

# Greater Nottingham

## Aligned Core Strategies

### Option for Consultation

#### February 2010



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Key Diagram

# 1. Working in Partnership to Plan for Greater Nottingham

## 1 Introduction



### 1.1 Working in partnership to plan for Greater Nottingham

**1.1.1** The councils of Ashfield, Broxtowe, Erewash, Gedling, Nottingham City and Rushcliffe are working with Derbyshire and Nottinghamshire County Councils to prepare a new aligned and consistent planning strategy for Greater Nottingham. Greater Nottingham is made up of the administrative areas of all the local authorities, with the exception of Ashfield, where only the Hucknall part is included. Greater Nottingham is shown on Map 1.1

**1.1.2** The approach in Ashfield is therefore slightly different, because only the Hucknall part of the District is within Greater Nottingham. Ashfield will be incorporating the jointly agreed strategic elements of this 'Option for Consultation' document into a single 'Preferred Option' document covering the whole of their District, and have also separately consulted on a range of spatial options. The draft Vision, Strategic Objectives and Delivery Strategy set out in this document are therefore relevant to Broxtowe, Gedling, Nottingham City and Rushcliffe, as well as Erewash in Derbyshire. However, Erewash has parts that relate closely to Derby City, also has some specific locally distinct issues due to being in Derbyshire. Whilst these are reflected in the document, the vision is expanded upon slightly in the Erewash Local Distinctiveness section (2.10).

**1.1.3** The first public stage in preparing this strategy was the Issues and Options consultation, which took place in the summer of 2009. The Issues and Options consultation has helped to shape this 'Option for Consultation' document, which sets out how the councils think Greater Nottingham should develop over the period to 2026. We are now looking for your views on the strategy set out in this document.

**1.1.4** This report consists of three main parts, Section 1 introduces the concept of **aligned Core Strategies**, Section 2 looks at the character of Greater Nottingham now and in the future, setting out a '**vision**' of what Greater Nottingham will look like in 2026 if the strategy in this Option for Consultation is implemented, together with **Strategic Objectives** that set out the key principles by which this vision will be achieved. Section 3 is the

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**Delivery Strategy**, including a set of policies and proposals, which together form a strategic and consistent policy approach to delivering the vision. Where relevant, it also includes those issues which are of more local importance. Some elements of the policies presented here will need to be worked up in more detail for the next 'Pre Submission' version of the aligned Core Strategies, such as the detail of mix of uses in the Sustainable Urban Extensions, and their precise infrastructure requirements (and in the case of Broxtowe, the locations of the Sustainable Urban extensions). This is due to the fact that the options for locations have only recently been refined to the option presented in this document. There may also be a need to reflect new or very recent government guidance, such as Planning Policy Statement 4, in more detail. However, it is considered important to allow early consultation on the principle of the proposals presented here, rather than await the completion of further work. The main proposals of the aligned Core Strategies are illustrated on a **Key Diagram**, which can be found at the end of the document.

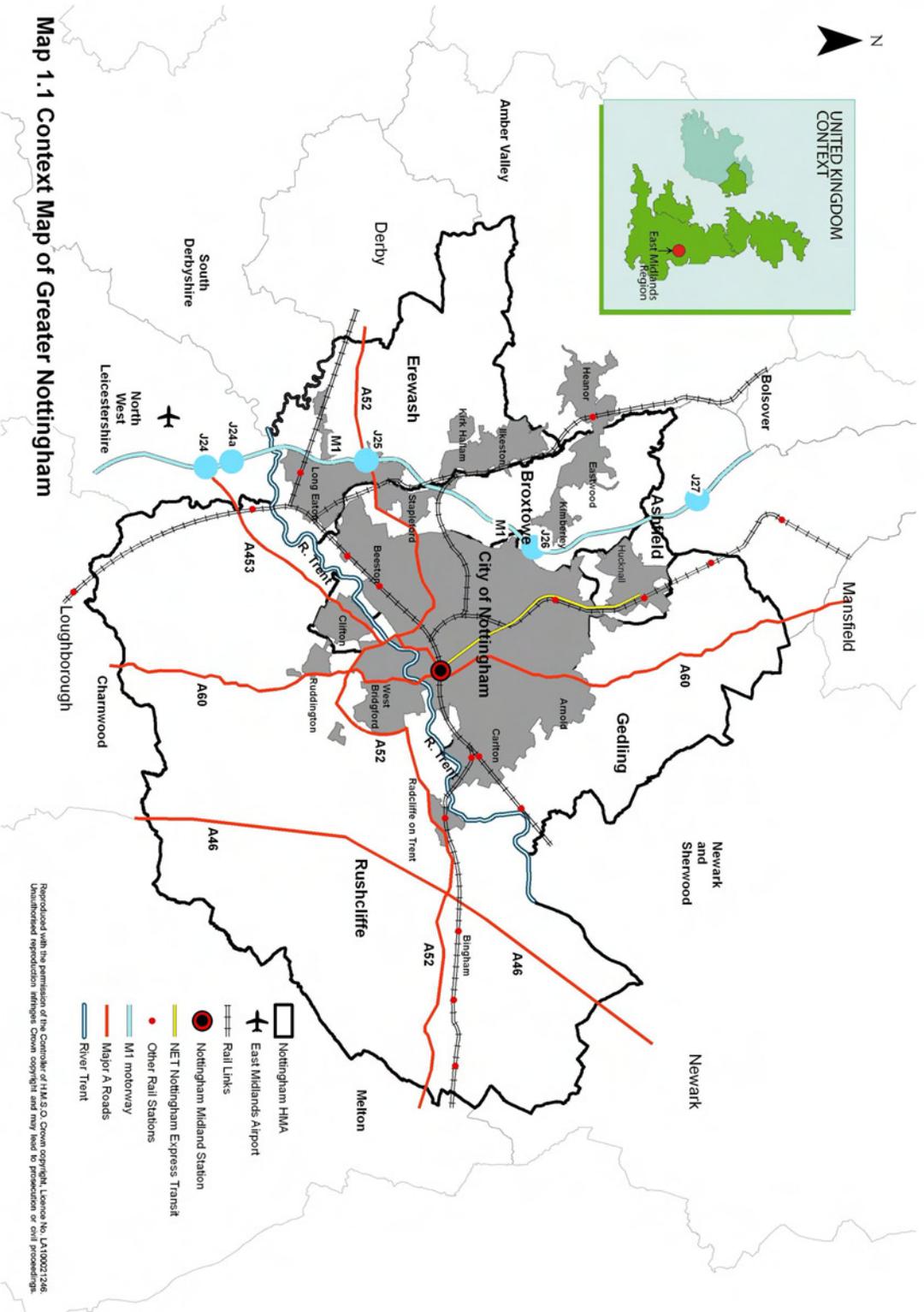
**1.1.5** The strategy is not a formal Joint Core Strategy, so decisions relating to it will be made by each council separately, consequently the document is known as the Aligned Core Strategies: Option for Consultation. Each council will be advised by the Greater Nottingham Joint Planning Advisory Board, which is made up of the lead planning and transport councillors from each of the councils. The Joint Board meets regularly, and has overseen the preparation of this Option for Consultation report.

**1.1.6** The Joint Board considered the Option for Consultation at its meeting of 16<sup>th</sup> December 2009 where it resolved "The document should form the basis of public consultation in the partner areas but does not commit any councils to the development of any site."

**1.1.7** Working together, the councils need views, comments and suggestions on their proposed strategy. We want views from community organisations, businesses, local groups, representatives and anyone else who lives, works, studies or visits here.

**1.1.8** You may already have contributed through each council's Sustainable Community Strategy, which are being developed by the councils on behalf of their Local Strategic Partnerships (see glossary). The role of the aligned Core Strategies is to help implement the spatial elements of those strategies, and so there is a close relationship between the two. More detail on Sustainable Community Strategies can be found below in Section 2.

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**1.1.9** The aligned Core Strategies must take account of the Government's East Midlands Regional Plan, which is the Regional Spatial Strategy (RSS). This was published by the Secretary of State in March 2009 and sets out the number of new homes which will have to be built in each council area, together with guidance on how to provide for new jobs and work places, up until 2026. It also includes policies and guidance on how the expected level of growth can occur in a sustainable way, with all the infrastructure, parks and open space, community facilities and so forth that people need in their daily lives.

**1.1.10** This Option for Consultation report describes where the new homes, jobs and infrastructure will go; how development will be made to be as sustainable as possible; how the growth will benefit our existing communities whilst recognising what is special about Greater Nottingham. This includes the historic environment, the culture and heritage, the local distinctiveness between the City Centre, the inner and outer suburbs, the town centres, the Sub Regional Centres of Hucknall and Ilkeston, and the more rural settlements and villages, together with the countryside that surrounds them.

### 1.2 Why the councils are working together

**1.2.1** The councils believe by working together, planning for the future of the area will be more consistent, and the administrative boundaries of the local authorities will not get in the way of good planning and service delivery.

**1.2.2** The councils are already working together on a range of issues, including preparing Economic Assessments for the area and as part of the Government's New Growth Point (see Glossary) programme, to ensure that there is adequate infrastructure to support new housing growth. Working together to prepare Core Strategies should lead to better and more joined up planning outcomes, whilst making best use of resources, by sharing staff, having a linked and more efficient examination of the Core Strategies and being able to access more funding, such as through the Government's Housing and Planning Delivery Grant.

**1.2.3** These advantages are recognised in the East Midlands Regional Plan. Policy 17 says:-

"...Local Development Frameworks should contain policies to manage the release of housing across both local planning authority areas and the wider Housing Market Area.

To achieve this, in the following Housing Market Areas joint development plan documents will be expected, with the development of joint Core Strategies across Housing Market Areas particularly encouraged."

**1.2.4** The policy specifically mentions Nottingham Core Housing Market Area and Hucknall. However, the councils have decided to cooperate on a

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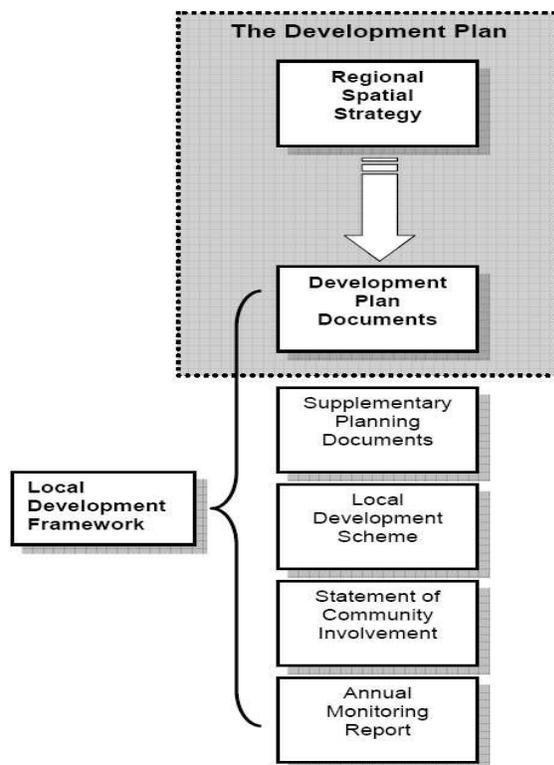
voluntary partnership basis to align their Core Strategies at this time, rather than prepare a formal single joint Core Strategy.

## 1.3 The Local Development Framework

**1.3.1** Changes in planning legislation have sought to introduce a simpler and more effective planning system, strengthening community involvement in planning. The Saved Policies from the Local Plans for each council are therefore being replaced by the Local Development Framework. This will consist of a number of documents taking into account the local demands of development and growth, while seeking to protect the environment and the well-being of local communities. A number of new terms and abbreviations have been introduced as a result of the new planning system and a glossary is included in the Appendix of this document to provide clarification.

**1.3.2** The new Local Development Framework is like a 'folder' of planning documents, and its content is illustrated below, also indicating the relationship and content of the various documents that make up the Local Development Framework;

**Figure 1.1 Local Development Framework**



# 1. Working in Partnership to Plan for Greater Nottingham

Local Development Scheme – sets out the programme for the preparation of the Development Plan Documents.

Statement of Community Involvement – sets out the standards the council intends to achieve in relation to involving the community in the preparation and review of Development Plan Documents.

Annual Monitoring Report - sets out the progress in terms of producing Development Plan Documents and implementing policies.

Development Plan Documents may comprise:

- Core Strategy – sets out the overarching spatial vision for development of each District/Borough to 2026 and provides the planning framework for the other Documents listed below.
- Site Specific Allocations – allocates land to specific uses and provides relevant policy guidance.
- Development Management Policies – sets out policies for the management of development, against which planning applications for the development and use of land will be considered.

**1.3.3** The Local Development Framework will include a Proposals Map which illustrates the geographic extent of policies and proposals on a map, and can also include Supplementary Planning Documents which are not Development Plan Documents, but provide more detailed guidance on development plan policies

**1.3.4** The Local Development Framework will include policies and proposals for spatial planning (including the development and use of land), in Development Plan Documents within each council area for the period to 2026, and will be consistent with each council's Sustainable Community Strategy.

**1.3.5** Waste and Minerals Development Plan Documents will be prepared by Nottingham City Council and Nottinghamshire County Council which will need to be in conformity with the Regional Spatial Strategy. Together with the Regional Spatial Strategy, the Development Plan Documents produced by the councils will form the 'Statutory Development Plan' for the area when all are completed.

**1.3.6** The **Core Strategy** will be the key strategic planning document. It will perform the following functions;

- define a spatial vision for each council to 2026, within the context of an overall vision for Greater Nottingham;
- set out a number of spatial objectives to achieve the vision;
- set out a spatial development strategy to meet these objectives;
- set out strategic policies to guide and control the overall scale, type and location of new development (including identifying any particularly large or important sites, known as 'strategic sites') and infrastructure investment; and
- indicate the numbers of new homes to be built over the plan period.

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## 1.4 Sustainability Appraisal

**1.4.1** Sustainability appraisals are being carried out alongside the aligned Core Strategies as they develop. They are a statutory requirement, and are being undertaken as an integral part of the plan making process, which is intended to test and improve the sustainability of the Core Strategies. The first stage, which accompanied the Issues and Options, was a Sustainability Scoping Report. This contained the Sustainability Objectives that will be used to appraise the Core Strategies as they develop. Comments were received on the Scoping Report, and where appropriate they have been incorporated into the Sustainability Appraisal process.

**1.4.2** The second stage of the Sustainability Appraisal has been the preparation of a report into the appraisal of the relevant options which were in the Issues and Options document. That appraisal has informed the preparation of the Option for Consultation policies, and the report (which is not a full Sustainability Appraisal) is available for consultation alongside this Option for Consultation. Once consultation on this document is complete, it will be subject to a full Sustainability Appraisal, which will inform the next stage of aligned Core Strategies preparation; the publication of the 'Pre Submission' aligned Core Strategies.

## 1.5 How Do I Get Involved?

**1.5.1** One of the key aspects of the new planning system is the recognition of the need for the 'earliest and fullest public involvement' in the preparation of the new Plan. This is in accordance with each council's Statement of Community Involvement. This document is the second stage in the consultation process which the councils are following. The aim is to encourage public involvement at this stage, before finalisation of the content of the final document to be formally submitted to the Secretary of State for consideration by independent examination.

**1.5.2** All of the councils' planning documents will be widely consulted on in order to ensure that all views are fully considered. Consultation takes place with three designated consultation bodies (Environment Agency, English Heritage and Natural England), other statutory consultation bodies, stakeholders and other interested bodies, groups and individuals in line with each council's Statement of Community Involvement and this includes anyone who has asked to be kept informed about the preparation of the Local Development Framework.

**1.5.3** In addition, the councils will be publicising the availability of this report in a variety of ways to try to involve the general public. If you are aware of any individual or organisation who may wish to be informed then please let us know and we will contact them.

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**1.5.4** We do need your views and welcome your input. If you have any comments on this document, please submit them online at any of the councils' websites (see paragraph 1.5.5), or alternatively fill in a response form and return it to the address below;

**Matt Gregory, Greater Nottingham Growth Point Planning Manager, Nottingham City Council, Exchange Buildings North, Smithy Row, Nottingham, NG1 2BS**

**1.5.5** The consultation will begin on Monday 15<sup>th</sup> February 2010 and all comments should reach us no later than 5pm on **Monday 12<sup>th</sup> April 2010**. The document can also be viewed at the partnership website ([www.gngrowthpoint.com](http://www.gngrowthpoint.com)), which has links to all the councils' websites.

**1.5.6** If you wish to be kept informed of progress either on the Core Strategies or other planning documents please let us know. We will then add your name and address to our contact mailing list.

**1.5.7** Comments received on the Issues and Options consultation have helped to inform this document, and a report of consultation, setting out the thrust of comments received, has been prepared and is available from the councils.

### **1.6 Next steps**

**1.6.1** All comments received during this consultation period will be carefully considered by the councils. The comments will be used to inform the 'Pre Submission' draft of the aligned Core Strategies, to be published in September 2010. Whilst all views are taken into account, it will not be possible to meet everyone's wishes and aspirations. Difficult choices will have to be made to arrive at a strategy which meets all the needs of the area. In order to let you know how the councils have responded to your comments, a report of the consultation on this document will be issued.

**1.6.2** As the councils will be coordinating their response to the comments made on the Option for Consultation, comments on over-arching matters covering Greater Nottingham can be made to any of them. Comments may be made on any aspect of the document, and on as many or as few elements as are relevant to you or your organisation. Equally, if you think there are any other approaches or options which are not considered in the document, please let us know in your response.

**1.6.3** Once all your views have been collected, they will be used to prepare a 'Pre Submission' draft of the aligned Core strategies, and on which 'representations' (formal comments) can be made. Based on consultation and evidence, the Core Strategies at this stage will be considered to be 'sound' (see Glossary) by the councils, and major changes to them will only be made in exceptional circumstances.

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**1.6.4** If necessary, any changes will be made. If these changes are material there will be further consultation, and the Core Strategies will then be submitted to the Secretary of State for independent examination. The Planning Inspectorate will then organise a Hearing or Hearings (which will be open to the public). An independent Inspector will then test both the legal compliance and the soundness of the Core Strategies. People who made representations will have a right to take part, should they wish. However, the Inspector may identify the matters to be considered. Written representations carry equal weight and will also be considered by the Inspector.

**1.6.5** The Inspector will then prepare reports on the aligned Core Strategies, which will be binding on the councils. If the Inspector finds the aligned Core Strategies 'sound', then the councils will make changes to reflect the Inspector's recommendations and they will be formally adopted.

**1.6.6** The timetable for the aligned Core Strategies is set out below:-

June 2009	Issues and Options consultation
February 2010	Option for Consultation
September 2010	'Pre Submission' draft for representations
January 2011	Submission of Core Strategies to Secretary of State
March 2011	Pre Hearing Meeting
April 2011	Hearing Sessions
October 2011	Inspector's Report received
December 2011	Aligned Core Strategies adopted
March 2012	Publication of aligned Core Strategies

## 2. The Future of Greater Nottingham

### 2 THE FUTURE OF GREATER NOTTINGHAM



#### 2.1 Key Influences on the Future of Greater Nottingham

**2.1.1** The aligned Core Strategies must be set within the context of relevant existing guidance, policies and strategies, and they must help to deliver the aims and objectives of these policies and strategies.

**2.1.2** The most relevant guidance, policies and strategies include the various Planning Policy Guidance Notes and Planning Policy Statements, the East Midlands Regional Plan (which is the Regional Spatial Strategy), and other relevant national and regional strategies, such as the Sustainable Communities Plan and the Regional Economic Strategy ('A Flourishing Region').

**2.1.3** The East Midlands Regional Plan was published in March 2009, and includes a Sub-Regional Strategy for the Three Cities area (which covers the Derby, Leicester and Nottingham areas). It provides the strategic spatial development framework for the area.

**2.1.4** A Partial Review of the East Midlands Regional Plan has commenced, and an Options consultation took place in summer 2009. The East Midlands Regional Assembly aim to publish the Partial Review for consultation in April 2010.

**2.1.5** A summary of the Regional Plan and its key areas of influence over the aligned Core Strategies can be found at Appendix A.

#### 2.2 The Character of Greater Nottingham

**2.2.1** The following section is a description of the character of Greater Nottingham, what the area looks like now, together with the key opportunities and constraints identified so far.

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**2.2.2** Greater Nottingham has a population of 768,400<sup>1</sup>, and takes in the conurbation of Nottingham, the City Centre and the surrounding rural area.

**2.2.3** It is part of the East Midlands region, and is located centrally within England. Being close to Derby and Leicester, there are important and complementary economic linkages between the cities, and these are recognised in the East Midlands Regional Plan, which contains a Sub-Regional Strategy for the 3 Cities area. The area as a whole is also a New Growth Point, which brings extra resources to help provide the infrastructure necessary to support new housing growth.

**2.2.4** Greater Nottingham is influenced to the south by the town of Loughborough, to the east by Newark, which is also a designated Growth Point, and to the North by Mansfield and Sutton in Ashfield. The influence of Derby on the western parts of Erewash are especially strong, particularly on the towns and villages on the A52 west of the M1 motorway, and north of Derby along the A38.

**2.2.5** The built up area of Nottingham, known as the Principal Urban Area or PUA, has a population of about 545,000. The two Sub Regional Centres of Hucknall (population 30,400) and Ilkeston (population 38,100) are important towns with their own identity and economic roles. The suburban centres of Arnold, Beeston, Bulwell, Carlton, Clifton, Long Eaton and West Bridgford all have an important role as more local centres providing a range of services. The conurbation is surrounded by designated Green Belt which is drawn very tightly to the urban area, offering limited opportunities for development unless its boundaries are reviewed. Settlements within the Green Belt such as Cotgrave, Calverton and Kimberley are similarly constrained.

**2.2.6** In Rushcliffe there are relatively extensive areas of countryside beyond the Green Belt. The settlements here, such as East Leake, exhibit a much more rural character.

### *Economy and Employment*

**2.2.7** Nottingham is a designated Core City (see Glossary), recognised as a city of national importance, and an important driver of the regional economy. Its influence is reflected in it being 7<sup>th</sup> in Experian's 2009 national retail ranking. It is also a designated Science City, in recognition of the vital importance of the two hospital campuses and two universities (with campus locations throughout Greater Nottingham) to its economy, particularly in terms of offering knowledge intensive jobs and spin out opportunities. There is a strong service sector presence including education, health, public administration and business services. However, manufacturing industry remains a significant part of the economy, which is especially important to areas such as Hucknall and Ilkeston.

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<sup>1</sup> ONS 2008 mid year estimates

## 2. The Future of Greater Nottingham

**2.2.8** Economic activity and employment rates are relatively low – 78% of people of working-age are economically active and 72% in employment, compared with 79% and 74% nationally<sup>2</sup>. This is partly due to the large number of students, but there are also challenges in terms of skills and qualifications, which need to be addressed if the economy is to become more service based and knowledge orientated.

### *Culture*

**2.2.9** Greater Nottingham's cultural offer is excellent and improving, with nationally recognised facilities, such as the world class sporting venues such as Trent Bridge and the National Ice Centre, a range of theatres serving regional and local areas, the new 'Nottingham Contemporary' and Art Exchange galleries, and the Broadway independent cinema and film centre . Tourism, centred around Robin Hood, Byron and DH Lawrence, is also a central element of the cultural offer, which has an important role for towns such as Eastwood and Hucknall. Greater Nottingham has a wealth of listed buildings, conservation areas, scheduled ancient monuments, and registered historic parks and gardens, which all contribute to its quality of life, local distinctiveness and sense of place.

### *Population Trends*

**2.2.10** The population of the area rose by 34,200 (4.7%) between 2001 and 2008<sup>3</sup>, mainly due to international migration, particularly latterly from Eastern Europe, and the growth in student numbers. If the Regional Plan housing figures are delivered, it is estimated that it will have a population of 824,000 in 2026, an increase of around 7%. Because of the two universities, the area has a high proportion of its population aged 18 to 29 compared with England as a whole, and lower proportions in other age-groups. Children and people aged 45 to 69 are particularly "under-represented". Overall, an ageing population is projected, but not to the same extent as nationally. The percentage of the population who are aged 65 and over is projected to rise from 15% in 2006 to about 18% in 2026.

**2.2.11** In terms of migration to other parts of the UK, the area experiences net out-migration of all age groups except those aged 16 to 24<sup>4</sup>. Much out-migration is short distance, leading to in-commuting from neighbouring areas. In particular, significant parts of Amber Valley and Newark & Sherwood are in the Nottingham Travel-to-Work Area (TTWA)<sup>5</sup>. At the same time, the western part of Erewash is in the Derby TTWA and Ravenshead and Newstead are in

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<sup>2</sup> ONS Annual Population Survey, April 2008 to March 2009. Hucknall is excluded. People who are unemployed and looking for a job are counted as economically active, whereas the employment rate is those actually in employment, so it is likely that the current recession will be affecting the employment rate more than the economic activity rate. The national figures are for England.

<sup>3</sup> ONS Mid-Year Estimates.

<sup>4</sup> ONS Internal Migration Estimates, mid-2007 to mid-2008. These data are only available at District level, but the situation is unlikely to be affected by the exclusion of Hucknall.

<sup>5</sup> As defined by the Office for National Statistics following the 2001 Census.

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the Mansfield TTWA. The in-migration of 16 to 24 year olds is largely due to students attending the two Universities.

### *Connections*

**2.2.12** Being centrally located, Greater Nottingham has good connectivity to most of the country.

**2.2.13** There are direct rail connections from Nottingham to London, Manchester, Birmingham, Sheffield, Leeds and Liverpool but currently no direct rail services to the south west, north east or Scotland. Compared to some other routes, however, journeys times are uncompetitive and there is a lack of capacity on some services. More local services include the Robin Hood Line which extends from Nottingham north through Bulwell, and Hucknall, connecting the area to Mansfield and Worksop.

**2.2.14** The opening of the International Rail Terminal at St Pancras now allows connections to mainland Europe via High Speed One and the Channel Tunnel. Additionally an increasing number of international destinations are available by air from East Midlands Airport located close by.

**2.2.15** Greater Nottingham is connected to the M1 and the national motorway network via the A453 to junction 24, the A52 to junction 25 and the A610 to junction 26. The A52 provides a trunk road connection to the east including to the A46 which itself connects from the M1 north of Leicester to the A1 at Newark. Both the A453 (to the City boundary) and the A46 are shortly to be upgraded to dual carriageways. Orbital movements are less well accommodated, there being only a partial Ring Road (A52 and A6514).

**2.2.16** The area now benefits from a high quality local public transport system. Use of high frequency bus services is growing year on year and there are over 10 million passengers a year using Line One of the Nottingham Express Transit system, and plans are in place to construct two further lines. A growing network of Link Bus services are being introduced where commercial services are not viable resulting in Nottingham having amongst the highest levels of public transport accessibility in the country. However, there are relatively few orbital routes, and cross river connectivity could also be improved. The proposed Workplace Parking Levy in Nottingham City will provide a fund to further improve non-car modes of travel and encourage behavioural change.

**2.2.17** Walking and cycling are important modes for short journeys. Programmes of primary pedestrian route improvements and upgrading of the local cycle network have been prioritised and are being implemented through the joint Greater Nottingham Local Transport Plan and the Derbyshire Local Transport Plan.

**2.2.18** There is significant congestion during peak hours of demand, on main radial and orbital routes across the area which creates instability in the highway network's operation and unreliable and extended journey times for all

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users including buses, private cars and freight which is damaging to both the economy and environment.

### *Housing mix*

**2.2.19** The housing mix across Greater Nottingham reflects the national picture, with 68% of properties being owner-occupied in 2001 and 17% with 7 or more rooms<sup>6</sup>, but there are areas where the market is dominated by a limited choice of house type, size and tenure. In particular, Nottingham City has a large proportion of smaller homes (36.6% having 4 rooms or less compared with 28.7% for Greater Nottingham and 22.5% for Rushcliffe), and more social rented accommodation (33.4% compared to 20.1% for Greater Nottingham). House price to income ratios are lower for the northwest of Greater Nottingham, but high for the south eastern part, giving rise to affordability problems<sup>7</sup>.

**2.2.20** Those areas which are dominated by a single type of house type, size or tenure would benefit from a rebalancing of their housing mix. Examples of such areas include neighbourhoods dominated by student housing and some of the former council owned outer estates.

**2.2.21** The housing stock rose by about 21,000 (6.7%) between April 2001 and March 2009<sup>8</sup>. Reflecting the increase in smaller households and building at higher densities, a large proportion of new dwellings are smaller properties. For instance, 52% of dwellings completed in 2007/08 were flats and 56% had 1 or 2 bedrooms<sup>9</sup>.

### *Social Need*

**2.2.22** Greater Nottingham is an area of contrasts, with the wealth of City Centre, and some suburbs set alongside areas of significant deprivation. It includes some areas of the highest multiple deprivation in the region, including parts of the inner city and outer estates. 57 of the 487 super output areas (SOAs) in the area were in the 10% most deprived nationally in the 2007 Index of Multiple Deprivation<sup>10</sup>. All except one of these are in Nottingham City; the other one being at Cotmanhay (Ilkeston). Other areas with SOAs in the worst 20% nationally are Eastwood, Killisick (Arnold), Hucknall, Long Eaton and other parts of Ilkeston. Social need also exists in more rural areas, but tends to be in smaller pockets that are not fully reflected in statistics, and this is often exacerbated by poor access to services, including public transport.

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<sup>6</sup> 2001 Census. The comparable figures for England were 69% and 20%. Rooms includes kitchens but excludes bathrooms.

<sup>7</sup> CLG Housing Statistics.

<sup>8</sup> Council housing monitoring data. Now includes purpose built student dwellings.

<sup>9</sup> EMRA RSS Annual Monitoring Report 2007/08, Supplementary Data Chapters. Erewash and Hucknall excluded.

<sup>10</sup> CLG 2007 Indices of Deprivation. Super output areas are areas with similar populations devised for comparisons across the country. On average, they have a population of about 1,500.

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### *Green Infrastructure, Open Space and Landscape*

**2.2.23** Although it contains no nationally designated landscapes, Greater Nottingham's countryside and open spaces are an important part of its local distinctiveness. It has been identified as part of the region where investment in Green Infrastructure will have wide public benefits.

**2.2.24** All the local authorities have produced or are working towards Open Space strategies, which highlight the qualitative and quantitative issues faced by different parts of the area.

**2.2.25** There are a significant number of Sites of Special Scientific Interest, and other locally important sites, such as Sites of Importance for Nature Conservation, and Local Nature Reserves, together with a number of strategically important green corridors, such as those along rivers and canals.

**2.2.26** The area has a wide range of habitats, ranging from river washlands to mixed woodland. Local Biodiversity Action Plans cover the whole of Nottinghamshire and Derbyshire, and identifies those plants and animals of conservation concern, and a list of priority habitats for protection and restoration. It also contains action plans for key species, such as water voles and bats, and for key habitats, such as lowland wet grassland.

### *Climate Change and Flooding*

**2.2.27** Greater Nottingham has an important role to play in addressing climate change and its effects. Climate change is now widely recognised as the most significant issue for spatial planning, cutting across all land use sectors and affecting Greater Nottingham's environment, economy, and quality of life. There is a particular issue with flood risk in the area, especially along the Trent Valley, which passes through the heart of the built up area, but also related to other watercourses, as demonstrated by recent flooding at Lambley.

## **2.3 Towards a Draft Spatial Vision**

**2.3.1** The draft spatial vision is what Greater Nottingham could look like if the aspirations of the aligned Core Strategies are met. It is consistent with all the Sustainable Community Strategies, together with the policies and proposals of the Regional Plan.

**2.3.2** *In 2026, Greater Nottingham is known regionally and nationally as an area with an exceptional quality of life. It has a buoyant economy, with a strong 'Science City' theme, underpinned by the high proportion of people employed in knowledge based jobs, but including a modern and competitive manufacturing sector. Nottingham itself is a successful 'Core City' and is on target to achieve its aim of being one of Europe's top cities for science, technology, innovation and creativity by 2030.*

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**2.3.3** Greater Nottingham has experienced rapid sustainable growth, with 50,000 new homes developed since 2009, many of which are in attractive locations which were once areas in need of regeneration, such as along the River Trent, and at Stanton and Cotgrave. The cultural offer has been significantly enhanced, with new cultural, artistic and sporting facilities. Indeed, Greater Nottingham is now the pre-eminent sporting centre in the region, building on the success of venues such as Trent Bridge, the National Ice Centre and Nottingham Forest and Notts County football stadiums.

**2.3.4** The City Centre itself has expanded to the east and south, with office space attracting new and high profile inward investment, as well as accommodating expanding local companies. The area around the Midland station in particular is an attractive gateway to Greater Nottingham, and a major transport hub. The retail offer has been considerably enhanced, with a redeveloped Broadmarsh centre balanced with an enhanced and expanded Victoria Centre, and an upgraded retail environment elsewhere. These developments are responsible for the city's improved position in the national retail rankings.

**2.3.5** The town centres of Arnold, Beeston, Hucknall, Ilkeston and Long Eaton have improved their vitality and viability in line with their place in the hierarchy and network of centres. Bulwell has experienced significant development and enhancement, meaning that its role has changed from a District Centre to a Town Centre. Other District Centres, such as West Bridgford, continue to provide for more localised needs.

**2.3.6** Hucknall and Ilkeston continue to be important Sub Regional Centres, with a vibrant local economic and retail role. The Sustainable Urban Extensions at Rolls Royce to the south of Hucknall, Papplewick Lane to the north east of Hucknall, and at previously allocated land at Top Wighay Farm to the north of Hucknall, together with Stanton to the south of Ilkeston, are now successful neighbourhoods in their own right.

**2.3.7** The built up area of Nottingham has been expanded to the east of Gamston, south of Clifton, and at locations within Broxtowe Borough and these new developments are proving to be successful communities, well integrated into the urban area, and with excellent connectivity to the wider city, especially the City Centre and other job opportunities. Some established residential areas such as the Meadows and parts of St Anns have been remodelled, with a new housing and population mix, and are now popular neighbourhoods with both old and new residents. The disparities in the quality of life apparent in 2009 have been addressed, and fear of crime has been reduced, as a result, people are more willing to get involved in decisions which affect their lives.

**2.3.8** These new communities and neighbourhoods have been built to the highest design and environmental standards, being resilient to climate change, with low water usage, high levels of energy efficiency, and low or zero carbon energy forms a major part of their overall energy usage, including

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*decentralised generation. Indeed phases constructed after 2016 are carbon neutral.*

**2.3.9** *In the more rural parts of Greater Nottingham, the settlements of Awsworth, Bestwood Village, Bingham, Breaston, Brinsley, Borrowash, Calverton, Cotgrave, Draycott, East Leake, Eastwood, Keyworth, Kimberley, Radcliffe on Trent, Ravenshead, Ruddington and Watnall have developed to make the best of their accessibility to services and infrastructure capacity. Other towns and villages have experienced smaller levels of development in line with meeting local needs (especially affordable housing), supporting their communities, and maintaining their vitality, viability, and local distinctiveness. The rural economy has developed to be diverse and vibrant, although agriculture and food production remain important.*

**2.3.10** *Connections to London and other regional Cities, especially Derby and Leicester, are much improved, with rail line speed and capacity improvements, and completed A453 and A46 highway schemes. Within Greater Nottingham the public transport network continues to be world class, and includes new NET lines to Clifton and Chilwell, which also serve new developments. Major improvements to the quality of the bus network, especially in the City Centre, and to other parts of Greater Nottingham, the rest of the County, and beyond have been made, and public transport patronage continues to grow, in part due to targeted and successful behavioural change measures. New cycling and walking links mean that neighbourhoods have much better sustainable networks, which link through to major employment areas and the city and town centres.*

**2.3.11** *The unique built and natural environment of Greater Nottingham has been improved through the sensitive and high quality design of new development, whilst the historic environment, both urban and rural is valued and protected. The principle of the Green Belt remains, and it continues to shape new development, especially with regard to its key purpose of preventing coalescence of Nottingham and Derby and their associated towns. Major new Green Infrastructure has enhanced the multifunctional open space provision and network of green corridors linking Greater Nottingham to open countryside, for instance through the development of the Trent River Park, and has helped to address the impacts of that growth. It has also contributed to a step change increase in the region's biodiversity whilst allowing it to cope with climate change. Landscape character is now a key influence on new development,*

**2.3.12** *The area supports young people through education and training, with completed Building Schools for the Future and Academies programmes now giving them a better start in life, and the ability to access education, training and high quality jobs.*

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### 2.4 Draft Spatial Objectives

**2.4.1** Greater Nottingham's core objectives to deliver this vision are also consistent and complementary with the various Sustainable Community Strategies, the Regional Plan, and national policies, particularly those on sustainable communities, as set out in Planning Policy Statement 1 "Delivering Sustainable Development".

- i. **High quality new housing:** to manage an increase in the supply of housing to ensure local and regional housing needs are met, brownfield opportunities are maximised, regeneration aims are delivered, and to provide access to affordable and decent new homes. In doing so, there will be a rebalancing of the housing mix where required in terms of size, type and tenure, to maximise choice including family housing, supporting people into home ownership, providing for particular groups such as older people, and creating and supporting mixed and balanced communities.
- ii. **Timely and viable infrastructure:** to make the best use of existing and provide new and improved physical and social infrastructure where required to support housing and economic growth, and make sure it is sustainable. This will be funded through existing mechanisms, such as the investment plans of utility providers, Regional Funding Allocation and the New Growth Point, and through developer contributions.
- iii. **Economic prosperity for all:** to ensure economic growth is as equitable as possible, and that a more knowledge based economy is supported, in line with the aims of Science City, and enhancing the Core City role of the Nottingham conurbation. Creating the conditions for all people to participate in the economy, by providing new and protecting existing local employment opportunities, encouraging rural enterprise, improving access to training opportunities, and supporting educational developments at all levels.
- iv. **Excellent transport systems and reducing the need to travel:** to ensure access to jobs, leisure and services is improved in a sustainable way, reducing the need to travel especially by private car, by encouraging convenient and reliable transport systems, through implementing behavioural change measures, and encouraging new working practices such as use of IT and home working.
- v. **Strong, safe and cohesive communities:** to create the conditions for communities to become strong, safe and cohesive by providing appropriate facilities, encouraging people to express their views (for instance on these Core Strategies), by designing out crime and by respecting and enhancing local distinctiveness.

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- vi. **Flourishing and vibrant town centres:** to create the conditions for the protection and enhancement of a balanced hierarchy and network of City, town and other centres, through providing for retail, employment, social, cultural and other appropriate uses, accessibility improvements, environmental improvements, and town centre regeneration measures.
- vii. **Regeneration:** to ensure brownfield regeneration opportunities are maximised, for instance in the designated Regeneration Zones and in towns such as Cotgrave, and that regeneration supports and enhances opportunities for local communities and residents, leading to all neighbourhoods being neighbourhoods of choice, where people want to live.
- viii. **Health and well being:** to create the conditions for a healthier population by addressing environmental factors underpinning health and wellbeing, and working with healthcare partners to deliver new and improved health and social care facilities, for instance through the LIFT programme (see Glossary) of integrated health and service provision, and by improving access to cultural, leisure and lifelong learning activities.
- ix. **Opportunities for all:** to give all children and young people the best possible start in life by providing the highest quality inclusive educational, community and leisure facilities, for instance through the Building Schools for the Future and Academies programmes, and to meet the needs of older and disabled people, especially through providing appropriate housing opportunities.
- x. **Environmentally responsible development addressing climate change:** to reduce the causes of climate change and to minimise its impacts, through locating development where it can be highly accessible by sustainable transport, requiring environmentally sensitive design and construction, reducing the risk of flooding, and promoting the use of low carbon technologies.
- xi. **Protecting and improving natural assets:** to improve and provide new Green Infrastructure, including open spaces, by enhancing and developing the network of multi functional green spaces, by improving access and environmental quality, and by ensuring an increase in biodiversity.
- xii. **Protecting and enhancing Greater Nottingham's individual and historic character and local distinctiveness:** to preserve and enhance the distinctive natural and built heritage of Greater Nottingham, by protecting and enhancing the historic environment, by promoting high quality locally distinct design, and by valuing the countryside for its productive qualities and ensuring its landscape character is maintained and enhanced.

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### 2.5 Links to Sustainable Community Strategies

**2.5.1** Sustainable Community Strategies are key long-term planning documents for improving the quality of life and services in a local area. Every council is expected to have one – developed and agreed with its Local Strategic Partnership.

**2.5.2** The purpose of a Sustainable Community Strategy is to set the overall strategic direction and long-term vision for the economic, social and environmental wellbeing of a local area – typically 10-20 years – in a way that contributes to sustainable development in the UK. It tells the ‘story of the place’ – the distinctive vision and ambition of the area, backed by clear evidence and analysis. Given this, it is obvious that the Sustainable Community Strategies of the local authorities will need to be fully reflected in the aligned Core Strategies, which will set out how their spatial planning elements will be delivered.

**2.5.3** Greater Nottingham’s Local Strategic Partnerships are based on the various councils’ administrative areas, for instance the Rushcliffe Local Strategic Partnership covers the Rushcliffe Borough Council area, and the Ashfield Local Strategic Partnership covers the Ashfield District Council area. A Local Strategic Partnership is a body consisting of many key local stakeholders and service providers who have a responsibility to progress the quality of life at a local level, such as health representatives, or representatives of the police.

**2.5.4** A council will need to have full regard to the vision outlined in the corresponding area’s Sustainable Community Strategy when preparing its Core Strategy. Therefore, it is important to demonstrate how the two respective documents will complement one another. Clearly showing the general conformity between both Strategies is a requirement of the Planning Inspectorate’s ‘Tests of Soundness’, and is needed for a Core Strategy to be found ‘sound’ and be able to progress on to adoption.

**2.5.5** All councils have been required as part of the Local Government Act 2000 to prepare Community Strategies. However, these have now been redefined as *Sustainable* Community Strategies, with the publication of the UK’s Sustainable Development Strategy giving this decision additional impetus.

**2.5.6** It is from Sustainable Community Strategies that Local Area Agreements are developed and it is these agreements which help to bring together, and co-ordinate, a variety of strategic plans which assist with the delivery of positive actions at a local level to improve the general quality of life for residents.

**2.5.7** Across the Greater Nottingham conurbation, all the various councils are making good progress on the transition between an adopted Community Strategy and a Sustainable Community Strategy, and all of them will have

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adopted Sustainable Community Strategies by the time the Core Strategies are published.

**2.5.8** Localised priorities for each area have been identified to enable the comparison of general themes to ensure they are consistent across the conurbation, and to identify themes which are specific to a single Local Strategic Partnership area. These are shown in Appendix B. Identifying each vision helps to demonstrate whether or not there is a general level of agreement with the topic-based issues in this document.

**2.5.9** As both the aligned Core Strategies and the Sustainable Community Strategies progress, the appendix and the relationship between the two documents will be kept under review and updated as necessary.

**2.5.10** For more information on each councils progress towards the adoption of its Sustainable Community Strategy, please see sections 2.8 to 2.13 on Local Distinctiveness.

### 2.6 Links to Other Strategies

**2.6.1** The aligned Core Strategies will also have to take into account the strategic plans of various service providers within or affecting Greater Nottingham, and make provision for them where they have spatial implications. For instance, if a health authority has plans for a new health facility, then this may need to be reflected in the Core Strategies. Many of the service providers' plans are included in the Infrastructure Capacity Study (for more information, see the 'Summary of Key Evidence' document published alongside the aligned Core Strategies). As the Core Strategies develop, this Study will be updated to ensure the plans of other organisations can be taken into account where necessary.

**2.6.2** Equally, there will be Core Strategies and other Local Development Framework documents under preparation in the areas surrounding Greater Nottingham. As the aligned Core Strategies progress, it will be necessary to demonstrate that they take account and do not conflict with approaches taken in the neighbouring areas.

### 2.7 Local Distinctiveness in Ashfield District

**2.7.1** As explained in paragraph 1.1.4 only the Hucknall part of the District is within Greater Nottingham. Local distinctiveness in Hucknall is therefore incorporated into single Preferred Options document covering the whole of the District.

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### 2.8 Local Distinctiveness in Broxtowe Borough



**2.8.1** Broxtowe Borough covers 80 square kilometres and has a population of around 110,900 (mid-2007 estimate). It forms part of the west side of the Greater Nottingham conurbation, bordered to the east by the City of Nottingham. To its west side lie the Derbyshire districts of Erewash and Amber Valley, and it has a border with Ashfield district on its north side. Its southern boundary is formed by the River Trent, and part of Rushcliffe borough shares that common boundary.

**2.8.2** The area is characterised by a more urban south, stretching west from Nottingham to the Derbyshire border, and a more rural north. The south is influenced by the proximity of the city of Nottingham and by the presence of Nottingham University.

**2.8.3** All of the urban area in the south of the borough is counted as being in the Principal Urban Area (PUA) of Greater Nottingham. This includes the separate settlements of Beeston, Chilwell, Bramcote, Stapleford, Attenborough, Toton and part of Trowell.

**2.8.4** The north of the borough has a history of coal mining centred on its two towns, Kimberley and Eastwood, set in a rural area. Eastwood also has international renown as the birth place of the author D H Lawrence. Villages in the area include Brinsley, Awsworth, Cossall, Strelley and Moorgreen. The urban area centred on Kimberley also includes the majority of the settlements known as Watnall, and Nuthall. The urban area centred on Eastwood includes the settlements of Giltbrook and Newthorpe.

**2.8.5** The borough's population has a density averaging 1345 people per square kilometre, compared with an average of 270 for the East Midlands region as a whole. 95% of the population is white, with the largest ethnic group being Asian at 2%.

**2.8.6** A key physical feature in the borough is the River Trent which forms its southern boundary and a significant barrier to communications. At Attenborough, alongside the River Trent, former gravel workings are flooded and form a much-visited extensive nature reserve renowned for birds. The River Erewash forms a distinct boundary to the west side of the borough and

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the towns of Long Eaton and Ilkeston in Derbyshire have considerable influence on nearby parts of the borough.

**2.8.7** The major communication route through the borough is the M1 motorway, of which Junction 26 falls within the borough at Nuthall. Junction 25 (on the A52) is located just to the west of the borough boundary, in Derbyshire. This has undoubtedly assisted Broxtowe Borough's economic success.

**2.8.8** Access into Nottingham City Centre is generally good but links between the northern and southern parts of the borough are poor except for the Western Outer Loop Road skirting the edge of the city. Public transport links between the north and south parts of the borough are particularly sparse, reflecting the relatively separate nature of the borough's two parts.

**2.8.9** An extension to the NET system is proposed which includes a line from Nottingham through Beeston and Chilwell to a proposed park-and-ride site between Toton and Stapleford, close to the A52 trunk road. If this line receives financial approval construction is likely to be completed by 2014.

### *Links to the Broxtowe Sustainable Community Strategy*

**2.8.10** A Sustainable Community Strategy (SCS) sets the overall strategic direction and long term version for the economic social and environmental well-being of an area. This has to be backed up with evidence and analysis, and it is important to show the links between this emerging Core Strategy and the SCS.

**2.8.11** In Broxtowe Borough the SCS is the responsibility of the Local Strategic Partnership, called the Broxtowe Partnership. This is made up of a wide range of local organisations working together, including those providing services such as health, police, emergency services, as well as community organisations and the borough council.

**2.8.12** The Local Development Framework, in which this Core Strategy is the key document, is the vehicle for delivering the spatial element of the SCS. The options being proposed within the Core Strategy need to address the priorities in the SCS.

### *The Priorities in the SCS*

**2.8.13** "A Safe Borough - where crime is under control, people do not have to live in fear of it and there are fewer residents on the road and at home". In respect of this priority, planning is requiring safe layouts in new developments to ensure that crime and anti-social behaviour are discouraged.

**2.8.14** "A Clean and Green Borough - which is an attractive place in which to live, work and play". Planning is central to the elements of this priority, with its

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design control on new development and its aims for energy efficiency and appropriate open space distribution.

**2.8.15** “A Healthy Borough - where improving health enhances people’s quality of life”. Planning can play a part in ensuring action under this priority by, for example, ensuring there are viable cycling and walking routes provided as healthy alternatives for local travel. There also needs to be attractive local public open spaces to provide an incentive for outdoor recreation activities.

**2.8.16** “A Fair and Inclusive Borough - where everyone is treated fairly, with access to all facilities and where they can get involved in the development of their community by giving their skills, time and commitment to what they can”. Planning aims to ensure that communities are made up of a mix of different people, through careful layout planning to provide variety of house type and through the distribution and provision of affordable housing. Community facilities are encouraged to locate in accessible areas.

**2.8.17** “A Growing Borough - with thriving businesses, high employment and a skilled work force; where lifelong learning and the imagination of children and adults is stimulated so that all ages achieve their full potential”. Planning allocates new employment land to encourage the expansion and location of new businesses, in tandem with growth in terms of additional residential areas. Through ensuring provision of a range of flexible locations for new businesses, planning is able to ensure that economic growth is of the right type and level.

**2.8.18** A new Sustainable Community Strategy for Nottinghamshire is under preparation, with one chapter covering Broxtowe. This is expected to be approved in early 2010.

### 2.9 Local Distinctiveness in Erewash Borough



**2.9.1** Taking its name from the River Erewash, the Borough is an area of markedly contrasting urban and rural environments covering 110 square kilometers. Rural landscapes and villages occupy the western and central areas (72% of the Borough is covered by green belt), but a more urbanised and industrial character can be found in the east with the historic market towns of Ilkeston and Long Eaton being the two

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largest settlements within the Borough. Erewash has a population of 111,313 (CACI 2008), with around 75% of the population living within three miles of the county boundary with Nottinghamshire. A total of 90% of households are located in the urban areas of Erewash<sup>11</sup>.

**Key Populations** – Ilkeston 32,600, Long Eaton 37,000, Sandiacre 8,800, West Hallam 4,700, Breaston 4,550, Draycott 4,100 and Borrowash 5,500.

**2.9.2** Located within the south-east of Derbyshire, Erewash lies between the cities of Derby and Nottingham. The close proximity of both cities exerts heavy and ongoing influences on Erewash through a variety of issues, but particularly through the ongoing role of its local economy. Current activity demonstrates a commercial reliance that is more focused to the east rather than the west, although Derby still remains a significant influence on the more rural areas of Erewash.

### *Infrastructure and Access*

**2.9.3** Erewash benefits from a wide range of links to a comprehensive local, regional and national transport infrastructure. The most notable of these includes the A52 that travels east west across the Borough helping to connect Nottingham and Derby. The M1 passes through the east of Erewash, with Junctions 25 and 26 giving both of the Borough's largest towns excellent access to the UK's motorway network. Despite good access, it is recognised that congestion currently exists in and around Erewash's main urban areas. However, within these areas, frequent bus services can be accessed which provide links to a variety of destinations, whilst Erewash also has a direct link to London with services stopping at Long Eaton Station. The cities of Sheffield and Birmingham can also be directly reached from Long Eaton Station. South of the Borough but easily accessed, East Midlands Airport provides domestic and overseas air freight and passenger services and is a significant influence within and to the local economy.

**2.9.4** Erewash's central location adds to its strategic value. Apart from linking nearby cities and conurbations, Erewash is an important gateway to some of the country's best-known tourist destinations. This includes the Peak District National Park, the Derwent Valley Mills World Heritage Site and also Sherwood Forest.

**2.9.5** The Borough is home to the Erewash Valley, a green corridor of identified environmental and recreational importance. It incorporates the Erewash Canal which stretches 12 miles, including 14 locks along it, forming a link between Langley Mill in Amber Valley and Trent Lock in the south of the Borough and helps link Erewash to the national canal network. The combination of canal network, rivers, brooks and parks in Erewash ensures a varied and distinct natural landscape. As part of this diverse environment there are 228 Listed Buildings, 20 Conservation Areas, 7 Ancient Monuments, 2 Sites of Special Scientific Interest (SSSIs), 9 Local Nature Reserves (LNRs), 90 Wildlife Sites and also a Historic Park and Garden.

### *Socio-Economic Profile*

**2.9.6** Erewash's economy has been shaped and dominated by a reliance on traditional industries, especially coal mining, iron working, textile production and railways. Continued industrial decline since the mid-20<sup>th</sup> Century has seen significant economic restructuring to protect local jobs. Few traditional industries survive and the

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<sup>11</sup> Erewash Housing Needs Assessment 2007

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continued decline of traditional industries has resulted in gaps within the local skill base. Visual reminders can be seen across Erewash, with contaminated land, unused and ageing industrial premises requiring action over the coming decades. One such example is the Stanton Ironworks site, at its peak providing 7,000 manufacturing and distribution jobs, but now is largely derelict and in need of intervention.

**2.9.7** The market towns of Ilkeston and Long Eaton are the principal locations in Erewash for access to employment, shopping and other important facilities and services such as health care, social care and education. Both towns offer a diverse range of attractions which help to ensure their vitality. However, the Town Centre Masterplans (2007), highlight problematic and pressing issues. Ilkeston is reported as 'continuing to decline with a weakened [retail] offer, static rents, poor layout and access and deteriorating environment'. Long Eaton 'is not performing as poorly as it perceived to be' with 'vacancy levels actually below the national average,' but the full impacts of recently built large supermarkets on community and other retail outlets are 'yet to be fully realised'.

**2.9.8** On an overall socio-economic basis, Erewash shows average levels of national deprivation with the Borough ranked 164th out of 354 local authorities<sup>12</sup>. 3.4% of the Borough's working population was in receipt of Job Seekers Allowance (December 2008) which is higher than regional and national averages of 2.9% and 3.0% respectively<sup>13</sup>. Furthermore, 24% of the Borough's population has poor literacy skills and 25% have poor numeracy skills<sup>14</sup>. There are localised pockets of significant deprivation within the urban towns, especially in the Cotmanhay area of North Ilkeston where there is a concentration of long-term unemployment, low household incomes and low levels of educational qualifications. As a consequence, 'Ilkeston North' sits within the top 2.5% of deprived wards in England.

**2.9.9** The prevalence of low incomes throughout the Borough partly explains why there is a significant need for affordable housing with 59% of its households unable to afford to buy their own home or privately rent accommodation<sup>15</sup>. Therefore the continued encouragement of inward investment and regeneration within Erewash must inevitably remain a long-term priority, especially with recent poor economic conditions adding to current affordability problems.

**2.9.10** Erewash's rural areas also face mixed prospects. Whilst rural settlements such as Little Eaton, Stanley and Smalley Common provide a good quality of life in attractive built and natural environments, their long-term sustainability is being threatened by a number of inter-connected issues. Examples include a declining national rural economy, unaffordable housing, limited development opportunities, service closures and inconsistent levels of accessibility. These trends have the potential to harm the vitality of these villages, and lead to evolvment into 'dormitory' settlements for commuters, isolating and marginalising vulnerable groups such as the elderly for example.

**2.9.11** In demonstrating the local distinctiveness in Erewash which recognises the differing circumstances the Borough has from other Councils in Greater Nottingham, a vision has been created to show what Erewash could look like

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<sup>12</sup> 2007 Index of Multiple Deprivation

<sup>13</sup> Erewash Sustainable Community Strategy (2009-14)

<sup>14</sup> Erewash Sustainable Community Strategy (2009-14)

<sup>15</sup> Erewash Housing Needs Assessment 2007

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if the aspirations of the aligned set of Core Strategies are met. It has been created with the three main themes and the overall objective of the Erewash Sustainable Community Strategy (SCS) in mind, and reflects local aspirations for how future positive action within the Borough can help to meet them. The three key themes are shown at the start of vision below, and their links to the range of Options for Consultation can be found in **Appendix B** of this document.

**2.9.12** It is important to note that Erewash's vision has been created to complement and strengthen the wider vision created for Greater Nottingham. It recognises our location within Derbyshire and also our need to align to the more strategic Derbyshire County SCS and its aims and priorities (the text highlighted in bold represent identified 'priorities' and 'long term aims' of the Erewash Sustainable Community Strategy 2009 – 2014).

### *A vision for Erewash in 2026*

**2.9.13** In 2026, a **safe, clean and green** Erewash has provided a good range of **job opportunities, skills and homes** for its **active, healthy and involved communities**. As such, Erewash has become a **vibrant and prosperous borough, where an excellent quality of life is enjoyed by everyone**.

**2.9.14** Erewash will have accommodated necessary and sustainable amounts of growth with development in both urban and rural areas facilitating positive change throughout the Borough.

**2.9.15** **A strong vibrant local economy** will incorporate a wide range of products and services with a choice of employment opportunities and commercial premises being available throughout the Borough. Despite a high proportion of people employed in service sector jobs, a viable role for traditional industries has also been fashioned and consolidated. Erewash's economy has provided a sufficient amount of local jobs and has also reduced the necessity to travel outside the borough to access employment opportunities. **Excellent education in the Borough** has occurred with achieving schools and training initiatives creating a highly skilled workforce which serves and support an expanding knowledge-based local economy.

**2.9.16** Focused redevelopment projects and initiatives have successfully regenerated Erewash's market towns. Our **vibrant town centres of Long Eaton and Ilkeston** are known for their successful shopping facilities, leisure attractions and commercial opportunities as well as having an attractive environment, heritage and culture. As an integral part of Ilkeston, the former Stanton Ironworks is largely **developed** and regenerated providing a uniquely designed attractive living and working environment. This has been supported by improvements to community and transport infrastructure and a mix of homes and a variety of employment opportunities have been made available throughout the ongoing development. Other regeneration projects across the Borough have occurred as a result of redevelopment of other industrial sites and historical legacies.

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**2.9.17** Issues of housing provision and housing need are now closely aligned as a consequence of the continued upgrading of existing housing stock and the construction of over 7,200 new homes across Erewash. The provision of good quality **family housing** has been made, along with meeting the accommodation needs for homeless people, households on lower incomes and vulnerable groups such as older and disabled people. Neighbourhoods have benefited from clean, green and energy efficient technology with low and zero carbon development in both existing and new communities. This has ensured the Borough has adequately responded to the challenge of climate change.

**2.9.18** A notable lessening of **inequalities** between Erewash residents and communities has occurred, especially in relation to previous disparities in health, education, income and crime. Pockets of recognised deprivation have been addressed and transformed, with these areas becoming more prosperous and attractive areas to live having ensured a better housing and population mix.

**2.9.19** The majority of the Erewash countryside, green belt, recognised areas of biodiversity and those locations at high probability of flooding have been protected. Green Infrastructure networks, including publicly accessible open space, have benefited from protection, enhancement and increased levels of access. Our natural environment, incorporating biodiversity, will have been carefully nurtured to protect against harm. Potential to increased tourism connected with the Erewash Valley and the adjoining Derwent Valley Mills World Heritage Site has been achieved. The sympathetic preservation of the distinctive character of Erewash towns and villages continues to be carefully managed, with the sustainability and needs of rural settlements being enhanced by development which has helped to deliver much needed affordable housing.

**2.9.20 Improved road links** and integrated public transport infrastructure and networks have created **improved access to excellent public services**. The Borough is now easily accessible by a choice of modes of travel, with the creation of enhanced opportunities increasing usage of local cycling and walking facilities. This has helped to enhance recreational and leisure opportunities and result in a **healthier population**.

**2.9.21** Our citizens are now empowered and engaged and actively participate in the development of their communities which has led to **improved perceptions of the Borough**, both from inside and outside Erewash. This has assisted us to fulfil its essential and valuable complementary role to the cities of Nottingham and Derby.

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### 2.10 Local Distinctiveness in Gedling Borough



**2.10.1** Gedling Borough covers 130 square kilometres and has a population of around 111,700. It lies in the heart of the county of Nottinghamshire and forms part of the conurbation of Greater Nottingham. It is bordered by the city of Nottingham as well as other towns, including Hucknall and Kirkby to the west and Mansfield to the North. To the east lies the rural part of Newark & Sherwood District and a number of smaller villages. The southern boundary between Gedling Borough and Rushcliffe Borough is formed by the River Trent.

**2.10.2** Of the 111,700 residents around 80% live in the Urban area<sup>16</sup>. The urban area is made up of the suburbs of Arnold and Carlton as well as the two smaller areas of Netherfield and Colwick. Arnold is the largest suburb and includes the only major district retail centre in the Borough. There are also a number of other town centres and 'out-of-town' shopping areas in the urban area.

**2.10.3** Outside the urban area the population is spread among a number of villages of varying sizes. Burton Joyce, Calverton and Ravenshead are the three largest villages but have different levels of facilities. Alongside these are five smaller villages (Lambley, Linby, Papplewick, Stoke Bardolph and Woodborough) of traditional character which while relatively wealthy are lacking in facilities and services. There are also two ex-mining villages (Newstead and Bestwood Village) which are affected by deprivation and social exclusion.

**2.10.4** Gedling Borough has historically had a higher proportion of detached dwellings than the national average (38% compared to 22% for England)<sup>17</sup> and a lower proportion of terraced or flats, though this does not take into account the recent trend towards the construction of higher density developments. Dwellings are predominantly owner occupied with over 80% of households (compared to 68% in England as a whole) either owning their dwelling outright or having a mortgage or other form of loan<sup>18</sup>. Conversely

<sup>16</sup> ONS Mid Year Estimate 2007

<sup>17</sup> Census 2001

<sup>18</sup> Census 2001

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only 11% of households rent from a social landlord (i.e Gedling Homes or other Registered Social Landlord)<sup>19</sup>. In the Borough generally affordability is no more of an issue than in other districts, but there are pockets, especially in the rural areas, where house prices are beyond the reach of many local people<sup>20</sup>.

**2.10.5** Over the years 2001-2006 there has been an increase in the proportion of the population that are over 45 years old<sup>21</sup>. The proportion of Black and Minority Ethnic residents has also increased from 5.2% in 2001 to 7.3% in 2005<sup>22</sup>. The Borough has also seen an influx of workers from the A8 countries that joined the EU in 2004 with over 3000 registering in Gedling Borough between May 2004 and September 2007<sup>23</sup>. However this may be due to employment agencies being located in the Borough rather than workers living in the Borough.

**2.10.6** The main physical features in the Borough are the River Trent that runs west-east and forms the southern boundary of the district and the rural area which covers most of the Borough and forms part of the Nottingham - Derby Green Belt. Also important is the ridgeline that runs around the northern and eastern edge of Arnold and defines the North-eastern edge of the Greater Nottingham conurbation. Access into Nottingham from Mansfield and the East runs through Gedling Borough along the A60 and A614/A612 respectively.

**2.10.7** As a regional centre Nottingham City acts as the main focus for employment and economic activity in the area. Accordingly around 55% of the population work in Nottingham City, by far the largest work destination, with Gedling Borough itself the second most popular with around 34%<sup>24</sup>. The type of employment within Gedling Borough contrasts well with that in Nottingham City, especially the City Centre, being an area popular with smaller, more locally focused business due to the lower costs associated with the relative distance from the area around the M1 which attracts large, nationally focused business.

**2.10.8** Due to Gedling being part of the Greater Nottingham conurbation, access into the City Centre is generally good. However, links between the different settlements in Gedling Borough and around the conurbation are less good. Some of the rural settlements are very isolated and suffer from poor transport links.

### *Links to the Gedling Sustainable Community Strategy*

**2.10.9** This section deals with the links between the Core Strategy and the Gedling Sustainable Community Strategy.

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<sup>19</sup> Census 2001

<sup>20</sup> Section 10a of the SHMA

<sup>21</sup> ONS 2007

<sup>22</sup> ONS 2005

<sup>23</sup> Worker Registration Scheme 2007

<sup>24</sup> Census 2001

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**2.10.10** A Sustainable Community Strategy sets the overall strategic direction and long term vision for the economic, social and environmental well-being of an area. The Strategy should tell the 'story of the place' - the distinctive vision and ambition of the area, backed by clear evidence and analysis.

**2.10.11** The Sustainable Community Strategy is the overarching plan for promoting and improving the wellbeing of the area (Creating Strong, Safe and Prosperous Communities, DCLG 2008).

**2.10.12** Government requires that the Sustainable Community Strategy include the following:

- **Long-term vision based firmly on local needs.** This will be underpinned by a shared evidence base informed by community aspirations.
- **Key priorities for the local area** based upon this vision which may realistically be achieved in the medium term – these will inform the strategy's delivery agreement – the Local Area Agreement.

**2.10.13** In Gedling Borough the Sustainable Community Strategy is the responsibility of the Local Strategic Partnership, Gedling Partnership. Gedling Partnership provides the forum for collectively reviewing and steering public resources for the area and as a result has identified the vision and priorities for the new Gedling Sustainable Community Strategy. The Partnership was established in 2002 and is made up of a wide range of local organisations who have been working together to achieve local priorities for Gedling Borough. These organisations include local councils, the police, health organisations, the fire service, voluntary and community organisations.

**2.10.14** Government guidance is clear that when preparing their Local Development Frameworks, Local Authorities should have regard to the Sustainable Community Strategy Creating Strong, Safe and Prosperous Communities, DCLG 2008. This is reinforced in PPS 12: Local Spatial Planning (Para. 4.34).

**2.10.15** The Local Development Framework is the key vehicle for the delivery of the spatial element of the Sustainable Community Strategy. Through developing the Core Strategy, Gedling Borough Council will look to produce options that will address the priorities in the Sustainable Community Strategy.

### *The Five Priorities*

**2.10.16** To demonstrate how the policy options contained in the Chapters of this document accord with the Vision of the Sustainable Community Strategy, this chapter will consider each of the five priorities contained within the Vision and identify which policies address each priority.

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### **A place of safe and strong communities**

*A friendly place where people make a positive contribution to and feel part of their local community, respect and support each other and take responsibility for their own actions. Where they feel safe in their homes and on the streets at any time of the day and night.*

**2.10.17** One of the main concerns of the current planning system is to ensure that communities are made up of a mix of different people. One of the main ways to accomplish this is to provide houses that are suited to a range of different occupants such as houses that are suited to all income levels and houses that are suited to all stages of life. This will help integrate different elements of the community. Planning is also able to encourage community facilities to locate in areas that are accessible and to ensure that new developments are laid out and designed in such a way that crime and anti-social behaviour are discouraged.

	<b>Policy</b>
<b>Priorities</b>	
<b>Feel part of the local community</b>	8, 10
<b>Respect and support each other</b>	10, 11
<b>Feel safe in home and on the street</b>	10

### **A place where people are treated fairly and have the opportunity to get involved**

*A place where everybody has an equal chance to realise their potential and enjoy the lifestyle they want. Where the needs of the villages and suburban neighbourhoods with regard to public transport, local jobs, access to services and housing are met. Where people can be confident that the organisations on which they rely for essential services will meet their needs and respond to their preferences when designing and delivering those services.*

**2.10.18** Through sensitive planning it is possible to deliver the required levels of growth to ensure that everybody has a decent home and job without making excessive demands on current facilities. It may also be possible to deliver growth in locations that enables additional facilities or services to be provided. One of the necessary pieces of work that needs to be undertaken is an appraisal of each of the settlements that makes up Gedling Borough. This will provide information on facilities that are present and will identify where extra provision of services could be made. It will also address issue of service capacity.

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	Policy
<b>Priorities</b>	
<b>Needs of Suburbs</b>	2, 4, 6, 13, 14, 18,
<b>Needs of Villages</b>	2, 4, 6, 13, 14, 18
<b>Efficient and responsive public services</b>	2, 6, 11, 18

### **A place where we take care of our environment**

*A place that achieves a balance between the natural and built environment and makes people feel good about their surroundings. A place with clean streets, well maintained open spaces and well managed countryside, where we take steps to preserve the environment for present and future generations. A place where there is a variety of distinctive and attractive buildings, that are of high quality and reflect the character of the local area.*

**2.10.19** While some development is necessary it is possible through planning for this to occur in such a way that a balance is achieved between development and protection of valuable environmental assets. This also includes protection of elements of the built environment which are valuable for historic or design reasons. It is also possible to augment these natural or built assets with provision of new assets.

	Policy
<b>Priorities</b>	
<b>Balance between the built and natural environment</b>	1, 2, 10
<b>Well maintained open spaces</b>	15
<b>Preserve the environment</b>	16, 17
<b>Distinctive and attractive buildings</b>	10

### **A place where people can lead a healthy and active lifestyle**

*A place where people have the opportunity to enjoy a healthy lifestyle. A place where people can be physically and socially active, have a good range of accessible health, recreational and leisure facilities and where there is a balanced mix of decent housing meeting the needs of the population.*

**2.10.20** The planning system is a key provider of new Affordable Housing. Through careful planning it is possible to provide affordable housing within new developments in the right areas. Planning is also a key mechanism for the delivery of homes which are appropriate for members of society with different needs such as the elderly or disabled. Planning is also able to provide new open spaces and ensure that new developments are pedestrian

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friendly, located near facilities such as parks and health centres so as to encourage social interaction and physical activity.

	<b>Policy</b>
<b>Priorities</b>	
<b>Physically and socially active</b>	3, 8, 10, 12
<b>Accessible health and recreational facilities</b>	10, 11, 12, 16
<b>Balanced mix of decent housing</b>	3, 8, 10

### **A place that contributes to a vibrant and prosperous Greater Nottingham**

*A place that attracts investment, to create a variety of convenient facilities for essential services and shopping, cultural and social activities and also to provide business opportunities and local jobs. A place where people of all ages can have access to good quality education and training in order to gain the skills which will give them the best possible employment prospects and to support the economy of Greater Nottingham.*

**2.10.21** The planning system is one of the key issues that business and firms need to consider when setting up or relocating. Through ensuring a provision of a range of flexible locations planning is able to ensure that economic growth is of the right type and level. Planning is also able to ensure that members of the community have access to schools, colleges and universities to enable them to develop skills to keep up with the pace of change. Retail facilities also need to be provided at a level and in a location to meet the needs of the community.

	<b>Policy</b>
<b>Priorities</b>	
<b>Business and job opportunities</b>	4, 5, 6, 7
<b>Convenient services and shopping</b>	3, 5, 6, 11
<b>Education, training and skills</b>	6, 7

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### 2.11 Local Distinctiveness in Nottingham City



**2.11.1** Nottingham is a city of contrasts; it has the highest rate of employment growth of any major UK city and an attractive and successful City Centre. It is a leading City in the East Midlands region, its shopping facilities are ranked as amongst the best in England, and it has a vibrant and growing leisure and cultural life. It also has some of the worst areas of deprivation and under achievement in the Country.

**2.11.2** The City has a growing population that is culturally diverse (the population of the City was estimated at 292,400 in mid-2008). It also has a relatively young age structure, the result of growth of the two respected universities. Pupils at City secondary schools achieved GCSE which are now at Nottingham's highest ever level, with 53% of pupils achieving 5 or more A\* to C grades. Another major strength and a significant opportunity is that the City lies at the heart of the Greater Nottingham urban area (which has a population of 711,000). It has undergone a transition with employment sectors that will leave the economy in a good position to bring future growth. The recent designation as a Science City is a good reflection of this. A number of large companies have also demonstrated their commitment to the City; for example, Experian has built its new European HQ on the 'ng2' edge-of-centre business park.

**2.11.3** Nottingham City is a key driver in the regional economy, with more than 60% of all jobs in Greater Nottingham being within the Nottingham City boundary. A number of different research reports project growth in jobs to be realised by initiatives such as Science City and the Eastside Regeneration Zone (see below) and until recently, whilst unemployment has fallen and the number of jobs has risen, this has been managed without significant traffic growth. It has been contained to just 1.2% over the last five years, a far lower growth rate than previously and lower than comparable cities in the UK. Public transport use has also grown against the national trend. However, both Greater Nottingham and Nottingham City have been affected by the recent economic downturn. Initially, the City was less affected by the downturn than Greater Nottingham but this trend has now been reversed with unemployment in both areas increasing by just under 50% between November 2008 and November 2009.

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**2.11.4** However, within the City the number of people in work remains low, with some parts of society being disproportionately disadvantaged. Even allowing for the large number of students, the latest employment rate for the City was considerably lower than nationally (62.8% compared to 74.0% between April 2008 and March 2009). A high proportion of “workless” people are economically inactive, including sickness/disability related benefits and those for lone parents. These groups typically need the most help to gain employment, as, amongst other reasons, they tend to have low or outdated skills, low confidence and little recent work experience.

**2.11.5** The City has a comprehensive, efficient and accessible transport network and significant resources have recently been invested on local transport improvements. There is currently a well developed network of public transport including a comprehensive network of high quality, high frequency bus services on which patronage continues to grow, the first line of the tram (NET) serving the north and northwest of the City and a series of park and ride sites. These commercially operated services are supported by a network of Link Buses which connect communities and provide important services to areas which are not served by commercial bus operators. Further investment is planned including new tram extensions to Clifton and Beeston/Chilwell and significant proposals to redevelop Nottingham’s rail station. However, a long-standing issue within the City is that whilst radial public transport linkages (which run into the City Centre) are well developed and of a high quality, orbital public transport linkages (which run across the City) are poor. This means that access to facilities and services is reduced for some communities within the City.

**2.11.6** The City’s leisure and shopping facilities are well developed. The Nottingham Tennis Centre and The Arena draw national crowds for some events. Nottingham Contemporary (the new contemporary art gallery within the City Centre) also adds to the list of City Centre attractions. Experian data placed Nottingham as the 5<sup>th</sup> best retail centre in Britain in terms of comparison shopping expenditure in 2007, although the 2008 ranking places it 6<sup>th</sup> meaning that the City Centre has lost its top five position for the first time since 1998. In 2009 the Experian ranking showed the City Centre had slipped further to 7<sup>th</sup>. Nevertheless, the City Councils recent work to redesign the Old Market Square and ongoing work to redevelop and extend the Broadmarsh Shopping Centre and make the City more pedestrian friendly will help retain the attractiveness of the City Centre.

**2.11.7** The 2001 census showed a low proportion of family homes within Nottingham City, with only 29% of dwellings having six or more rooms in the City compared with 50% nationally. The type of development that has occurred since 2001 has exacerbated this, with only 23% of new dwellings built between April 2002 and March 2009 having three or more bedrooms. There is also a high concentration of social rented housing (33%) and a low proportion of owner-occupied housing (50%) within the City in comparison with the wider Greater Nottingham area (where the overall proportion of social rented housing is 21% and the proportion of owner-occupied housing is 66%). These issues are recognised in the City Council’s Housing Strategy, which

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concludes that the lack of larger homes within the City means there is insufficient choice or opportunity for families to remain in the City. This contributes to out migration of families from the City, resulting in a less sustainable, inclusive and mixed community.

**2.11.8** In response to the issues above, a number of regeneration initiatives are taking place within the City. These include preparation of a series of Strategic Regeneration Frameworks, which will provide a long-term strategy for regenerating and transforming Nottingham's neighbourhoods, and significant proposals for regenerating the Meadows area of the City. The current Nottingham Local Plan also identifies three specific Regeneration Zones (Southside, Eastside and Waterside) within the vicinity of the City Centre. These areas are currently characterised by an under use of land and a generally poor environment with poor linkages to adjoining areas. They all provide opportunities for regeneration schemes which can bring new investment for employment and housing, as well as improvements to the environment and community facilities.

**2.11.9** The Sustainable Community Strategy for Nottingham City, '*Family, Neighbourhood, City: Bringing you a world class Nottingham. The Nottingham Plan to 2020*', is also adopted. This sets out the key challenges currently facing Nottingham City, along with a 20-year vision to 2030 and 10-year strategic priorities for the future development of the City. The vision and priorities are summarised below.

**2.11.10** The Core Strategy will play a key role in helping to deliver the objectives of the Sustainable Community Strategy, and in supporting and encouraging the delivery of the variety of programmes and projects taking place across the City.

### Nottingham's 2030 Vision:

**Go ahead Nottingham:  
Safe, clean, ambitious and proud**

**Nottingham in 2030 will be a city which has tackled deprivation and inequality by...**

- **Being one of Europe's top ten cities for science and innovation, sport and culture**
- **Making every neighbourhood a great place to live**
- **Giving the best start in life to all our children and young people**
- **Making poverty history**

**We will do this by being radical, bold and daring to be different.**

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### Nottingham's 2020 Strategic Priorities:

- 1) **Develop Nottingham's international standing for science and innovation, sports and culture**
- 2) **Transform Nottingham's neighbourhoods**
- 3) **Ensure that all children thrive and achieve**
- 4) **Tackle poverty and deprivation by getting more local people into good jobs**
- 5) **Reduce crime, the fear of crime, substance misuse and anti-social behaviour**
- 6) **Improve health and well-being**

#### **Cross-cutting aims:**

- **Green** – Being environmentally sustainable
- **Aspiring** – Raising aspirations
- **Fair** – Achieving fairness and equality of opportunity

### 2.12 Local Distinctiveness in Rushcliffe Borough



**2.12.1** Rushcliffe lies immediately south of the City of Nottingham and the River Trent and extends across towards Newark on Trent in the north east and Loughborough in the south west. The main centre of population is West Bridgford, a large suburb of Greater Nottingham, where around 41,000 of the Borough's 109,800 population live. There are six other larger settlements – Bingham (population: 9,200), Radcliffe-on-Trent (8,700), Cotgrave (7,200), Keyworth (6,700), Ruddington (6,700) and East Leake (6,400) – and a large number of smaller villages dispersed throughout the remainder of the Borough which is largely rural in character.

**2.12.2** West Bridgford contains the bulk of Rushcliffe's retail and community facilities, although proximity to Nottingham City means levels are perhaps not as large as they might otherwise be. The six other main settlements also, to varying degrees, serve as local service centres.

**2.12.3** The entire Borough covers a total of 407 square kilometres. A large part of the Borough (42%) falls within the defined Nottingham-Derby Green Belt that encircles Greater Nottingham. The rural landscape is considered

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overall to be an attractive one with a variety of character areas. There is just a limited number of nationally important nature conservation sites, but a wider number which are recognised for their local importance.

### *Population*

**2.12.4** Rushcliffe has proved a popular place to live with the population of the District growing by over 10% since the early 1990s. Much of this is due to immigration. The Government anticipates that the Borough's population will continue to increase in the future. The most recent projections indicate growth to 132,300 people by 2031 (up 25% from 2001), although this calculation is based on past growth rates and does not take into account future house building levels. Rushcliffe's population is also notable for its more elderly profile. There is a lower percentage of 10-29 year olds in Rushcliffe than is generally the case in the rest of the country and an above average proportion of adults aged over 45 years.

### *Socio-economic*

**2.12.5** Rushcliffe is the most affluent local authority area in the county, with full time workers earning on average around £31,000 (in 2009), which is more than 30% higher than the regional level. It ranks only 331 of 354 local authorities on a national deprivation scale; with first being the most deprived. However, there are some pockets of relative deprivation: for example in the Trent Bridge and Cotgrave wards. Historically, unemployment levels in Rushcliffe have been low. At around 2.1% in November 2009, this rate is currently one of the lowest in Nottinghamshire.

**2.12.6** The employment profile of Rushcliffe's residents shows that the proportion employed in managerial and professional occupations is significantly higher than both regionally and nationally, with a much lower proportion in less skilled occupations. Correspondingly, educationally, Rushcliffe's residents are as a whole relatively well qualified, performing better than other authorities in Nottinghamshire.

**2.12.7** The profile of jobs within the Borough itself shows there to be a strong service sector basis, with jobs in public administration, education and health sector in particular accounting for 33% of all jobs in Rushcliffe in 2008. The rest of jobs are made up of a variety of other employment types. Established industries include the British Geological Survey at Keyworth and British Gypsum at East Leake.

**2.12.8** Rushcliffe has a limited level of "knowledge-based" jobs (such as computing) which are often seen as a key measure of economic competitiveness. About 10% of jobs in Rushcliffe are knowledge based, compared to 16% nationally. It is Nottingham City where the bulk of knowledge based jobs are concentrated locally. Reflective of the make-up of jobs, a high proportion of Rushcliffe's employment space is offices and a low proportion industrial space.

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**2.12.9** Rushcliffe acts, to an extent, as a residential area serving the Greater Nottingham employment area, with a lot more workers in the Borough than there are jobs. Despite some evidence of strong job growth in Rushcliffe in recent years, it is a net exporter of jobs. In 2001, there were 52,639 working residents but only 36,359 jobs. A certain level of imbalance is not surprising given the proximity of West Bridgford to Nottingham City, where around a third of Rushcliffe's residents work.

**2.12.10** Due to the attractiveness of the area, property prices are relatively high, with an average house for mid 2009 of around £204,000 compared with the Nottinghamshire average of £129,000. Housing affordability is a significant issue within the Borough, with average house prices around eight times average incomes, despite wages being relatively healthy.

**2.12.11** Rushcliffe is one of the safer places in Nottinghamshire, with a moderate to low crime rate. However, there are particular areas where crime can be more prevalent within the Borough.

**2.12.12** Despite the high levels of Rushcliffe residents who travel into adjacent Nottingham City, trip lengths for a lot of residents when commuting to work are still relatively high. Whilst the majority of West Bridgford residents tend to travel less than 5km to work, in 2001, 32% of workers living within the Borough still travelled over 10km to get to their place of work. This compares to 27.5% for the East Midlands as a whole. Car use by Borough residents travelling to work is also high compared to rates for Nottinghamshire, although less so in the case of residents living in West Bridgford and Cotgrave.

**2.12.13** Rural areas can suffer significant deprivation in terms of access to essential services (shops, doctors, hospitals, schools etc). Rushcliffe is a largely rural borough and it is identified as suffering from this type of deprivation in the Greater Nottingham Accessibility Strategy. People without access to a private car are especially vulnerable to this type of deprivation.

### *Transport*

**2.12.14** A number of important trunk roads pass through the Borough – the A46, A52 and A453. Studies have been undertaken to examine the case for improvement on each of the trunk roads in the Borough, and proposals for widening the A453 and A46 are being progressed by the Highways Agency. The construction work on the A46 started last year and is due to be completed by late 2011. In relation to the A52, a study was completed in 2004 to consider possible transport improvements along the corridor of the road. However, no specific major proposals have been brought forward to date.

**2.12.15** There are also proposals to develop an extension of the tram (the Nottingham Express Transit system) to Clifton, which would pass through the Borough at Wilford and Compton Acres and potentially improve accessibility from this area to Nottingham City Centre. The new East Midlands Parkway Station, which opened recently on the Midlands mainline adjacent to the

## 2. The Future of Greater Nottingham

Ratcliffe on Soar Power Station, has helped to improve linkages to East Midlands Airport, which lies close to the western boundary of the Borough.

### *Sustainable Community Strategy*

**2.12.16** The Rushcliffe Sustainable Community Strategy for 2009 to 2026 sets out a vision for Rushcliffe, which is: “Rushcliffe will be an excellent place to live, work and visit for everyone”.

**2.12.17** The Sustainable Community Strategy identifies how relevant partner organisations will work to together to deliver priorities over the following six key themes:

- Protecting and improving our environment
- Supporting the local economy
- Building stronger communities
- Making communities safer
- Enabling healthy lives
- Supporting children and young people

### 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 earths 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**

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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)

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- 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

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- 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)

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- 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.

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### 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

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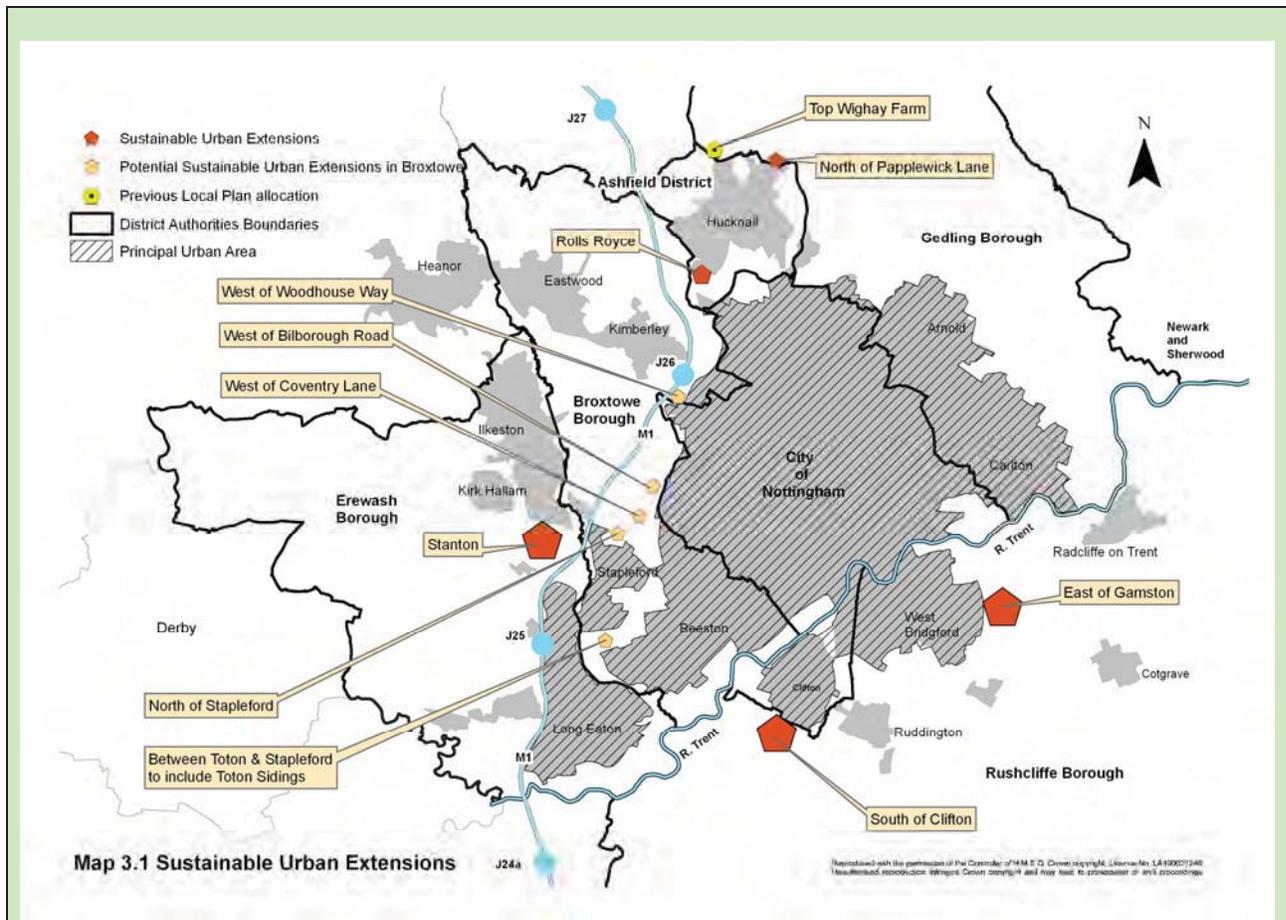
meet local needs but not undermining existing nearby centres.

- 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.

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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.

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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

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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.

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### 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.

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### 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

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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

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### 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

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- 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

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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.

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### 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.

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#### **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.**

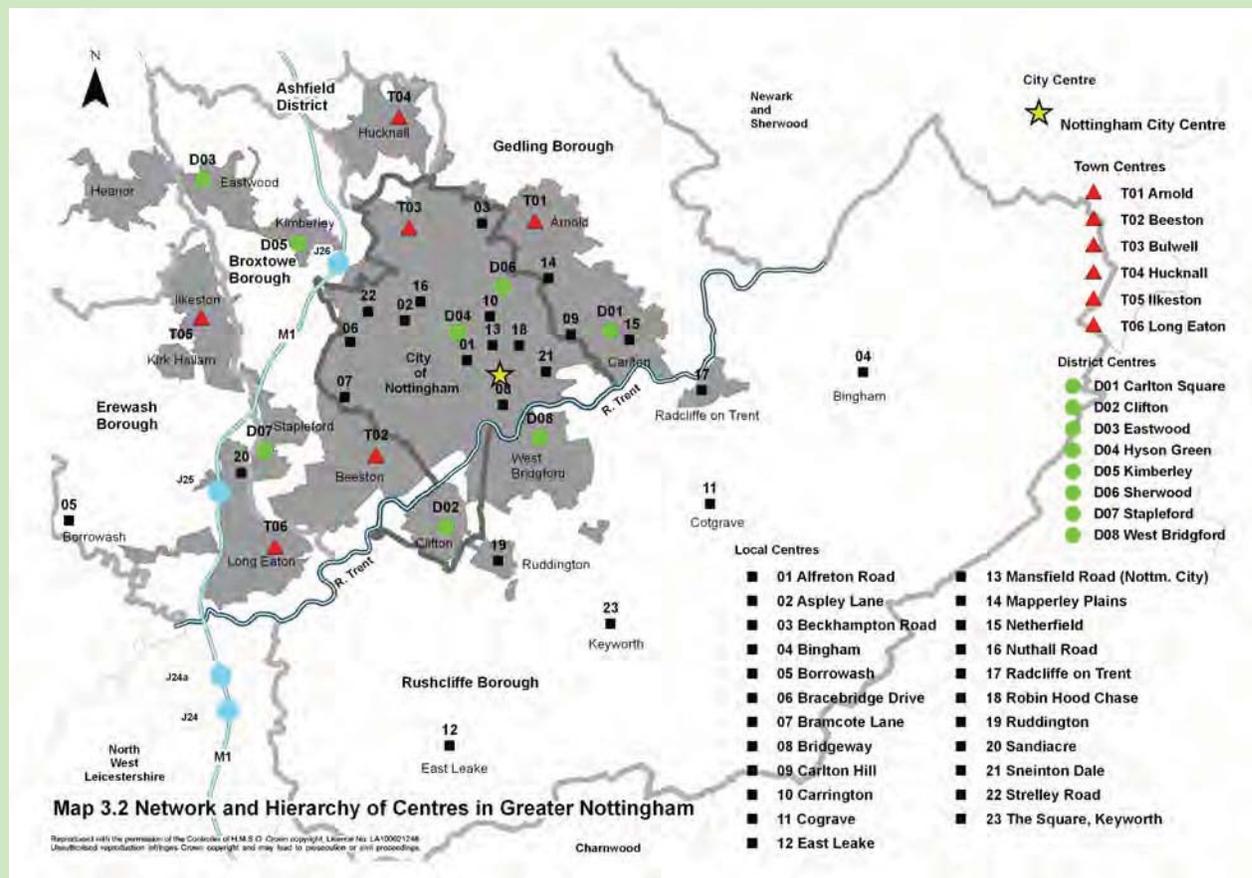
5. **The vitality and viability of all centres will be maintained and enhanced, including widening the range of uses (whilst maintaining a strong retail character), environmental enhancements and improvements to access. The primary focus for office-based development will be within the City Centre, with 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.

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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.

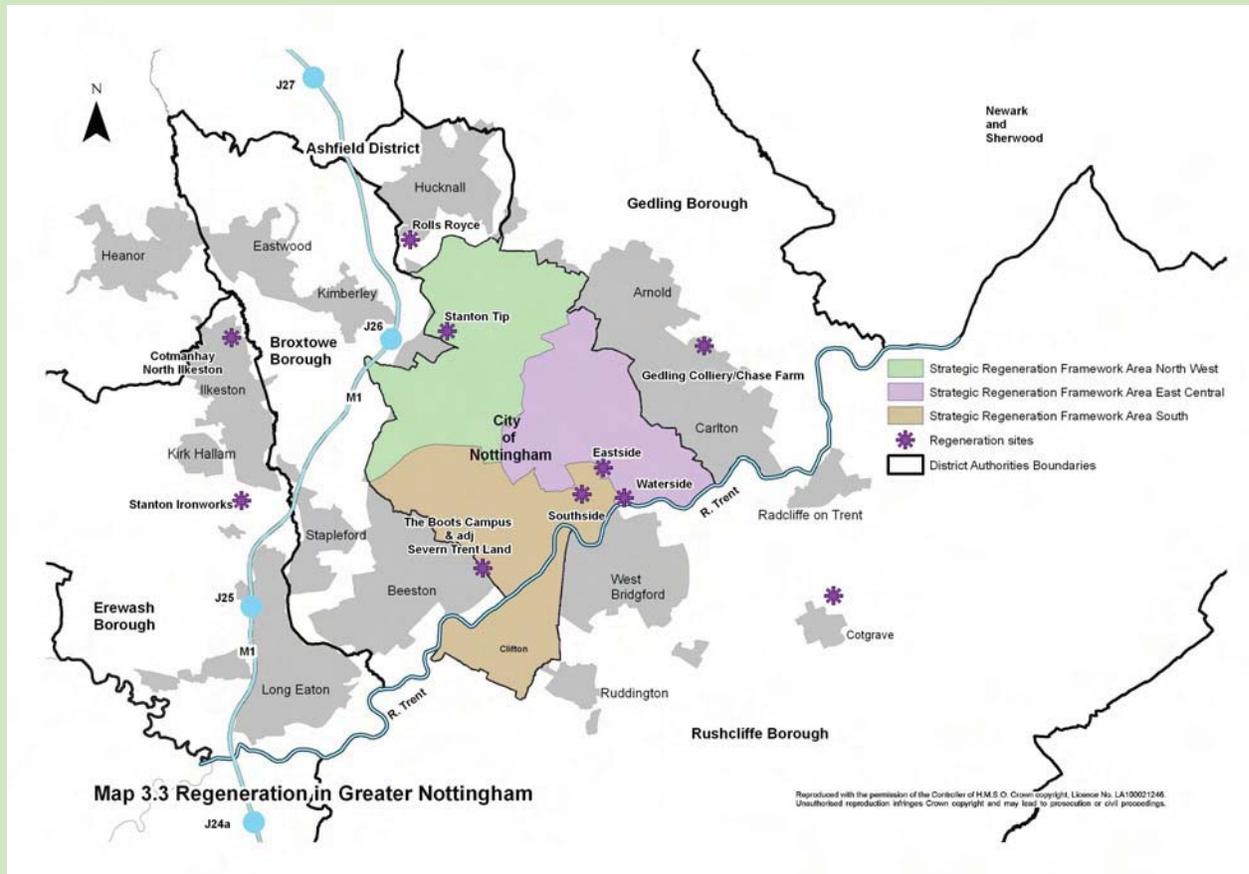
3.7.2 Achieving high quality urban renaissance is complex and demanding. It requires, amongst other things, a clear and consistent policy framework. This gives a degree of long term security to developers and their partners. It allows them to make investment decisions with confidence and to plan on the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

**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.

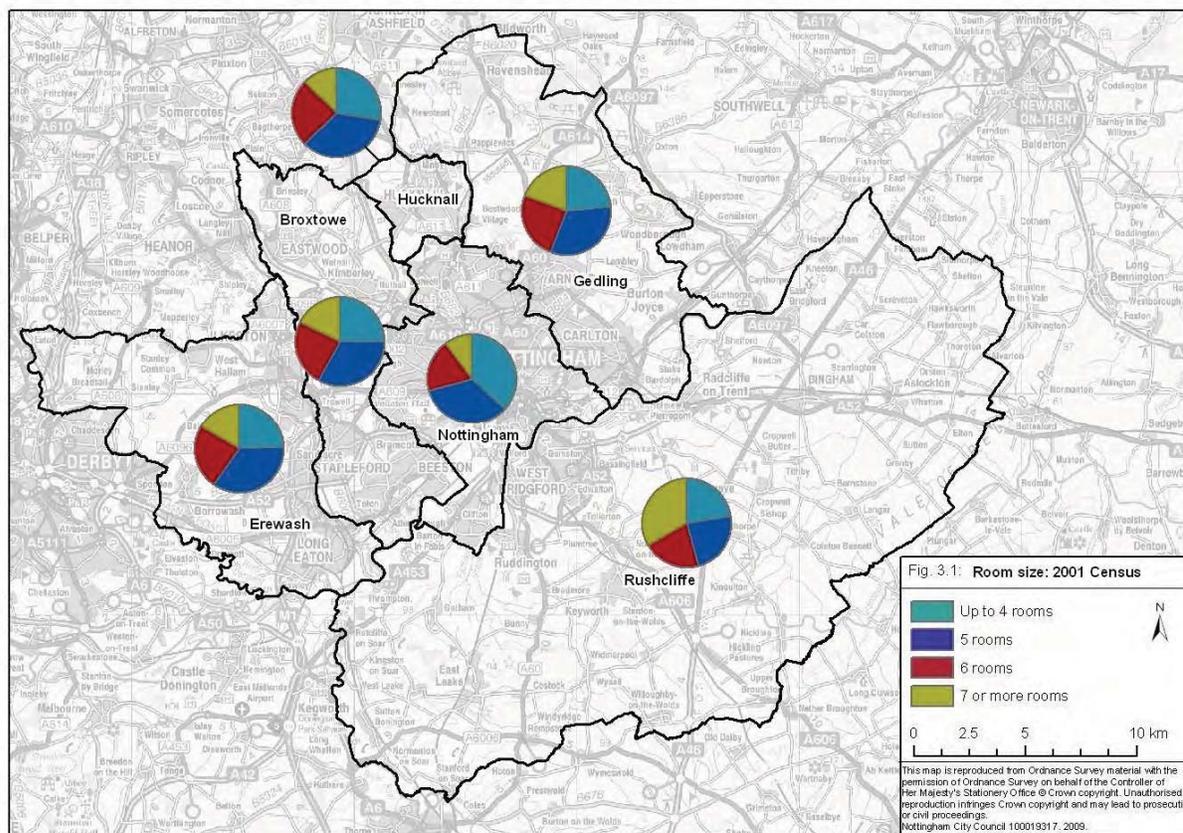
3.8.2 The City Council area has a low percentage of family housing. In 2001, 29% of dwellings had 6 or more rooms (equivalent to a larger 3 bedroom dwelling), compared with 39% in Greater Nottingham and 40% in England. The situation is similar for larger family housing (7 or more rooms, equivalent to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

### **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.

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### **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.

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#### 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 CABI'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.

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#### **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

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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

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#### 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

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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.

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### 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.

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### 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.

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#### 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

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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.

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### 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**

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- 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

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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.

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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.

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### **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:

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- 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).**

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- 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

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

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- 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. The Delivery Strategy

### 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.

### 3. The Delivery Strategy

#### (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.

## 4. Appendix A – Summary of the Regional Plan and Key Areas of Influence

**A.1** The East Midlands Regional Plan was published in March 2009, and includes a Sub-Regional Strategy for the Three Cities area (which covers the Derby, Leicester and Nottingham areas). It provides the strategic spatial development framework for the area.

**A.2** A Partial Review of the East Midlands Regional Plan has commenced, and an Options consultation took place in summer 2009. The East Midlands Regional Assembly aim to publish the Partial Review for consultation in April 2010.

**A.3** The East Midlands Regional Plan includes a vision for the Region which seeks to ensure that the East Midlands will be recognised for its high quality of life and strong, healthy, sustainable communities; that its economy is vibrant, with a rich cultural and environmental diversity; and that social inequalities, management of resources and the need for a safer, more inclusive society are addressed.

**A.4** It goes on to state that development should be concentrated in the regions' urban areas to regenerate them, developing sustainable and well connected cities and towns that retain their distinctive identity.

**A.5** The East Midlands Regional Plan contains 11 Regional Core Objectives, which it states all strategies, plans and programmes should meet. These are:

- a) To ensure that the existing and future housing stock meets the needs of all communities in the region, and extends choice.
- b) To reduce social exclusion.
- c) To protect and enhance the environmental quality of urban and rural settlements
- d) To improve the health and mental, physical and spiritual well being of the region's residents.
- e) To improve economic prosperity, employment opportunities and regional competitiveness.
- f) To improve accessibility to jobs homes and services..
- g) To protect and enhance the environment.
- h) To achieve a step change increase in the level of the region's biodiversity.
- i) To reduce the causes of climate change.
- j) To reduce the impacts of climate change.
- k) To minimise adverse environmental impacts of new development and promote optimum social and economic benefits.

**A.6** The East Midlands Regional Plan provides policies and targets that the aligned Core Strategies must be in 'general conformity' with (see Glossary). For Greater Nottingham as a whole, it provides for a minimum of 60,600 new homes between 2006 and 2026<sup>25</sup>, which are broken down by local authority

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<sup>25</sup> Of the 60,600 new homes, 8,550 had been provided up to March 2009, leaving 52,050 remaining to be built.

## 4. Appendix A – Summary of the Regional Plan and Key Areas of Influence

area. The distribution of new homes is to be based on a strategy of urban concentration and regeneration, which requires 40,800 of the new homes to be built in or next to the existing Principal Urban Area of Nottingham (the built up area – see glossary), with sufficient development at the Sub Regional Centres of Hucknall and Ilkeston to maintain their roles. Sub Regional Centres have been identified for their ability to perform a complimentary role to the Nottingham Principal Urban Area, and have been selected on the basis of their size, the range of services they provide, and their potential to accommodate future growth.

**A.7** This policy of urban concentration means that the housing provision for more rural parts of Greater Nottingham is restricted to the identified needs of settlements or to small scale development targeted to meet local needs.

**A.8** The East Midlands Regional Plan requires a mix of housing types to be provided, and includes an interim figure of 17,100 affordable homes across the Housing Market Area (which does not include Hucknall). It requires a balance in the provision of jobs and homes within urban areas to reduce the need to travel, and highlights the need to develop, protect and enhance. Environmental Infrastructure which consists of the physical features and natural resources of the environment that provide services or support to society (see Glossary). Environmental Infrastructure includes Green Infrastructure (see Glossary) networks to support new and existing development.

**A.9** Policies for promoting economic growth stress the need for major development to include both housing and jobs, and the need to promote higher order jobs (and the skills to go with them) to support a shift to a more knowledge based economy. Greater Nottingham is a preferred location in which to consider the need for a rail freight distribution centre, and Nottingham, Hucknall and Ilkeston are priorities for regeneration. Rural areas are targeted for economic diversification.

**A.10** The East Midlands Regional Plan seeks to protect and better manage the natural and cultural heritage of the area, and to protect and enhance Environmental Infrastructure, which it sees as central to maintaining and creating sustainable communities, as well as helping to achieve a major step change increase in the levels of biodiversity.

**A.11** It also sets out regional priorities for managing water resources, dealing with flood risk, energy reduction and efficiency, and low carbon energy generation.

**A.12** Transport policies are aimed at reducing the need to travel, tackling congestion, promoting public transport, cycling and walking, with a strong emphasis on encouraging behavioural change. Transport policies should also support regeneration aims, improve surface access to East Midlands Airport, and develop opportunities for modal switch away from road based transport in manufacturing, retail and freight distribution sectors.

## 4. Appendix B – Summary of Sustainable Community Strategies

**B.1** The matrix below presents the identified issues and themes which the most recent Community Strategy or Sustainable Community Strategy for each council prioritises. Where ticks (✓) are shown, this indicates that the issue is, or could, with minor alterations, be complemented in delivery by emerging policies of the aligned Core Strategies.

	Emerging aligned Core Strategies Policy																		
Sustainable Community Strategies and Community Strategy Identified Priority	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
<b>Ashfield District Council – Sustainable Community and Neighbourhood Renewal Strategy 2006-2021</b>				✓															
Enterprising Communities																			
Confident Communities			✓				✓	✓											
Green and Sustainable Communities	✓		✓										✓		✓	✓	✓		
<b>Broxtowe Borough Council – Broxtowe Partnership – A Better Broxtowe 2006-2012</b>																			
A Safe Borough								✓		✓									
A Clean and Green Borough		✓		✓									✓		✓	✓			
A Healthy Borough								✓							✓				
A Growing Borough			✓	✓		✓								✓				✓	
A Fair and Inclusive Borough			✓	✓			✓							✓				✓	
<b>Erewash Borough Council – Erewash Sustainable Community Strategy 2009-2014</b>																			
Improving opportunities for employment, skills and housing					✓			✓											
Reducing crime, the fear of crime and improving our living environment		✓								✓			✓		✓				
Encouraging healthy and active lifestyles for all															✓		✓		
<b>Gedling Borough Council – Draft Gedling Community Strategy 2009-2026</b>																			
Safer & Stronger Communities Living Together in Gedling								✓		✓		✓			✓		✓		
A fairer and more involved Gedling Borough		✓									✓							✓	





## 4. Appendix C – Glossary

**Affordable Housing** - Affordable housing includes social rented and intermediate housing, provided to specified eligible households whose needs are not met by the market. Affordable housing should:

- Meet the needs of eligible households including availability at a cost low enough for them to afford, determined with regard to local incomes and local house prices.
- Include provision for the home to remain at an affordable price for future eligible households or, if these restrictions are lifted, for the subsidy to be recycled for alternative affordable housing provision.

**Allocation** - Land identified as appropriate for a specific land use.

**Annual Monitoring Report (AMR)** - Part of the Local Development Framework. A report submitted to the government by local planning authorities or regional planning bodies assessing progress with and the effectiveness of a Local Development Framework.

**Behavioural Change** - See Demand Management.

**Biodiversity** - The range of life forms which constitute the living world, from microscopic organisms to the largest tree or animal, and the habitat and ecosystem in which they live.

**BREEAM (Building Research Establishment Environmental Assessment Method)** - An Environmental Assessment Method used to assess the environmental performance of both new and existing buildings. It is regarded by the UK's construction and property sectors as the measure of best practice in environmental design and management.

**Brownfield Land** - A general term used to describe land which has been previously developed or built upon. (See previously Developed Land).

**Building Schools for the Future (BSF)** - National school buildings investment programme. The aim is to rebuild or renew nearly every secondary school in England. Implemented by the education authorities; Derbyshire County Council, Nottingham City Council and Nottinghamshire County Council.

**Census of Population** - A survey of the entire population of the United Kingdom, undertaken on a ten-yearly basis.

**Civic Space** - A subset of open space consisting of urban squares, markets and other paved or hard landscaped areas with a civic function.

**Community Infrastructure Levy (CIL)** - A standard financial payment by developers to councils towards the cost of local and sub-regional infrastructure to support development (including transport, social and environmental infrastructure, schools and parks). The ability to implement a CIL is not due until April 2010. Use of a CIL would substantially replace the use of S106 agreements (see definition below).

## 4. Appendix C – Glossary

**Comparison Goods** - Non-food retail items including clothing, footwear, household goods, furniture and electrical goods, which purchasers compare on the basis of price.

**Conservation Area** - An area designated by Local Planning Authority under Section 69 of the Planning (Listed Buildings and Conservation Areas) Act, 1990, regarded as being an area of special architectural or historic interest, the character or appearance of which is desirable to preserve or enhance.

**Convenience Goods** - Retail goods bought for consumption on a regular basis (eg food, drink, newspapers etc).

**Core City** - Nottingham is one of eight Core Cities, defined by Government as the key regional Cities, driving the economic growth of their regions.

**Core Strategy** - The key Development Plan Document, setting out the long term spatial vision for the area, the spatial objectives and strategic policies to deliver that vision. As such, it implements the spatial aspects of the Sustainable Community Strategy.

**Countryside** - The rural parts of Greater Nottingham lying outside the Principal Urban Area of Nottingham, the Sub Regional Centres of Hucknall and Ilkeston, and other larger settlements. Countryside is sometimes taken to exclude land designated as Green Belt.

**Demand Management** - 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'. Uses techniques for influencing people's travel behaviour towards more sustainable options such as encouraging school, workplace and individualised or personal travel planning. Also aims 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.

**Density** - The intensity of development in a given area. Usually measured as net dwelling density, calculated by including only those site areas which will be developed for housing and directly associated uses, including access roads within the site, private garden space, car parking areas, incidental open space and landscaping and children's play areas, where these are provided.

**Department for Communities and Local Government (CLG)** - The Government Department responsible for planning and local government.

**Development Plan** - An authority's development plan consists of the relevant Regional Spatial Strategy and the Development Plan Documents contained within its Local Development Framework.

## 4. Appendix C – Glossary

**Development Plan Document (DPD)** - A Spatial planning document which is part of the Local Development Framework, subject to extensive consultation and independent examination.

**East Midlands Regional Plan** - See Regional Spatial Strategy.

**Eco Town** - The Eco-towns programme is a Government initiative to develop a number of new settlements in England. Eco-towns will be new towns of between 5 to 20,000 homes. Intended to achieve exemplary sustainability/environmental standards, in particular through the use of the latest low and zero carbon technologies.

**Employment-Generating Development** - New development which will create additional job opportunities.

**Environmental Assets** - Physical features and conditions of notable value occurring within the District.

**Environmental Infrastructure** - of the physical features and natural resources of the environment that provide services or support to society, encompasses Green Infrastructure.

**Family Housing** - Family housing is likely to have the following characteristics: - be of no more than three storeys; have private enclosed gardens; and have three or more bedrooms, two at least of which are capable of double occupancy. See also Larger Family Housing.

**Greater Nottingham** - Area covered by the aligned Core Strategies. Includes the whole council areas of Broxtowe, Erewash, Gedling, Nottingham City and Rushcliffe, together with the Hucknall part of Ashfield. The partnership also includes both Derbyshire and Nottinghamshire County Councils.

**Green Belt** - An area of land around a City having five distinct purposes:

- i. to check the unrestricted sprawl of large built up areas;
- ii. to prevent neighbouring towns from merging into one another;
- iii. to assist in safeguarding the countryside from encroachment;
- iv. to preserve the setting and special character of historic towns; and
- v. to assist in urban regeneration by encouraging the recycling of derelict and other urban land.

As set out in PPG2 'Green Belts', ODPM, January 1995.

**Green Infrastructure** - The network of protected sites, green spaces and linkages which provide for multi-functional uses relating to ecological services, quality of life and economic value.

**Green Space** - A subset of open space, consisting of any vegetated land or structure, water or geological feature within urban areas.

**Green Wedge** - Green wedges comprise the open areas around and between parts of settlements, which maintain the distinction between the countryside

## 4. Appendix C – Glossary

and built up areas, prevent the coalescence (merging) of adjacent places and can also provide recreational opportunities.

**Growth Point** - See New Growth Point.

**Hearings** - Sessions open to the public to discuss aspects of the Soundness of the Core Strategies. Organised by the Planning Inspectorate as part of their independent examination of the Core Strategies.

**Hectare (Ha/ha)** - An area 10,000 sq. metres or 2.471 acres.

**Historic Asset** - A building, monument, site or landscape of historic, archaeological, architectural or artistic interest, whether designated or not, that is a component of the historic environment.

**Housing and Planning Delivery Grant** - Annual grant paid by government to councils, based on their performance against housing and planning criteria.

**Intermediate Affordable Housing** - Housing at prices and rents above those of social rent, but below market price or rents. These can include shared equity products (eg HomeBuy), other low cost homes for sale and intermediate rent.

**Issues and Options** - An informal early stage of Core Strategy preparation, aimed at engaging the public and stakeholders in formulating the main issues that the Core Strategy should address, and the options available to deal with those issues.

**Joint Planning Advisory Board** - Board made up of planning and transport lead councillors from all the Greater Nottingham local authorities, established to oversee the preparation of the aligned Core Strategies and the implementation of the New Growth Point.

**Key Diagram** - Diagrammatic interpretation of the spatial strategy as set out in the Core Strategy showing areas of development opportunity and restraint, and key pressures and linkages in the surrounding area.

**Knowledge Economy** - Classification of a particular individual industry, if 25% of its workforce is qualified to graduate standard. Often used as a term for an economy dominated by these business types, with generally higher-skill levels and higher wages than found in lower-technology sectors.

**Labour Pool** - Economically active part of the general population potentially available for jobs.

**Larger Family Housing** - Larger family housing is likely to have the following characteristics: - be of no more than three storeys; have private enclosed gardens; have four or more bedrooms, two at least of which are capable of double occupancy; and have sufficient space to create two distinct living areas if required. See also Family Housing.

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**Local Improvement Finance Trust (LIFT)** - LIFT is a NHS vehicle for improving and developing frontline primary and community care facilities. It is allowing Primary Care Trusts to invest in new premises in new locations, with the aim of providing patients with modern integrated health services in high quality, fit for purpose primary care premises. May also be integrated with other service providers, such as council services.

**Listed Buildings** - A building of special architectural or historic interest. Listed buildings are graded I, II\* or II with grade I being the highest. Listing includes the interior as well as the exterior of the building, and any buildings or permanent structures (e.g. wells within its curtilage). English Heritage is responsible for designating buildings for listing in England.

**Local Development Document (LDD)** - A Document that forms part of the Local Development Framework and can be either a Development Plan Document or a Supplementary Planning Document. LDDs collectively deliver the spatial planning strategy for the local planning authority's area.

**Local Development Scheme** - Sets out the programme for preparing Development Plan Documents.

**Local Area Agreements (LAA)** - Agreement setting out the priorities for a local area agreed between central government and a local area (the local authority and Local Strategic Partnership) and other key partners at the local level.

**Local Development Framework (LDF)** - A portfolio of Local Development Documents which set out the spatial strategy for the development of the local authority area.

**Local Development Scheme (LDS)** - A document setting out the timescales for the production of the Development Plan Documents.

**Local Nature Reserve (LNR)** - Non-statutory habitats of local significance designated by local authorities where protection and public understanding of nature conservation is encouraged. Established by a Local Authority under the powers of the National Parks and Access to the Countryside Act 1949.

**Local Plan** - Part of the previous development plan system, some policies of which are saved until superseded by Local Development Frameworks. Comprises a Written Statement and a Proposals Map. The Written Statement includes the Authority's detailed policies and proposals for the development and use of land together with reasoned justification for these proposals.

**Local Strategic Partnership** - An overall partnership of people that brings together organisations from the public, private, community and voluntary sector within a local authority area, with the objective of improving people's quality of life.

## 4. Appendix C – Glossary

**Local Transport Plan (LTP)** - 5 year strategy prepared by Derbyshire County Council covering Erewash, and Nottingham City and Nottinghamshire County Councils jointly, covering the rest of Greater Nottingham. Sets out the development of local, integrated transport, supported by a programme of transport improvements. Used to bid for Government funding towards transport improvements.

**Mature Landscape Areas** - Areas identified by Nottinghamshire County Council as being of landscape importance on the basis that they represent those areas least affected by intensive arable production, mineral extraction, commercial forestry, housing, industry, roads etc. (Do not exist in Derbyshire).

**New Growth Point** - An agreement between councils and the Government whereby the Government agrees to provide funding for new infrastructure to deliver an agreed amount of new homes. The amount of new homes to be delivered is established through the Regional Spatial Strategy. Greater Nottingham is part of the Three Cities Growth Point, which also includes Derby/Derbyshire and Leicester/Leicestershire.

**Nottingham Express Transit (NET)** - The light rail (tram) system for Greater Nottingham.

**Open Space** - Any unbuilt land within the boundary of a village, town or city which provides, or has the potential to provide, environmental, social and/or economic benefits to communities, whether direct or indirect.

**Option for Consultation** - Informal stage of Core Strategy preparation flowing from the Issues and Options, where consultation takes place on a possible option to address the issues highlighted in the Issues and Options report.

**Planning and Compulsory Purchase Act 2004** - Government legislation which sets out the changes to the planning system.

**Planning Inspectorate** - Independent agency which examines Core Strategies (and other Development Plan Documents) to ensure they are Sound. Also decides planning appeals for individual planning applications.

**Planning Policy Guidance/Statement (PPG/PPS)** - Published by the Department for Communities and Local Government to provide concise and practical guidance. These are produced for a variety of specific topics and can be found at [www.communities.gov.uk](http://www.communities.gov.uk).

**Preferred Option** - Informal stage of Core Strategy preparation, where consultation takes place on what a council considers to be the preferred option to address the issues flowing from the Issues and Options.

## 4. Appendix C – Glossary

**Previously Developed Land (PDL)** - Land which has is or was occupied by a permanent structure, including the cartilage of the development land (often described as Brownfield Land).

**Principal Urban Area (PUA)** - The contiguous built up area of Nottingham. Includes West Bridgford, Clifton, Beeston, Stapleford, Long Eaton, Bulwell, Arnold and Carlton.

**Proposed Submission Draft** - First full draft of the aligned Core Strategies, prepared for formal representations to be made. Also known as Publication Draft.

**Regeneration Zones** - Areas defined in the Nottingham Local Plan (2005), characterised by an under use of land, generally poor environment, and poor linkages. They are proposed as a focus for regeneration through a mix of improvement and redevelopment.

**Regional Funding Allocation** - Allocation of resources to regions for transport, economic development and housing.

**Regional Plan, Regional Spatial Strategy (RSS)** - Strategic planning guidance for the Region that Development Plan Documents have to be in general conformity with. The East Midlands Regional Plan (RSS) was issued in March 2009, and is undergoing a Partial Review.

**Regional Transport Strategy (RTS)** - Part of the RSS. Aims to integrate land-use planning and transport planning to steer new development into more sustainable locations, reduce the need to travel and enable journeys to be made by more sustainable modes of transport.

**Renewable Energy** - The term 'renewable energy' covers those resources which occur and recur naturally in the environment. Such resources include heat from the earth or sun, power from the wind and from water and energy from plant material and from the recycling of domestic, industrial or agricultural waste, and from recovering energy from domestic, industrial or agricultural waste.

**Robin Hood Line** - The passenger railway line developed to connect Nottingham, Hucknall, Kirkby-in-Ashfield, Mansfield and Worksop.

**Rural Area** - Those parts of greater Nottingham identified as Green Belt or Countryside. For the purposes of affordable housing provision, rural areas include small rural settlements. These are defined as villages/parishes with a population of 3,000 or less and are specifically designated under Section 17 of the Housing Act 1996.

**Safeguarded Land (White Land)** - Land outside of Main Urban Areas and Named Settlements specifically excluded from Green Belt but safeguarded from development.

## 4. Appendix C – Glossary

**Science City** - A designation given by Government aimed at promoting Nottingham as a centre of scientific innovation and promoting the knowledge economy.

**Section 106 agreement (s106)** - Section 106 (s106) of the Town and Country Planning Act 1990 allows a Local Planning Authority to enter into a legally binding agreement or planning obligation with a landowner in association with the grant of planning permission. This agreement is a way of addressing matters that are necessary to make a development acceptable in planning terms and are used to support the provision of services and infrastructure, such as highways, recreational facilities, education, health and affordable housing. Use of s106 agreements would be substantially replaced by the use of a Community Infrastructure Levy, if implemented (see definition above).

**Service Sector** - Sector of the economy made up of financial services, real estate and public administration that are normally office-based.

**Scheduled Ancient Monument** - Nationally important monuments usually archaeological remains, that enjoy greater protection against inappropriate development through the Ancient Monuments and Archaeological Areas Act 1979.

**Site of Importance for Nature Conservation (SINC)** - A non statutory designation used to identify high quality wildlife sites in the County. They include semi-natural habitats such as ancient woodland and flower-rich grassland.

**Site of Special Scientific Interest (SSSI)** - The designation under Section 28 of the Wildlife and Countryside Act, 1981, of an area of land of special interest by reason of its flora, fauna, geological or physiological features.

**Small and Medium Enterprises (SMEs)** - Businesses and companies who employ a maximum of 50 employees (Small) and 250 employees (Medium).

**Smarter Choices** - See Demand Management.

**Soundness (tests)** - Criteria which each Core Strategy must meet if it is to be found sound by the Planning Inspectorate. Only Core Strategies which pass the test of soundness can be adopted.

**Social Rented Housing** - Rented housing owned and managed by local authorities and registered social landlords, for which guideline target rents are determined through the national rent regime. It may also include rented housing owned or managed by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Housing Corporation as a condition of grant.

**Spatial Objectives** - Principles by which the Spatial Vision will be delivered.

## 4. Appendix C – Glossary

**Spatial Planning** - Spatial planning goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they function. This will include policies which can impact on land use by influencing the demands on, or needs for, development, but which are not capable of being delivered solely or mainly through the granting or refusal of planning permission and which may be implemented by other means.

**Spatial Vision** - A brief description of how the area will be changed at the end of a plan period.

**Statement of Community Involvement (SCI)** - A document which informs how a council will involve the community on all major planning applications and in the preparation of documents making up the Local Development Framework.

**Strategic Housing Land Availability Assessment (SHLAA)** – Document with the role of identifying sites with potential for housing, assessing their housing potential and assessing when they are likely to be developed.

**Strategic Flood Risk Assessments (SFRAs)** - Assessment used to refine information on areas that may flood, taking into account all sources of flooding and the impacts of climate change. Used to determine the variations in flood risk from all sources of flooding across and from their area. SFRAs should form the basis for preparing appropriate policies for flood risk management.

**Submission Draft** - Final draft of the aligned Core Strategies, submitted to the Secretary of State for Communities and Local Government, subject to independent examination by the Planning Inspectorate, which includes public Hearings and a binding Inspectors report.

**Sub Regional Centres** - Towns which are large enough to contain a critical mass of services and employment, which for Greater Nottingham the Regional Spatial Strategy defines as Hucknall and Ilkeston.

**Supplementary Planning Document (SPD)** - A document providing supplementary information in respect of the policies in Development Plan Documents. They do not form part of the Development Plan and are not subject to independent examination.

**Sustainability Appraisal (SA)** - Examines the social, environmental and economic effects of strategies and policies in a Local Development Document from the outset of its preparation.

**Sustainable Communities** - Places in which people want to live, now and in the future. They embody the principles of sustainable development at the local level. This means they improve quality of life for all whilst safeguarding the environment for future generations. (Source DCLG).

## 4. Appendix C – Glossary

**Sustainable Community Strategy (SCS)** - A joint plan agreed by the Local Strategic Partnerships covering a local authority area. Coordinates the actions of local public, private, voluntary and community sectors with the aim of enhancing the economic, social and environmental wellbeing.

**Sustainable Development** - A guiding principle for all activities in their relationship with the environment. One of the most popular definitions is that “sustainable development meets the needs of the present without compromising the ability of future generations to meet their own needs”. (Source: DCLG)

**Sustainable Urban Extension** - An extension to the built up area of a town or city, built in line with sustainable development principles, aimed at creating a mixed and balanced community, integrating the extension with the existing urban fabric, including the provision of necessary infrastructure such as public transport, parks and open spaces etc, whilst also providing for the needs of the new community in terms of jobs and social infrastructure such as education.

**White Land** - See safeguarded land.

**Waste Local Plan** - Prepared jointly by the County and City Councils acting as the authorities responsible for waste related issues including disposal, treatment, transfer and recycling within the County.

**Work Place Parking Levy** - A council levy on parking spaces at places of work aimed at raising resources to fund more sustainable transport and behavioural change measures, notably the Nottingham Express Transit (tram). If implemented, would apply only in Nottingham City Council area.

**Worklessness** - Refers to people who are unemployed or economically inactive, and who are in receipt of working age benefits. (Social Exclusion Unit, 2004).

**Working-age Population** - The population of Greater Nottingham aged between 16-64 for men and 16-59 for women.