Risk Assessment  
Greater Nottingham Water Cycle Study

##### **3.1.14 Alternative Options**

No reasonable alternatives for the climate change policy exist. The policy reflects national, regional and local policies. Any alternative option to not encourage energy efficient development, the use of renewable energy schemes and managing flood risk would undermine attempts to positively impact upon climate change and deliver the most efficient use of scarce energy resources.

However, amendments to the proposed percentages could be explored but the evidence contained within the two Energy Studies have tested the viability of these targets and has concluded that the costs in implementing schemes would be 'reasonable'.

##### **3.1.15 Sustainability Appraisal**

### 3. The Delivery Strategy

The Building Sustainability element of this policy performed very positively in relation to the SA objectives covering energy, waste and natural resources. It also displayed some more marginal positive outcomes in relation to housing and employment objectives. Very few negative impacts were attributed to the policy. One such was the potential harm to landscape character from wind turbine developments – though it was felt that this could be mitigated by careful siting and design.

In relation to flooding, a policy which allows for limited development behind secure flood defences will help to deliver benefits both in terms of new homes and new job opportunities. This is especially so in many of the redevelopment areas identified elsewhere in the Core Strategies. However the SA also identified that special care would be needed to ensure that sites with biodiversity credentials were properly protected.

#### **3.1.16 Option for Consultation**

The Issues and Options showed that climate change should underpin the Core Strategies. There was support for reducing CO2 through a target based approach. Flooding issues were highlighted as a high priority. The Option for Consultation reflects all these views.

#### **3.1.17 How will this policy be implemented?**

Through planning applications and the relevant energy statements submitted (reducing CO2). For flooding issues, these will be monitored both through planning applications and mapping.



## 3. The Delivery Strategy

### 3.2 THE SPATIAL STRATEGY



#### ISSUES AND OPTIONS, WHAT YOU TOLD US

The main options feeding into this policy from the Issues and Options are **AG2a, AG2b, AG3a, AG3b, EE3a, EE3c, EE4a, EE4b, TA1a, TA1b, NI1a, and NI1b.**

- Developers felt the East Midlands Regional Plan figures should be treated as a minimum, while most others considered the housing provision to be too large.
- The focus on the built up area of Nottingham was supported, but with some people wanting a little more flexibility to allow more development elsewhere.
- Most developers support the Sustainable Urban Extensions approach, although most members of the public and councillors object to Greenfield development.
- A range of views as to a pattern of development emerged, with a north-south axis of growth, a western arc and a more dispersed pattern all receiving some support.
- A small number of alternative locations for Sustainable Urban Extensions were proposed.
- For elements 2-4 of the policy, please see the relevant more detailed policies which follow.

#### POLICY 2 THE SPATIAL STRATEGY

Development in Greater Nottingham will be located in accordance with the spatial strategy set out below, as illustrated on the key diagram.

- 1) A minimum of 52,050 (2009-2026) new homes will be provided for in the following areas, in accordance with the Table 1 set out at paragraph 3.2.1:
  - a) Approximately 25,320 homes in the existing Principal Urban Area of Nottingham, including:-
    - Waterside Regeneration Zone, in Nottingham City\* (up to 3,000 homes)
    - Gedling Colliery/Chase Farm, in Gedling\* (1,120 homes)
    - Remainder of Boots Site, in Nottingham City, (600 homes)
    - Severn Trent and Boots site, in Broxtowe (550 homes)
    - Stanton Tip, Hempshill Vale, in Nottingham City\* (500 homes)

### 3. The Delivery Strategy

- b) Approximately 9,880 homes in Sustainable Urban Extensions to the Principal Urban Area, at:-  
East of Gamston, in Rushcliffe (4,200 homes)  
South of Clifton, in Rushcliffe (4,200 homes)  
1,480 homes in Broxtowe on one or more Sustainable Urban Extensions yet to be determined
- c) Approximately 4,090 homes in or adjoining Hucknall Sub Regional Centre, including Sustainable Urban Extensions at:  
Rolls Royce, in Ashfield (800 homes)  
North of Papplewick Lane, in Gedling (600 homes)  
Top Wighay Farm, in Gedling\* (500 homes)
- d) Approximately 4,420 homes in or adjoining Ilkeston Sub Regional Centre (which includes Kirk Hallam), including a Sustainable Urban Extension at Stanton\*, in Erewash (more than 2,000 homes)
- e) Up to 8,340 homes elsewhere throughout Greater Nottingham, including in or adjoining the settlements of:-  
Awsorth, Brinsley, Eastwood, Kimberley and Watnall, in Broxtowe;  
Breaston, Borrowash, Draycott and West Hallam, in Erewash;  
Bestwood Village, Calverton and Ravenshead, in Gedling;  
Bingham, Cotgrave, East Leake, Keyworth, Radcliffe on Trent and Ruddington, in Rushcliffe; and  
development in other towns and villages, solely to meet local needs.
- 2) Significant new employment development will take place in the following areas:-  
  
The City Centre, along with the Southside\* and Eastside Regeneration Zones\*  
The Eastcroft area of the Waterside Regeneration Zone\*  
The Boots site  
As part of the Sustainable Urban Extensions at Rolls Royce, south of Clifton, east of Gamston, Stanton\*, and Top Wighay Farm\*.
- 3) Retail, social, leisure and cultural development will be located in the City Centre and the Town Centres of Arnold, Beeston, Hucknall, Ilkeston and Long Eaton. The District Centre of Bulwell will be developed to become a Town Centre. New retail development of an appropriate scale will be developed at Gedling Colliery/Chase Farm, Waterside Regeneration Zone, and within the Sustainable Urban Extensions of south of Clifton and east of Gamston.
- 4) Major new transport infrastructure will be provided to encourage sustainable alternatives to using the private car, address the impacts of growth, and/or meet the objectives of the Local Transport Plans as follows:-
- Nottingham Express Transit Phase 2 (extensions to Clifton and Chilwell)
  - Nottingham Midland Station Hub, including capacity improvements
  - Nottingham to Lincoln Rail improvements
  - A46 improvements - Newark to Widmerpool

### 3. The Delivery Strategy

- A453 Widening – M1 to Nottingham
- Hucknall Town Centre improvements
- Nottingham Ring Road Improvement Scheme
- Turning Point East (Nottingham City Centre inner ring road improvements)
- Electrification of the Midland Main Line

Further new transport infrastructure will be provided in line with the hierarchy of provision set out in policy 13, with the aim of reducing the need to travel, especially by the private car.

- 5) The principle of the Green Belt will be retained, but its inner boundaries will be recast to accommodate the Sustainable Urban Extensions. More detailed Green Belt boundary review to allow for smaller scale development of towns and villages will follow in Site Specific Development Plan Documents.
- 6) Strategic Green Infrastructure will be provided or enhanced in conjunction with the locations for major residential development identified above, the Strategic River Corridors of the Trent, Erewash, Soar and Leen rivers, canal corridors, the Greenwood Community Forest, and Urban Fringe areas.

**Note:** Locations marked with an asterisk (\*) are existing allocations in Local Plans.

#### JUSTIFICATION

3.2.1 Between 2006 and 2026, the East Midlands Regional Plan requires a minimum of 60,600 new homes to be provided for in Greater Nottingham. 8,551 homes were developed between 2006 and 2009, resulting in provision figures of 52,049 between 2009- 2026. The Regional Plan splits provision between that to be provided in or adjoining the Principal Urban Area, and that to be provided in more rural areas. Housing provision is set out in the following table:-

**Table 1**

	<b>Built April 2006 to 2009</b>	<b>Remaining to March 2026</b>	<b>Principal Urban Area</b>	<b>Non Principal Urban Area</b>
Hucknall	611	2,989	-	2,989
Broxtowe	1,035	5,765	2,796	2,969
Erewash	1,268	5,932	1,750	4,182
Gedling	947	7,053	3,923	3,130
Nottingham City	3,550	16,450	16,450	-
Rushcliffe	1,140	13,860	10,278	3,582
<b>Greater Nottingham</b>	<b>8,551</b>	<b>52,049</b>	<b>35,197</b>	<b>16,852</b>

3.2.2 Some of the housing provision included above is already allocated in Local Plans or has planning permission.

### 3. The Delivery Strategy

3.2.3 Most of the Principal Urban Area provision will be met within the existing built up area, however approximately 9,880 new homes will be provided for in the Sustainable Urban Extensions set out above. The locations of these have been selected based on evidence and the findings of the sustainability appraisal, and informed by consultation on the Issues and Options. In the case of east of Gamston, this location was not recommended as suitable in the Appraisal of Sustainable Urban Extensions study, principally due to difficulties in integrating new development with the existing urban fabric. Demonstration of how this issue can be resolved will be required in this instance. These new developments will be exemplar in terms of their design, and will incorporate measures to mitigate and reduce the causes of climate change (see Policy 3).

3.2.4 The Sub Regional Centres are also appropriate locations for growth, of a lesser scale, and the Sustainable Urban Extensions here reflect that. Both Rolls Royce and Stanton are brownfield, and will contain significant employment development, so will assist regeneration of the Sub-Regional Centres.

3.2.5 As the Greater Nottingham councils have only recently made the difficult decisions about suggesting which locations could accommodate major growth, more detail in terms of breakdown of uses, transport and infrastructure (including Green Infrastructure) measures, and facilities required to support the development will be set out in the 'Pre Submission' draft of the aligned Core Strategies, to be published in September 2010. They are included now to allow for early consultation on the principle of development in these locations.

3.2.6 Development elsewhere in Greater Nottingham will be concentrated in the larger and more accessible settlements listed in the policy, again to assist in meeting sustainability objectives. Development in these settlements will be determined through Site Specific Development Plan Documents, and informed by the Sustainable Locations of Growth Study, 2010. Other towns and villages will only be allocated small scale development to meet local needs. Local need will be defined in Site Specific Development Plan Documents, and can include exception sites, small scale infill, and rounding off settlement boundaries.

3.2.7 New employment is needed not only to complement population growth, but also to provide a range of employment opportunities to existing residents, as unemployment is a significant issue in some parts of Greater Nottingham. The provision of high skilled, knowledge based jobs will be particularly important in recognising Nottingham's Core City and Science City status.

3.2.8 Nottingham City Centre is currently the main location for office jobs, and its importance in this regard will be strengthened with new office development, especially in the Regeneration Zones. Location of new employment within large residential development can help to meet sustainability objectives in reducing the need to travel, and can also provide new opportunities for existing residents. These principles will also be a significant component of the regeneration of the Boots Campus (see policy 7).

3.2.9 The retail hierarchy has been recognised and endorsed through various studies, however, provision will be needed to support major new development. Where this is proposed, the level of provision will be set out in Area Action Plans, Supplementary Planning Documents or Masterplans. Bulwell is currently designated as a District Centre. However, it has in the past been recognised as a Town Centre. New development of retail and health

### 3. The Delivery Strategy

facilities, together with environmental improvements, will enable it to move up the hierarchy again. Other centres which require support, either to respond to nearby growth or because they are underperforming, will also be prioritised.

3.2.10 Transport is a major contributor to climate change, and congestion has adverse economic impacts, as well as being detrimental to air quality. Upgrading existing infrastructure and providing new infrastructure will therefore be aimed at reducing the need to travel, especially by private car. There will be a strong focus on changing peoples' travel behaviour (see policy 13) and improving opportunities for journeys to be made by public transport. Major improvements to highway capacity for private cars will be a last resort.

3.2.11 The Regional Plan enshrines the continuing principle of Green Belt, however, it also accepts that the existing tight boundaries need to change to accommodate major growth. Where land is currently excluded from the Green Belt to accommodate future growth, but is not required for development at this time, it will remain as 'white land'. In line with Planning Policy Guidance Note 2, only appropriate development will be permitted in the Green Belt.

3.2.12 New and enhanced strategic Green Infrastructure is required to mitigate effects of growth and make good existing deficiencies. Wherever possible, it should be multifunctional, for instance, in providing adequate open spaces for recreation, assisting in providing for more biodiversity and in managing flood risk, or providing opportunities for growing local food.

3.2.13 Where sites identified in the policy for housing or mixed use development are not capable of being delivered, the councils will look to make up the resulting shortfall of homes on other sites identified through Strategic Housing Land Availability Assessments. Where this is not possible, other Sustainable Urban Extensions identified in the Assessment of Sustainable Urban Extensions Study will need to be considered. If required, the aligned Core Strategies will be reviewed. This is also the approach to be taken to any further housing requirements arising from a review of the East Midlands Regional Plan.

3.2.14 In Broxtowe Borough, the council has established general principles to apply to the choice of housing sites:

- Any development should avoid causing coalescence of built up areas
- Sites should be distributed across the borough, to reduce the degree of localised impact, in proportion to the size of settlements served
- Sites must be well related to existing settlements

3.2.15 As a consequence the Borough Council accept that there is a wider choice of potential sustainable urban extension sites and these will include land between Toton and Stapleford, to include Toton Sidings, land north of Stapleford, west of Coventry Lane, west of Bilborough Road, west of Woodhouse Way together with other sites within the Urban Area. These site options will be the subject of a Development Planning Document identifying:

- The number of homes possible on each site.
- The pros and cons of development
- Whether the Council considers the site as suitable for development in the achievement of its obligations under the Regional Plan.

### BACKGROUND TO OPTION FOR CONSULTATION AND ALTERNATIVE OPTIONS CONSIDERED

#### 3.2.16 Core Strategy Objectives

- i. High quality new housing
- ii. Timely and viable infrastructure
- iii. Economic prosperity for all
- iv. Excellent transport systems and reducing the need to travel
- vi. Flourishing and vibrant town centres
- vii. Regeneration
- xi. Protecting and improving natural assets

#### 3.2.17 National and Regional Policy Framework

East Midlands Regional Plan 2009

Policy 3 (Distribution of Development) sets out a strategy of concentrating development on Principal Urban Areas

Policy 13a (Regional Housing Provision) sets out the level of housing to be provided in Greater Nottingham

Policy Three Cities SRS 2 (Sub-Regional Priorities for Green Belt Areas) states principle of Green Belt to be retained, but its boundaries reviewed to accommodate future growth requirements.

Policy Three Cities SRS 3 (Housing Provision) sets out the level of growth to be provided in or adjacent to the Principal Urban area, and that to be provided elsewhere.

For elements 2-4 of the policy, please see the relevant more detailed policies which follow.

#### 3.2.18 Local Policies, Strategies and Evidence

Appraisal of Sustainable Urban Extensions, 2007

Sustainable Locations for Growth Study, 2010

Existing Local Plan allocations.

For elements 2-4 of the policy, please see the relevant more detailed policies which follow.

#### 3.2.19 Alternative Options

A more dispersed pattern of growth, with less focus on the Principal Urban Area, would not accord with the strategy of the East Midlands Regional Plan. Further development above that proposed around Hucknall, to achieve a more north-south focus would require either significantly more land release in Ashfield than provided for in the Regional Plan, or the release of land in Gedling. How this increased scale of growth could be accommodated by Hucknall is unclear.

The following additional major sites were identified during the consultation:

- Watnall Brickworks (BBC)
- RAF Newton (RBC)
- Chilwell MOD/Chetwynd Barracks (BBC)
- Land Adjacent to Nuthall Business Park (BBC)
- North of Kimberley-Watnall-Nuthall (BBC)

## 3. The Delivery Strategy

- Land between Radcliffe Road and Adbolton (RBC)
- Land west of Radcliffe on Trent, north of Nottingham Road (RBC)
- Land at Kingston on Soar (RBC)
- Land to the north of Bingham (RBC)

### 3.2.20 Sustainability Appraisal

The draft Spatial Strategy performed well against the majority of SA objectives. By delivering required levels of new housing, new employment opportunities and related services, the policy will make a very positive contribution towards a wide range of social and economic goals. The policy performed less well in relation to some environmental criteria where growth was seen to impact negatively in relation to the natural environment, the consumption of natural resources and waste generation. However mitigation measures were identified in respect of many of these factors. Clearly a great deal will depend upon the successful implementation of the Spatial Strategy and this was reflected in a degree of uncertainty over transportation impacts. Bearing in mind the provisos about environmental mitigation and transport uncertainties, the overall conclusion was that this policy made a positive contribution towards achieving a sustainable future for Greater Nottingham.

### 3.2.21 Option for Consultation

The proposal for development towards the west of the conurbation is broadly reflected in the findings of the Appraisal of Sustainable Urban Extensions study, and as a consequence is also broadly reflected in the spatial strategy.

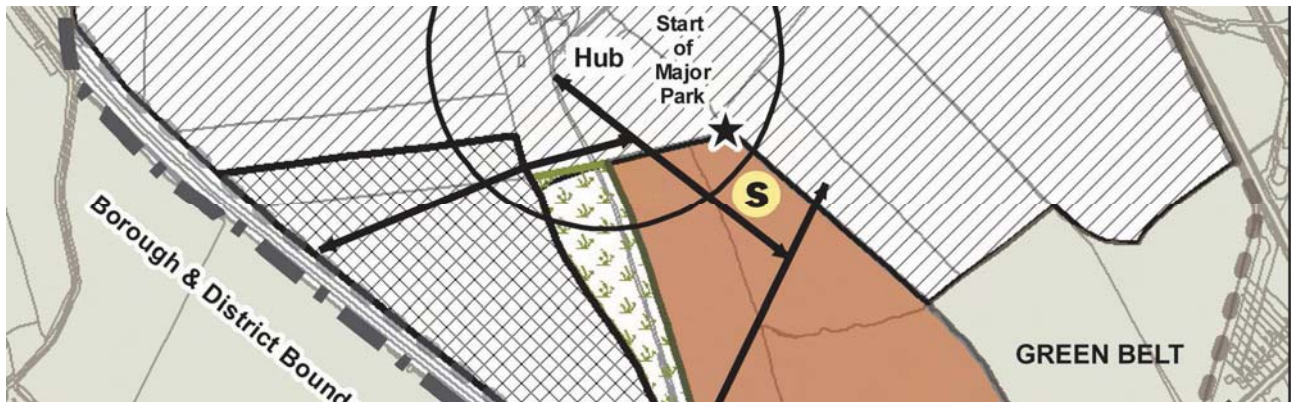
Areas adjacent to the Principal Urban Area were independently considered through the Appraisal of Sustainable Urban Extensions study (Tribal, 2008), whilst those elsewhere were covered by the Sustainable Locations for Growth study (Tribal 2010). Locations for growth have been selected on the basis of these studies, except for to the east of Gamston, where development will have to address integration issues. The identified sites provide sufficient development land to meet the needs Greater Nottingham over the Core Strategy period.

### 3.2.22 How will this policy be implemented?

Through the policies of the aligned Core Strategies and subsequent Site Specific Development Plan Documents, Area Action Plans, Supplementary Planning Guidance and Masterplans, as well as Development Management decisions.

## 3. The Delivery Strategy

### 3.3 THE SUSTAINABLE URBAN EXTENSIONS



#### ISSUES AND OPTIONS, WHAT YOU TOLD US

The main options feeding into this policy from the Issues and Options are **TA1a, TA2d, CC1c, GI1a, AG4a, AG4b.**

- Strong support from all sectors for locating major new development only within accessible corridors, although some developers were less supportive.
- Support for demand management to encourage the use of public transport.
- Agreement that the councils should require large scale developments to meet higher levels of carbon dioxide reduction, due to their critical mass.
- Guidelines must be adopted to protect and enhance biodiversity; new developments need substantial tree planting.
- Understanding that retail need will be generated from large-scale development sites; however, there is a need to strictly control out-of-centre retail development to minimise effects on existing centres.

(As the policy covers a wide range of issues, various other points summarised under other policies are also relevant.)

#### POLICY 3 THE SUSTAINABLE URBAN EXTENSIONS

Area Action Plans, Supplementary Planning Documents or Master Plans for Sustainable Urban Extensions will provide for:-

- 1 A mix of housing type, size and tenure, including affordable housing, to complement the housing mix of the Housing Market Area as a whole, and taking into account the existing mix of adjoining and nearby areas of housing.
- 2 A wide range of local employment opportunities where appropriate and improved access to existing employment locations, and training opportunities to be provided for as part of the development.
- 3 Supporting existing local facilities to include retail, leisure, social, cultural, faith, community and health facilities, or where necessary providing new facilities to



### 3. The Delivery Strategy

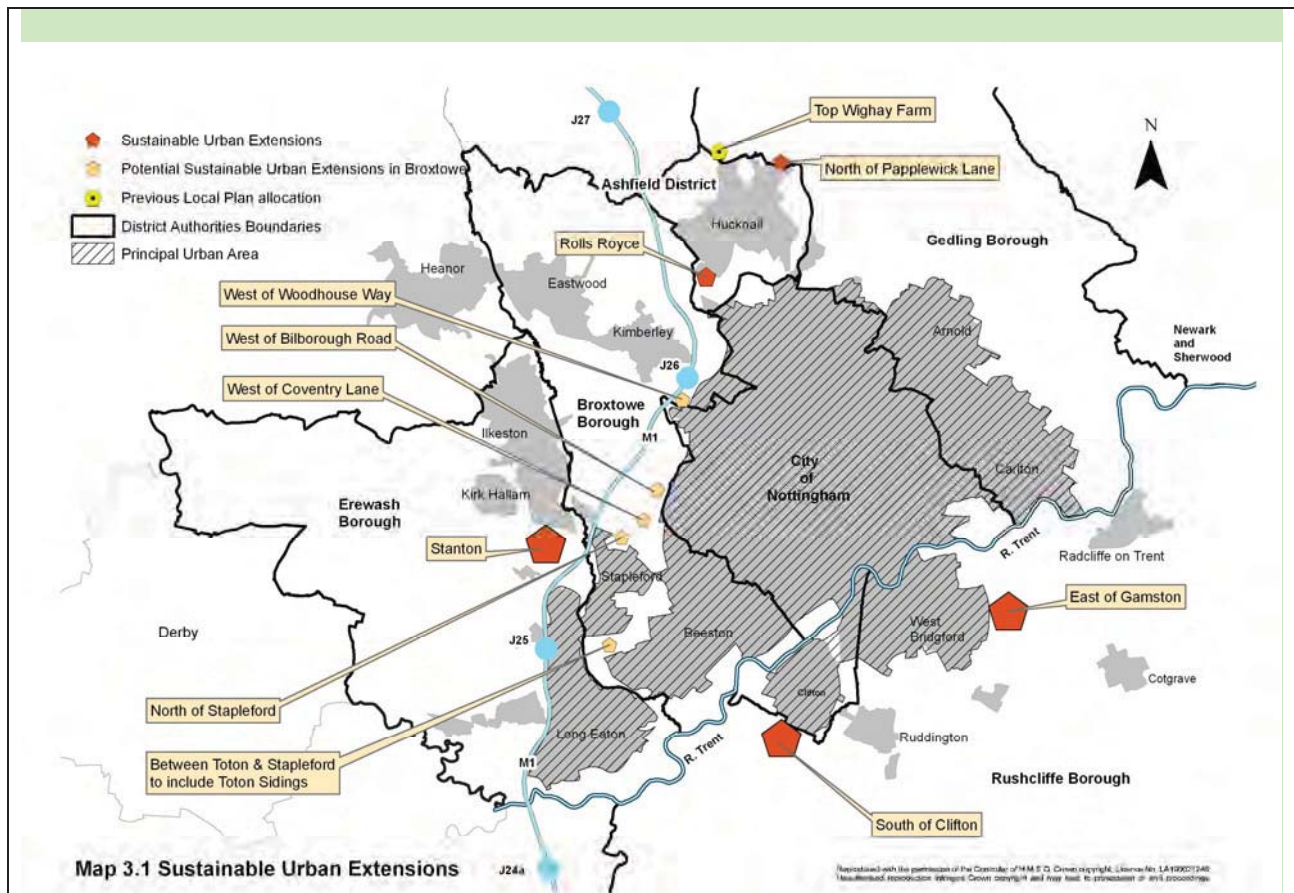
meet local needs but not undermining existing nearby centres.

- 4 New or expanded educational facilities as required by the scale of development, planned in such a way as to integrate existing and new communities.
- 5 A high standard of design, creating a sense of place reflecting the local diversity of the area, and integrating with the existing built form of adjoining communities. Opportunities for the development to assist in addressing regeneration needs in surrounding communities should be considered.
- 6 All buildings to be resilient to climate change, designed with the future climate in mind and highly water efficient, subject to Policy 1 (Climate Change) as a minimum, but with consideration of higher standards where viability studies demonstrate this is achievable.
- 7 Modal shift away from the private car, in accordance with the hierarchy set out in Policy 13, by:
  - behavioural change measures aimed at the development itself and the wider transport corridor;
  - ensuring all homes are located within easy walking distance of frequent, high quality bus or tram services;
  - ensuring access to well designed and integrated walking and cycling routes to local facilities, employment locations and the wider area;
  - a design led approach to car parking and highway design.
- 8 Provision of new Green Infrastructure, linked to the wider Green Infrastructure network and having regard to the Landscape Character Assessment, to provide recreation areas and facilities, opportunities to incorporate Sustainable Drainage within the development, conservation of important natural, cultural and historical assets, and significant enhancements to biodiversity.
- 9 Consideration of the most appropriate means of local low or zero carbon energy generation.
- 10 Local waste management facilities to facilitate greater re-use, recycling and more efficient waste treatment.

#### JUSTIFICATION

3.3.1 This Policy is aimed at guiding the development of Sustainable Urban Extensions (SUEs) of around 500 new homes or more to ensure development meets the aspirations of the councils. It provides high level guidance for the preparation of Area Action Plans, Supplementary Planning Documents or Masterplans, and should be read in conjunction with the other policies of the aligned Core Strategies.

### 3. The Delivery Strategy



Map 3.1 Sustainable Urban Extensions

Reproduced with the permission of the Controller of HM Stationery Office under the Crown Copyright Licence No. LA10007146. Unauthorised reproduction without Crown copyright and may lead to prosecution or civil proceedings.

3.3.2 The policy seeks to make the most effective use of resources and to ensure the least impact of development on the environment.

3.3.3 Proposals will be expected to draw on the findings of the Nottingham Core Strategic Housing Market Assessment, together with any updates and local information, in order to ensure that new development complements and integrates with existing communities in terms of housing size, type and tenure.

3.3.4 In many cases, SUEs should incorporate employment and training opportunities in order to ensure that new development benefits existing communities and in order to minimise the need to travel. There will also be a requirement to enhance or provide new local shops, primary schools and any other appropriate local facilities at convenient locations. This should normally involve the expansion of existing centres, schools, colleges or other facilities, to ensure new provision benefits existing residents, before considering new provision.

3.3.5 Design should incorporate the principles of Building for Life, Manual for Streets and other current good practice guidance, in order to give new communities a sense of identity and local distinctiveness, and ensure they are desirable and convenient places to live. In many instances there will be opportunities for the development to assist in the regeneration of adjacent or nearby communities.

## 3. The Delivery Strategy

3.3.6 SUEs should be exemplar development in terms of sustainability. They should incorporate best practice with regard to carbon reduction and other sustainability issues, including building orientation, water efficiency, sustainable drainage and the management of flood water. Where viability assessments show it is possible, they should accelerate progress towards zero carbon development ahead of the standards set out in Policy 1.

3.3.7 In line with the hierarchy set out at Policy 13, SUEs must maximise the opportunities for residents and users of local facilities to walk, cycle and use public transport when travelling within the development and when moving to and from the rest of Greater Nottingham.

3.3.8 Multi-purpose green infrastructure must be incorporated in order, among other things, to help integrate the development within the wider area, provide recreational benefits for new and existing residents, enhance biodiversity and provide sustainable drainage. Any unavoidable impact on the environment should be compensated for through planning obligations,

3.3.9 The scale of SUEs provides opportunities for wider adoption of renewable energy generation, both within individual plots and separately at a larger scale within the development. This will assist in making them exemplar developments in terms of sustainability and climate change.

3.3.10 Measures to enable waste to be managed more sustainably, by allowing it to be treated further up the waste hierarchy (waste minimisation, re-use, recycling, waste treatment, and only as a last resort disposal), should be integrated into the design of the development. Development should also have regard to issues in the Joint Waste Development Frameworks.

### **BACKGROUND TO OPTION FOR CONSULTATION AND ALTERNATIVE OPTIONS CONSIDERED**

#### **3.3.11 Core Strategy Objectives**

- i. High quality new housing
- ii. Timely and viable infrastructure
- iv. Excellent transport systems and reducing the need to travel
- x. Environmentally responsible development addressing climate change
- xi. Protecting and improving natural assets

#### **3.3.12 National and Regional Policy Framework**

Planning Policy Statement 1: Delivering Sustainable Development (2005) and the Supplement on Climate Change (2007). Contains guidance on several of the issues covered in this policy.  
Planning Policy Statement 3: Housing (2006). Includes advice on issues including housing mix and design quality.

Planning Policy Statement 6: Planning for Town Centres (2005). Includes government policy on retail development and effects on existing centres.

Planning Policy Statement 9: Biodiversity and Geological Conservation (2005). Emphasises the importance of protecting and enhancing biodiversity.

Planning Policy Guidance Note 13: Transport (2001). States that government objectives are to

### 3. The Delivery Strategy

integrate planning and transport and to promote more sustainable transport choices. East Midlands Regional Plan (2009): Policy 2, Promoting Better Design; Policy 3, Distribution of New Development; Policy 12, Development in the Three Cities Sub-area; Policy 28, Regional Priorities for Environmental and Green Infrastructure; Policy 29, Priorities for Enhancing the Region's Biodiversity; Policy 30, Regional Priorities for Managing and Increasing Woodland Cover; Policy 31, Priorities for the Management and Enhancement of the Region's Landscape; Policy 40, Regional Priorities for Low Carbon Energy Generation; Policy 52, Regional Priorities for Integrating Public Transport; Three Cities Sub-area Policies 1-5.

#### **3.3.13 Local Policies, Strategies and Evidence**

Local Authority Sustainable Community Strategies and Local Plans.  
Appraisal of Sustainable Urban Extensions, Tribal Consultants, 2008  
Towards a Sustainable Energy Policy for Nottinghamshire, Notts County Council & Partners, 2009  
Greater Nottingham Landscape Character Assessment, TEP Consultants for the Greater Nottingham authorities, 2009.

#### **3.3.14 Alternative options considered**

This policy brings together several of the most important factors that will need to be taken into account when planning the development of Sustainable Urban Extensions. The details of the policy are subject to review; however, there is considered to be no alternative to dealing with these crucial issues when drawing up site-specific proposals.

#### **3.3.15 Sustainability appraisal**

Given that most SUEs are proposed on greenfield sites, the SA identified potentially significant negative impacts on biodiversity and green infrastructure, as well as on use of natural resources. Mitigation measures were possible but were likely to be only partial in their impact. Mitigation would also be important to reduce other potentially negative outcomes in relation to increased waste generation and energy use. A key aspect of this assessment related to transport access and the impact of increased levels of travel. Clearly each SUE presents its own unique set of transport issues and opportunities and these need to be weighed by individual authorities in selecting the most sustainable development pattern for their own areas. Set against these largely negative aspects however, is the vital importance of SUEs within the Spatial Strategy to deliver the required housing stock and high quality employment opportunities which will be needed to foster a culture of innovation and enterprise. Taken together these elements will form the base for economic prosperity and must therefore be considered as very major positives within the SA. Large strategic sites will require a comprehensive set of attendant developments from new local schools, health and community facilities to cultural and recreational facilities. These will help to ensure that the policy performs well against such SA criteria as; improving health, expanding social capital and improving community safety.

#### **3.3.16 Option for Consultation**

The policy content for the option maximises the features of sustainability that can be influenced through choices of location and other planning controls. It gives a context for how new growth areas should be developed responsibly.

## 3. The Delivery Strategy

### 3.3.17 How will this policy be implemented?

Through relevant policies being drafted in local authorities' subsequent Development Plan Documents. Also through Area Action Plans, Supplementary Planning Documents, Masterplans and development management decisions.

### 3. The Delivery Strategy

#### 3.4 EMPLOYMENT PROVISION AND ECONOMIC DEVELOPMENT



##### ISSUES AND OPTIONS, WHAT YOU TOLD US

The main options feeding into this policy from the Issues and Options are **AG2a, AG2b, AG3a, AG3b, EE3a, EE3c, EE4a, EE4b, EE5a, EE6a, EE6b, EE6c, EE6d, TA1a, TA1b, NI1a, and NI1b.**

- An approach based on the evidence base is required to balance job growth and population increase.
- Providing sufficient high-quality and sustainable employment sites attractive to the commercial market is important.
- Support for applying a criterion-based policy to safeguard valuable employment sites.
- Promoting a thriving rural economy which respects its character.
- Having a degree of City Centre focus to meet Greater Nottingham's employment needs, but balance this against the need for growth in other locations.
- Enhancing the main factors/infrastructure which contributes to the continued growth of the conurbation's economy.

##### POLICY 4 EMPLOYMENT PROVISION AND ECONOMIC DEVELOPMENT

The economy of Greater Nottingham will be strengthened and diversified, with a particular emphasis on providing for a science and knowledge-based economy, by:

- 1) Promoting Nottingham City Centre as the primary location for new offices along with the Southside and Eastside Regeneration Zones, and the Eastcroft area of the Waterside Regeneration Zone.
- 2) Providing for office development of a lesser scale in the town centres of Arnold, Beeston, Bulwell, Hucknall, Ilkeston and Long Eaton.
- 3) Promoting significant new economic development as part of Sustainable Urban Extensions, Rolls Royce (Hucknall), East of Gamston, South of Clifton (both Rushcliffe) and Stanton (Erewash), at the existing allocation at Top Wighay Farm (Gedling), and at the Boots site (Broxtove and Nottingham City). Development of

### 3. The Delivery Strategy

a lesser scale will be promoted within major development schemes and at other Sustainable Urban Extensions as set out in Area Action Plans, Supplementary Planning Documents or Masterplans.

- 4) Encouraging economic development associated with the universities, higher education establishments and the hospital campuses, (including their expansion) and allocating land specifically to meet the needs of high technology users.
- 5) Providing a range of suitable sites for new employment or relocating businesses elsewhere, that are attractive to the market especially in terms of accessibility, environmental quality and size, particularly where it will assist regeneration.
- 6) Encouraging economic development of an appropriate scale to diversify and support the rural economy.
- 7) Working with partners and using planning obligations to provide appropriate training opportunities to assist residents in accessing new jobs.
- 8) Retaining viable employment sites (including strategic employment areas) that are an important source of jobs and cater for a range of businesses in employment use particularly where they support less-skilled jobs in and near deprived areas, or have the potential to provide start up or grow-on space.
- 9) Releasing poor quality, underused and poorly located employment sites for other purposes.

#### JUSTIFICATION

3.4.1 The working age population of Greater Nottingham is forecast to increase by 13,400 people between 2003 and 2016. The rising working population across Greater Nottingham needs to be balanced with a proportional rise in employment opportunities to meet the increased demand for jobs, including addressing existing problems of unemployment and worklessness. When making planning decisions, regard will be given to uses which generate employment, such as sectors including retail, health and civic/science-based institutions. It is important to recognise that jobs created outside traditional employment uses of offices, manufacturing and warehousing will assist in sustaining a strong and flexible economy.

3.4.2 The councils are currently cooperating on the preparation of Local Economic Assessments, which whilst they cover County areas, will have a Greater Nottingham dimension. In due course, these will inform the sub-regional aspects of the Regional Strategy, and Local Economic Strategies may be prepared. The Local Development Framework will play an important role in their implementation.

3.4.3 The Nottingham City Region Employment Land study predicts that 18,000 new office jobs will be required between 2003 and 2016. Projecting this figure forwards indicates a need for approximately 23,550 office jobs between 2009 and 2026. However, due to the fact that employment projections over long periods of time are subject to wide fluctuations depending on the assumptions used, this figure should be regarded as an indicative minimum for monitoring purposes rather than an absolute target, to be updated through further employment

### 3. The Delivery Strategy

land studies.

3.4.4 The following distribution of office jobs between the councils is proposed (2009 – 2026), based on their existing employment profile, the scale of housing growth, and assessments of future office supply.

Ashfield	1,000
Broxtowe	1,500
Erewash	2,000
Gedling	1,450
Nottingham	13,600
Rushcliffe	4,000
<b>Greater Nottingham</b>	<b>23,550</b>

3.4.5 Many of these jobs will be accommodated within existing buildings and current supply, including sites identified in Policy 4. However, other sites required to accommodate new office jobs will be set out in Site Specific Development Plan Documents, which will also include sites for non office based employment, such as manufacturing. As the Employment Land study highlights a decline in manufacturing employment up to 2016, no specific distribution is proposed in this document, instead this will be determined in the light of local circumstances.

3.4.6 Evidence indicates that the primary focus for new office and commercial development should be primarily met within Nottingham City Centre and, more especially the Regeneration Zones located around its periphery. This recognises the City's regional importance, and its role in being the main driver of the Greater Nottingham economy. Development here will make effective use of existing facilities, services and the high level of accessibility to surrounding parts of the conurbation and beyond.

3.4.7 In order to promote and strengthen the role played by localised economies serving communities around the conurbation, a range of suitable sites for new office-based development, and to a lesser extent industry and warehousing, will need to be provided across Greater Nottingham. It is important that these sites are attractive to the commercial market in terms of good accessibility, environmental quality and being large in size. The locations listed in Policy 4c display such attributes and therefore should be a focus for the creation of employment-generating development of various scales. When allocating land, Development Plan Documents should have regard to meeting particular economic needs, for instance those arising from the East Midlands Airport. Equally, it is likely that, some existing businesses may need to relocate for reasons which include the long-term suitability of their premises, desire to expand or in order to diversify the nature of their operations, or to allow for regeneration and redevelopment. To meet these needs, new sites are required which can help meet regeneration needs and also contribute to the creation of a greener, more sustainable economy through the construction of environmentally-friendly premises.

3.4.8 The town centres of Greater Nottingham are also important employment locations, both for their service and retail functions. The creation of additional office floorspace can enhance their wider economic roles. They all benefit from relatively high levels of accessibility, especially by public transport, and also the presence of supporting services. New office floorspace will help to meet localised needs around the conurbation in sustainable locations, emphasising their roles as places where communities integrate and use for a wide number of purposes. However, new office floorspace provided within town centres should not be of a



### 3. The Delivery Strategy

scale which could undermine the role of the City Centre in meeting demand or the development of strategically important employment opportunities on the sites identified within Policy 4c.

3.4.9 Viable employment sites that are an important source of jobs and cater for a range of numerous businesses and enterprises should be protected as they remain an important economic driver for Greater Nottingham and can help to support less-skilled jobs for less-skilled workers in and near deprived areas. However, some employment land is no longer viable in its current use, and therefore should be released for redevelopment. Based on policy recommendations from the Employment Land Study existing sources of employment land and premises will be protected which:

- Safeguard well-located land that continues to meet the needs of modern businesses.
- Safeguards 'locally valuable', strategically important, or sites that are required to meet identified regeneration aims.

The councils will work with partners to remove development constraints on existing employment sites which are well located.

3.4.10 To fully reflect Nottingham's status as a Science City, the aligned Core Strategies should encourage economic development which strengthens the city's role as an exemplar of international science and technology innovation on research and business. Site Specific Development Plan Documents will identify sites where development will assist with the expansion of the knowledge-based economy, and strengthening the economic role and importance of the hospitals and universities. Establishing growth opportunities for high technology companies to locate or expand will help the conurbation to diversify its economy in line with objectives outlined within the Regional Economic Strategy (RES). One example of this is the proposed development of the Nottingham Medi-Park adjacent to the Queens Medical Centre.

3.4.11 The aligned Core Strategies will also support opportunities to assist with the long-term re-skilling of the Greater Nottingham workforce. This will be necessary to ensure the presence of a highly-skilled labour pool to take advantage of new jobs within the knowledge-based sector across the conurbation.

3.4.12 The rural areas of Greater Nottingham make a significant contribution and play an important role in the overall Greater Nottingham economy. The continued importance of agriculture (including food production) and other countryside-related activities contribute to its diversity. Development which helps to strengthen or assists with diversification of Greater Nottingham's rural economy and which provides a source of local employment opportunities will be supported. Planning Policy Statement 4 provides guidance on the appropriate form and scale of rural development and advise on how best to encourage proposals which will help the rural economy to diversify.

3.4.13 Policy 21 of the East Midlands Regional Plan makes provision to accommodate a site for Strategic Distribution use within Greater Nottingham. It states that particular preference should be given for sites which can be served by rail freight and can be served as inter-modal terminals. It is likely that a need for such a facility will be met outside of Greater Nottingham, so where proposals emerge, they will be considered in the context of Policy 21 of the Regional Plan.

### BACKGROUND TO OPTION FOR CONSULTATION AND ALTERNATIVE OPTIONS CONSIDERED

#### 3.4.14 Core Strategy Objectives

- ii. Timely and viable infrastructure
- iii. Economic prosperity for all
- iv. Excellent transport systems and reducing the need to travel
- vi. Flourishing and vibrant town centres
- vii. Regeneration
- ix. Opportunities for young people and children

#### 3.4.15 National and Regional Policy Framework

Planning Policy Statement 1 – Delivering Sustainable Development (2005) requires development to contribute to ongoing sustainable economic development.

Planning Policy Statement 4 – Planning for Sustainable Economic Growth (2009) advocates the need to keep sites fulfilling employment uses under review, and also to develop policies in the context of a wider definition of employment beyond traditional uses.

Planning Policy Statement 6 – Planning for Town Centres (2005) promotes the development of offices within town centres as one of several ways of ensuring the continued vitality and viability of centres.

East Midlands Regional Plan (2009) does not contain employment figures at District level, but Policies 18 (Economy) and 20 (Employment Land) both encourage councils to work closely with the East Midlands Development Agency (EMDA) to implement the Regional Economic Strategy (RES) and also to produce Employment Land Studies at Housing Market Area level to ensure sufficient employment land is available for a demonstrated need.

#### 3.4.16 Local Policies, Strategies and Evidence

Nottingham City Region Employment Land Study (2007)

East Midlands Regional Economic Strategy (2006)

Nottingham Science City Prospectus (2006)

Local Economic Regeneration Strategies

#### 3.4.17 Alternative Options

Other options available included:

'Top-slicing' office provision in Nottingham City and regeneration areas as a priority and provide floorspace maxima for the remaining parts of the LDF area was considered, but was rejected as Nottingham City Region Employment Land Study indicates that provision could be 'generous' and this gave no clear indication of appropriate levels to be planned for in each district.

SUE provision could have been identified and established as the basis for district floorspace or employment levels, however this would give no clear picture of employment on SUE sites was

### 3. The Delivery Strategy

either available, or justifiable at present.

A criteria-only approach, which would not give clear guidance for districts, residents or developers, nor establish reasonable monitoring levels.

#### **3.4.18 Sustainability Appraisal**

This policy saw very positive outcomes in relation to employment, economic structure and developing a strong culture of enterprise and innovation. The policy also performed well against the criteria relating to health, crime reduction and growing social capital. There was a possible minor negative in relation to the provision of new housing, reflecting the situation where the policy could inhibit the redevelopment of some employment land for housing purposes. However the recognition in clause (i) that certain type of land release would be appropriate should help to minimise such an effect. Focussing development on the most accessible locations meant that the policy was generally seen as having positive impacts on transport infrastructure and helps by supporting the use of sustainable transport modes. The policy showed some negative attributes in relation to biodiversity, landscape, natural resources, waste and energy reduction. These are more pronounced in locations on the urban fringe. However given the likely scale of strategic employment sites it was felt that significant mitigation measures could be implemented to minimise negative consequences.

#### **3.4.19 Option for Consultation**

This policy sets out a range of guidance which will help to create sufficient employment opportunities and strengthen economic development. The policy aims to ensure that employment opportunities rise in conjunction with a planned increase in Greater Nottingham's working population and recognises that growth in economic development will be closely associated with a significant provision of office floorspace. The policy provides a framework for how this planned growth can be delivered across the conurbation by establishing locations where economic development will be promoted.

#### **3.4.20 How will this policy be implemented?**

The policy will be implemented by the production of Site Specific Development Plan Documents, Area Action Plans and Masterplans outlining the nature and the scale of employment opportunities in sites highlighted within the policy and those which perform well against criterion for the provision of new localised sites, with input from regeneration agencies which cover Greater Nottingham, in order to help meet the Local Economic Strategy objectives.

Active monitoring will be required by local authorities of:

- Available floorspace supply and development of new office stock.
- Losses of employment land and premises to inform future need.
- Variations in anticipated job requirements through population/census-based information and local unemployment data

## 3. The Delivery Strategy

### 3.5 NOTTINGHAM CITY CENTRE



#### ISSUES AND OPTIONS, WHAT YOU TOLD US

The main options feeding into this policy from the Issues and Options are **TC1 TC2a, TC2b, TC3a, NCC1b, NCC2, EE4a and EE4b.**

- Many respondents liked the City Centre, but were concerned that it was beginning to suffer as a result of economic conditions and increased competition.
- The owners and occupants of the Victoria Centre and the Broadmarsh Centre wanted to see a Core Strategy policy that would support their separate ambitions to improve and expand retail operations.
- The vast majority of respondents agreed with the option of improving the quality and range of opportunities for retail in the City Centre.
- The housing market for City Centre housing was saturated.
- More could be made of the City Centre's rich historic, cultural and high quality built environment.

#### POLICY 5 NOTTINGHAM CITY CENTRE

The City Centre will be promoted as the region's principal shopping, leisure and cultural destination. The role of the City Centre will be enhanced in the future by adopting the following strategy:

- 1 **Maintaining a prosperous compact and accessible retail centre by:**
  - Promoting and strengthening current north-south and east-west shopping patterns and permeability through the mixed-use redevelopment of the Broadmarsh Centre, and a mixed-use expansion and re-modelling of the Victoria Centre, through the development of Area Action Plans, Supplementary Planning Documents or Masterplans. Proposals will be subject to an agreed cumulative total additional floorspace threshold.
  - Safeguarding the Primary Shopping frontages as the focus for City Centre retail development;
  - Ensuring that other new retail development is well integrated and closely

### 3. The Delivery Strategy

- linked with the Primary Shopping frontages in terms of proximity, continuity of function and ease of access; and
  - Ensuring that the Primary Shopping frontages remain predominantly in retail and shopping (Use Class A1) use.
- 2 Developing an economically prosperous City Centre through the location of offices and businesses and supporting related uses such as new hotels, exhibition and conference venues.
- 3 Creating an inclusive and safe City Centre by:
- Making the City Centre more attractive to pedestrians, cyclists and public transport users;
  - Encouraging uses that make key night time pedestrian routes safe and well used;
  - Providing new facilities for young people;
  - Supporting family orientated leisure development and cultural facilities that appeal to the broadest spectrum of the conurbation's population; and
  - Having regard to crime and disorder issues through the regulation of pubs, bars, nightclubs, and other licensed premises, hot food takeaways and taxi ranks.
- 4 Making the City Centre the focus of public transport and sustainable transport modes by:
- Providing for the delivery of NET Phase 2 and any future NET proposals;
  - Improving Nottingham Midland Rail Station and its integration with the City Centre.
  - Providing replacement City Centre bus stations and improving other bus interchange facilities;
  - Increasing bus stop capacity and regulating quality, access and timings;
  - Looking at the redistribution of through traffic movements to the east and south of the city and re-prioritising access for public transport;
  - Managing parking supply and pricing;
  - Improving cycling access and permeability throughout the City Centre: and
  - Rolling out Real Time Information for all City Centre bus services.
- 5 Creating a network and hierarchy of safe pedestrian routes and good quality civic spaces to connect all parts of the City Centre by linking key historic and cultural assets, facilities and venues and reducing the severance effects of the current road network and urban form.
- 6 Supporting City Centre living initiatives, where suitable living conditions can be secured by:
- Having regard to residential amenity when considering development in relation to the night-time economy and considering a restraint on uses and opening hours to reduce the risk of noise and other disturbance;
  - Diversifying the current profile of City Centre housing; and
  - Enabling the provision of facilities such as schools and health centres that would improve the diversity of the housing market.

**7 Exploiting the rich historic, cultural and high quality built environment for its tourism potential to attract visitors and tourists, which will be supported by the development of appropriate facilities.**

#### **JUSTIFICATION**

3.5.1 The City Centre is the most accessible and sustainable location for main town centre uses and performs a central role in the conurbation's economy and wider regeneration objectives. Consolidation and improvement of the City Centre is absolutely critical to the future success of the conurbation. Nottingham's recent drop in national retail rankings from 5<sup>th</sup> to 6<sup>th</sup> suggests the possibility of some under performance which Local Authorities are required to address by national and regional planning policy guidance. It will therefore be important to encourage and retain retail development within and adjacent to the Primary Shopping Frontage which reinforces retail vitality and promotes competition between retailers and enhances consumer choice without individually or cumulatively prejudicing or delaying the success of committed regeneration schemes within or adjacent to the City Centre.

3.5.2 Evidence suggests that during the time frame of the Strategy it is likely that there will be sufficient increased spending capacity across the City Centre's catchment area, to support significant shopping floorspace increases at both the Broadmarsh and Victoria Shopping centres. Any future proposals here will be subject to a cumulative total additional floorspace threshold which will be defined by an appropriate and timely assessment of need.

3.5.3 In addition to the measures needed to support the improved retail offer, the focus on transport accessibility, connectivity within the centre, the creation of a high quality environment, improvements to safety and the beneficial accommodation of other main town centre uses (especially employment and leisure) will also be essential strategy components.

3.5.4 Although there is some evidence currently that the housing market for the City Centre has slowed, it is likely that this will change again as the economic cycle turns. The quantum of new housing required by the East Midlands Regional Plan means that a significant contribution will continue to be required from higher density schemes in and around the City Centre although it will be desirable to see a greater mix of types, sizes and tenures than has been delivered hitherto, and this issue is addressed in Policy 8.

3.5.5 Protecting and enhancing the City Centre's retail and leisure functions is the best defence against the threat of out-of-town shopping or leisure developments; with their attendant threats to the City Centre's vitality and viability.

3.5.6 Nottingham's historic, cultural and high quality built environment is a unique asset for the conurbation which could make more significant contributions to the economic well being of the conurbation.

### BACKGROUND TO OPTION FOR CONSULTATION AND ALTERNATIVE OPTIONS CONSIDERED

#### 3.5.7 Core Strategy Objective

- iii. Economic Prosperity for all
- vi. Flourishing and vibrant Town Centres

#### 3.5.8 National and Regional Policy Framework

PPS4 – Planning for Sustainable Economic Growth  
PPG 21 - Tourism  
East Midlands Regional Plan Policy 22  
The Regional Economic Strategy

#### 3.5.9 Local Policies, Strategies and Evidence

Nottingham Sustainable Community Strategy (The Nottingham Plan to 2020)  
Greater Nottingham Local Transport Plan  
City Centre Masterplan  
Nottingham City Centre Urban Design Guide  
Nottingham: The Science City Prospectus  
Nottingham City Council – 'Breathing Space: Strategic Framework for the Management of Nottingham's Open and Green Spaces 2007-2017'  
Greater Nottingham Retail Study – 2008  
East Midlands Tourism Strategy 2003 – 2010  
Regional Cultural Strategy 2006-11, 'The Place of Choice'  
NCRELS Employment Land Study  
City Centre Performance Reports

#### 3.5.10 Alternative Options

There is no credible alternative a policy which protects and enhances the role of Nottingham City Centre to the extent required by national guidance and local views.

#### 3.5.11 Sustainability Appraisal

Focusing retail and commercial activity in and around the City Centre produces very strong sustainability dividends by making most efficient use of transport infrastructure and optimizing the number of trips which can be made by public transport, cycling and walking. There are also very clear benefits in terms of job growth and economic structure, although the preponderance of relatively low skilled work especially in retail mitigates these benefits somewhat. Increased incomes and prosperity generally will have consequential benefits for health inequalities and crime rates. The policy recognises the importance of Nottingham's heritage and makes provision for its protection and enhancement, so this is more likely than not to produce a positive impact. Effects of the policy on the development of new housing and social capital were seen as unknown or uncertain and depended largely on the legacy of the current economic recession. Most environmental factors including, energy use, natural resources and waste minimisation were judged to be minor negatives in the assessment but could be effectively mitigated and others such as biodiversity and townscape were neutral

and depended very much on the effective implementation of design Policy 10.

#### **3.5.12 Option for Consultation**

The Issues and Options consultation results showed strong support for enhancing the role of Nottingham as a Core City and enhancing the City Centre. The Option for Consultation is in line with national and regional policy and seeks to promote a successful City Centre at the local, regional and national levels. There is no credible alternative policy option which would incorporate as many of the elements of a successful City Centre as required by national guidance and local views .

#### **3.5.13 How will this policy be implemented?**

This policy will be implemented through development management decisions and in conjunction with measures implemented as part of the Greater Nottingham Local Transport Plan. This policy will be reflected in the Site Specific Development Plan Document, and Action Area Plans, Supplementary Planning Documents or Masterplans will be prepared where the need arises.



## 3. The Delivery Strategy

### 3.6 ROLE OF TOWN AND LOCAL CENTRES



#### ISSUES AND OPTIONS, WHAT YOU TOLD US

The main options feeding into this policy from the Issues and Options are **AG3a, AG4b, AG6b, EE3a, EE3c, EE4b, EE5a, TC3b, TC3c and TC3d.**

- Wide support shown from responses to Option EE5a that the economic role of town centres should be enhanced by the provision of new office space.
- Widespread support for the implementation of a retail hierarchy, but flexibility advocated so that roles are able to vary over time.
- Need to ensure that the larger centres do not overly dominate with an even distribution of town centre uses.
- Is there a need to distinguish between District Centres and Local Centres within the proposed retail hierarchy to give greater clarity?
- Understanding that retail need will be generated from large-scale development sites, and will serve revised catchment areas.
- Support for enhancing the status of Bulwell.
- Support for creation of new District Centre within the Gedling Borough Council area.
- General support for the right type of retail in the right locations.
- Scope to improve the following centres/areas:  
Arnold, Beeston, Bingham, Carlton Square, Ilkeston, Kimberley, Sandiacre, Stapleford, Victoria Retail Park, West Bridgford and Local Service Centres in rural parts of Greater Nottingham.
- Need to plan effectively for changing economic, environmental and demographic pressures.
- Many localised and varied methods can be used to revitalise the status of Greater Nottingham's centres, including various interventions
- A need to strictly control out-of-centre retail development to minimise affects on existing and planned new centres.

#### **POLICY 6 ROLE OF TOWN AND LOCAL CENTRES**

**1 The following network and hierarchy of centres will be promoted:**

**City Centre:**  
**Nottingham City Centre**

**Town Centres:**  
**Arnold, Beeston, Bulwell, Hucknall, Ilkeston and Long Eaton**

**District Centres:**  
**Carlton Square, Clifton, Eastwood, Hyson Green, Kimberley, Stapleford, Sherwood and West Bridgford.**

**Local Centres:**  
**Alfreton Road (Nottingham City), Aspley Lane, Beckhampton Road, Bingham, Borrowash, Bracebridge Drive, Bramcote Lane, Bridgeway Centre, Carlton Hill, Carrington, Cotgrave, East Leake, Keyworth (The Square), Mansfield Road (Nottingham City), Mapperley Plains, Netherfield, Nuthall Road, Radcliffe on Trent, Robin Hood Chase, Ruddington, Sandiacre, Sneinton Dale and Strelley Road.**

**Centres of Neighbourhood Importance:**  
**Centres of Neighbourhood Importance will be set out through subsequent Site Specific Development Plan Documents.**

**2 The boundaries of centres will be defined in Site Specific Development Plan Documents. New retail development and other town centre uses (apart from those to meet purely local needs) will be located in or on the edge of centres. Such developments should be appropriate in scale and nature to the role and function of that centre and of the area it serves.**

**3 New retail development of an appropriate scale will be required in the following locations to serve new sustainable communities at:**

- a) Gedling Colliery/Chase Farm**
- b) Waterside Regeneration Zone**
- c) East of Gamston**
- d) South of Clifton**
- e) Stanton (Erewash)**

**The development of new centres will be expected to consolidate and strengthen the network and hierarchy of centres and not harm the viability and vitality of existing centres. Other major residential-led development may require retail development of a lesser scale.**

**4 The following centres are considered to be underperforming or in need of enhancement, and Area Action Plans, Masterplans and/or Management Plans will be prepared in order to enhance their vitality and viability:**

### 3. The Delivery Strategy

- a) **Bulwell, which will be enhanced from a District Centre to a Town Centre over the Core Strategy period**
- b) **Hucknall**
- c) **Cotgrave**
- d) **Strelley Road**
- e) **Robin Hood Chase**
- f) **Clifton**
- g) **Netherfield**
- h) **The Bridgeway Centre, which may be repositioned**

**A similar approach will be followed for other centres which display signs of underperformance or are in need of enhancement.**

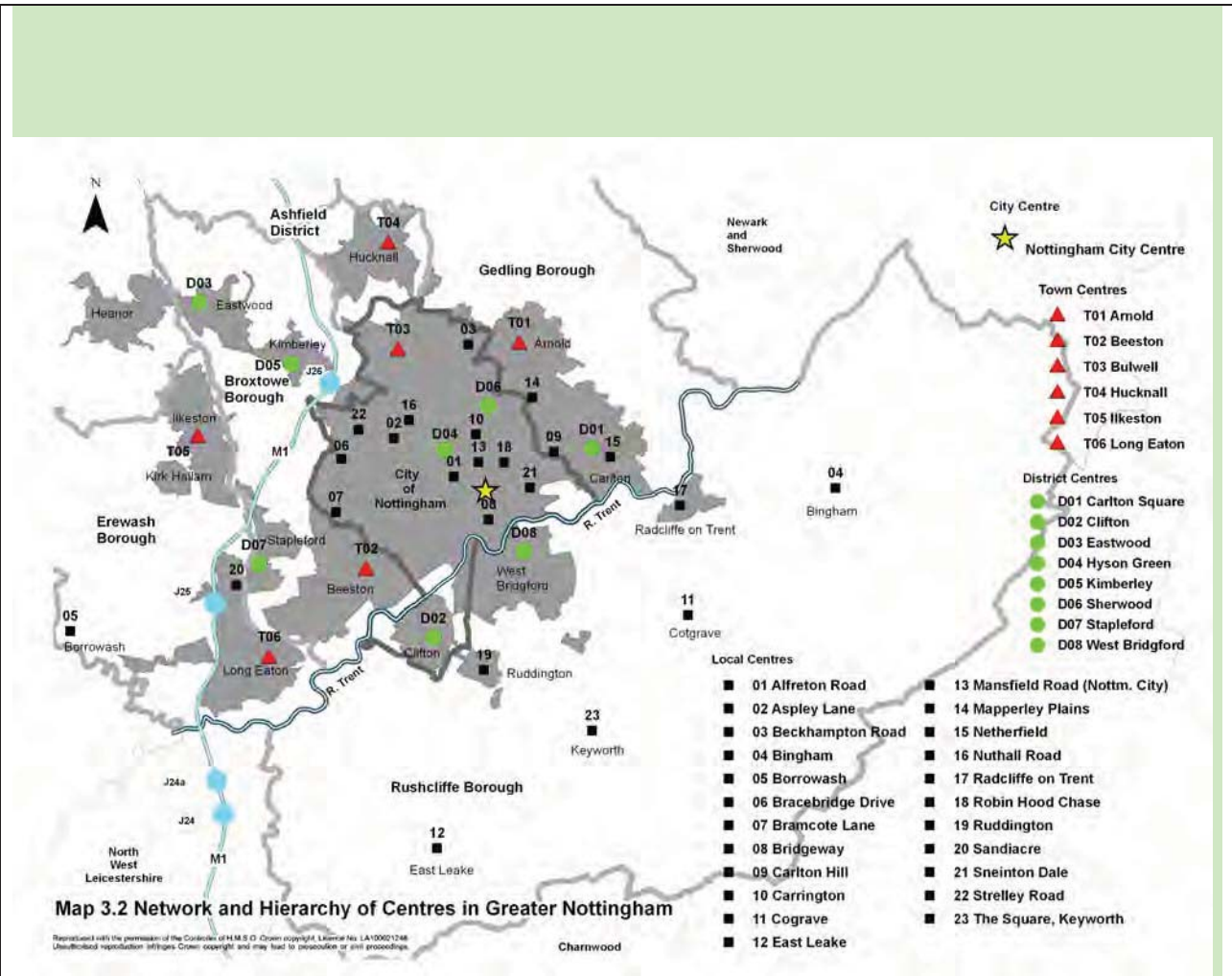
5. **The vitality and viability of all centres will be maintained and enhanced, including widening the range of uses (whilst maintaining a strong retail character), environmental enhancements and improvements to access. The primary focus for office-based development will be within the City Centre, with development of a lesser scale promoted in the Town Centres.**
- 6 **New development should retain the compactness of the centre for the convenience of shoppers and other users, be compatible with the scale and nature of the centre (unless that centre is identified as changing its role in the network and hierarchy), and improve its environment and accessibility for people with mobility problems.**
- 7 **Retail development in out-of-centre locations will be strictly controlled. Proposals will need to demonstrate their suitability through a sequential site approach and also provide a robust assessment of impact on nearby centres.**

#### **JUSTIFICATION**

3.6.1 Greater Nottingham is served by a diverse range of distinctive town, district and local centres, of all which serve important roles in meeting the various needs of its many neighbourhoods. Such needs typically include good accessibility to shops, and the presence of key services and employment opportunities, with all being influential factors in ensuring the continued viability and vitality of a centre. The network and hierarchy are shown below on Map 3.2.

3.6.2 It is also important that all centres continue to act as a focus for community life where residents can live, socialise and help to strengthen social cohesion. To maintain this, it is vital to preserve, and where needed, add to the diverse range of (predominantly) retail facilities already present within them. This is essential in ensuring the continued vibrancy and prosperity of centres, particularly in challenging and ever-changing economic circumstances. This approach is reaffirmed by Planning Policy Statement 4 (Planning for Sustainable Economic Growth), which require local authorities to develop a sequential approach towards accommodating new retail and town centre development within, or adjoining its centres. This will help to ensure that appropriately-sized and type of development make a positive contribution to the role and function of any centre where a scheme(s) is proposed.

### 3. The Delivery Strategy



3.6.3 The retail hierarchy and network has been developed using evidence from the shopping studies. The existence of a hierarchy will help to guide new development to appropriately sized centres across the conurbation and ensure that future growth is adequately balanced across Greater Nottingham. The hierarchy is influenced both by the scale and status of existing centres, and also displays flexibility in allowing other centres the opportunity of sustainable growth where recognised retail needs are demonstrated.

3.6.4 Patterns of retail activity will inevitably evolve as Greater Nottingham accommodates sustained growth up to 2026. Large new communities, mainly on identified urban extension sites are proposed, and to meet their needs, the designation of suitably sized local centres, or the enhancement of existing centres, will be necessary to ensure access to a mix of facilities based on local need. New or enhanced centres should fit within the hierarchy, and reduce the current number of unsustainable journeys connected to retail activity. New centres should not have a detrimental impact on other existing centres recognised through the hierarchy.

3.6.5 Town Centres have the potential to play a more significant role within the local economy. PPS4 recognises the role that offices in particular can play in creating diverse town centres, and with a strong network of linked centres around Greater Nottingham, opportunities of an appropriate scale to add to existing sources of, and meet new local employment needs, should be encouraged wherever possible.

### 3. The Delivery Strategy

3.6.6 It is acknowledged that some centres across Greater Nottingham are not performing to their potential. It will therefore be necessary to keep the health of centres under constant review, and identify those which may be in decline where future changes will need to be carefully managed. In addition to those centres specifically mentioned in the policy, the Retail Needs studies highlight Hyson Green, Sherwood, Stapleford, and Mapperley Plains as centres which are generally performing less well. These centres will be kept under review, and baseline data for social, environmental and economic factors relating to them will be used as a way of making decisions regarding their role and function.

3.6.7 Indicators which point towards underperforming centres include high vacancy rates, poor built environments and a narrow retail offer, all of which influence how people make choices on where they wish to visit. Where centres display some of these indicators, policy interventions may be needed to improve economic performance, and Area Action Plans, Supplementary Planning Documents, Masterplans or Management Plans will be produced.

3.6.8 The impact of out-of-centre retail/town centre development (which includes proposals to vary conditions on existing facilities to widen the range of goods sold) remains a threat to the continued vitality and viability of centres throughout Greater Nottingham which could affect their economic performance – a point which PPS4 emphasises. Promoting the hierarchy of centres will help to achieve and redress balance across retail growth and focus new activity on existing named centres, rather than compromise viability and vitality by supporting unsustainable out-of-centre proposals that do not encourage sustainable methods of travel. Proposals for out-of-centre retail development and town centre uses will therefore be required to strongly demonstrate the need for such development and how it will not impact on nearby centres, or undermine regenerative activities within them.

#### **BACKGROUND TO OPTION FOR CONSULTATION AND ALTERNATIVE OPTIONS CONSIDERED**

##### **3.6.9 Core Strategy Objectives**

- iii. Economic prosperity for all
- iv. Excellent transport systems and reducing the need to travel
- vi. Flourishing and vibrant town centres
- vii. Regeneration

##### **3.6.10 National and Regional Policy Framework**

Planning Policy Statement 1 – Delivering Sustainable Development (2005) encourages local authorities to ensure suitable locations for retail, commercial, tourism and leisure are available. Planning Policy Statement 4 – Planning for Sustainable Economic Growth (2009) promotes the vitality and viability of town and other centres as important places for communities and ensure they are economically successful recognising that they are drivers for sub-regional and local economies.

East Midlands Regional Plan (2009) - Policy 22 requires local authorities, in partnership with other key partner organisations, to promote vitality and viability of town centres, addressing under performance, promoting investment through design initiatives and management

### 3. The Delivery Strategy

strategies and meeting identified needs.

#### **3.6.11 Local Policies, Strategies and Evidence**

Greater Nottingham Retail Study (2007)  
Erewash Retail Needs Study (2007)  
Ashfield Retail Needs Study (2007)  
Nottingham City Local Centres Study (2009)  
Nottingham City Region Employment Land Study (2007)  
Beeston Town Centre Plan SPD (2008)  
'The Cotgrave Masterplan and Implementation Strategy (2010)  
Hucknall Town Centre Masterplan (2009)  
Long Eaton Town Centre Masterplan (2006)  
Ilkeston Town Centre Masterplan (2007)

#### **3.6.12 Alternative Options**

With a strong policy framework existing at a national level for the creation, and continual review of, a hierarchy incorporating all centres; it is considered that an alternative approach to establishing appropriate development needs in towns and local centres would be contrary to national guidance as set out in Planning Policy Statements.

An alternative option of not recognising the role of centres through a network of retail hierarchy could also result in unplanned growth across Greater Nottingham and out-of-scale developments which would prejudice the vitality and viability of nearby centres.

#### **3.6.13 Sustainability Appraisal**

This policy performed very well against the majority of SA objectives. In particular the concentration of shops and services in a range of established centres maximises transport accessibility and helps to reduce the need to travel by car. Thriving commercial centres will also contribute very significantly to the economic health of the conurbation and help to create and retain jobs, although it should be noted that some of the jobs will be comparatively low paid and/or part time. The policy scores modest positives in relation to health, social capital and community safety objectives. This is because of the encouragement given to the co-location of health and community service outlets and the increased levels of pedestrian activity likely as a result of trips made for multiple purposes. Any possible negative impacts on existing centres from the creation of new centres, should be controlled by the insurance written into the policy to help safeguard the established network of existing centres and prevent out of centre retailing. There would be minor positive benefits in relation to housing and townscape due to the policy's call for environmental improvement and the opportunities presented through initiative such as "living over the shop". Impacts on heritage and resources are neutral or unclear and whilst there may be minor negative impacts on energy and waste issues – these are likely to be exacerbated if alternative forms of development were to be promoted.

#### **3.6.14 Option for Consultation**

The option for consultation accords with the need to develop a network and hierarchy for all centres. It is based on evidence on the retail performance of centres across Greater

### 3. The Delivery Strategy

Nottingham. Identifying centres on this basis will ensure that any 'town centre' related development is of a suitable scale for the centre in which it is proposed and its vitality and viability is not harmed. Flexibility is also provided for, allowing for the production of Area Action Plans, Supplementary Planning Guidance, Masterplans and Management Plans for centres which underperform or need support to change in their defined role within the current network and hierarchy.

#### **3.6.15 How will this policy be implemented**

Establishing the boundaries of Centres through Development Plan Documents. Production of Area Action Plans, Masterplans and Management Plans to focus on the performance and continuing role of any given Centre. Regular review of the retail network and hierarchy through evidence refresh, including regular Health Checks on centres to monitor economic performance, and through development Management decisions.

## 3. The Delivery Strategy

### 3.7 REGENERATION



#### ISSUES AND OPTIONS, WHAT YOU TOLD US

The main options feeding into this policy from the Issues and Options are **RG1a, RG2a, RG2b, and NCC1a, NCC1b, NCC1c.**

- The principle of regeneration was supported, with a preference to see Brownfield development coming forward before Greenfield.
- There were no serious concerns over those areas identified for priority attention
- Respondents wanted to see development happening more quickly, especially where this could provide new employment opportunities.
- There were some misgivings about some aspects of deliverability, especially in relation to the market for high density urban housing.
- Some respondents foresaw difficulties in ensuring the timely delivery of certain supporting facilities.
- Some concerns over current economic conditions and the difficulties associated with complex urban regeneration projects could frustrate Core Strategy objectives.
- Support for new development to be connected and related to existing housing and employment areas.
- Concern about the impact on biodiversity from regenerating brownfield sites, and a desire to see the value of the historic environment recognised when regenerating sites.
- Some respondents put forward additional areas for consideration including: Hucknall, Ashfield.

#### POLICY 7 REGENERATION

Regeneration in Greater Nottingham will be focused in the following locations:

- 1) **Eastside Regeneration Zone will be a major location for office development and will also include elements of residential and complementary retail developments to meet local worker and residents needs, leisure and education, set around a central open space. Improvement of east – west links and better connections with the existing central core will be required as part of development proposals.**



### 3. The Delivery Strategy

- 2) **Southside Regeneration Zone will capitalise on its sustainable location to become a vibrant central business district mixed use City Centre area with a predominance of offices, supported by new homes and businesses, new hotels and complementary retail and leisure activity. Improvements to the Hub transport interchange at Nottingham Midland Station will be required to facilitate a better public transport interchange with additional NET lines, and improved station operational and passenger capacity. Enhanced links between the City Centre and adjoining Meadows community and providing an upgraded public realm will be required.**
- 3) **Waterside Regeneration Zone will be the location of new mixed use neighbourhoods at Trent Basin and Meadow Lane, with appropriate local supporting facilities, closely linked to the riverside and to surrounding communities. It will include a new business location in the vicinity of the Eastcroft Depot linked to upgraded canalside public realm and a continuous footpath and cycleway along the north bank of the River Trent. Pedestrian and cycle access across the river, to the City Centre and to surrounding communities will be improved, and new bridge links explored. Enhanced east – west transport links will include enhanced public transport, the completion of a link road from Trent Lane to Racecourse Road, a comprehensive network of cycle and footways and improved City Centre access.**
- 4) **Cotgrave Colliery will be redeveloped as a mixed use neighbourhood to incorporate new residential and business communities. There should be improved accessibility with the town. Any redevelopment of the Colliery must take into account local nature conservation features and demonstrate how it will contribute to the wider regeneration of the town. The scope for limited physical development to link the Colliery and the town will be explored, where this would assist connectivity and accessibility between new and existing neighbourhoods.**
- 5) **The Boots Campus and adjacent Severn Trent land will be transformed to take full advantage of currently underutilised and surplus land to create a sustainable and vibrant mixed use environment, comprising of additional high quality employment facilities and new homes, established within a landscaped campus setting.**
- 6) **Rolls Royce will be developed to contain a mix of high quality employment and residential development with associated infrastructure and services as appropriate. The site takes advantage of underutilised brownfield land in Hucknall.**
- 7) **Stanton Ironworks will be developed as a substantial and Sustainable Urban Extension. It will require improved accessibility to Ilkeston Town Centre, Nottingham City Centre, and nearby communities without prejudicing the capacity and function of the existing transport and infrastructure network.**
- 8) **Gedling Colliery/Chase Farm offers the opportunity for the redevelopment and reuse of brownfield land to create a new sustainable neighbourhood. It will be designed to engender a safe and strong community and to create a place of distinction.**

### 3. The Delivery Strategy

- 9) **Stanton Tip, Hempshill Vale provides a significant reclamation opportunity in Nottingham City to provide new family housing, employment uses and additional and enhanced green infrastructure, leading to the creation of a new community which connects with and provides for existing adjacent communities.**
- 10) **A framework for the regeneration and transformation of Nottingham's neighbourhoods will be set out in Strategic Regeneration Frameworks. Where a significant level of intervention is required, Area Action Plans, Supplementary Planning Documents or informal planning guidance (such as Neighbourhood Plans) will be prepared, depending on the scale and nature of intervention.**
- 11) **Local initiatives will be supported for other areas of recognised regeneration need. Major new development proposed in close proximity to areas of recognised regeneration need should be designed and implemented to assist in addressing those regeneration needs.**

#### **JUSTIFICATION**

3.7.1 Meeting the regeneration challenges of Greater Nottingham requires the transformation of specific housing areas, the redevelopment of derelict or underused sites around the edge of the City Centre, revitalisation of water front locations and tackling problems from our industrial legacy. Greater Nottingham's future prosperity will depend on making sure the conurbation has the right appeal to a skilled and mobile workforce as an attractive place to live, work and play. Much of the development activity needed to facilitate the change from a declining manufacturing economy to one based on service or knowledge based jobs will happen within the regeneration areas covered by this policy.

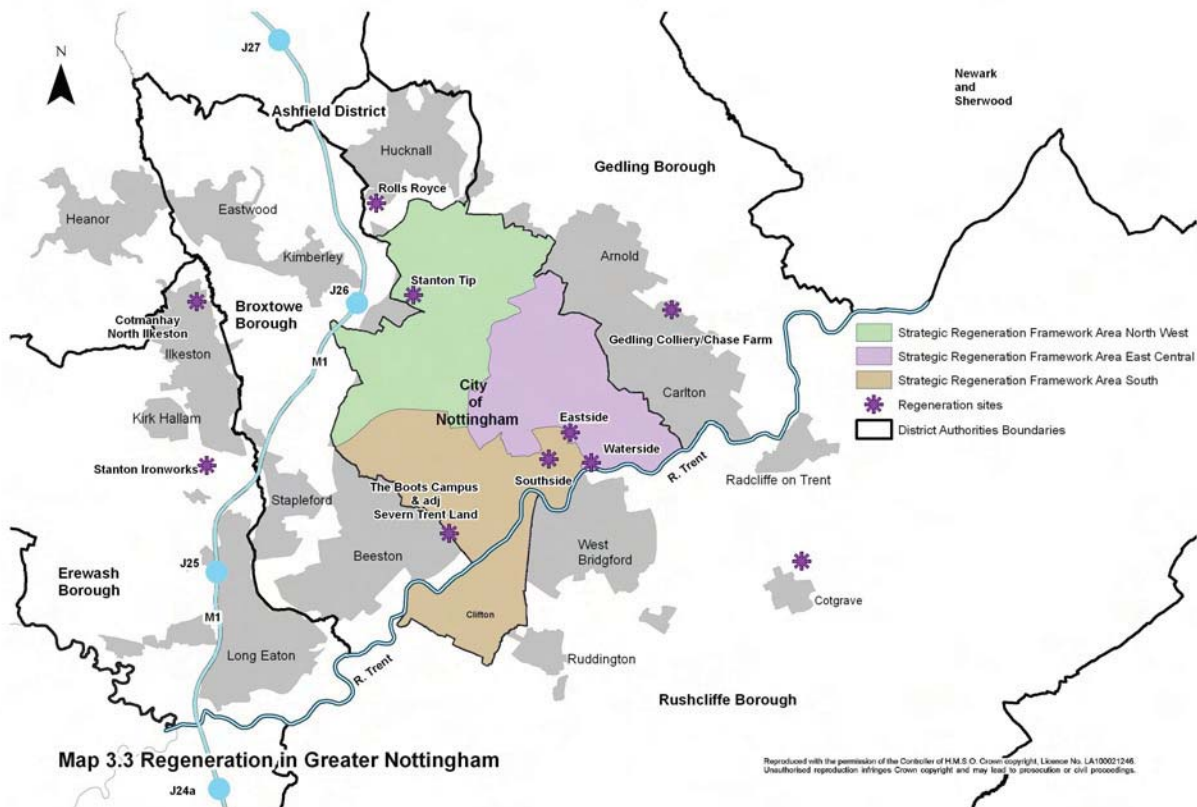
3.7.2 Achieving high quality urban renaissance is complex and demanding. It requires, amongst other things, a clear and consistent policy framework. This gives a degree of long term security to developers and their partners. It allows them to make investment decisions with confidence and to plan on the broadest and most comprehensive footing.

3.7.3 Within the regeneration areas identified above and shown on Map 3.3, development schemes will be comprehensive and coordinated and follow the principles of sustainable development. In addition, Area Action Plans, Supplementary Planning Documents or Masterplans will promote:

- Economic growth through the delivery of high quality employment proposals suitable for the needs of modern business
- High quality, mixed residential neighbourhoods with access to a range of local facilities, which are integrated with and complement both existing adjacent communities and facilities
- Open spaces to meet the needs of the communities
- Mixed uses which allow the potential for work, rest and play
- Improved accessibility and connectivity to minimise the need for travel and facilitate opportunities for walking, cycling and public transport initiatives, including by the exploitation of the riverside and water corridor
- The protection and enhancement of Historic and Cultural assets

### 3. The Delivery Strategy

- The protection, enhancement and creation of natural habitats to increase ecological value
- Training schemes to maximise the opportunity for local job recruitment
- Relocation of existing businesses where appropriate



3.7.4 Successful regeneration also requires a partnership approach, involving all agencies with an interest in the area. The councils will therefore work with agencies such as the Housing and Communities Agency, EMDA, Nottingham Regeneration Ltd, other councils where relevant, transport and infrastructure providers, landowners and developers, together with local groups and residents, to ensure the best regeneration outcomes for areas.

3.7.5 Major new development, for instance at Sustainable Urban Extensions, can assist in meeting the regeneration aims of nearby communities, by ensuring planning for regeneration is taken into account in planning for the development. This can include physical interventions, for instance to support existing facilities, but also assisting in tackling wider issues, for instance through ensuring affordable housing in new development is accessible to existing residents. This approach will be especially important where the development is in a different council area to the regeneration need.

3.7.6 In the City Council area, three Strategic Regeneration Frameworks (as shown on Map 3.2) are currently being developed covering the whole of the City's area but excluding the City Centre. These will provide a long-term strategy for regenerating and transforming Nottingham's neighbourhoods. The three Strategic Regeneration Frameworks being prepared

### 3. The Delivery Strategy

are as follows:

- North-West – covering the western estates in the areas of Broxtowe, Bilborough and Aspley
- East/Central areas of the City
- South – covering the Meadows area

3.7.7 The North West Strategic Regeneration Framework is the most advanced of the Strategic Regeneration Frameworks for the City. Proposals for this area are as follows:

- Setting a new agenda for large-scale renewal – the creation of neighbourhoods of choice and within this a more sustainable mix of types, tenures and environment, that is as attractive to those with higher incomes, as to those currently residing there. New housing will be delivered with an emphasis on providing quality family accommodation, including new affordable housing.
- New 'Hearts' at Bulwell, Strelley Road and Beckhampton Road will provide a clear hierarchy of service and retail provision and ensure that communities are re-connected around these new foci.
- Ensuring Accessible Employment Opportunities – including re-using existing characterful commercial properties and developing new employment space along the Leen Corridor
- New green links to the surrounding open countryside, whilst making effective and best use of under-used and obsolete green space that requires a new role and function.
- Securing high quality design for residential and commercial buildings.

3.7.8 The Strategic Regeneration Frameworks are being undertaken as a rolling programme and will be supported by more detailed Neighbourhood Plans. These will target particular areas of the City in which significant change is envisaged.

3.7.9 In addition to the regeneration priorities identified above further areas may be identified for regeneration over the plan period, for instance it is likely that Cotmanhay in Ilkeston will require continued intervention. Proposals for these areas will be set out in Area Action Plans, Supplementary Planning Documents or informal planning guidance, depending on the scale and nature of intervention and the range of issues affecting particular sites.

#### **BACKGROUND TO OPTION FOR CONSULTATION AND ALTERNATIVE OPTIONS CONSIDERED**

##### **3.7.10 Core Strategy Objective**

- i High Quality New Housing
- ii Timely and viable infrastructure
- iii Economic Prosperity for all
- vii Regeneration

## 3. The Delivery Strategy

### 3.7.11 National and Regional Policy Framework

PPS1 - Delivering Sustainable Development  
PPS 4 – Planning for Sustainable Economic Growth  
RSS policy 19 “Regional Priorities for Regeneration

### 3.7.12 Local Policies, Strategies and Evidence

Indices of Multiple Deprivation  
Local Authority Sustainable Community Strategies  
The Cotgrave Masterplan and Implementation Strategy, January 2010  
Gedling Colliery/Chase Farm Development Brief 2008  
Waterside Regeneration Interim Planning Guidance 2001 (Based on MasterPlan prepared by Nottingham Regeneration Ltd. and British Waterways.)  
Stanton Ironworks Area Action Plan (Preferred Options Stage)  
Strategic Regeneration Framework documents  
Employment Land Study (NCRELS)  
Greater Nottingham Strategic Flood Risk Assessment  
River Leen and Day Brook Strategic Flood Risk Assessment

### 3.7.13 Alternative Options

No suggestions have been made that the general principles of regeneration are wrong or that the sites identified are not the correct ones in terms of priority.

### 3.7.14 Sustainability Appraisal

The regeneration of the areas identified in Policy 7 forms an essential component of the Spatial Strategy for Greater Nottingham. Each one will need to be appraised individually by the appropriate local authority so that strengths and weakness can be assessed. Then relevant mitigation measures can be identified, performance targets set and monitoring data collected to ensure that each contributes to the overall achievement of the aligned Core Strategies' vision. In general terms the regeneration policy scores highly in relation to the key objectives of meeting housing need and providing for economic growth through the accommodation of new employment opportunities, some of which will no doubt be in modern innovative businesses. Strategic regeneration sites will also be large enough to accommodate supporting transport infrastructure helping to maximise transport efficiencies and limit the use of the car, where appropriate. There are also likely to be positive effects on health and well being, social capital and on reducing crime rates as these will tend to benefit from increased levels of economic activity. Impacts on heritage, biodiversity and landscape/townscape character will depend largely on the individual proposals which emerge and how well adapted these are to particular areas. Negative outcomes would be limited to the increased use of natural resources, increased energy requirements and more waste generation, though each could be mitigated by measures such as the use of recycled materials, on site renewable energy generation and design innovation.

### 3.7.15 Option for Consultation

This option is consistent with national and regional planning policy. It represents an evolution

### 3. The Delivery Strategy

and consolidation of the existing local planning policy position. It performs very well in relation to the Sustainability Appraisal. There are no credible alternative options.

#### **3.7.16 How will this policy be implemented?**

The regeneration of these areas all require action on a multi-agency basis and will be led by the development of a series of further Masterplans, Area Action Plan, Supplementary Planning Documents, Strategic Regeneration Framework documents or Neighbourhood Plans. Whilst regeneration schemes are named in the policy above this should not preclude further areas (not named above) from coming forward to allow developers flexibility to respond to market conditions or to opportunistic events in order to deliver the objectives of our strategy.

### 3. The Delivery Strategy

#### (B) PLACES FOR PEOPLE

Greater Nottingham has a unique and special character which needs to be protected, conserved and enhanced. The housing mix needs to be managed to ensure new homes are the right ones to maintain and develop mixed communities, with the right amount of affordable housing in the right places. New development needs to be well designed, and historic assets and their settings need to be protected and enhanced. To ensure that both existing and new communities are places where people will choose to live they need a range of facilities and services located in the right places so all residents can access them easily. Promoting transport modes apart from the private car is important in tackling climate change, pollution and congestion, and given that many routes are already at or close to capacity in peak times, managing travel demand must form a key part of the approach to transport planning.

The core policies for places for people are:

- 8 Housing Size, Mix and Choice
- 9 Gypsies, Travellers and Travelling Showpeople
- 10 Design, the Historic Environment and Enhancing Local Identity
- 11 Local Services and Healthy Lifestyles
- 12 Culture, Sport and Tourism
- 13 Managing Travel Demand
- 14 Transport Infrastructure Priorities

## 3. The Delivery Strategy

### 3.8 HOUSING SIZE, MIX AND CHOICE



#### ISSUES AND OPTIONS, WHAT YOU TOLD US

The main options feeding into this policy from the Issues and Options are **NP 1a, b and c; NP 3a, 3b and 3c. NP4a and NP 4b, and NP 5c and d.**

- The development industry generally favoured an approach that would leave housing type and mix to be determined by the market
- Others gave support to including a guiding role in terms of housing type and mix, but with scope for flexibility
- Support for a Greater Nottingham wide approach to housing mix was limited
- Affordable housing targets should not undermine viability, and there should be a robust analysis of viability to support any targets
- Support for a Greater Nottingham overall affordable housing target was limited.
- There should be a degree of flexibility built into affordable housing policies to ensure that cycles in the housing market are taken into account
- Views were mixed in terms of setting targets in the document for a split in tenures for affordable housing
- The idea of all housing being required to be to Lifetime Homes Standard caused some concern, but there was more support for a proportion of new housing being to the standard.

#### POLICY 8 HOUSING SIZE, MIX AND CHOICE

##### 1 General Approach.

**All new residential development should maintain, provide and contribute to a mix of housing tenures, types and sizes in order to create mixed and balanced communities. In Nottingham City there should be an emphasis on providing family housing, including larger family housing, to meet Sustainable Community Strategy and Housing Strategy objectives. Within the City Centre there should be an emphasis of flats of two or more bedrooms to diversify the existing mix, together with innovative family housing on the City Centre fringes.**



### 3. The Delivery Strategy

The appropriate mix of house size, type, tenure and density within new housing development will be informed by:

- Evidence contained within Strategic Housing Market Assessments and other research into household and dwelling size.
- The councils' Sustainable Community Strategies and Housing Strategies
- Local demographic context and trends
- Local housing need and demand
- The need to redress the housing mix within areas of concentration of student households
- Site issues and design considerations
- The existing or proposed accessibility of a location by walking, cycling and public transport.

All new residential developments should also contain adequate internal living space, based upon recognised national guidelines. In order to ensure that new homes are adaptable for the lifetime of the occupants, a proportion of new homes will also be required to meet Lifetime Homes Standards.

#### 2 Approach to Affordable Housing

All new residential-led developments should provide for affordable housing. The proportion, mix and threshold for affordable housing will be set out in a separate Local Development Document for each council. The proportion, mix and threshold for affordable housing will be determined by:

- Evidence of housing need, including tenure, property type and size.
- The existing tenure mix in the local area.
- The ability of other uses in the site to cross-subsidise the provision of affordable housing and other essential infrastructure.
- The viability of a site to deliver affordable housing alongside other site requirements, taking into account local assessments of viability. Where the findings of local assessments are disputed, a financial appraisal of the proposal will be expected using a recognised toolkit in order to determine an appropriate level of affordable housing.
- The availability of subsidy on a development to deliver affordable housing.

In the case of larger phased developments, the type of affordable housing provision will be assessed throughout the lifetime of that development to ensure the development is responsive to updated evidence of need. As Sustainable Urban Extensions and larger developments have the ability to create their own market, a financial toolkit will be used in order to assess appropriate levels of affordable housing that the development will provide.

#### 3 Approach to Rural Affordable Housing

Where there is robust evidence of local need, rural exception sites or sites allocated purely for affordable housing will be permitted within or adjacent to rural settlements as defined in Planning Policy Statement 3 'Housing'. Such provision should remain affordable in perpetuity.

### 3. The Delivery Strategy

**In allocating rural affordable housing, priority will be given to people that have a connection to that settlement who are unable to afford market housing.**

#### **JUSTIFICATION**

3.8.1 It is important that the right mix of housing is developed to provide for a growing population, taking into account changes in household size, whilst recognising that the development of new housing will only make up a small proportion of the overall dwelling stock over the next 20 years. The Strategic Housing Market Assessment 2007 and research into the Relationship between Household Size and Dwelling Size gives a broad indication of the likely changes in household composition over the next 20 years.

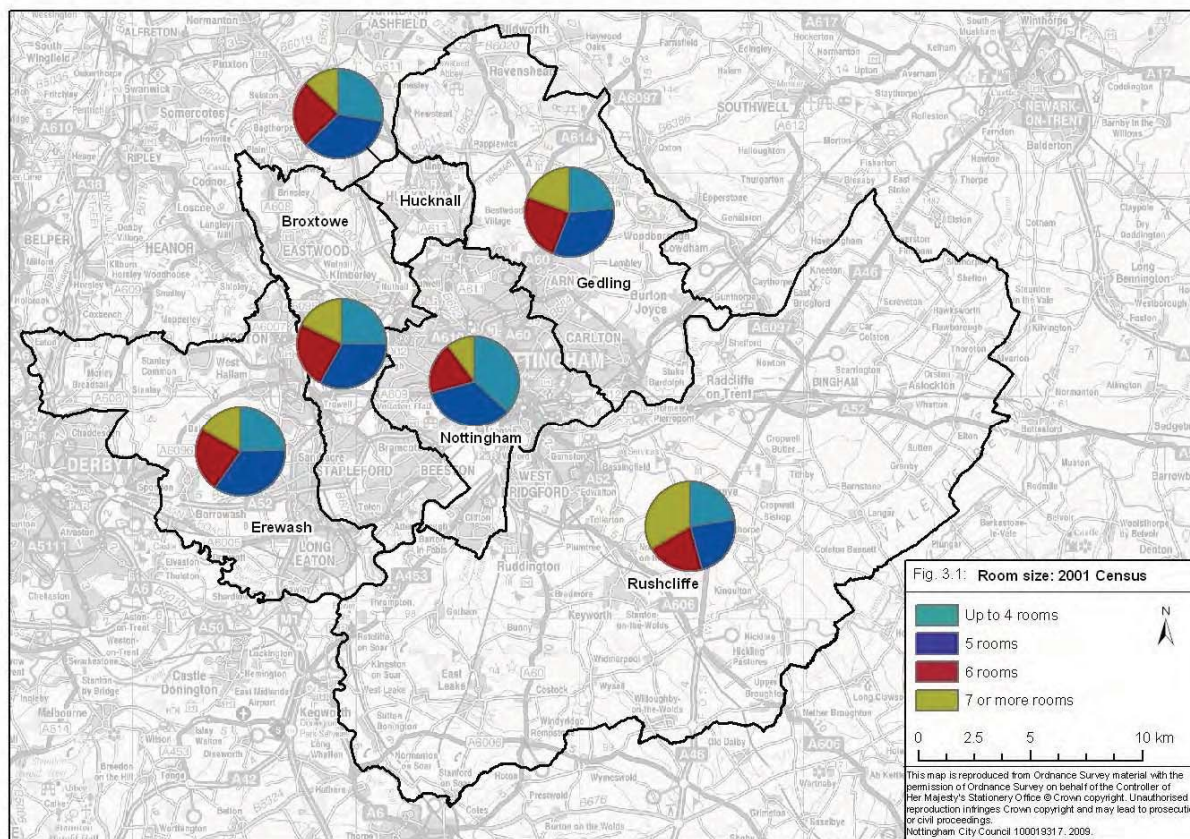
3.8.2 The City Council area has a low percentage of family housing. In 2001, 29% of dwellings had 6 or more rooms (equivalent to a larger 3 bedroom dwelling), compared with 39% in Greater Nottingham and 40% in England. The situation is similar for larger family housing (7 or more rooms, equivalent to a 4 bedroom house) – Nottingham City 6%, Greater Nottingham 9% and England 9%.

3.8.3 This contributes to the loss of families, particularly to other parts of Greater Nottingham. Every year, in net terms, the City loses about 700 children aged under 16 to the other Greater Nottingham districts (Source: National Health Service Central Register data, Office for National Statistics).

3.8.4 Nottingham's Sustainable Community Strategy and Housing Strategy aim to address this. One of the objectives of Nottingham's Sustainable Community Strategy (September 2009) is that a "greater balance will be achieved in the city's housing market with an increased choice of good quality housing meeting the needs of a diverse population and enabling the city to retain more of its aspiring residents". In order to do this, there is a headline target, by 2020, to "increase family housing to at least 35% of all housing stock (Baseline 2001 Census: 29%)".

3.8.5 The City Council's Housing Strategy 2008-2011 says that "the provision of more homes suitable and attractive to families is a key priority" and that "the imbalance is particularly acute in larger homes of 4 or more bedrooms and the provision of these larger homes is a particular priority". The size of the housing stock within the Greater Nottingham councils is shown in figure 3.1 below:

### 3. The Delivery Strategy



3.8.6 The number of full-time university students within Greater Nottingham has increased considerably in recent years. The process of change brought about by increased numbers of students living in private rented households has altered the residential profile of some neighbourhoods dramatically, and has led to communities becoming unbalanced. This problem is most acute within Nottingham City, and in order to address some of the problems related to increased concentrations of students living within neighbourhoods, the City Council has adopted its Building Balanced Communities Supplementary Planning Document, which provides further guidance on the provision of student housing.

3.8.7 It is important for the aligned Core Strategies to plan for the delivery of both market and affordable housing. The Strategic Housing Market Assessment ; Affordable Housing Needs update 2009 identifies the level of need for each authority based upon current and future projections and the development targets outlined in the East Midlands Regional Plan. The need levels are estimated to be as follows:-

### 3. The Delivery Strategy

Authority	Annual Housing Target in Regional Plan	Updated Annual Net Need
Broxtowe	340	445
Erewash	360	357
Gedling	400	396
Nottingham	1000	289
Rushcliffe	750	362

3.8.8 Planning Policy Statement 3 states that targets for affordable housing should be developed taking into account the viability of new development. Viability Assessments have been carried out for all of the authorities looking at each authority as a whole and individual submarkets within them. The general conclusions that all of the studies make is that there is a wide ranging picture of viability across the Greater Nottingham area and within individual authorities themselves. Given the wide disparities between submarkets, studies recommend split targets for some authorities. They also recommend that new development of a significant scale, such as Sustainable Urban Extensions are tested separately for their viability.

3.8.9 Given the complex picture across the Greater Nottingham area in relation to affordable housing viability, it is considered that the level of detail required to set out the proportion, mix and threshold of affordable housing provision in new development for each local authority would be inappropriate in the aligned Core Strategies. The overall approach to affordable housing and mechanisms to assist delivery will be outlined in Supplementary Planning Documents.

3.8.10 The Strategic Housing Market Assessment needs update identifies potential net need for affordable housing across the Greater Nottingham Submarkets in both Urban and Rural areas. In smaller settlements across the Greater Nottingham area where growth is not proposed, there may still be a local need for affordable housing that is justified by a robust local assessment. It is therefore considered appropriate to make provision within the aligned Core Strategies for rural exception development, or provision to allow for the allocation of sites purely for affordable housing for villages of a population of 3,000 or less.

#### BACKGROUND TO OPTION FOR CONSULTATION AND ALTERNATIVE OPTIONS CONSIDERED

##### 3.8.11 Core Strategy Objective

- i. High quality housing
- v. Strong safe and cohesive communities
- ix. Opportunities for all

##### 3.8.12 National and Regional Policy Framework

Planning Policy Statement 1: Delivering Sustainable Development  
 Planning Policy Statement 3: Housing  
 East Midlands Regional Plan  
 Policy 1 (Regional Core Objectives) objective (a)

## 3. The Delivery Strategy

Policy 12 (Development in the Three Cities Sub-Area)

Policy 14 (Regional Priorities for Affordable Housing)

Policy 15 (Regional Priorities for Affordable housing)

### 3.8.13 Local Policies, Strategies and Evidence Base

Local Authorities Housing Strategies

Nottingham Core Strategic Housing Market Assessment, 2007

Nottingham Core Strategic Housing Market Assessment, Needs Update, 2009

Affordable Housing Viability Assessments for Greater Nottingham.

Relationship Between Household size and Dwelling Size, Draft Report, 2009

Building Balanced Communities SPD, Nottingham City, 2007

### 3.8.14 Alternative Options

This policy attempts to address a number of the issues raised in the Issues and Options consultation document. In relation to housing mix, it is not considered appropriate to have no influence on housing mix, as needs and demands need to be a factor when considering proposals for major new development. On the other hand it is considered too restrictive to have a prescriptive approach to housing mix within a 15 year strategy as the policy would be too rigid to adapt to changing circumstances.

Given the evidence contained within the viability studies covering Greater Nottingham, it is considered that the strategic policy framework should be set at Core Strategy level whilst affordable housing targets should be set by each council through subsequent Development Plan Documents.

It is considered that there is no alternative option for the provision of rural affordable housing given the spatial strategy that is outlined in Policy 2.

It is considered that seeking a proportion of new housing meeting lifetime homes is the most realistic option. Requiring all homes to meet Lifetime Homes Standard is considered to be too onerous, whilst not requiring any homes to meet such standards may not provide new housing that is adaptable for an ageing population.

### 3.8.15 Sustainability Appraisal

This policy shows major positive effects in relation to both meeting qualitative aspects housing needs and improving health. Some positive benefits also arise in connection with reduction of crime rates and improvements to social capital, these often flow from generally improved housing conditions especially in relation to affordable housing provision. Effects in relation to employment and transport objectives are neutral. As the policy promotes new building there will inevitably be negative SA impacts caused by the increased use of natural resources, additional energy requirements and additional waste generation, though the extent of these can be substantially reduced by careful mitigation measures. Environmental impacts are difficult to judge in a general sense as much will depend on the individual location of developments; although the provision for affordable housing exceptions in rural areas may have more implications for biodiversity, green infrastructure and landscape character than similar provision elsewhere.

### **3.8.16 Option for Consultation**

As outlined in the Alternative Options section above, the Option for Consultation is considered the most appropriate because it embodies a flexible approach allowing for local circumstances and evidence to be taken into account, whilst providing a general framework within which locally based solutions can be developed.

### **3.8.17 How will this policy be implemented?**

Through the policies of the aligned Core Strategies and subsequent Development Plan Documents and Supplementary Planning Documents, as well as Development Management decisions. New indicators will be established for Local Development Framework Annual Monitoring Reports. Local needs studies will be undertaken for parishes below 3,000 residents where there is a desire for such parishes to accommodate rural exception housing.

### 3. The Delivery Strategy

#### 3.9 GYPSIES, TRAVELLERS AND TRAVELLING SHOWPEOPLE



#### ISSUES AND OPTIONS, WHAT YOU TOLD US

The main options feeding into this policy from the Issues and Options are **NP 1a, b and c**.

- It was stressed by the Government Office for the East Midlands that there is a requirement for local authorities to consider the needs of gypsies, travellers and travelling showpeople through their Local Development Framework and in their Core Strategies.

#### POLICY 9 GYPSIES, TRAVELLERS AND TRAVELLING SHOWPEOPLE

**Sufficient sites for permanent Gypsy and Traveller caravan accommodation will be identified in line with Gypsy and Traveller Accommodation Assessments, or any identified need for Travelling Showpeople.**

**As part of creating sustainable and mixed communities, where there is an identified need provision should be made within the main settlements listed in Policy 3 or as part of Sustainable Urban Extensions.**

**Where an identified need cannot be met within main settlements or through Sustainable Urban Extensions, the criteria which will be used to identify suitable Gypsy and Traveller caravan sites and associated facilities are:**

- the site and its proposed use should not conflict with other policies relating to issues such as green belt, flood risk, contamination, landscape character, protection of the natural and built environment or agricultural land quality;**
- the site should be located within reasonable travelling distance of a settlement which offers local services and community facilities, including a primary school;**
- the site should enable safe and convenient pedestrian and vehicle access to and from the public highway, and adequate space for vehicle parking, turning and servicing;**
- the site should be served, or be capable of being served, by adequate mains**

### 3. The Delivery Strategy

**water and sewerage connections; and**

- (e) the site should enable development and subsequent use which would not have any unacceptable adverse impact on the amenities of occupiers of nearby properties or the appearance or character of the area in which it would be situated.**

**In countryside areas outside of the Green Belt, sites will only be identified or permitted as an exception to policy if there is evidence that the intended occupants meet the definition of Gypsies and Travellers, as set out in Government guidance, and provided that the above criteria (a) to (e) are met. In the countryside, any planning permission granted will restrict the construction of permanent built structures to small amenity blocks associated with each pitch and to small buildings for appropriate associated business use.**

**The above criteria will also be used for development control purposes, and planning permission will only be granted for the development of land as a Gypsy or Traveller caravan site if each one can be satisfied.**

**Existing permanent provision will also be safeguarded from alternative development.**

#### **JUSTIFICATION**

3.9.1 Circular 1/2006 places a requirement on both Regional bodies and Local Authorities to undertake Gypsy and Traveller Accommodation Assessments. The findings of such assessments in relation to pitch provision should feed into both Regional Plans and Local Development Frameworks. Circular 4/2007 also requires Local Authorities to make provision for Travelling Showpeople. It states that core strategies should set out criteria for the location of Travelling Showpeople sites which will be used to guide the allocation of sites in the relevant DPD. These criteria can also be used in respect to planning applications on unallocated sites that may come forward.

3.9.2 The Nottinghamshire Gypsy and Traveller Accommodation Assessment sets out permanent pitch requirements for each local authority within Nottinghamshire. It also states there is a requirement for a transient site somewhere within Nottinghamshire. A similar study was undertaken covering Derbyshire, which shows that there is no identified need for a site in Erewash at the present time.

3.9.3 The East Midlands Regional Plan translates the findings of the Gypsy and Traveller Accommodation Assessment into minimum additional pitch requirements for each of the Local Authorities between 2007 and 2012: These are as follows:



### 3. The Delivery Strategy

Local Authority	Pitch requirement
Ashfield	8 (whole District)
Broxtowe	2
Erewash	0
Gedling	4
Nottingham	10
Rushcliffe	9

3.9.4 It is therefore considered that a general policy approach in providing for Gypsies, Travellers and Travelling Showpeople should be contained within the aligned Core Strategies in order to provide guidance on where such provision should generally be steered.

#### BACKGROUND TO OPTION FOR CONSULTATION AND ALTERNATIVE OPTIONS CONSIDERED

##### 3.9.5 Core Strategy Objective

- i. High quality housing
- v. Strong safe and cohesive communities
- ix. Opportunities for all

##### 3.9.6 National and Regional Policy Framework

Planning Policy Statement 3: Housing – requires local authorities to provide for a mix of housing, including provision for Gypsies and Travellers.

Circular 1/2006: Planning for Gypsy and Traveller Caravan Sites – requires local authorities to make provision for gypsies and travellers in line with up to date assessments and policies contained within the Regional Plan.

Circular 4/07: Planning for Travelling Showpeople

East Midlands Regional Plan, 2009, requires periodic updates of Gypsy and Traveller Accommodation Assessments. It sets out that the redistribution of requirements is possible though joint or closely coordinated Local development Frameworks.

##### 3.9.7 Local Policies, Strategies and Evidence Base

Derbyshire and Traveller Accommodation Gypsy and Traveller Accommodation Assessment, 2008

Gypsy and Traveller accommodation needs assessment for the Nottinghamshire local authorities of: Ashfield, Broxtowe, Gedling, Mansfield, Newark & Sherwood, Nottingham City and Rushcliffe, 2007

##### 3.9.8 Alternative Options

As the provision of traveller sites is a national planning policy requirement, there is no alternative option.

### **3.9.9 Sustainability Appraisal**

The main positive outcomes of this policy were in meeting the identified housing needs of the conurbation and in helping to reduce health inequalities. Most other criteria were assessed as either neutral or uncertain.

### **3.9.10 Option for Consultation**

This approach is consistent with Regional Plan Policy 3 (Distribution of New Development) and the requirement to direct development to more sustainable locations.

### **3.9.11 How will this policy be implemented?**

The allocation of sites will be undertaken in subsequent Development Plan Documents. Through development Management Decisions on planning applications. New indicators will be established for Local Development Framework Annual Monitoring Reports.

### 3. The Delivery Strategy

#### 3.10 DESIGN, THE HISTORIC ENVIRONMENT AND ENHANCING LOCAL IDENTITY



#### ISSUES AND OPTIONS, WHAT YOU TOLD US

The main options feeding into this policy from the Issues and Options are **NP 1a, b c and d, NP 2a, NP 5a, b, c and d, CC1b.**

- Design policies should be within the LDF which set out the expected quality of well integrated development.
- Support for the protection of existing development patterns where demonstrated that it contributes towards local distinctiveness.
- No need to protect development patterns as changes should occur organically.
- Character of an area can be maintained without restricting pressure for more intensified development through good design.
- Increasing density can create a more sustainable neighbourhood whilst a lower density may retain green infrastructure in gardens, maintain biodiversity and reduce flood risk from run-off.
- If a settlement form is worthy of protection then it should be designated a Conservation Area.
- Need to build in energy efficiency measures and high environmental standards in new housing stock.
- East Midlands rates the poorest for design quality when applying CABE's Building for Life assessments on a selection of developments.
- Divided support for the imposition of standards such as Code for Sustainable Homes and Building for Life assessments.
- Higher energy efficiency measures and higher design quality may impact on development viability.
- Standard design solutions will not contribute to local distinctiveness which would be best secured through site development briefs, master plans, design guides and codes.
- Generally more support for seeking that a proportion of homes should meet lifetime homes standards.

### 3. The Delivery Strategy

#### **POLICY 10 DESIGN, THE HISTORIC ENVIRONMENT AND ENHANCING LOCAL IDENTITY**

All development must be designed to a high standard that enhances the qualities and assets that contribute towards a strong sense of place, including historic and contemporary buildings, public realm, townscape, landscape and cultural characteristics.

Development must have regard to its local context and its impact on heritage assets. It will be considered acceptable where it will:

- Protect, conserve and enhance the historic environment, including national and local heritage assets and their settings;
- Encourage place-making by enhancing townscape and street patterns, landscape character, river and canal corridors;
- Have regard to local character, form and scale, and promoting high standards of contemporary design in buildings, spaces and the public realm between them, particularly in terms of:
  - Structure (street grid and spaces)
  - Character and appearance of townscape / landscape / open space
  - Density and mix
  - Scale in relation to surrounding topography, views, vistas, skylines
  - Massing in relation to other buildings and spaces, particularly the setting of heritage assets
  - Texture and grain
  - Local materials
  - Creation of a sense of identity and legibility using landmarks important in local and long distance views;
- Improve the public realm in terms of permeability, legibility and accessibility, and create a safe, inclusive and attractive environment that is designed to reduce the dominance of motor vehicles;
- Be adaptable to changing environmental, social and economic conditions, including flexibility of form and layout to respond to evolving needs and climate change; and
- Incorporate measures to reduce crime and the fear of crime (including appropriate infrastructure) such as the appropriate inclusion of active frontages to provide natural surveillance and the use of suitable enclosure treatments to reflect distinctions between public and private spaces.

All major development proposals, and in particular proposals for 10 or more homes, must demonstrate how they have been designed to perform highly when assessed against current best practice guidance and standards for design and place making.

### 3. The Delivery Strategy

#### JUSTIFICATION

3.10.1 PPS 12 requires Local Development Frameworks to include policies that set out strategic design and access objectives which is in line with PPS1 and relevant good practice, such as 'By Design', CABI and DETR, 2000. All new developments should aspire to the highest standards of design and construction and good design and landscaping should be integrated into the development process at an early stage. Planning guidance in the form of Area Action Plans, Supplementary Planning Documents, Masterplans or informal planning guidance may be produced to provide more detailed guidance on the implementation of this policy, especially for large or sensitive sites, or to address particular design issues.

3.10.2 Garden development reduces the need to develop greenfield sites but can change the characteristics of areas as a result of over intensive development. It is viewed that such development should be restricted in certain areas to avoid areas of special character and to protect the amenity value of private gardens. Where necessary criteria to assess applications on a site-by-site basis will be set out in supplementary planning documents which will need to be supported by local urban characterisation assessments.

3.10.3 Historic assets are buildings, monuments, sites or landscapes of historic, archaeological, architectural or artistic interest, whether designated or not, that forms a part of the historic environment. They include listed buildings, conservation areas, historic parks and gardens, and scheduled ancient monuments. There are also many buildings of more local historic importance. New development should preserve, and where appropriate, enhance, the appearance of historic assets. There is a presumption against the demolition of Listed Buildings and buildings of local interest. Greater Nottingham has a number of distinctive built environments and therefore the retention and enhancement of our historic built environment is an important component towards providing an attractive quality of life. The positive management of the historic environment is an important part of this approach, and Townscape Heritage Initiatives, such as that in Long Eaton, or similar approaches, will be supported where appropriate.

3.10.4 New developments must be accessible to all and provide opportunities to meet the needs of the population. The Manual for Streets is the preferred approach which sets out guidance for residential street design and aims to ensure streets are places that people want to live and spend time in, rather than just transport corridors. New developments should also accord with the Code for Sustainable Homes standards and take into account "Building for Life" criteria and the importance of developing places of distinctive character and legibility. As a minimum, developments of 10 or more homes should achieve a minimum of a 'good' standard, as defined by Buildings for Life.

3.10.5 The quality of buildings and spaces has a strong influence on the quality of people's lives. Attractive and well designed environments can discourage antisocial behaviour and reduce crime. There is a need to ensure natural surveillance of access routes from living areas of dwellings.

### BACKGROUND TO OPTION FOR CONSULTATION AND ALTERNATIVE OPTIONS CONSIDERED

#### 3.10.6 Core Strategy Objective

- i. High quality new housing
- v. Strong, safe and cohesive communities
- x. Environmentally responsible development addressing climate change
- xii. Protecting and enhancing Greater Nottingham's individual character and local distinctiveness

#### 3.10.7 National and Regional Policy Framework

Planning Policy Statement 1 Delivering Sustainable Development 2005 requires high quality development through good and inclusive design

Planning Policy Statement 3 Housing 2006. Better Places to Live By Design: A companion guide to PPG3

Planning Policy Statement 12 2008 Local Spatial Planning

Planning Policy Guidance 15 1994 Planning and the Historic Environment

East Midlands Regional Plan March 2009 Policy 2 Promoting Better Design

#### 3.10.8 Local Policies, Strategies and Evidence

Ashfield Local Plan 2002

Broxtowe Local Plan 2004

Erewash Borough Local Plan 2005

Gedling Borough Replacement Local Plan 2005

Nottingham Local Plan 2005

Rushcliffe Borough Non-Statutory Replacement Local Plan 2006

Gedling Borough SPD 1 Design Guide

Sustainable Community Strategies for Greater Nottingham authorities

Planning for Places – Delivering good design through core strategies – CABI 2009

Nottingham Core Affordable Housing Viability Assessment

Nottingham City Centre Masterplan 2005-2015

Nottingham City Centre Urban Design Guide May 2009

#### 3.10.9 Alternative Options

One option would be to include more detail on what makes good design but such an approach is viewed overly prescriptive and would be more appropriately included within a SPD.

#### 3.10.10 Sustainability Appraisal

Policy scores very positively in relation protection and enhancement of Greater Nottingham's heritage and landscape/townscape character. It also has positive outcomes on criteria such as safety and crime reduction, reducing reliance on cars and energy consumption. Housing and employment objectives along with most other criteria show either no or neutral impacts. In the case of use of natural resources, the policy presents a minor negative impact ameliorated by the encouragement given to the use of local sourced materials. The incorporation of the concept of buildings being adaptable and incorporating certain features to counter the effects

### 3. The Delivery Strategy

of climate change should produce positive outcomes in relation to health improvements.

#### **3.10.11 Option for Consultation**

The core policy sets out the need for new buildings to be designed to be accessible, relate well to their surroundings and help create places of a high architectural and urban design quality and also the need to protect existing buildings or areas of high quality. More detailed policy will be within Supplementary Planning Documents. The Option for Consultation is in line with national and regional policy.

#### **3.10.12 How will this policy be implemented?**

Development Management, planning applications and monitoring planning application decisions

### 3. The Delivery Strategy

#### 3.11 LOCAL SERVICES AND HEALTHY LIFESTYLES



##### ISSUES AND OPTIONS, WHAT YOU TOLD US

The main Issues & Options that fed into the development of this policy are include **TC1, TC2a, TC2b, NP1, NP2a, NP3, NP5c, NP5d, NP6a; b and c, RG2; NP7, GI13.**

- Criteria based approach
- New facilities in accessible locations
- New or enhanced facilities in association with new developments as appropriate
- Joint/shared provision of facilities
- It is vital that new growth is supported by appropriate infrastructure
- The provision of outdoor recreation space can encourage healthy forms of transport such as walking and cycling
- Use of green infrastructure networks as walking and cycling corridors, improving links from urban areas to the countryside

##### POLICY 11 LOCAL SERVICES AND HEALTHY LIFESTYLES

**New, extended or improved community facilities will be supported where they meet a local need. In particular, new or improved community facilities should be provided to support major new residential development (especially in Sustainable Urban Extensions) or in renewal areas. New residential development which is not of a scale to merit new or improved provision will be required to provide a contribution to any community facilities affected, where appropriate.**

**Community facilities should:-**

- a) be located within the City Centre, Town Centre or other centres, wherever appropriate**
- b) be in locations accessible by a range of sustainable transport modes suitable to the scale and function of the facility**
- c) where possible, be located alongside or shared with other local community facilities.**

**Where community facilities (especially health and education) serve areas covered by**



### 3. The Delivery Strategy

**more than one provider, agencies should work together to ensure service integration and efficient use of resources.**

**Priority will be given to community facilities that provide the opportunity for healthy lifestyles and improve well-being throughout Greater Nottingham.**

#### **JUSTIFICATION**

3.11.1 Community facilities play an important part in people's lives and contribute to quality of life and sense of place. The aligned Core Strategies will encourage proposals where they will increase the range or quality of community facilities in Greater Nottingham.

3.11.2 If community facilities are to serve the entire community they need to be accessible, hence the need for them to be located near to public transport and also be accessible by walking and cycling. Encouraging access by more sustainable means can also have health benefits. For community facilities that are intended to serve a wide catchment area the most appropriate location would be in the City, town or local centre as these are the places that are accessible to the widest number of people and present the opportunity for linked trips. However, this may not always be possible, especially in the rural areas, and the specific circumstances of and need for facilities should be taken into account.

3.11.3 The importance of a healthy life for all and a reduction in health inequalities is recognised and it is the intention to work with partners to ensure that no-one is disadvantaged in accessing health care facilities across Greater Nottingham. Local authorities and primary care trusts have a duty to carry out a joint strategic needs assessment of health and wellbeing in their area. This helps them to understand the needs of the whole community, so that they can work together to put in place services that meet these needs. It is proposed to support and work with NHS organisations to ensure the development of health facilities where needed in new development areas, and with primary care providers to ensure a fair distribution of primary care facilities across Greater Nottingham.

3.11.4 The location alongside (two uses on the same site/building) or shared facilities (two uses using the same space) offers a way for community facilities to be viable in a location where they may not have been previously. This principle has been adopted by health providers and other agencies in several locations around Greater Nottingham, through LIFT (see Glossary) proposals, which bring together a range of health services, with other community services, such as those provided by the council, in one building. Further LIFT schemes are proposed at Bulwell, Robin Hood Chase, with others under consideration at Arnold and Hucknall.

3.11.5 To protect community facilities it is necessary to put in place a mechanism to control alternative uses to ensure that its continued use as a community facility is fully explored. It is expected that the evidence submitted regarding the need for the facility would be appropriate to the scale and type of the facility and address other alternative facilities in the locality that could meet any shortfall in provision. The loss of facilities that would result in additional car journeys will be resisted.

3.11.6 Sites that are developed for housing may add extra pressure onto demand for existing community facilities or lead to the need for entirely new community facilities. This is especially

### 3. The Delivery Strategy

true in relation to the Sustainable Urban Extensions, which will form new communities. The impact on or the need for new community facilities should be examined when allocating sites or considering planning applications. Stakeholders and service providers should be consulted.

3.11.7 One of the key objectives of the aligned Core Strategies is improving the health and well-being of residents of Greater Nottingham. By prioritising new or improved health centres, leisure centres and other facilities that encourage healthy behaviour for residents of all ages through the aligned Core Strategies, Local Authorities will work with partners to achieve a reduction in health inequalities.

3.11.8 For the purposes of this policy community facilities will include the following:

- Schools and nurseries
- Post offices
- Local shops in rural areas
- Public houses, especially in rural areas
- Places of worship
- Community centres or halls
- Health centres, GP surgeries, dentists etc
- Libraries
- Leisure centres
- Emergency Services

#### **BACKGROUND TO OPTION FOR CONSULTATION AND ALTERNATIVE OPTIONS CONSIDERED**

##### **3.11.9 Core Strategy Objective**

- ii. Timely and Viable Infrastructure
- v. Strong, Safe and Cohesive Communities
- viii. Health and Well being

##### **3.11.10 National and Regional Policy Framework**

Planning Policy Statement 1 Delivering Sustainable Development 2005 sets out the overarching principles for the planning system and requires that sustainable and liveable communities should be provided with access to key services.

Planning Policy Statement 3 Housing 2006 sets out the government's principles and policies in relation to the provision of houses. In particular is the requirement to ensure that houses are located in areas that have good access to services and infrastructure.

Planning Policy Statement 7 Sustainable Development in Rural Areas 2004 sets out objectives and policies in relation to the rural areas. It requires that consideration be given to the provision of key services in rural areas taking account the specific difficulties faced by rural areas.

## 3. The Delivery Strategy

### 3.11.11 Local Policies, Strategies and Evidence Base

Local authority Sustainable Community Strategies  
Greater Nottingham and Ashfield Infrastructure Capacity Study (2009)  
Accessible Settlements Study (2009)  
Locations for Growth Study (2010)

### 3.11.12 Alternative Options

Alternative 1 – adopt no specific policies on the accessibility of community facilities. This would allow community facilities to locate where they wish, provided they did not conflict with other policies. However this could marginalise those without a car and lead to unsustainable patterns of transport.

Alternative 2 – adopt a policy that sets a threshold for the number/size of development where affect on facilities is deemed to require an impact assessment. However a more flexible approach would allow the specific circumstances of each development to be taken account of including viability.

### 3.11.13 Sustainability Appraisal

This policy displays a very strong positive impact in relation to the growth and development of social capital. Helping to facilitate new health centres and other community facilities such as local police or leisure services will also be a major positive in terms of improving safety and health. Policy 11 is helpful towards delivering these services locally and in areas of maximum accessibility - meeting fully the requirements of the SA's transport objective. The impact on environmental factors, housing provision or economic factors would be broadly neutral although there may be a cumulative jobs dividend especially where new school building occurs. Similarly the provision of new Places of Worship would provide the opportunity for people to enjoy and value local heritage. As with all policies concerned with the provision of new built facilities there is likely to be a negative impact in terms of the use of natural resources, waste and energy consumption, but each of these is capable of some mitigation.

### 3.11.14 Option for Consultation

The Option for Consultation will require community facilities to be located in areas served by good public transport and accessible by the majority of the public. It will also create opportunities for linked trips with retail or leisure uses. It requires that new developments contribute to any facility adversely impacted. The policy takes specific note of the importance of health and well being and gives priority to facilities that support this objective.

### 3.11.15 How will this policy be implemented?

Through Development Management decisions. In conjunction with service providers through information on capacity and exploring opportunities for joint/shared facilities.

## 3. The Delivery Strategy

### 3.12 CULTURE, TOURISM AND SPORT



#### ISSUES AND OPTIONS, WHAT YOU TOLD US

The main options feeding into this policy from the Issues and Options are **TC1, TC2(a) and (b)**.

- The links between a good culture, tourism and sport offer and economic performance were highlighted.
- The opportunity to build on existing sporting assets was recognised, with increasing the chances of being known as an area of excellence, although some people thought the same effect could be realised through good transport links.
- Proximity to the City Centre for major facilities was recognised.
- The closure of cultural facilities represents a threat, with a diminishing range of visitor attractions.
- The importance of historic assets to tourism and culture was highlighted, and these could not be geographically linked, since their location was a matter of fact.

#### POLICY 12 CULTURE, TOURISM AND SPORT

Further provision of culture, tourism and sporting facilities will be encouraged throughout Greater Nottingham according to the following approach:

- a) Major new cultural and tourism facilities of national or regional importance will be located in or adjoining Nottingham City Centre.
- b) New cultural and tourism facilities of more local importance to be located in or adjoining town or district centres, or building on existing facilities.
- c) Major new sporting facilities of national or regional importance will be encouraged, especially where this complements the strengths of existing facilities located in the south east of the Principal Urban Area of Nottingham.
- d) Where appropriate, existing cultural, tourism and sporting facilities will be protected and their further development will be supported.

## 3. The Delivery Strategy

### JUSTIFICATION

3.12.1 Greater Nottingham 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 'offer'. The City Centre is particularly well served by cultural facilities and is the premier tourist destination within Greater Nottingham, with 'Nottingham Contemporary' art gallery and the Galleries of Justice being just two examples, while the south east of the Nottingham conurbation is home to Trent Bridge Cricket Ground, the Nottingham Forest and Notts County Football Grounds, and the Holme Pierrepont Watersports centre. Both these locations could benefit greatly from further development, which will assist in meeting Sustainable Community Strategy aim of making Nottingham a top European city for sport and culture.

3.12.2 However, an important part of the cultural, tourism and sporting offer is more evenly spread across Greater Nottingham, for instance the Lakeside Arts Centre at The Nottingham University, the Art Exchange in Hyson Green, and the International Tennis Centre at Highfields. Tourism is also important more widely, centred around Robin Hood, Byron and DH Lawrence, and has an important role for towns such as Eastwood and Hucknall. There will be opportunities to expand and enhance existing facilities, as well as encouraging new provision. This will be particularly encouraged where a critical mass of facilities can be created, for instance in a cluster or corridor, such as along the Great Central Railway south of Nottingham.

3.12.3 There may be opportunities to complement the existing range of sporting facilities in the south east of the Principal Urban Area, by redeveloping re-provisioning or providing new sporting facilities. This would enhance the reputation of Nottingham as a sporting City and make best use of existing transport and supporting infrastructure.

### BACKGROUND TO OPTION FOR CONSULTATION AND ALTERNATIVE OPTIONS CONSIDERED

#### 3.12.4 Core Strategy Objective

- ii. Timely and viable infrastructure
- iii. Economic prosperity for all
- viii. Health and well being

#### 3.12.5 National and Regional Policy Framework

PPS 4 – Planning for Sustainable Economic Growth

PPS 6 – Planning for Town Centres

PPS17 – Planning for Open Space, Sport and recreation.

East Midlands Regional Plan Policy 41 (Regional Priorities for Culture, Sport and Recreation)

#### 3.12.6 Local Policies, Strategies and Evidence

Local Authority Sustainable Community Strategies

East Midlands Tourism Strategy 2003 – 2010

Regional Cultural Strategy 2006-11, 'The Place of Choice', East Midlands Cultural Consortium

### **3.12.7 Alternative Options**

A more dispersed pattern of development was considered, however this would not perform so well in terms of accessibility (and linked trips in the City and Town Centres).

### **3.12.8 Sustainability Appraisal**

The policy performed very strongly in relation to improving health and reducing health inequalities. It also showed a modest positive outcome in relation to the natural resources and flooding criterion, reflecting the relationship between sporting and recreation uses and flood risk areas. Benefits could also be seen in relation to employment and economic structure in view of the importance of the leisure sector to economic well being of Greater Nottingham. Most of the other criteria were assessed as having either neutral or uncertain effects. The only minor negative identified was in relation to transport, in part reflecting the comparative remoteness of some venues and locations. This could be mitigated at least in part by ensuring future facilities were either centrally located or accessible by sustainable modes of transport.

### **3.12.9 Option for Consultation**

The Issues and Options showed strong support for enhancing the role of Nottingham as a Core City, enhancing its City Centre. There was a range of views expressed over the location of new culture, tourism and sporting facilities, with some advantages expressed over concentrating development to create a 'sporting quarter', building on existing facilities, but also a recognition that not all development should or could be grouped into a particular location. The Option for Consultation reflects all these views, allowing for the creation of areas of critical mass of facilities in Nottingham City Centre and to the south east of the conurbation, where existing facilities provide a strong base for further enhancement and development, but also recognising that facilities in other locations can add to the overall offer.

### **3.12.10 How will this policy be implemented?**

Through promotion of Greater Nottingham to potential new cultural and tourism attractions, and working with sporting bodies to exploit opportunities for further development and through Development Management decisions. Where appropriate, Local Development Documents will also provide for sport, tourism and cultural facilities.

### 3. The Delivery Strategy

#### 3.13 MANAGING TRAVEL DEMAND



##### ISSUES AND OPTIONS, WHAT YOU TOLD US

The main options feeding into this policy from the Issues and Options are **TA1, TA2, TA3 and TA4**.

- Strong support from all sectors for locating major new development only within accessible corridors, although some developers were less supportive,
- Strong support for locating major new development only in association with the provision of major new public transport infrastructure and services and highway capacity improvements, although some saw the latter as a last resort.
- Strong support for focusing on the promotion and development of public transport (especially bus) facilities and priority, looking at the feasibility of developing further the NET tram network and rail links, and improving cycling and walking links. However, many Rushcliffe-based respondents noted that NET was expensive and inflexible, and did not support its further development.
- Support for demand management to encourage the use of public transport, although some respondents indicated without reasons that they did not agree with it.

##### POLICY 13 MANAGING TRAVEL DEMAND

**The need to travel, especially by private car, will be reduced by locating new developments which would be expected to generate significant travel demand on sites already well served by public transport (or with the potential to be well served), and where the operation of local highway networks will not be compromised.**

**A hierarchical approach to ensure the delivery of sustainable transport networks to serve, in particular, Sustainable Urban Extensions, will be adopted which will seek to provide (in order of preference):**

- 1) **Area wide travel demand management (policies to reduce travel by private car and incentives to use public transport, walking and cycling for appropriate journeys including intensive travel planning)**
- 2) **Improvements to public transport services, and walking and cycling facilities**

### 3. The Delivery Strategy

- 3) **Optimisation of existing highway network to prioritise public transport and encourage walking and cycling**
- 4) **Major highway capacity enhancements to deal with residual car demand.**

**There will be a level of iteration between the stages to ensure their effective delivery, and the implementation of the approach will have regard to the needs of people with mobility difficulties.**

#### **JUSTIFICATION**

3.13.1 A sustainable good quality transport system is essential to support the economic and social wellbeing of Greater Nottingham. Traffic congestion is costly, inefficient and destructive to the environment. An emphasis on public transport, and on promoting walking and cycling for short journeys, will be the most sustainable way to plan for Greater Nottingham's travel needs supported with pro-active, area-wide travel demand management. This approach is consistent with national, regional and local transport policies promoted through the authorities' Local Transport Plans.

3.13.2 The Local Transport Plans for 2011/12 and beyond are in the early stages of development with work focussing on partner, stakeholder and community engagement. Extensive consultation will be undertaken during 2010 to provide an opportunity to explore and understand the transport options available to deliver the Vision for the conurbation.

3.13.3 Transport priorities within LTPs will reflect the national objectives being delivered through the Department for Transport's DaSTS (Delivering a Sustainable Transport System) process, focussing on economic development and climate change and ensuring safety, security and health, improved quality of life and quality of opportunity through maximising accessibility and reducing dependence upon the private car. This approach will be key to sustainable delivery of Core Strategy objectives, and will require the commitment and close cooperation between the three Highway Authorities, the Highway Agency and other transport providers.

3.13.4 The aligned Core Strategies will have a key role to play in delivering LTP objectives through locating development within sustainable transport corridors and providing opportunities for supporting investment in transport services and infrastructure improvements.

3.13.5 The key element of this policy will be the promotion of sustainable travel choices as alternatives to the private car, in particular good quality public transport and routes for cycling and walking. Road safety will be promoted through improved engineering, education, enforcement and promotional measures.

3.13.6 Travel demand management is about encouraging people to travel less and use sustainable means of travel where possible when they do need to make journeys, sometimes known as 'Smarter Choices'. They are techniques for influencing people's travel behaviour towards more sustainable options such as encouraging school, workplace and individualised or personal travel planning. They also seek to improve public transport and marketing services such as travel awareness campaigns, setting up websites for car share schemes, supporting car clubs and encouraging teleworking. These techniques can be very effective at changing travel behaviour, but some, such as personal travel plans, can be expensive when



### 3. The Delivery Strategy

provided to large numbers of people.

3.13.7 Travel Plans will be required for significant new developments, showing how these objectives are to be met. Existing major employers, schools, and other generators of travel demand will be strongly encouraged to develop Green Travel Plans.

3.13.8 Initiatives will also include the promotion of more efficient and sustainable use of private vehicles, such as car sharing and car clubs, and low emission vehicles.

3.13.9 In order to encourage public transport for work commuting, long stay parking should be managed effectively. Within Nottingham City, the council is committed to introducing a Workplace Parking Levy to ensure employers adhere to the principle of managing demand and to attract revenue to contribute towards public transport initiatives and other alternatives to private car travel. Parking provision will continue to be carefully managed to help maintain vitality and viability in the city, town and local centres.

3.13.10 The policy refers to a level of iteration between the four stages listed, to ensure their effective delivery. For example, improvements to public transport services will enable more effective travel demand management measures to be introduced and improved highway operation may facilitate public transport improvements.

3.13.11 The Greater Nottingham Transportation Model will be used to identify the strategic transport impacts of the aligned Core Strategies upon the highway network in the form of stress maps. These will demonstrate areas of pressure on the network for which mitigation measures will be required using the hierarchical approach outlined above.

3.13.12 More detailed transport modelling will be undertaken on the strategic site allocations in this Option for Consultation, to enable packages of measures to be identified to ensure the sustainable delivery of the aligned Core Strategies. Where relevant, these will be included in the 'Pre Submission' draft of the Core Strategies.

#### **BACKGROUND TO OPTION FOR CONSULTATION AND ALTERNATIVE OPTIONS CONSIDERED**

##### **3.13.13 Core Strategy Objectives**

- iv. Excellent transport systems and reducing the need to travel
- x. Environmentally responsible development addressing climate change

##### **3.13.14 National and Regional Policy Framework**

Delivering a Sustainable Transport System (2008). Sets out the governments approach to new transport provision, including 5 goals, supporting national economic competitiveness and growth, reducing transport's emissions of carbon dioxide and other greenhouse gases, contributing to better safety, security and health and longer life expectancy, promoting greater equality of opportunity; and improving quality of life and promoting a healthy natural environment.

### 3. The Delivery Strategy

Planning Policy Statement 1: Delivering Sustainable Development (2005). States that development should be concentrated in sustainable locations, with easy access by foot, cycle or public transport.

Planning Policy Guidance Note 13: Transport (2005). States that government objectives are to integrate planning and transport at the national, regional and local level, and to promote more sustainable transport choices for both people and freight.

East Midlands Regional Plan (2009): Policy 43, Regional Transport Objectives; Policy 44, Sub-Area Transport Objectives; Policy 45, Regional Approach to Traffic Growth Reduction; Policy 46, A Regional Approach to Behavioural Change; Policy 47, Regional Priorities for Parking Levies and Road User Charging; Policy 48, Regional Car Parking Standards; Policy 49, A Regional Approach to Improving Public Transport Accessibility; Policy 50, Regional Heavy Rail Priorities; Policy 51, Regional Priorities for Bus and Light Rail Services; Policy 52, Regional Priorities for Integrating Public Transport; Policy 53, Regional Trunk Road Priorities; Policy 54, Regional Major Highway Priorities.

#### **3.3.15 Local Policies, Strategies and Evidence**

Local Authority Sustainable Community Strategies and Local Plans.  
Greater Nottingham Local Transport Plan.  
Derbyshire Local Transport Plan.

#### **3.3.16 Alternative Options**

Options have been considered of giving less priority to accessibility by public transport and demand management, however it is considered that these would be contrary to both national and regional policy and the majority of representations.

#### **3.3.17 Sustainability Appraisal**

This policy shows major positive outcomes in relation to the SA objectives on transport. There are also clear benefits in terms of improvements to health stemming from this policy. These arise directly from the increases in cycling and walking and indirectly through improved air quality, as pollution levels are reduced; a consequence of the managed reduction of travel. Better access will also bring benefits in crime rates as levels of public transport use are increased and better surveillance is forthcoming from more footfall on the streets. It will also help those without a car to access libraries, health centres and community facilities more easily. Biodiversity also stands to gain from the improvements to air quality. Natural resource consumption is contained and landscape/townscape character protected by the shift in emphasis implied by a move from road building to more active method of travel demand management. There will also be positive outcomes in terms of energy consumption in the shift in emphasis from private to public transport especially when energy efficient technologies are employed. Impacts on housing, heritage and waste are uncertain or neutral. The only identified negative consequence could involve employment prospects, where employers have been slow to abandon the concept of car based accessibility and generous parking provision as major factors in business location decisions.

## 3. The Delivery Strategy

### **3.3.18 Option for Consultation**

The option focuses on a more sustainable approach to travel to work and other regular journeys. It is therefore consistent with national and regional policy.

### **3.3.19 How will this policy be implemented?**

Through the choice of locations for development in Development Plan Documents, the production of development briefs and Supplementary Planning Documents, development management decisions and public sector investment decisions.

### 3. The Delivery Strategy

#### 3.14 TRANSPORT INFRASTRUCTURE PRIORITIES



#### ISSUES AND OPTIONS, WHAT YOU TOLD US

The main options feeding into this policy from the Issues and Options are **TA1 a and b, TA2 a b and c, TA3 a b and c, and TA4.**

- Strong support for locating major new development only in association with the provision of major new public transport infrastructure and services and highway capacity improvements, although some saw the latter as a last resort
- There was a mixed response to the option of focusing future investment in major transport schemes on public transport. Generally developers did not support this option, whilst public sector and voluntary groups did. It was noted that congestion has a cost to the economy, and this needs to be taken into account. The health benefits of options based around sustainable transport were noted, as was the need for closer integration of public transport.
- Very limited support for focusing future investment on improving highway capacity.
- Heavy support from developers for prioritising both public transport and highway capacity, less support from other respondents.

#### POLICY 14 TRANSPORT INFRASTRUCTURE PRIORITIES

Where new development gives rise to the need for additional transport infrastructure, it should be in accordance with the priorities of the Local Transport Plans covering Greater Nottingham.

New development, singly or in combination with other proposed development, must demonstrate that a sufficient package of measures are proposed as part of the development to ensure that the integrity of the transport system as a whole is not threatened.

Existing planned major transport improvements include:

- 1) Public transport:

### 3. The Delivery Strategy

- Nottingham Express Transit Phase 2 (extensions to Clifton and Chilwell)
- Nottingham Midland Station Hub
- Nottingham to Lincoln rail improvements

2) Highway improvements:

- A46 improvements - Newark to Widmerpool
- A453 Widening – M1 to Nottingham
- Hucknall Town Centre improvements
- Nottingham Ring Road improvement scheme

3) Other schemes identified but not currently funded that may support growth include:

- Gedling access road
- Stanton access road
- Further tram extensions
- Potential tram-train routes
- Cross-city bus transit corridors
- West Bridgford bus priority measures
- Ilkeston Station reopening
- Nottingham to Grantham Rail upgrade
- Robin Hood Line Bingham extension and capacity improvements
- Kimberley Town Centre improvements
- Turning Point future phases
- A52 Saxondale to Radcliffe upgrade
- A52 grade separated junctions (West Bridgford)
- 4th Trent Crossing near Radcliffe
- Rail upgrades between Nottingham, London and other Core Cities including electrification of the Midland Mainline and potentially High Speed Rail

Further transport infrastructure schemes are likely to emerge through Area Action Plans, Supplementary Planning Documents or Masterplans for major new development, especially the Sustainable Urban Extensions.

#### JUSTIFICATION

3.14.1 A sustainable good quality transport system is essential to support the economic and social wellbeing of Greater Nottingham. Public transport and highway schemes listed in the policy will be important in providing high quality transport networks required to ensure the successful delivery of the development sites in the Spatial Growth policy. The existing planned public transport and highway improvements are included in Local Transport Plans and/or Regional Funding Allocations programmes, and are relatively certain. The other identified schemes are those which have been identified and are being developed with a view to becoming deliverable schemes. The list will be amended as Sustainable Urban Extension choices are developed for the pre-submission draft, and will be set out in future Local Transport Plans.

3.14.2 Transport priorities within Local Transport Plans will reflect the national objectives being

### 3. The Delivery Strategy

delivered through the Department for Transport's DaSTS (Delivering a Sustainable Transport System) process, focusing on economic development and climate change and ensuring safety, security and health, improved quality of life and quality of opportunity through maximising accessibility and reducing dependence upon the private car.

3.14.3 Individual projects will have their own justification in the documents which include the investment programmes.

#### **BACKGROUND TO OPTION FOR CONSULTATION AND ALTERNATIVE OPTIONS CONSIDERED**

##### **3.14.4 Core Strategy Objectives**

- iv. Excellent transport systems and reducing the need to travel.
- x.. Environmentally responsible development addressing climate change

##### **3.14.5 National and Regional Policy Framework**

Planning Policy Statement 1: Delivering Sustainable Development (2005). States that development should be concentrated in sustainable locations, with easy access by foot, cycle or public transport.

Planning Policy Guidance Note 13: Transport (2005). States that government objectives are to integrate planning and transport at the national, regional and local level, and to promote more sustainable transport choices for both people and freight.

East Midlands Regional Plan (2009): Policy 43, Regional Transport Objectives; Policy 44, Sub-Area Transport Objectives; Policy 45, Regional Approach to Traffic Growth Reduction; Policy 46, A Regional Approach to Behavioural Change; Policy 47, Regional Priorities for Parking Levies and Road User Charging; Policy 48, Regional Car Parking Standards; Policy 49, A Regional Approach to Improving Public Transport Accessibility; Policy 50, Regional Heavy Rail Priorities; Policy 51, Regional Priorities for Bus and Light Rail Services; Policy 52, Regional Priorities for Integrating Public Transport; Policy 53, Regional Trunk Road Priorities; Policy 54, Regional Major Highway Priorities.

##### **3.14.6 Local Policies, Strategies and Evidence**

Local Authority Sustainable Community Strategies and Local Plans.  
Greater Nottingham Local Transport Plan.  
Derbyshire Local Transport Plan.

##### **3.14.7 Alternative Options**

Options have been considered of giving less priority to public transport improvements, however it is considered that these would be contrary to national and regional policy, Local Transport Plans and the majority of representations.

##### **3.14.8 Sustainability Appraisal**

The balance proposed in the policy between new road building and public transport

### 3. The Delivery Strategy

enhancements means that whilst some of the transport objectives, such as improving access to jobs and services will be met, others such as the need to ensure that all journeys are undertaken by the most sustainable transport mode may be more difficult to achieve. The policy therefore needs to act in concert with policy 13 to maximise its effectiveness. The range of infrastructure set out, will allow for the provision of new homes and jobs; a clear positive outcome from the policy. On the other hand major infrastructure projects consume considerable natural resources, generate waste and require large amounts of energy both during construction and in operation thereafter. These are significant negatives and would be exacerbated if the provision of the road based elements take precedence over public transport investment. Negative impact on environmental factors like biodiversity and landscape character is also magnified by the demands of private transport, as is the potential impact on heritage. Judgement of the consequences of the policy for health, social capital and community safety are difficult to make. Improved access to services will have some beneficial effects but possible increases in pollution will impact air quality to the detriment of general health and would exacerbate health inequalities especially for those living alongside busy roads where noise and poor air quality is prevalent.

#### **3.14.9 Option for Consultation**

The option emphasises the importance of public transport improvements, whilst recognising the need for certain highway improvements to facilitate sustainable development. It is therefore consistent with national and regional policy and with Local Transport Plans.

#### **3.14.10 How will this policy be implemented?**

Through the choice of locations for development in Development Plan Documents, the production of development briefs and Supplementary Planning Documents, development management decisions and public sector investment decisions.

#### (C) OUR ENVIRONMENT

The level of growth being planned for provides an opportunity to plan for the environment in Greater Nottingham in a strategic and more comprehensive way. Policies are aimed at preserving, enhancing and making best use of environmental assets, and ensuring that new assets are delivered as part of growth proposals, which also meet strategic priorities. Multi functional spaces are promoted, with a clear aim to contribute to a regional step change in the levels of biodiversity.

The core policies for our environment are:

- 15 Green Infrastructure, Parks and Open Space
- 16 Biodiversity
- 17 Landscape Character



### 3. The Delivery Strategy

#### 3.15 GREEN INFRASTRUCTURE, PARKS & OPEN SPACE



#### ISSUES AND OPTIONS, WHAT YOU TOLD US

The main options that feeding into this policy from the Issues and Options are:- **GI 1** and **GI 3**

- New development to provide or improve access to Green Infrastructure and mitigate any impacts on it
- Adopt standards/initiatives developed by Natural England, the Wildlife Trusts and The Woodland Trust
- Promote and provide access to the countryside by walking/cycling/public transport
- Improve local awareness of GI – use of community gardens
- Embed the 6Cs GI Strategy.

#### POLICY 15 GREEN INFRASTRUCTURE, PARKS & OPEN SPACE

1. **A strategic approach to the delivery, protection and enhancement of Green Infrastructure will be taken, through the establishment of a network of regional and sub-regional Green Infrastructure corridors and assets (as shown on the key diagram), particularly focusing on links between Greater Nottingham and Derby, together with corridors and assets of a more local level.**
2. **The approach will require that: -**
  - a) **Existing Green Infrastructure corridors and assets are protected and enhanced. Priority for the location of new or enhanced strategic green infrastructure will be given to locations for major residential development identified in Policy 2, the Strategic River Corridors of the Trent, Erewash, Soar and Leen rivers, canal corridors, the Greenwood Community Forest, and Urban Fringe areas.**
  - b) **Where new development has an adverse impact on Green Infrastructure corridors or assets, the need for and benefit of the development will be weighed against the harm caused. Alternative scheme designs that have no or little impact should be considered before mitigation is provided (either on site or off site as appropriate).**

### 3. The Delivery Strategy

c) Major new developments should enhance the Strategic Green Infrastructure network (either onsite or off site or through contributions as appropriate).

d) Links to and between the Green Infrastructure network will be promoted to increase access, especially in areas of identified deficit, for recreational and non-motorised commuting purposes, and to allow for the migration of species.

3. New or enhanced Green Infrastructure corridors and assets should be multi-functional by requiring their design to take into account primary and secondary functions as follows:

a) Accessibility to Green Infrastructure corridors or assets and the countryside

b) Physical activity and well-being opportunities for local residents

c) Educational resource for local residents

d) Biodiversity opportunities

e) Tackling and adapting to climate change

4. Parks and Open Space will be protected from development. Exceptions may be made if the park or open space is shown to be underused or undervalued, the development is small part of the Green Infrastructure network and will not be detrimental to its function or the development is a use associated with parks and open spaces. Alternative scheme designs that have no or little impact should be considered before mitigation is provided (either onsite or off site or through contributions as appropriate).

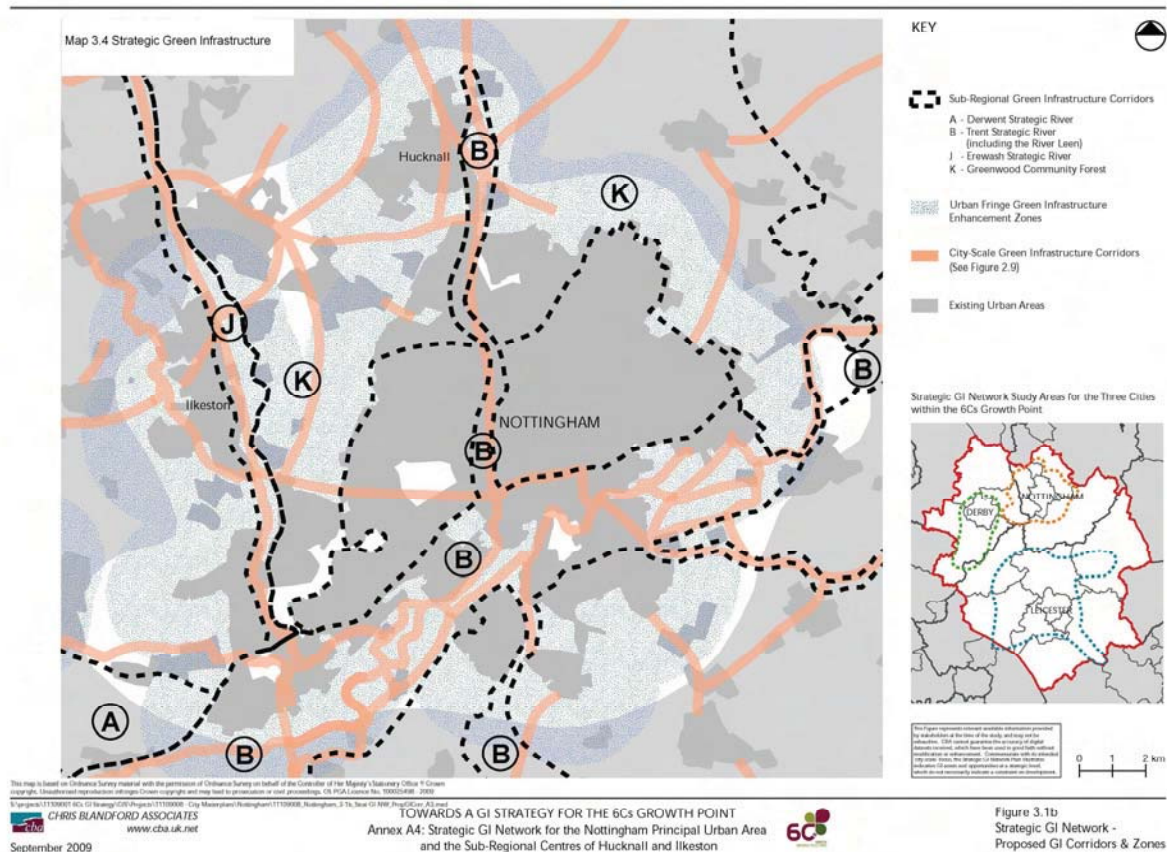
#### JUSTIFICATION

3.15.1 Policy 28 of the East Midlands Regional Plan (2009) requires that local authorities work in partnership with the voluntary sector, landowners and local communities to deliver, protect and enhance Environmental and Green Infrastructure. The Regional Plan defines Green Infrastructure as, "...the networks of multifunctional greenspace which sit within, and contribute to, the type of high quality natural and built environment required to deliver sustainable communities. Delivering, protecting and enhancing these networks require the creation of new assets to link with river corridors, waterways, woodlands, nature reserves, urban greenspace, historic sites and other existing assets." The porous nature of local authorities boundaries in Greater Nottingham means that residents use Green Infrastructure assets such as parks, rights of way and water courses/bodies regardless of which districts they are in. Adopting a common strategic approach between the Districts will ensure that a joined up approach is taken and allows for provision in different authorities to be taken into account.

3.15.2 The strategic approach will be based on a framework of regional and sub-regional Green Infrastructure corridors. These will broadly be based on the strategic waterways of the Rivers Trent, Erewash, Soar and Leen as well as the Erewash and Grantham Canals. Greenwood Community Forest while included as a corridor is an initiative area, and as such smaller projects that accord with our priorities throughout the Greenwood Area will be taken forward. These areas provide opportunities for countryside access and also allow for the

### 3. The Delivery Strategy

migration of species. Additionally the river corridors provide the opportunity to tackle climate change through energy production and flood attenuation. Map 3.4 is an extract from 'Towards a GI Strategy: Sub-regional Strategic Framework' (Consultation Draft 2009), which was prepared for the 3 Cities area, showing the key elements of Greater Nottingham's Green Infrastructure.



3.15.3 The links between Greater Nottingham and Derby are especially important for Erewash, which relates closely to Derby in the west. Opportunities here include enhancements to the Derby to Sandiacre Canal, and the 'Great Northern Greenway' based on the former Ilkeston to Derby railway.

3.15.4 An area extending out from the urban edge will be targeted for enhancement. The areas around the edge of the conurbation provide a significant resource for communities and also provide a context for the landscape setting of the urban area. Ensuring that Green Infrastructure is protected, enhanced or provided in this area will address the issues of access to the countryside and ensure that Green Infrastructure is factored into the development of Sustainable Urban Extensions from the start.

3.15.5 New residential development will bring extra users placing extra demand on current assets and generating demand for new assets. In some cases new residential development may impact on Green Infrastructure corridors or assets. When considering a planning application, the need for a scheme and the benefits it will bring to the area should be weighed against the harm caused. This could include looking at whether the assets are surplus to requirements, undervalued or underused, whether the development will only impact on a small

### 3. The Delivery Strategy

area of a major asset or corridor or if a wider need exists for the development and there is no better location for it. If the benefits of the scheme do outweigh the impacts then scheme designs that avoid harm should be considered. If the adverse impact cannot be negated then mitigation should be provided taking the form of on or off site mitigation as appropriate. The 'appropriateness' of on site or off site provision for mitigation or new Green Infrastructure will be determined with reference to other corridors and assets in the surrounding area (having regard to local standards for provision – for example Natural England's ANGSt standards or other locally adopted standards), the physiography of the site (whether it is hilly or in the flood plain etc) and a number of other factors.

3.15.6 To ensure that existing areas maintain or enhance their provision of Green Infrastructure it is important to protect existing Green Infrastructure assets and seek to put in place active management of corridors and assets. One of the key issues that has been identified through the development of the aligned Core Strategies and was further highlighted in the consultation on the Issues and Options was the poor access for many Greater Nottingham residents into the surrounding countryside. Ensuring that there is access into the countryside and also to other Green Infrastructure assets will encourage a healthy lifestyle and also allow commuting routes for non-motorised transport.

3.15.7 The description of Green Infrastructure is of a 'multi-functional network of green spaces'. It is therefore important that Green Infrastructure assets are truly multi-functional. A bridleway, for example, may encourage physical activity but also provide a route into the countryside. A Local Nature Reserve may provide accessible biodiversity and also allow local residents to learn about nature, allotments may encourage healthy lifestyles and also reduce food miles. While a primary and secondary use will be sought it does not preclude larger Green Infrastructure assets performing a variety of functions.

3.15.8 Corridors and assets of a more local nature will be identified through Site Specific Development Plan Documents or Supplementary Planning Documents. This will include City-scale and local or site-specific assets and corridors.

3.15.9 Parks and open spaces are an important part of the 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, and where these can be identified through Open Space Assessments or local studies, redevelopment can help to address these issues, for instance through appropriate design to allow overlooking. 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.

#### **BACKGROUND TO OPTION FOR CONSULTATION AND ALTERNATIVE OPTIONS CONSIDERED**

##### **3.15.10 Core Strategy Objectives**

**viii Health and Well Being**

**x Environmentally Responsible development addressing climate change**

### xi Protecting and improving natural assets

#### 3.15.11 National and Regional Policy Framework

PPG17 – Planning for Open Space, Sport and Recreation sets out why open space, sport and recreation are important and objectives for their delivery and how to assess need, set local standards, maintain a supply of facilities and plan for new facilities. The policies within it need to be taken into account when preparing development plans.

RSS Policy 26 – Protecting and Enhancing the Region’s Natural and Cultural Heritage  
RSS Policy 28 – Regional Priorities for Environmental and Green Infrastructure  
RSS Policy 30 – Regional Priorities for Managing and Increasing Woodland Cover  
RSS Policy 33 – Regional Priorities for Strategic River Corridors  
RSS Policy Three Cities SRS 5 – Green Infrastructure and National Forest

#### 3.15.12 Local Policies, Strategies and Evidence

6Cs Growth Point – ‘Towards a GI Strategy: Sub-regional Strategic Framework’ Consultation Draft (2009)  
Greenwood Strategic Plan (2000)  
Open or Green Space Strategies and Audits for each council  
Nottingham City Council – Corridors to the Countryside Project: Strategy for the River Leen (1998)  
Nottingham City, Derbyshire and Nottinghamshire Rights of Way Improvement Plans  
Trent River Park Vision and Action Plan (2008)

#### 3.15.13 Alternative Options

The East Midlands Regional Plan (2009) requires that a Green Infrastructure approach be adopted through Core Strategies and therefore no alternatives to the strategic level or multi-functional approach have been considered. The need to take account of the specific circumstances of the site requires flexibility in whether to allow on or off site provisions and also the form the provision will take.

#### 3.15.14 Sustainability Appraisal

The policy understandably has very positive effects on Biodiversity, Landscape and Natural Resources, but it also shows significant benefits in terms of Transport, Health, Heritage and Social Inclusion. The SA suggested a broadly neutral impact from this policy on the provision of new housing and employment opportunities; any development constraint being balanced by very positive impacts on quality of life factors. The only negative issue identified relates to the possible increase in the fear of crime when new elements of the green network are opened up - both in terms of lack of natural surveillance and Rights of Way issues. These factors could be mitigated through good design and management.

#### 3.15.15 Option for Consultation

The Option for Consultation takes account of the draft 6Cs Green Infrastructure Strategy and identifies corridors to create a framework for the management and investment in a range of

### 3. The Delivery Strategy

Green Infrastructure including parks and open space. It requires that new developments contribute towards the network in an appropriate way and that the impact on Green Infrastructure is considered against the benefits of the development.

#### **3.15.16 How will this policy be implemented?**

Site Specific Documents/Supplementary Planning Document will identify local and site specific Green Infrastructure corridors and assets. The Proposals Map will identify Green Infrastructure assets to be protected. Through Development Control/Management via decisions on planning applications regarding impacts and on or off site delivery. Leisure Departments will establish deficits/surpluses and what is required and develop management plans to bring up to quality or ensure multi-functional.

## 3. The Delivery Strategy

### 3.16 BIODIVERSITY



#### ISSUES AND OPTIONS, WHAT YOU TOLD US

The main options feeding into this policy from the Issues and Options are **GI 1, GI 2, GI 3 and GI 4.**

- Urban gardens are not considered to be a key feature for biodiversity. The reference to private gardens should be removed as there are far more threatened and declining habitats than this.
- Use of landscape scale initiatives such as the Wildlife Trust Living Landscape initiative.
- The loss of open space to facilitate physical improvements to existing open space identified for retention is not acceptable because this would result in a permanent loss of resource for communities and biodiversity.
- Guidelines must be adopted to protect and enhance biodiversity. There should be a clear hierarchy of sites and framework for biodiversity protection.
- Identifying specific sites may lead to important but undesignated sites being neglected. Biodiversity needs to be enhanced across the board, not just designated areas.
- Important species take years to establish and if they are constantly disturbed, there is no chance of them spreading or biodiversity increasing.
- Not all countryside is equally suitable for access by large numbers of people. Areas of particular sensitivity due to wildlife value or by virtue of its tranquility need protection from access by large numbers of people.
- Raise awareness of the importance of the environment in the local community.
- Encourage community gardens.
- Impact of new development to the surrounding environment needs to be considered.
- New developments need substantial tree planting.
- Promote use of green roofs to encourage biodiversity.

#### POLICY 16 BIODIVERSITY

The biodiversity of Greater Nottingham will be increased over the Core Strategy period by:

- a) retaining, protecting and enhancing existing features of biodiversity;

### 3. The Delivery Strategy

- b) ensuring that improvements to the Green Infrastructure network benefit biodiversity wherever possible;
- c) requiring new development to incorporate new features to encourage biodiversity, and to improve existing features wherever appropriate; and
- d) where harm is unavoidable, as a last resort development should mitigate or compensate for any loss.

**Designated national and local sites of biological or geological importance for nature conservation will be protected in line with the hierarchy of designations and the potential for mitigation.**

**Development on or affecting other sites or wildlife links with identified biodiversity value will only be permitted where it can be demonstrated that there is a need for the development and that satisfactory mitigation measures are put in place.**

#### **JUSTIFICATION**

3.16.1 Policy 28 of the East Midlands Regional Plan (2009) which sets the 'Regional Priorities for Environmental and Green Infrastructure' recognises conservation and enhancement of biodiversity as a key test of sustainable development. The Region currently compares unfavourably with other regions in England in terms of the surface area covered by legally designated nature conservation sites, has lost more wildlife than any other region in England and has lost large amounts of its wildlife habitats with losses continuing and those remaining becoming increasingly small, isolated and fragmented. Action is required to re-establish habits and species and to develop appropriate data to monitor and target biodiversity action. New sites and key linking corridors should be identified for Biodiversity Conservation and Enhancement Areas.

3.16.2 Policy 29 of the same Regional Plan sets the 'Priorities for Enhancing the Region's Biodiversity' and recognises the need to deliver a major step change increase in the level of biodiversity across the East Midlands.

3.16.3 Both the Nottinghamshire Local Biodiversity Action Plan and the Lowland Derbyshire Biodiversity Action Plan aim to conserve and enhance the existing wildlife and to redress past losses through habitat conservation, restoration, recreation and targeted action for priority species. The Biodiversity Action Plans include Habitat Action Plans for woodland, grassland, wetland and farmland habitats.

#### **BACKGROUND TO OPTION FOR CONSULTATION AND ALTERNATIVE OPTIONS CONSIDERED**

##### **3.16.4 Core Strategy Objectives**

- v. Strong, safe and cohesive communities
- vii. Health and well being
- x. Environmentally responsible development addressing climate change



### 3. The Delivery Strategy

- xi. Protecting and developing new Green Infrastructure, including open spaces
- xii. Protecting and enhancing Greater Nottingham's individual character and local distinctiveness

#### **3.16.5 National and Regional Policy Framework**

PPS1 – 'Delivering Sustainable Development' requires a high level of protection to be given to wildlife species and habitats and for development plan policies to take account of environmental issues including the promotion of biodiversity.

PPS9 and the PPS9 Companion Guide – 'Biodiversity and Geological Conservation' states that Plan policies and planning decisions should aim to maintain, and enhance, restore or add to biodiversity interests.

East Midlands Regional Plan – Policy 28 'Regional Priorities for Environmental and Green Infrastructure' and Policy 29 'Priorities for Enhancing the Region's Biodiversity' and Appendix 3.

Natural Environment and Rural Communities Act (2006)

The Conservation (Natural Habitats, &c.) (Amendment) Regulations 2007

#### **3.16.6 Local Policies Strategies, and Evidence**

Nottinghamshire Local Biodiversity Action Plan (1998)

Lowland Derbyshire Biodiversity Action Plan 2008-2010 (2008)

6Cs Growth Point – 'Towards a GI Strategy: Sub-regional Strategic Framework' Consultation Draft (2009)

Greenwood Strategic Plan (2000)

Open or Green Space Strategies and Audits for each council

Nottingham City Council – Corridors to the Countryside Project: Strategy for the River Leen (1998)

Nottingham City, Derbyshire and Nottinghamshire Rights of Way Improvement Plans  
Trent River Park Vision and Action Plan (2008)

#### **3.16.7 Alternative Options**

None considered, as RSS recognises the need to deliver a major step change increase in the level of biodiversity across the East Midlands.

#### **3.16.8 Sustainability Appraisal**

The policy understandably has very positive effects on Biodiversity, Landscape and Natural Resources, but it also shows significant benefits in terms of Health and Heritage. The SA suggested a broadly neutral impact from this policy on the provision of new housing and employment opportunities; any development constraint being balanced by added value brought about by very positive impacts on quality of life factors. No negative features were identified as stemming from this policy.

### 3.16.9 Option for Consultation

See Alternative Option above.

### 3.16.10 How will this policy be implemented?

Through the Proposals Map identifying GI assets to be protected and use of Local Biodiversity Action Plans and through development control/management decisions on planning applications.

Setting targets and monitoring through planning application decisions, Annual Monitoring Reports and data supplied by bodies such as the Wildlife Trust.

Through cross boundary cooperation when dealing with corridors that extend across Local Planning Authority boundaries with opportunities to pursue joint projects on areas crossing administrative boundaries.

## 3. The Delivery Strategy

### 3.17 LANDSCAPE CHARACTER



#### ISSUES AND OPTIONS, WHAT YOU TOLD US

The main options feeding into this policy from the Issues and Options are **GI 1, GI 2 and GI 4**

The main comments received from the Issues and Options consultation are as follows:-

- Green infrastructure within part of new development must evolve with the landscape, rather than impacting upon it.
- Farming should be included in a paragraph on landscape as they are inextricably intertwined.
- Definition of Green Infrastructure should include historic sites and cultural features, not just natural and ecological assets.
- Important species take years to establish and if they are constantly disturbed, there is no chance of them spreading or biodiversity increasing.
- Reference to private gardens should be removed as there are far more threatened and declining habitats than this.
- Impact of new development to the surrounding environment.
- Include historic environment, local distinctiveness and landscape character.

#### POLICY 17 LANDSCAPE CHARACTER

**New development should take account of landscape character. Where appropriate, planning applications should set out how the development responds to landscape features as set out in both the Greater Nottingham Landscape Character Assessment and the Landscape Character of Derbyshire.**

#### JUSTIFICATION

3.17.1 Policy 31 of the East Midlands Regional Plan (2009) states that local authorities should prepare Landscape Character Assessments to inform the preparation of Local Development Frameworks.

### 3. The Delivery Strategy

3.17.2 The Landscape Character of Derbyshire was adopted in 2003 and the Greater Nottingham Landscape Character Assessment was adopted in 2009. The Greater Nottingham Landscape Character Assessment identified seven themes which combine to define landscape character and are the most appropriate to use for identifying landscape change.

These include:-

1. Woodland;
2. Boundary features;
3. Agriculture;
4. Settlement pattern;
5. Semi-natural habitats;
6. Historical features; and
7. River and coastal.

3.17.3 The two assessments identify Landscape Character Types within National and Regional Landscape Character Areas. The assessments give recommendations regarding the features of each policy zone, such as the important ridgelines around Nottingham, which should be reflected, where appropriate within supporting statements accompanying planning application submissions.

3.17.4 Policy 29 and Appendix 3 of the East Midlands Regional Plan set out regional habitat targets.

#### **BACKGROUND TO OPTION FOR CONSULTATION AND ALTERNATIVE OPTIONS CONSIDERED**

##### **3.17.5 Core Strategy Objectives**

- v. Strong, safe and cohesive communities
- viii. Health and well being
- x. Environmentally responsible development addressing climate change
- xi. Protecting and developing new Green Infrastructure, including open spaces
- xii. Protecting and enhancing Greater Nottingham's individual character and local distinctiveness

##### **3.17.6 National and Regional Policy Framework**

Planning Policy Statement 1: Delivering Sustainable Development (2005). Sets out the Government's policies to deliver homes, jobs, and better opportunities for all, whilst protecting and enhancing the natural and historic environment, and conserving the countryside and open spaces that are vital resources for everyone.

Planning Policy Guidance 2: Green Belts (1995). Sets out five purposes of including land in Green Belts. The Note also contains guidance on the designation of Green Belts and the control over development in Green Belts.

Planning Policy Statement 7: Sustainable Development in Rural Areas (2004). Sets out the Government's planning policies for rural areas, including country towns and villages and the wider, largely undeveloped countryside up to the fringes of larger urban areas.

Planning Policy Statement 9: Biological and Geological Conservation (2005). Sets out the

## 3. The Delivery Strategy

Government's policies in relation to the protection of biodiversity and geological conservation. Its aim is to maintain, enhance, restore or add to biodiversity or geological conservation interests.

East Midlands Regional Plan (2009) – Policy 31 Priorities for the Management and Enhancement of the Region's Landscape. Requires local authorities to prepare Landscape Character Assessments to inform the preparation of Local Development Frameworks.

### **3.17.7 Local Policies, Strategies and Evidence**

Greater Nottingham Landscape Character Assessment (2009)

The Landscape Character of Derbyshire (2003)

Nottinghamshire Local Biodiversity Action Plan (1998)

Lowland Derbyshire Biodiversity Action Plan 2008-2010 (2008)

### **3.17.8 Alternative Options**

There are no alternative options.

### **3.17.9 Sustainability Appraisal**

The policy understandably has very positive effects on Biodiversity, Landscape and Natural Resources, but it also shows significant benefits in terms of Health and Heritage. The SA suggested a broadly neutral impact from this policy on the provision of new housing and employment opportunities; any development constraint being balanced by added value brought about by very positive impacts on visual quality. The only possible negative feature identified was in relation to Energy where a potential conflict could exist between developments for renewable energy and areas of landscape character. Such conflict could be minimised through careful design and siting.

### **3.17.10 Option for Consultation**

The landscape character assessments provide the evidence which should be reflected within planning application submissions.

### **3.17.11 How will this policy be implemented?**

Establish new indicators in Local Development Framework Annual Monitoring Report.  
Development Control decisions on planning applications.

#### (D) MAKING IT HAPPEN

It will be important for new infrastructure to be delivered in a timely fashion, and that development pays for infrastructure that is required to make it sustainable. The policies here are aimed at achieving this. More detailed work is underway on the locations for growth, and this section will be developed further for the 'Pre Submission' draft of the aligned Core Strategies. There may also be further development of government policy on Community Infrastructure Levy, which can be taken into account.

The core policies for making it happen are:

- 18 Infrastructure
- 19 Developer Contributions

## 3. The Delivery Strategy

### 3.18 INFRASTRUCTURE



#### ISSUES AND OPTIONS, WHAT YOU TOLD US

The main options feeding into this policy from the Issues and Options are **NI1a and 1b; and NI 2a, 2b and 2c.**

- It is vital that new growth is supported by appropriate infrastructure
- The importance of a separate Infrastructure Plan is emphasised
- The PPS3 15-year period split into 3 x 5-year phases with less detailed information required on each successive phase could serve as a useful model for viability and delivery assessment in the aligned Core Strategies
- Very few locations in Greater Nottingham could support major new growth without significant investment in public transport infrastructure or services
- New development should be located in areas with good existing public transport or areas with the potential to develop public transport

#### POLICY 18 INFRASTRUCTURE

1. **New development must be supported by the required infrastructure at the appropriate stage. The councils will work in partnership with infrastructure providers, grant funders, the development industry and other delivery agencies in seeking the provision of necessary infrastructure to support new development.**
2. **An Infrastructure Capacity Study and Delivery Plan will be produced to identify the infrastructure requirements necessary to support new development across Greater Nottingham, and will indicate where and when this will be provided. It will also set out the scale of funding necessary to achieve this and the possible sources of funding available from a range of agencies, including local authorities, and from developments.**
3. **Before granting planning permission for development, councils will have to be satisfied that the infrastructure requirements arising from the scheme will be met by the time it is needed. Contributions will be sought from development giving rise to the need for new infrastructure.**

#### **4. The councils will seek to secure funding from Government and other sources to support infrastructure requirements.**

##### **JUSTIFICATION**

3.18.1 The provision of adequate infrastructure and services to meet the needs of the existing community and to meet the needs of new development is essential and has been identified by communities as one of their biggest concerns. New development should not overburden existing infrastructure or communities.

3.18.2 Delivering infrastructure on time is, therefore, important in ensuring that local services, facilities and the transport network can cope with added demand that arises from housing growth and other new development. Infrastructure will be delivered as an integral part of a development, by contributions towards those needs, and through funding from relevant providers and partners. The councils will work with service, infrastructure providers and community stakeholders to monitor the provision of services and infrastructure in relation to the growth of development and to meet any identified needs and shortfalls.

3.18.3 In line with the guidance in Planning Policy Statement 12, an Infrastructure Capacity Study is being prepared for Greater Nottingham and Ashfield. This study aims to identify if and where there are deficits in infrastructure provision within the study area and ascertain what additional infrastructure is needed to support the level of growth. It is being prepared with the assistance of all the main infrastructure and utility providers. This includes, for example, the local highways authorities, education authorities and water companies.

3.18.4 The Infrastructure Capacity Study will be used, alongside other evidence, to inform and provide background information in the preparation of each of the councils' Local Development Frameworks. The intention is that it is a 'living document' and will evolve into an Infrastructure Capacity Study and Delivery Plan.

3.18.5 In preparing the Delivery Plan, there will need to full account of the Homes and Communities Agency's (HCA) Local Investment Plan (LIP). The LIP is being informed by the process known as the 'Single Conversation', which is being conducted between the HCA and local authorities. The Single Conversation will, in part, identify local investment priorities for Greater Nottingham and shape the HCA's proposed investment for the area.

3.18.6 The Delivery Plan will be critically important to the delivery of not only the aligned Core Strategies' vision and core objectives, but also where the identified priorities and objectives of public bodies and other service providers need to be delivered through the planning system. The Delivery Plan will also assist in providing a basis for making bids for public funding, from sources such as Growth Point Funding, from the HCA and through East Midlands Development Agency's Sub Regional Investment Plan.



### 3. The Delivery Strategy

#### **BACKGROUND TO OPTION FOR CONSULTATION AND ALTERNATIVE OPTIONS CONSIDERED**

##### **3.18.7 Core Strategy Objective**

- ii. Timely and viable infrastructure
- v. Strong safe and cohesive communities
- viii. Health and well being
- ix. Opportunities for all

##### **3.18.8 National and Regional Policy Framework**

Planning Policy Statement 1: Delivering Sustainable Development – recognises the need to provide accessible services and infrastructure for communities (particularly paragraphs 5, 26 and 27).

Planning Policy Statement 12: Local Spatial Planning – identifies that the infrastructure planning process should identify, as far as possible, infrastructure needs and costs; phasing of development; funding sources; and responsibilities for delivery (paragraphs 4.8 to 4.12).

East Midlands Regional Plan, Policy 57 (Regional Priorities for Implementation , Monitoring and Review) sets out that local authorities should work with developers, statutory agencies and other local stakeholders to produce delivery plans outlining the infrastructure requirements needed to secure the implementation of Local Development Documents. These should include guidance on the appropriate levels of developer contributions, and the mechanisms for securing the delivery of such contributions.

##### **3.18.9 Local Policies, Strategies and Evidence**

Greater Nottingham Local Transport Plan  
Derbyshire Local Transport Plan  
Sustainable Community Strategies  
Local Area Agreements  
Greater Nottingham and Ashfield Infrastructure Capacity Study  
Nottingham Core Affordable Housing Viability Assessment  
Appraisal of Sustainable Urban Extensions for Greater Nottingham  
Greater Nottingham Strategic Flood Risk Assessment  
River Leen Strategic Flood Risk Assessment  
Ashfield Strategic Flood Risk Assessment  
Greater Nottingham Water Cycle Study  
Greater Nottingham Core Transportation Model

##### **3.18.10 Alternative Options**

No reasonable alternatives exist.

##### **3.18.11 Sustainability Appraisal**

Securing appropriate levels of infrastructure will be essential in delivering key aspects of the aligned Core Strategies' Vision. The impact is therefore very positive in meeting housing,

### 3. The Delivery Strategy

employment and related development needs across the board. This will produce consequential benefits for health, social capital and community safety. Impacts on heritage and landscape/townscape character are uncertain. Negative outcomes will affect the SA objectives on waste minimisation, energy consumption and natural resource usage and mitigation measures will be required. The impact on transport objectives will be mixed depending on the location a certain developments and the method used to service them.

#### **3.18.12 Option for Consultation**

This option is consistent with the importance attached to infrastructure provision to support growth and new development in national, regional and local strategies and policies and is also backed by evidence. The approach to ensure necessary infrastructure performs well in relation to the Sustainability Appraisal.

#### **3.18.13 How will this policy be implemented?**

The provision of infrastructure will be achieved through the combination of the capital programmes of the local councils, local strategic partners and possibly the voluntary sector. Some new facilities will be provided by developers, either directly as part of their development scheme or funded through Planning Obligations entered into in association with the grant of planning permission (see also Policy 19).

## 3. The Delivery Strategy

### 3.19 DEVELOPER CONTRIBUTIONS



#### ISSUES AND OPTIONS, WHAT YOU TOLD US

The main options feeding into this policy from the Issues and Options are **NI 2a, 2b and 2c**.

- Seeking developer contributions to the provision of infrastructure received general support through the consultation process
- Support for the adoption of a Community Infrastructure Levy was limited, particularly due to uncertainty surrounding how it will operate
- It is vital that new growth is supported by appropriate infrastructure
- Infrastructure requirements should not overburden development schemes to the extent that they become unviable
- New development cannot be expected to fund all additional infrastructure required
- For any Community Infrastructure Levy, it is premature to reflect upon what the provisions of this might be and what can be included in the tariff.
- Finance raised should contribute to ensuring infrastructure is adapted to meet the demands of climate change
- The potential to pool developer contributions for use across Greater Nottingham received a mixed reaction, although public bodies tended to be supportive.

#### POLICY 19 DEVELOPER CONTRIBUTIONS

1. **Planning obligations will be sought to secure infrastructure necessary to support new development either individually or collectively and to achieve Core Strategy objectives.**
2. **All development will be expected to:**
  - a. **Meet the reasonable cost of new infrastructure required as a consequence of the proposal;**
  - b. **Where appropriate, contribute to the delivery of necessary infrastructure to enable the cumulative impacts of developments to be managed, including identified transport infrastructure requirements; and**

### 3. The Delivery Strategy

c. **Provide for the future maintenance of facilities provided as a result of the development.**

**3. The mechanism by which developer contributions are achieved will be monitored and reviewed to meet national policy. Details of planning contributions, and when use will be made of standardised formulae to calculate contributions, will be set out in separate Development Plan Documents or Supplementary Plan Documents.**

#### **JUSTIFICATION**

3.19.1 Where new development creates a need for new or improved infrastructure, contributions from developers will be sought to make the development acceptable in planning terms. Contributions from a particular development will be fairly and reasonably related in scale and kind to the relevant scheme.

3.19.2 Developments must contribute as necessary to meet all on and off site infrastructure requirements to enable development to take place satisfactorily. These may include:

- Affordable housing (including supported housing)
- Open Space (including play areas, sport and recreation)
- Community facilities (including youth activities and meeting venues)
- Cultural facilities (including libraries and archaeology)
- Health and social care facilities
- Education (including early years provision and community education)
- Police/crime reduction measures
- Transport infrastructure (including footpaths, bridleways, cycleways and roads)
- Public transport (including services and facilities)
- Drainage and flood protection
- Environmental improvements
- Waste recycling facilities
- Fire services
- Shopping facilities
- Green Infrastructure
- Information and Communication Technology
- Training and employment for local people

3.19.3 Where the necessary provision is not made directly by the developer, contributions will be secured through planning obligations. Contributions will be sought from various types of developments that fall above specified size thresholds.

3.19.4 The Government is currently revising the way that developer contributions are collected and has delayed the implementation of a Community Infrastructure Levy (CIL) until April 2010. The CIL is based on capturing increases in the value of land or property arising as a result of development. The decisions as to whether it is appropriate to use the CIL as a mechanism for funding infrastructure will be considered further once Government policy and guidance is finalised. The Government is due to set size thresholds for developments below which CIL would not be payable.

### 3. The Delivery Strategy

3.19.5 Planning obligation agreements will be drafted by the relevant local planning authority with the developer being responsible for the costs resulting from administering and monitoring the agreement.

#### **BACKGROUND TO OPTION FOR CONSULTATION AND ALTERNATIVE OPTIONS CONSIDERED**

##### **3.19.6 Core Strategy Objective**

- ii Timely and viable infrastructure
- v. Strong safe and cohesive communities
- viii. Health and well being
- ix. Opportunities for all

##### **3.19.7 National and Regional Policy Framework**

Planning Policy Statement 1: Delivering Sustainable Development – recognises the need to provide accessible services and infrastructure for communities (particularly paragraphs 5, 26 and 27).

Planning Policy Statement 12: Local Spatial Planning – identifies that the infrastructure planning process should identify, as far as possible, infrastructure needs and costs; phasing of development; funding sources; and responsibilities for delivery (paragraphs 4.8 to 4.12).

Community Infrastructure Levy – Detailed proposals and draft regulations for the introduction of Community Infrastructure Levy, Consultation (July 2009)

ODPM Circular 05/2005 – Planning Obligations

East Midlands Regional Plan, Policy 57 (Regional Priorities for Implementation , Monitoring and Review) sets out that local authorities should work with developers, statutory agencies and other local stakeholders to produce delivery plans outlining the infrastructure requirements needed to secure the implementation of Local Development Documents. These should include guidance on the appropriate levels of developer contributions, and the mechanisms for securing the delivery of such contributions.

##### **3.19.8 Local Policies, Strategies and Evidence**

Greater Nottingham Local Transport Plan

Derbyshire Local Transport Plan

Sustainable Community Strategies

Local Area Agreements

Greater Nottingham and Ashfield Infrastructure Capacity Study

Nottingham Core Affordable Housing Viability Assessment

Appraisal of Sustainable Urban Extensions for Greater Nottingham

Greater Nottingham Strategic Flood Risk Assessment

River Leen Strategic Flood Risk Assessment

Ashfield Strategic Flood Risk Assessment

Greater Nottingham Water Cycle Study

Greater Nottingham Core Transportation Model

### 3.19.9 Alternative Options

Alternative 1 – Introduce a Community Infrastructure Levy (CIL) to help fund most new infrastructure requirements

Alternative 2 – Continue to use Planning Obligations in the same way as the councils do at present

Alternative 3 – Continue to use Planning Obligations but make more use of standard formulae, with greater ability for financial contributions to be pooled for use across Greater Nottingham and its surrounding area.

### 3.19.10 Sustainability Appraisal

Here the SA weighed the pros and cons of introducing a Community Infrastructure Levy or continuing to judge development proposals individually and assessing an appropriate level and range of planning obligation. Each approach has its advantages: a standard levy on development gives clarity, consistency and transparency but may have the unintended consequence of thwarting development ambitions on regeneration sites. These are often the ones most in need of support and subsidy because of higher than average development costs. Conversely Planning Obligations individually negotiated are difficult to apply consistently especially across so diverse an area as Greater Nottingham, but they can be sensitive to local factors and thus enable development which might not otherwise happen to be implemented. The policy as set out above allows for both approaches depending on the direction of National Policy, Each approach displays a virtually identical set of positive outcomes against SA objectives.

### 3.19.11 Option for Consultation

This option is consistent with the importance attached to infrastructure provision to support growth and new development in national, regional and local strategies. The approach to ensure necessary infrastructure performs well in relation to the Sustainability Appraisal.

### 3.19.12 How will this policy be implemented?

The provision of infrastructure will be achieved through the combination of the capital programmes of the local councils, local strategic partners and possibly the voluntary sector. Some new facilities will be provided by developers, either directly as part of their development scheme or funded through Planning Obligations entered into in association with the grant of planning permission (see also Policy 18).

Supplementary Planning Documents will be prepared in relation to developer contributions or, should it be implemented, a Community Infrastructure Levy.