

**Schedule of proposed Main Modifications and Additional Modifications to the Publication Version of the Part 2  
Local Plan**

**September 2018**

### Introduction:

As set out in sections 20 and 23 of the Planning and Compulsory Purchase Act 2004 as amended

*The authority may adopt the document—*

*(a) with the main modifications, or*

*(b) with the main modifications and additional modifications if the additional modifications (taken together) do not materially affect the policies that would be set out in the document if it was adopted with the main modifications but no other modifications.*

- **Additional Modifications (AM) are modifications that do not materially affect the policies**
- **Main Modifications (MM) are modifications that do materially affect the policies (and which will require further consultation).**

### Schedule

This schedule sets out all the changes to the Publication Version of the Part 2 Local Plan that the Council considers are necessary. The 'Main Modifications' are changes that the Council consider are necessary to make Broxtowe Borough Council's Publication Version Part 2 Local Plan (September 2017) sound. It is expected that other Main Modifications will be requested by the Inspector and therefore this document will evolve as the Examination takes place. Once the hearing sessions are concluded all of the proposed Main Modifications will be published for consultation.

The Schedule includes:

- The reference number of the Main Modification;
- Details of the Main Modification and what is proposed to be modified;
- The reason as to why the modification is necessary.

In addition the schedule also sets out all of the Additional Modifications that have been made to the plan.

Deletions are shown in the form of a ~~red strikethrough~~, and additions are shown in **blue**. All other text that has not changed is not documented in the following table, where appropriate text that has not changed has been included to give context to any amended text.

## Main Modifications (MM)

Reference Number	Details of amendment	Reason for Change
MM1	<p><b>Policy 1: Flood Risk</b></p> <p>Development will not be permitted in areas at risk from any form of flooding unless:</p> <ol style="list-style-type: none"> <li>1. There are no suitable and reasonably available alternative locations for the proposed development in a lower-risk area outside the Green Belt; and</li> <li>2. In the case of fluvial flooding, the proposal is protected by the Nottingham Trent Left Bank Flood Alleviation Scheme or other flood defences of equivalent <del>quality standard</del> <b>blue protection</b>; and</li> <li>3. Provision is made for access to watercourses (8 metres for 'main river') and flood risk management assets; and</li> <li>4. Measures are included to: <ol style="list-style-type: none"> <li>a) mitigate any residual fluvial flood risk;</li> <li>b) provide flood compensation where it is appropriate; and</li> <li>c) ensure, <b>including by the use of Sustainable Drainage Systems (SuDS)</b>, that surface water run-off is reduced by 30% compared with predevelopment rates.</li> </ol> </li> </ol>	<p><b>Amendment</b></p> <p>Added and amended in response to requests of the Environment Agency, in order to add clarity to policy expectations.</p>
MM2	<p><b>Policy 3.1 Chetwynd Barracks</b></p> <p><b>Key Development Requirements:</b></p> <p><b>New &amp; Existing Homes:</b></p> <ul style="list-style-type: none"> <li>• 500 Homes (within the plan period), <del>800+</del> <b>with the capacity for 1,500</b> overall.</li> <li>• <b>Ensure that new development integrates with any retained MOD residential accommodation to the north of the site.</b></li> </ul> <p><b>Connections &amp; Highways:</b></p> <ul style="list-style-type: none"> <li>• Provide attractive and convenient walking and cycling routes <b>through the site</b> connecting to the proposed HS2 station, <del>and to</del> the tram <b>and to other recreational routes and nearby facilities.</b></li> <li>• Provide a bus route through the site.</li> <li>• <b>Upgrade existing access points and road network within the site, with</b></li> </ul>	<p><b>Formatting:</b></p> <p>Policy headings included to show requirements more clearly.</p> <p><b>Amendment:</b></p> <p>Overall capacity updated at the request of the DIO, albeit that the expected delivery within the Plan period has remained consistent.</p> <p>To ensure that the new residential development integrates with the existing residential housing on the site has been included in response to representations made by the DIO.</p> <p>To clarify and extend expectations that walking and cycling routes should be provided through the site and should extend to other routes in addition to the tram in response to representation made by</p>

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	<p>Chetwynd Road to be prioritised for buses, cyclists and pedestrians.</p> <ul style="list-style-type: none"> <li>• Ensure that the ability to provide a North/South road to link to the Tram Park and Ride site is positively facilitated by development.</li> <li>• Highway infrastructure must be considered in conjunction with requirements for the Toton Strategic Location for Growth and wider area as progressed through the Gateway Study and transport modelling.</li> </ul> <p>Green Infrastructure, Open Space and Sports Pitches:</p> <ul style="list-style-type: none"> <li>• Retain and enhance Green Infrastructure corridors around the eastern and northern areas of the site and create attractive links between open spaces.</li> <li>• Retain and enhance the existing playing fields and sports facilities (including the pavilion) on the south eastern corner of the site.</li> <li>• <del>Link open space at the east of the site.</del></li> <li>• Retain existing large mature trees and grass verges and incorporate these into a boulevard approach to the street scene.</li> <li>• Retain existing Hobgoblin Wood.</li> <li>• Ensure that management of woodland, green infrastructure and open spaces is secured in perpetuity.</li> <li>• Provision of on-site sustainable drainage system.</li> </ul> <p>New facilities:</p> <ul style="list-style-type: none"> <li>• Provide a new Primary School and Medical Centre within close proximity to the <del>open space</del> playing pitches and sports facilities at the south east of the site.</li> <li>• Provide small retail/service centre to meet local need along the main through route.</li> <li>• Provision of small scale employment development.</li> </ul> <p>Heritage:</p> <ul style="list-style-type: none"> <li>• Provide public access to the Listed Memorial to workers of National Filling Factory No.6 <del>(additional bullet point deleted)</del> Provide public space to the</li> </ul>	<p>the Chetwynd: Toton and Chilwell Neighbourhood Forum.</p> <p>To clarify that access points should be upgraded and sustainable modes of transport should be given priority in response to representation made by the Chetwynd: Toton and Chilwell Neighbourhood Forum and the DIO.</p> <p>To clarify that the existing road layout within the site and a north/south link road should be retained/safeguarded in response to representation made by the Chetwynd: Toton and Chilwell Neighbourhood Forum and to ensure that the aspirations of the East Midlands HS2 Growth Strategy (HS2/06) can be achieved.</p> <p>Inclusion of the requirement to ensure that highways infrastructure is considered in a comprehensive manner included as a result of representations made by Nottinghamshire County Council and local residents.</p> <p>To clarify the Green Infrastructure expectations with regards to the creation of links between areas.</p> <p>Removal of reference to open space at the east and more specific reference included to the playing fields and sports facilities in the south east of the site as a result of representations by Sports England.</p> <p>Clarity that age of tree rather than size is important factor in retention, inclusion of specific reference to Hobgoblin Wood in the Policy and securing long term management as requested in representations from Nottinghamshire Wildlife Trust.</p> <p>Inclusion of Medical Centre in the policy following representations from the Nottingham West Clinical Commissioning Group and</p>

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	<p>south of the memorial and retain/enhance the existing memorial garden.</p> <ul style="list-style-type: none"> <li>Retain and reuse of existing military buildings (non-designated heritage assets) where possible, if not possible, the development should be designed to incorporate the existing footprint of the building into the building development layout.</li> </ul>	<p>representations made by the DIO.</p> <p>Amendment to the name of the Listed Memorial in line with Historic England Listing change</p> <p>Move from an aspiration into the policy, clarity of designation status of buildings on site and slightly re-worded to provide more clarity on expectation.</p>

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Reference Number	Details of amendment	Reason for Change
MM3	<p><b>Policy 3.2: Land in the vicinity of the HS2 Station at Toton (Strategic Location for Growth)</b></p> <p><b>Key Development Requirements <del>within the plan period</del> between 2018 - 2023</b></p> <ul style="list-style-type: none"> <li>• 500 Homes of a minimum net density of 40 dwellings to the hectare and associated infrastructure to deliver this-, <del>these should be located towards the South of the Strategic Location for Growth.</del></li> <li>• Limited local retail provision of a scale that does not compete with the retail offer in nearby centres including Long Eaton, Stapleford and Sandiacre.</li> <li>• <del>Development should be located and designed to complement and not prejudice proposals for access to the HS2 Hub Station and Innovation Village which is to be delivered beyond the plan period.</del></li> <li>• <del>Highway infrastructure must be considered in conjunction with requirements for the Chetwynd Barracks allocation (Policy 3.1) and wider area as progressed through the Gateway Study and transport modelling.</del></li> </ul> <p><b>Key Development Requirements <del>beyond the plan period</del> for the Strategic Location for Growth stretching significantly beyond the end of this Part 2 Local Plan</b></p> <p>The development of an innovation village comprising the following minimum and to be confirmed as part of the review of the Greater Nottingham Aligned Core Strategies:</p> <ul style="list-style-type: none"> <li>• <del>Minimum of 18,000 square metres of B class employment space towards the western side of the site around the hub station. This development will be provided as part of a mix of uses including tall buildings along the key north/south gateway between the HS2 Station and Stapleford.</del></li> <li>• <del>Minimum of 16ha Open Space, to incorporate Green Infrastructure of sufficient width and quality to provide attractive and usable links between Hobgoblin Wood in the east and Toton Fields Local Wildlife Site in the west and the Erewash Canal, which will blend with a high quality built environment in line with the 'Trent Valley Vision'.</del></li> <li>• <del>An integrated local transport system that facilitates access enhancements to the station from the two gateway towns of Long Eaton to the south (in Erewash Borough) and Stapleford to the north.</del></li> <li>• <del>Safeguarded route for a NET tram extension and vehicular access to the HS2 station (including access from the A52).</del></li> </ul>	<p><b>Amendment:</b></p> <p>Key Development Requirement titles amended to be more specific about timescales of expected delivery.</p> <p>Inclusion of the requirement for the housing to be delivered towards the South of the Strategic Location for Growth so as to bring the policy in line with the Growth Strategy.</p> <p>Inclusion of the expectation that development should not prejudice the proposals for access to HS2 and Innovation Village as this is expected beyond 2028 and it is important that work being progressed now is not constrained by development as a result of representations made by Nottinghamshire County Council.</p> <p>Inclusion of the requirement to ensure that highways infrastructure is considered in a comprehensive manner included as a result of representations made by Nottinghamshire County Council and local residents.</p> <p>Previous supporting text has been moved into the policy and duplication has been removed. 'Aspiration' has been removed throughout this as it is now policy.</p>

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MM4	<p><b>Policy 3.3: Bramcote (east of Coventry Lane)</b></p> <p><b>Key Development Requirements:</b></p> <p><b>New Homes:</b></p> <ul style="list-style-type: none"> <li>• <del>300</del> 500 homes (within the outline shown on page 33).</li> </ul> <p><b>Connections and Highways:</b></p> <ul style="list-style-type: none"> <li>• Incorporate design measures to slow the speed of traffic on Coventry Lane.</li> <li>• Provide safe pedestrian and cycling routes including crossing points provided/enhanced on surrounding roads including linkings to the redeveloped school, the development on the western side of Coventry Lane in Stapleford and the Erewash Valley Trail. <del>and playing pitches on the eastern side of Coventry Lane.</del></li> <li>• <del>Provide safe pedestrian links between housing and redeveloped school and playing pitches.</del></li> <li>• Vehicular access to the site shall only be via Coventry Lane. <del>and should be via a single junction which serves both allocations</del> Policy 3.3 (East of Coventry Lane Bramcote) and Policy 3.4 (West of Coventry Lane Stapleford).</li> <li>• Enhance bus routes adjacent to the site.</li> </ul> <p><b>Green Infrastructure and Sports Pitches:</b></p> <ul style="list-style-type: none"> <li>• Provide enhanced Green Infrastructure corridors linking urban areas of Nottingham to the east with Bramcote and Stapleford Hills, Bramcote Park, Boundary Brook, Pit Lane Wildlife Site, Nottingham Canal and Erewash Valley Trail in the west.</li> <li>• Ensure that any loss of the Local Wildlife Site land is mitigated/compensated at equivalent quality within close proximity to its current location.</li> <li>• Development should not prejudice the use of the existing sports facilities at Bramcote School or Leisure Centre.</li> </ul> <p><b>New facilities:</b></p> <ul style="list-style-type: none"> <li>• Provide a replacement school at a location south of the ridgeline, the ridge should be kept free of built development (within the outline shown on page 34).</li> <li>• School redevelopment is to be delivered in conjunction with or prior to</li> </ul>	<p><b>Formatting:</b> Policy headings included to show requirements more clearly.</p> <p><b>Amendment:</b> Number of houses expected to be delivered has increased as a result of representations made by the White Hills Park Federation Trust and the size of the site has increased as a result of representations made by the Hillside Gospel Hall Trust.</p> <p>Inclusion of cycling in addition to pedestrian routes and clarification of where the routes need to link to in response to representations made by Pedals and Bramcote Neighbourhood Forum.</p> <p>Clarification that the access should be from a single junction in response to representations made by Nottinghamshire County Council.</p> <p>Clarification of the location of the Green Infrastructure in response to representations made by Nottinghamshire Wildlife Trust and Broxtowe Labour Group.</p> <p>Clarification that loss of Local Wildlife Site (LWS) should be mitigated/compensation nearby in response to representations by Nottinghamshire Wildlife Trust and Nottinghamshire County Council.</p> <p>Clarification regarding development not prejudicing the use of existing sports facilities in response to representations made by Sport England.</p> <p>Clarification that the stability of the sandstone should not be compromised by the removal of vegetation in in response to representations made by Bramcote Neighbourhood Forum.</p>

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	<p>housing development (within the outline shown on page 34) and no houses are to be occupied until the school is substantially complete.</p> <p>Heritage:</p> <ul style="list-style-type: none"> <li>Remove vegetation from the sandstone cutting off Moor Lane in a way that does not compromise its stability.</li> </ul>	
MM5	<p><b>Map 8-10: Bramcote (east of Coventry Lane)</b></p> <p>Site outline expanded to include Hillside Gospel Hall Trust land (church) immediately adjacent to the southern boundary of the residential allocation. Site size amended to take account of the additional land.</p>	<p><b>Formatting:</b> Map re-numbered due to earlier deletion.</p> <p><b>Amendment:</b> Inclusion of additional land in the allocation line with representation from the Hillside Gospel Trust.</p>
MM6	<p><b>Map 10: Bramcote Allocations</b></p> <p>Map 10 removed as Local Green Space designation at Bramcote has been removed from the Plan and is now being retained as Green Belt.</p>	<p><b>Amendment:</b> Areas expected to accommodate development (either residential or school / leisure centre) have been removed from the Green Belt. It is considered that the exceptional circumstances needed to justify Green Belt amendment are not present where no development is proposed and therefore it has been resolved to retain it as Green Belt rather than Local Green Space.</p>
MM7	<p><b>Policy 3.4 Stapleford (west of Coventry Lane)</b></p> <p><b>Key Development Requirements:</b></p> <p>New Homes:</p> <ul style="list-style-type: none"> <li>240 homes.</li> </ul> <p>Connections and Highways:</p> <ul style="list-style-type: none"> <li>Provide Safe pedestrian and cycling routes including crossing points provided/enhanced on surrounding roads including linkings to the redeveloped school, the development on the eastern side of Coventry Lane in Bramcote, the Field Farm development and the Erewash Valley Trail. and playing pitches on the eastern side of Coventry Lane.</li> <li>Vehicular access to the site shall only be via Coventry Lane and should be via a single junction which serves both allocations Policy 3.3 (East of Coventry Lane Bramcote) and Policy 3.4 (West of Coventry Lane Stapleford).</li> </ul>	<p><b>Formatting:</b> Policy headings included to show requirements more clearly.</p> <p><b>Amendment:</b> Inclusion of cycling in addition to pedestrian routes and clarification of where the routes need to link to in response to representations made by Pedals and Bramcote Neighbourhood Forum.</p> <p>Clarification that the access should be from a single junction in line with request from the Highways Authority (Nottinghamshire County Council).</p> <p>Clarification of the location of the Green Infrastructure in response to</p>



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	<ul style="list-style-type: none"> <li>Incorporate design measures to slow the speed of traffic on Coventry Lane.</li> <li>Enhance bus routes adjacent to the site.</li> </ul> <p><b>Green Infrastructure:</b></p> <ul style="list-style-type: none"> <li>Provide enhanced Green Infrastructure corridors linking urban areas of Nottingham to the east with Bramcote and Stapleford Hills, Bramcote Park, Boundary Brook, Pit Lane Wildlife Site, Nottingham Canal and Erewash Valley Trail <a href="#">in the west</a>.</li> <li>Provide a buffer between the crematorium and Stapleford Hill to ensure tranquil setting of crematorium is not compromised and ensure the new housing will not be in shade for extended periods of time due to the proximity of Stapleford Hill.</li> </ul>	<p>representations made by Nottinghamshire Wildlife Trust, Broxtowe Labour Group and local residents.</p>
MM8	<p><b>Policy 3.5: Severn Trent Beeston</b></p> <p><b>Key Development Requirements:</b></p> <p><b>New Homes:</b></p> <ul style="list-style-type: none"> <li><del>150</del> 100 homes <del>to be located towards the north of the site.</del></li> </ul> <p><b>Connections and Highways:</b></p> <ul style="list-style-type: none"> <li>Provide enhanced Green Infrastructure corridors linking urban areas of Beeston to the north and west with the canal side towpath <a href="#">and ensure that the management of the Green Infrastructure is secured in perpetuity</a>.</li> <li>Provide pedestrian <a href="#">and cycling</a> bridge to link to the canal side towpath.</li> <li>Vehicle access to only be at the north of the site onto Lilac Grove <a href="#">via existing Severn Trent land or to the east of the site via the adjacent Boots development</a>.</li> </ul> <p><b>Green Infrastructure and Sports Pitches:</b></p> <ul style="list-style-type: none"> <li>Provide soft landscaping and minimise external lighting along the canal side boundary.</li> <li><a href="#">Mitigate any negative impacts on the adjacent sports pitches.</a></li> <li><a href="#">Development should be located to ensure an appropriate stand-off distance between the residential and the waste recycling centre and the sewage treatment works and landscaping screening measures should be incorporated to avoid potential future land use conflict.</a></li> </ul>	<p><b>Formatting:</b></p> <p>Policy headings included to show requirements more clearly.</p> <p><b>Amendments:</b></p> <p>Reduction in housing numbers as a result of discussions with the landowner (Severn Trent) who are looking to retain the sewage treatment works at the north of the site.</p> <p>Removal of land to the south of the site off Cornwall Avenue and Long term management of Green Infrastructure included as a result of representations made by Nottinghamshire Wildlife Trust, Beeston and District Civic Society, Beeston Wildlife Group, Broxtowe Labour Group and a number of local residents.</p> <p>Inclusion of cycling in addition to pedestrian routes and clarification of where the routes need to link to in response to representations made by Pedals.</p> <p>Additional ability for vehicular access to the site from the east to allow the opportunity to deliver development in a coordinated way</p>

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	<ul style="list-style-type: none"> <li>Retain hedgerows and incorporate these into any landscaping scheme.</li> </ul>	<p>with the Boots development site.</p> <p>Requirement to mitigate the impact on nearby sport pitches included as a result of representations by Sport England.</p> <p>Stand-off distance and screening to waste recycling centre requested by Nottinghamshire County Council, this was expanded to include the sewage treatment works which is now proposed to remain.</p> <p>Retention of hedgerows requested by Beeston Wildlife Group and a number of local residents.</p>
MM9	<p><b>Map <del>12</del> 13: Severn Trent Beeston</b></p> <p>Map amended to:</p> <ul style="list-style-type: none"> <li>Exclude the area of land to the south west; and re-designate as Local Green Space</li> <li>Exclude the area of land which is currently in use as a sewage treatment works.</li> <li>Amend the site size accordingly</li> </ul>	<p><b>Formatting:</b> Map re-numbered due to earlier deletion.</p> <p><b>Amendment:</b> In line with <b>MM8</b>.</p>
MM10	<p><b>Policy 3.6: Beeston Maltings</b></p> <p><b>Key Development Requirements:</b></p> <p><b>New Homes:</b></p> <ul style="list-style-type: none"> <li>56 homes.</li> </ul> <p><b>Connections and Highways:</b></p> <ul style="list-style-type: none"> <li>Provide attractive and usable walking and cycling routes through the site to links to the south west of the site; the new and existing adjacent residential properties to the railway footbridge in the east and the open space in the west.</li> </ul> <p><b>Green Infrastructure:</b></p> <ul style="list-style-type: none"> <li>Incorporate soft landscaping to act as a wildlife corridor immediately adjacent to the railway line.</li> <li><del>Provide an adequate noise buffer to the garage site off Dovecote Lane.</del></li> </ul>	<p><b>Formatting:</b> Policy headings included to show requirements more clearly.</p> <p><b>Amendments:</b> Clarification that the walking and cycling routes should be provided through the site and clarification of where the routes need to link to.</p> <p>Inclusion of soft landscaping adjacent to the railway as a result of representations made by Nottinghamshire Wildlife Trust.</p> <p>Deletion of the requirement to provide a noise buffer from the garage at the south of the site as this now forms part of the site following discussions with the landowner.</p>

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MM11	<p><b>Map 14 <del>13</del>: Beeston Maltings</b></p> <p>Map amended to:</p> <ul style="list-style-type: none"> <li>• Include the garage site within the red line boundary (adjacent to the railway line) at the south.</li> <li>• Amend site size accordingly.</li> </ul>	<p><b>Formatting:</b> Map re-numbered due to earlier deletion.</p> <p><b>Amendment:</b> Map amended in-line with <b>MM10</b>.</p>
MM12	<p><b>Policy 3.7: Cement Depot Beeston</b></p> <p><b>Key Development Requirements:</b></p> <p><b>New Homes:</b></p> <ul style="list-style-type: none"> <li>• <del>21</del> 40 homes.</li> </ul> <p><b>Connections and Highways:</b></p> <ul style="list-style-type: none"> <li>• Provide attractive and usable walking and cycling links <b>through the site</b> to the railway station <b>to provide an 'off-road' section of the National Cycle Network Route 6.</b></li> </ul> <p><b>Green Infrastructure:</b></p> <ul style="list-style-type: none"> <li>• <b>Incorporate soft landscaping to act as a wildlife corridor immediately adjacent to the railway line.</b></li> </ul>	<p><b>Formatting:</b> Policy headings included to show requirements more clearly.</p> <p><b>Amendment:</b> Increase in housing number as a result of representations made by landowner.</p> <p>Clarification that the walking and cycling routes should be provided through the site and that the routes should form part of the National Network in response to representations made by Pedals.</p> <p>Inclusion of soft landscaping adjacent to the railway at the request of Nottinghamshire Wildlife Trust.</p>
MM13	<p><b>Policy 3.8 Land fronting Wollaton Road Beeston</b></p> <p><b>Key Development Requirements:</b></p> <p><b>New Homes:</b></p> <ul style="list-style-type: none"> <li>• 12 homes.</li> </ul> <p><b>Heritage:</b></p> <ul style="list-style-type: none"> <li>• <b>Respect</b> <b>Preserve or enhance</b> the setting of the <b>Anglo-Scotian Mills</b> Listed Building.</li> </ul>	<p><b>Formatting:</b> Policy headings included to show requirements more clearly.</p> <p><b>Amendment:</b> Heritage requirement amended to bring in line with terminology used in National Policy and to clarify which Listed Buildings the Policy relate to.</p>
MM14	<p><b>Policy 4.1 Land west of Awworth (inside the bypass)</b></p> <p><b>Key Development Requirements:</b></p> <p><b>New Homes:</b></p> <ul style="list-style-type: none"> <li>• 250 homes.</li> </ul> <p><b>Connections and Highways:</b></p> <ul style="list-style-type: none"> <li>• Provide safe pedestrian <b>and cycle</b> crossing points across the bypass <b>towards</b></li> </ul>	<p><b>Formatting:</b> Policy headings included to show requirements more clearly.</p> <p><b>Amendment:</b> Clarification that pedestrian and cycling crossing points and routes should be provided including through the site and clarification of</p>

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	<p>Bennerley Viaduct.</p> <ul style="list-style-type: none"> <li>Enhance Provide walking and cycling routes through the site and enhance links to the wider network including to Ilkeston Railway Station.</li> <li>Enhance bus routes adjacent to the site.</li> </ul> <p>Green Infrastructure:</p> <ul style="list-style-type: none"> <li>Enhance Green Infrastructure corridors including the Great Northern Path by linking Awsworth with Ilkeston/Cotmanhay via Bennerley Viaduct.</li> <li>Retain hedgerows and incorporate these into any landscaping scheme.</li> <li>Ensure that development protects and mitigates any negative impact on Common Toads should they be found on the site.</li> </ul> <p>Heritage:</p> <ul style="list-style-type: none"> <li>Ensure that development maintains or enhances the setting of heritage assets including the Grade II* Listed Bennerley Viaduct and where possible contributes towards its conservation or enhancement.</li> </ul>	<p>where the routes need to link to in response to representations made by Sustrans.</p> <p>Clarification that enhanced Green Infrastructure should include the Great Northern Path in response to representations made by Sustrans and Pedals.</p> <p>Amendments to include the retention of hedgerows and protection of Common Toads made in response to representations from Nottinghamshire Wildlife Trust</p> <p>Inclusion of a specific requirement relating to Bennerley Viaduct in response to representations made by Historic England.</p>
MM15	<p><b>Policy 5.1: East of Church Lane Brinsley</b></p> <p><b>Key Development Requirements:</b></p> <p>New Homes;</p> <ul style="list-style-type: none"> <li>110 Homes.</li> </ul> <p>Connections and Highways:</p> <ul style="list-style-type: none"> <li>Enhance bus routes adjacent to the site.</li> <li>Provide traffic calming measures to reinforce the existing 30mph speed limit on the A608.</li> </ul> <p>Green Infrastructure:</p> <ul style="list-style-type: none"> <li>Enhance Green Infrastructure corridors by linking areas of Brinsley to north and west and D H Lawrence country to the east (including Vine Cottage and routes past the Headstocks to Eastwood).</li> <li>Provide SuDS and additional planting to the south of the residential allocation and make this area a publically accessible amenity space.</li> <li>Retain hedgerows and incorporate these into any landscaping scheme.</li> </ul> <p>Heritage:</p>	<p><b>Formatting:</b></p> <p>Policy headings included to show requirements more clearly.</p> <p><b>Amendment:</b></p> <p>Traffic calming measures included in response to numerous representations from local residents that were concerned regarding the speed that vehicles travel through the village.</p> <p>Additional requirement for planting in the area already earmarked for SuDS in response to representations from Nottinghamshire Wildlife Trust. Additional requirement to make this publically accessible to minimise the visual impact from the Headstocks through screening and maximise the public benefit in response to numerous representations that were concerned about visual impact.</p> <p>Amendments to include the retention of hedgerows made in response to representations from local residents.</p>

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Reference Number	Details of amendment	Reason for Change
	<ul style="list-style-type: none"> <li>• <del>Preserve</del> Conserve the setting of St James the Great Church including open vistas towards the Headstocks.</li> </ul>	Heritage requirement amended in response to representations by Historic England.
MM16	<p><b>Policy <del>6.1</del> Walker Street, Eastwood</b></p> <p><b>Key Development Requirements:</b></p> <p>New Homes:</p> <ul style="list-style-type: none"> <li>• 200 homes <del>and 30 extra care units.</del></li> </ul> <p>Connections and Highways:</p> <ul style="list-style-type: none"> <li>• Provide attractive and usable walking and cycling links through the site.</li> </ul> <p>Green Infrastructure and Open Space:</p> <ul style="list-style-type: none"> <li>• Retain ‘the Canyons’ as open space.</li> <li>• Enhance Green Infrastructure corridors <del>through the site including enhancing the wildlife corridor to the rear of houses on Garden Road and connect to the wider area</del> via the D H Lawrence heritage trail.</li> <li>• Ensure that development does not increase the risk of flooding elsewhere.</li> <li>• Provision of SuDS at the northern edge of the site.</li> </ul> <p>Heritage:</p> <ul style="list-style-type: none"> <li>• Maintain views of D H Lawrence heritage from Walker Street as part of the D H Lawrence heritage trail.</li> </ul> <p>New Facilities:</p> <ul style="list-style-type: none"> <li>• Redevelop Lynncroft Primary school on Walker Street site frontage.</li> <li>• Provide a 1 acre site at the south west corner of the site for a new community hub including a health facility.</li> </ul>	<p><b>Formatting:</b> Policy headings included to show requirements more clearly.</p> <p><b>Amendment:</b> Removal of extra care requirement following discussions with the landowner (Nottinghamshire County Council).</p> <p>Additional requirement to provide walking and cycling links through the site.</p> <p>Green Infrastructure requirements have been amended to clarify expectations in response to representations made by Nottinghamshire Wildlife Trust and local residents.</p> <p>Specific reference to SuDS and the need to not increase the risk of flooding elsewhere included in response to representations from local residents</p> <p>Inclusion of a requirement for a new community hub following discussions with the landowner (Nottinghamshire County Council) and representations made by Nottingham West Clinical Commissioning group.</p>
MM17	<p><b>Policy <del>7.1</del> Land south of Kimberley including Kimberley Depot</b></p> <p><b>Key Development Requirements:</b></p> <p>New Homes:</p> <ul style="list-style-type: none"> <li>• <del>105</del> 118 homes.</li> </ul> <p>Connections and Highways:</p> <ul style="list-style-type: none"> <li>• Enhance bus routes adjacent to site.</li> </ul>	<p><b>Formatting:</b> Policy headings included to show requirements more clearly.</p> <p><b>Amendment:</b> Site size (and subsequent housing number) has increased and the insertion of a new stipulation regarding the relocation of Kimberley</p>

## Schedule of Modifications

Reference Number	Details of amendment	Reason for Change
	<ul style="list-style-type: none"> <li>Vehicular access to the site to be obtained through existing 'Kimberley Depot' access.</li> <li>In conjunction with the adjacent allocation, (Policy 7.2), create a new section of the Great Northern Path by providing a Green Infrastructure connection along the existing Kimberley Depot access road to Goodwin Drive and enhancement to the route which connects via the underpass to Awsworth.</li> </ul> <p>Green Infrastructure:</p> <ul style="list-style-type: none"> <li>Enhance Green Infrastructure corridors by linking urban areas of Kimberley to the north and east.</li> <li>Ensure that development mitigates any negative impact on the Local Wildlife Site at the southern boundary and ensure that the management of the Local Wildlife Site is secured in perpetuity.</li> <li>Maintain area of Green Infrastructure to link to the rear of properties on Eastwood Road.</li> </ul> <p>Land Ownership</p> <ul style="list-style-type: none"> <li>Secure alternative provision for the Broxtowe Borough Council Depot and Kimberley Caravans.</li> </ul>	<p>Caravan Site in response to representations made by Kimberley Town Council.</p> <p>Clarification that enhanced Green Infrastructure should include a new section of the Great Northern Path in response to representations made by Sustrans and Pedals.</p> <p>Inclusion of the requirement to mitigate any impact on the Local Wildlife Site was included in response to representation made by Nottinghamshire Wildlife Trust.</p>
MM18	<p><b>Map <del>24</del> 27: Land south of Kimberley including Kimberley Depot</b></p> <p>Map amended to include:</p> <ul style="list-style-type: none"> <li>Kimberley Caravan site;</li> <li>Site area and dwellings numbers increased as a result of additional development land.</li> </ul>	<p><b>Formatting:</b> Map re-numbered due to earlier deletion.</p> <p><b>Amendment:</b> Map amended in-line with <b>MM17</b>.</p>
MM19	<p><b>Policy <del>7.2</del> 7.2: Land south of Eastwood Road Kimberley</b></p> <p><b>Key Development Requirements:</b></p> <p>New Homes:</p> <ul style="list-style-type: none"> <li>40 homes.</li> </ul> <p>Connections and Highways:</p> <ul style="list-style-type: none"> <li>Vehicular access to be obtained from Eastwood Road.</li> <li>Enhance bus routes adjacent to site.</li> </ul>	<p><b>Formatting:</b> Policy headings included to show requirements more clearly.</p> <p><b>Amendment:</b> Clarification that enhanced Green Infrastructure should include a new section of the Great Northern Path in response to representations made by Sustrans and Pedals.</p>

## Schedule of Modifications

Reference Number	Details of amendment	Reason for Change
	<ul style="list-style-type: none"> <li>In conjunction with the adjacent allocation, (Policy 7.1), create a new section of the Great Northern Path by providing a Green Infrastructure connection along the existing Kimberley Depot access road to Goodwin Drive and enhancement to the route which connects via the underpass to Awsworth.</li> </ul> <p>Green Infrastructure:</p> <ul style="list-style-type: none"> <li>Enhance Green Infrastructure corridors by linking urban areas of Kimberley to the north and east.</li> <li>Incorporate the field to the rear of 29-47 Eastwood Road into the Green Infrastructure provision.</li> </ul>	Clarification that the Green Infrastructure should include the field to the rear of 29-47 Eastwood Road in response to representations by Nottinghamshire Wildlife Trust and Kimberley Town Council.
MM20	<p><b>Policy 8: Development in the Green Belt</b></p> <p>2. 'Disproportionate additions' to a building will be treated as those that, <del>taken</del> <b>cumulatively</b>, exceed 30% of the volume of the original building.</p>	<p><b>Amendment:</b></p> <p>For clarity.</p>
MM21	<p><b>Policy 10: Town Centre and District Centre Uses</b></p> <p>b) Comprises another 'main town centre use' as defined in the NPPF, provided the class of use does not;</p> <ol style="list-style-type: none"> <li>Result in over 10% of the ground floor frontage of the centre falling within this <del>Use Class</del>, or 20% for Use Classes A2 and A3; or</li> <li>Result in over <del>50%</del> 60% of the primary frontage of the centre (<b>taking all elements of the frontage combined</b>) falling within a Use Class other than A1; and</li> <li><del>In either case i. or ii, r</del> Result in an adverse impact on the vitality and viability of the centre.</li> </ol>	<p><b>Amendment:</b></p> <p>For clarity and to avoid the policy being unduly restrictive.</p>
MM22	<p><b>Policy 11: The Square, Beeston</b></p> <p><b>Key Development Requirements:</b></p> <p><b>New Homes:</b></p> <ul style="list-style-type: none"> <li><del>100-132</del> homes (minimum).</li> </ul> <p><b>Connections and Highways:</b></p> <ul style="list-style-type: none"> <li>Enhance the provision of clear, direct safe and attractive pedestrian and cycling links to surrounding areas (including Middle Street and Station Road)</li> </ul>	<p><b>Formatting:</b></p> <p>Policy headings included to show requirements more clearly.</p> <p><b>Amendment:</b></p> <p>Number of homes has increased in line with the Planning Application that has been granted.</p> <p>Inclusion of a Key Development Requirement regarding pedestrian</p>

## Schedule of Modifications

Reference Number	Details of amendment	Reason for Change
	<p><b>Green Infrastructure and Open Space:</b></p> <ul style="list-style-type: none"> <li>Public realm <del>enhancements</del> improvements <del>to the east</del> (including the provision of seating and soft landscaping) to enhance the setting of the Conservation Area and quality of adjacent open space.</li> <li>Ensure new open spaces form part of a network of spaces.</li> </ul> <p><b>New Facilities:</b></p> <ul style="list-style-type: none"> <li>Cinema.</li> <li>Emphasis on viable uses to encourage a vibrant evening economy such as food and drink and leisure uses.</li> <li>Landmark Buildings which provide a gateway into Beeston from the south and tram/bus terminus to the southwest.</li> <li>Ensure that development provides active frontages at Ground Floor level.</li> </ul>	<p>and cycling routes in response to representations by Beeston and District Civic Society.</p> <p>Clarity regarding what public realm improvements are expected through the policy has been included in response to representations by Beeston and District Civic Society and local residents.</p> <p>Requirement that development provides active frontage at ground level included in response to representations by Beeston and District Civic Society and Broxtowe Labour Group.</p>
MM23	<b>Map 30 <del>36</del>: Kimberley District Centre</b>	<p><b>Formatting:</b> Map re-numbered due to earlier deletion.</p> <p><b>Policy Amendment:</b> Kimberley District Centre has been expanded along Main Street and to include properties on James Street following further discussions with Kimberley Town Council.</p>
MM24	<p><b>Policy 14: Centre of Neighbourhood Importance (Chilwell Road / High Road)</b></p> <p>Within the Centre of Neighbourhood Importance, as defined on the Policies Map, permission will be granted for main town centre uses, as defined in the NPPF, or housing <del>and only providing</del> provided that such a use does not;</p>	<p><b>Amendment:</b> For clarity.</p>
MM25	<p><b>Policy 15: Housing Size, Mix and Choice</b></p> <p>1. For proposals on <del>unallocated</del> other sites for development of more than 10 units within Use Classes C2 or C3, affordable housing should be provided at the following proportions:</p> <ul style="list-style-type: none"> <li>'Beeston' submarket: 30% or more;</li> <li>'Eastwood' submarket: 10% or more;</li> </ul>	<p><b>Amendment:</b> For clarity and in response to representations emphasising the importance of planning for the needs of elderly people.</p>



## Schedule of Modifications

Reference Number	Details of amendment	Reason for Change
	<ul style="list-style-type: none"> <li>• 'Kimberley' submarket: 20% or more;</li> <li>• 'Stapleford' submarket: 10% or more.</li> </ul> <p>4. Developments of market and affordable housing should provide an appropriate mix of house size, type, tenure and density to ensure that the needs of the residents of all parts of the Borough, and all age groups (including the elderly), are met.</p>	
MM26	<p><b>Policy 17: Place-making, Design and Amenity</b></p> <ol style="list-style-type: none"> <li>1. For all new development, permission will be granted for development which, where relevant:               <ol style="list-style-type: none"> <li>i) Provides sufficient, well-integrated, parking and safe and convenient access; and</li> <li>n) Encourages walking and cycling; and</li> </ol> </li> <li>2. Applicants for housing developments of 10 dwellings or more will be required to submit a design and access statement which includes an assessment of the proposals against each of the 'Building for Life' criteria (see Appendix 5 1).</li> <li>4. In the case of householder development (including extensions, annexes, outbuildings and boundary treatments):               <ol style="list-style-type: none"> <li>e) <del>Fences and walls</del> Development (including fences, walls and other structures) should not cause risk to pedestrians or road users by reducing visibility for drivers when entering or exiting the driveway;</li> <li>f) Annexes should not be disproportionate to the size of the dwelling and the plot and should only be used in association with the main dwelling.</li> </ol> </li> </ol>	<p><b>Amendment:</b> In response to representations from Sport England and others emphasising the importance of walking and cycling; to give specific reference to important design issues; and to provide clarity of policy expectations.</p> <p><b>Formatting:</b> Re: Appendix number (these were re-ordered to reflect the order in which they are referenced in the document).</p>
MM27	<p><b>Policy 23: Proposals affecting dDesignated and nNon-dDesignated</b></p>	<p><b>Amendment:</b></p>

## Schedule of Modifications

Reference Number	Details of amendment	Reason for Change
	<p><del>h</del><b>Heritage</b> <del>a</del><b>Assets</b></p> <p>3. Proposals affecting a heritage asset and/or its setting will be considered against the following criteria, where relevant:</p> <p>c) Whether the proposals would <del>preserve</del> <b>conserve</b> and enhance the character and appearance of the heritage asset by virtue of siting, scale, building form, massing, height, materials and quality of detail;</p>	<p>At the request of Historic England.</p> <p><b>Correction:</b> Capitalisation.</p>
MM28	<p><b>Policy 24: The <del>h</del><b>Health</b> and <b>Wellbeing</b> <del>i</del><b>Impacts of</b> <del>d</del><b>Development</b></b></p> <p>1. A Health Impact Assessment Checklist, as set out <del>on pages 140-151 in</del> <b>Appendix 4</b>, will be required for applications for;</p> <p>2. Hot food takeaways of any size within 400m of any part of the grounds of a school will be <del>assessed against the hot food takeaway question within this checklist</del> <b>expected to show how they comply with an appropriate healthy eating scheme</b>, unless such takeaways are within the defined boundary of a Town or District Centre.</p>	<p><b>Amendment:</b> For clarification of policy expectations.</p> <p><b>Correction:</b> Capitalisation.</p>
MM29	<p><b>Policy 27: Local Green Space</b></p> <p><b>2. The field off Cornwall Avenue, Beeston Rylands.</b></p> <p><del>3. Protected Open Areas:</del></p> <p><del>a) Beeston Fields golf course and land to west</del></p> <p><del>b) Bramcote Ridge</del></p> <p><del>c) Chilwell Manor golf course</del></p> <p><del>4. Land east and west of Coventry Lane at Bramcote and Stapleford, as shown on the plan on page 156.</del></p>	<p><b>Amendment:</b> In response to representations from members of the public in Beeston Rylands and others; to reflect the fact that the two golf courses are now proposed to be protected by policy 28 rather than policy 27; to avoid unnecessary duplication of references to Bramcote Ridge; and to reflect the fact that the land at Coventry Lane is now proposed to remain in the Green Belt.</p>
MM30	<p><del><b>Map 61: The Local Green Space at land east and west of Coventry Lane Bramcote and Stapleford</b></del></p>	<p><b>Amendment:</b> To reflect the fact that the land at Coventry Lane is now proposed to remain in the Green Belt.</p>

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Reference Number	Details of amendment	Reason for Change
MM31	<p><b>Map 36: Land to the east of Cornwall Avenue</b></p> <p>Additional Map detailing the new Local Green Space which was not included in the Publication Version of the Plan.</p>	<p><b>Amendment:</b></p> <p>New Map to support <b>MM29</b>.</p>
MM32	<p><b>Policy 28: Green Infrastructure Assets</b></p> <ol style="list-style-type: none"> <li>Development proposals which are likely to lead to increased use of any of the Green Infrastructure Assets listed below, as shown on the Policies Map, will be required to take reasonable opportunities to enhance the Green Infrastructure Asset(s). These Green Infrastructure Assets are: <ol style="list-style-type: none"> <li>Green Infrastructure Corridors (not shown on the Policies Map);</li> <li>Playing Pitches;</li> <li>Informal Open Spaces i.e. 'natural and semi-natural green space' and 'amenity green space';</li> <li>Allotments;</li> <li>Recreational Routes; <del>and</del></li> <li>Nature Reserves;</li> <li>Golf Courses (Beeston Fields and Chilwell Manor); and</li> <li>A mix of Informal Open Spaces and flood mitigation measures (land off Thorn Drive, Newthorpe).</li> </ol> </li> <li>In all cases listed in part 1, and in the case of school playing fields, permission will not be granted for development that results in any harm <del>or loss</del> to the Green Infrastructure Asset, unless the benefits of development are clearly shown to outweigh the harm.</li> </ol>	<p><b>Amendment:</b></p> <p>Inclusion of additional specific Green Infrastructure asset at land off Thorn Drive in response to representations from members of the public in Newthorpe and from Greasley Parish Council.</p> <p>Inclusion of the Golf Courses as specific Green Infrastructure assets to reflect the fact that the two golf courses are now proposed to be protected by policy 28 rather than policy .</p> <p>Amendment to include 'loss' as well as 'harm' in response to a representation from Natural England.</p>
MM33	<p><b>Policy 31: Biodiversity Assets</b></p> <ol style="list-style-type: none"> <li>All development proposals should seek to deliver a net gain in biodiversity and geodiversity and contribute to the Borough's ecological network. Permission will not be granted for development which would cause significant harm to sites and habitats of nature conservation or geological</li> </ol>	<p><b>Amendment:</b></p> <p>In response to representations from Natural England regarding the loss of assets and requesting the addition of the wording in proposed clause 1; and for clarification in response to a representation from Nottinghamshire Wildlife Trust concerning the relevant legislation.</p>

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Reference Number	Details of amendment	Reason for Change
	<p>value, together with species that are protected or under threat. Support will be given to the enhancement and increase in the number of sites and habitats of nature conservation value, and in particular to meeting objectives and targets identified in the Nottinghamshire Biodiversity Action Plan.</p> <p>2. Development proposals which are likely to lead to the increased use of any of the Biodiversity Assets listed below, as shown on the Policies Map, will be required to take reasonable opportunities to enhance the Asset(s). These Biodiversity Asset<del>(s)</del> are;</p> <ul style="list-style-type: none"> <li>a) Sites of Special Scientific Interest, Local Wildlife Sites or Local Geological Sites (as listed in Appendices 2, 3, 4 and shown on the Policies Map); or</li> <li>b) Protected and <del>p</del>Priority habitats and <del>priority</del> species (<del>as including those</del> identified in the Nottinghamshire Local Biodiversity Action Plan, <del>and</del> section 4.5 of the Green Infrastructure Strategy and section 41 of the Natural Environment and Rural Communities (NERC) Act 2006); or</li> <li>c) Trees which are the subject of Tree Preservation Orders; or</li> <li>d) Aged or veteran trees; or</li> <li>e) Ancient Woodland (as shown on the Policies Map); or</li> <li>f) Hedgerows which are important according to the criteria of the Hedgerow Regulations 1997; or</li> <li>g) Other trees and hedgerows which are important to the local environment.</li> </ul> <p>3. In all cases permission will not be granted for development that results in any significant harm or loss to the Biodiversity Asset, unless the benefits of development are clearly shown to outweigh the harm.</p>	
MM34	<p><b>Policy 32: Developer Contributions</b></p> <p>1. Financial contributions may be sought from developments of 10 or more dwellings or 1,000 square <del>meters</del> metres or more gross floorspace for provision, improvement or maintenance, where relevant, of;</p>	<p><b>Amendment:</b> In response to representations from various organisations including Historic England and the Environment Agency and to ensure that all relevant issues are covered.</p> <p><b>Correction:</b></p>

## Schedule of Modifications

Reference Number	Details of amendment	Reason for Change
	<ul style="list-style-type: none"> <li>a) Affordable housing;</li> <li>b) Health;</li> <li>c) Community facilities;</li> <li>d) Green <del>Space</del> Infrastructure Assets;</li> <li>e) Biodiversity;</li> <li>f) Education; <del>and</del></li> <li>g) Highways, including sustainable transport measures.</li> <li>h) Cycling, footpaths and public transport;</li> <li>i) The historic environment, heritage assets and/or their setting; and</li> <li>j) Flood mitigation measures, including SuDS.</li> </ul> <p>2. On-site provision of new playing pitches may be required for developments of 50 dwellings or more.</p>	<p>Typographical Correction.</p>

Additional Modifications

## Schedule of Modifications

Reference Number	Details of amendment	Reason for Change
AM 1	<b>Front Cover</b> <del>Publication</del> Submission Version <del>September 2017</del> July 2018	<b>Correction:</b> Updated with new dates.
AM2	<b>Foreword</b> We have undertaken significantly more consultation than the minimum required in order to meet the needs of communities. This has included a programme of workshops <del>to</del> in which all groups preparing neighbourhood plans participated, a design review process for the largest sites to be allocated in this plan, and close dialogue with our public and private sector partners to ensure that the various infrastructure requirements are successfully addressed.	<b>Correction:</b> Typographical Correction
AM3	<b>Contents</b>	<b>Correction:</b> Updated with new page numbers and titles.
AM4	<b>Broxtowe Spatial Portrait/Local Distinctiveness</b> <b>0.4</b> The <del>recently opened tram route supplements existing public transport</del> <del>accessibility of the Borough has been further improved with the construction of the Nottingham Express Transit (NET 2) tram route</del> which serves many of the most densely populated areas in the south of the Borough and includes a park and ride site near the A52 at Toton.	<b>Correction:</b> Update to provide greater clarity.
AM5	<b>Map 1: Main Built up Area of Nottingham and Key Settlements</b>	<b>Correction:</b> Update to clarify the extent of the Main Urban Area of Nottingham in response to representations by Bramcote Neighbourhood Forum.
AM6	<b>Economic Issues</b> <b>0.11</b> Beeston is the <del>main</del> largest town centre in the Borough and is a major location for new investment and employment opportunities. Broxtowe has major ambitions to secure the redevelopment of Beeston Square, following the recent completion of the tram and bus terminus which is expected to bring significant additional inward investment. Other <del>town</del> district centres at Eastwood, Kimberley and Stapleford are smaller in scale but still perform an important role in underpinning the local economy.	<b>Correction:</b> To add clarity.
AM7	<b>0.16</b> At the 2011 census 7.2% of the Borough's population was of ethnic origin with the largest BME groups being Indian and Chinese. The strong influences of the University of Nottingham, Nottingham Trent University and Castle College are attracting a student population to Beeston. These are key drivers attracting significant student population to the Borough, in particular high proportions of international students, as <del>both</del> the University of Nottingham <del>and the Further Education College in Beeston have</del> has	<b>Correction:</b> Update to reflect the most recent position of the College.

## Schedule of Modifications

Reference Number	Details of amendment	Reason for Change												
	strong links with China and South East Asia.													
AM8	<b>Links to Sustainable Community <del>Strategies</del> Strategy (SCS)</b>	<b>Correction:</b> Typographical Correction												
AM9	<b>Spatial Vision and Objectives</b> The Main Built up Area of Nottingham will be expanded with allocations at Bramcote and Stapleford which in combination will provide <del>540</del> 740 new homes. There is an additional allocation for <del>150</del> 100 homes within the Main Built up Area of Nottingham at a former Severn Trent sewage plant in Beeston	<b>Correction:</b> Update to reflect amendment made through <b>MM 4, 7 and 8</b> (detailed earlier in this document).  **Please note this has been corrected since submission version.												
AM10	Policy <del>10</del> 12 requires new development to be designed to encourage walking and cycling through the provision of safe and attractive routes. Following consultation and advice from various providers contributions will be sought for health, social care and education from development where necessary.	<b>Correction:</b> Typographical Correction												
AM11	<b>Table 2: Strategic Policies</b> <table><tr><th>Aligned Core Strategy Policy</th><th>Part 2 Local Plan Policy</th></tr><tr><td><b>Policy 1: Climate <del>Control</del> Change</b></td><td><b>Policy 1: Flood Risk</b></td></tr><tr><td><b>Policy 2: The Spatial Strategy</b></td><td><b>Policy 2: Site Allocations</b> <b>Policy 3: Main Built up Area Site Allocations</b> <b>Policy 4: Awsworth Site Allocations</b> <b>Policy 5: Brinsley Site Allocation</b> <b>Policy 6: Eastwood Site Allocation</b> <b>Policy 7: Kimberley Site Allocations</b></td></tr><tr><td><b>Policy 3: The Green Belt</b></td><td><b>Policy 8: Development in the Green Belt</b></td></tr><tr><td><b>Policy 4: Employment Provision and Economic Development</b></td><td><b>Policy 9: Retention of good quality existing employment sites</b></td></tr><tr><td><b>Policy 5: Nottingham City Centre</b></td><td>No policies in this plan</td></tr></table>	Aligned Core Strategy Policy	Part 2 Local Plan Policy	<b>Policy 1: Climate <del>Control</del> Change</b>	<b>Policy 1: Flood Risk</b>	<b>Policy 2: The Spatial Strategy</b>	<b>Policy 2: Site Allocations</b> <b>Policy 3: Main Built up Area Site Allocations</b> <b>Policy 4: Awsworth Site Allocations</b> <b>Policy 5: Brinsley Site Allocation</b> <b>Policy 6: Eastwood Site Allocation</b> <b>Policy 7: Kimberley Site Allocations</b>	<b>Policy 3: The Green Belt</b>	<b>Policy 8: Development in the Green Belt</b>	<b>Policy 4: Employment Provision and Economic Development</b>	<b>Policy 9: Retention of good quality existing employment sites</b>	<b>Policy 5: Nottingham City Centre</b>	No policies in this plan	<b>Correction:</b> Typographical Correction
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<b>Policy 5: Nottingham City Centre</b>	No policies in this plan													



## Schedule of Modifications

Reference Number	Details of amendment		Reason for Change
	<b>Policy 6: Role of Town Centres and Local Centres</b>  <b>Policy 7: Regeneration</b> <b>Policy 8: Housing size, Mix and Choice</b> <b>Policy 9: Gypsies, Travellers and Travelling Showpeople</b>	<b>Policy 10: Town Centres and District Centre Uses</b> <b>Policy 11: The Square, Beeston</b> Policy 12: Edge-of-Centre A1 Retail in Eastwood Policy 13: Proposals for main town centre uses in edge-of-centre and out-of-centre locations Policy 14: Centre of Neighbourhood Importance (Chilwell Road / High Road). Covered by other policies Policy 15: Housing size, mix and Choice <b>Policy 16: Gypsies and Travellers</b>	
AM12	<b>Policy 10: Design and Enhancing Local Identity</b>  <b>Policy 11: The Historic Environment</b> <b>Policy 12: Local Services and Healthy Lifestyles</b> <b>Policy 13: Culture, Tourism and Sport</b> <b>Policy 14: Managing Travel Demand</b> <b>Policy 15: Transport Infrastructure Priorities</b>	Policy 17: Place-making, design and amenity Policy 18: Shopfronts, signage and security measures Policy 19: Pollution, Hazardous Substances and Ground Conditions Policy 20: Air Quality Policy 21: Unstable Land <b>Policy 22: Minerals</b> Policy 23: Proposals affecting designated and non-designated heritage assets Policy 24: The health and wellbeing impacts of development Policy 25: Culture, Tourism and Sport Policy 26: Travel Plans Covered by other policies	<b>Correction:</b> Update to reflect amendment made through <b>MM27</b> (detailed earlier in this document).

## Schedule of Modifications

Reference Number	Details of amendment		Reason for Change							
	<table><tr><td><b>Policy 16: Green Infrastructure, Parks and Open Space</b></td><td>Policy 27: Local Green Space Policy 28: Green Infrastructure Assets Policy 29: Cemetery Extensions Policy 30: Landscape</td></tr><tr><td><b>Policy 17: Biodiversity</b></td><td>Policy 31: Biodiversity Assets</td></tr><tr><td><b>Policy 18: Infrastructure</b></td><td>Covered by other policies</td></tr><tr><td><b>Policy 19: Developer Contributions</b></td><td><b>Policy 32: Developer Contributions</b></td></tr></table>	<b>Policy 16: Green Infrastructure, Parks and Open Space</b>	Policy 27: Local Green Space Policy 28: Green Infrastructure Assets Policy 29: Cemetery Extensions Policy 30: Landscape	<b>Policy 17: Biodiversity</b>	Policy 31: Biodiversity Assets	<b>Policy 18: Infrastructure</b>	Covered by other policies	<b>Policy 19: Developer Contributions</b>	<b>Policy 32: Developer Contributions</b>	
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<b>Policy 18: Infrastructure</b>	Covered by other policies									
<b>Policy 19: Developer Contributions</b>	<b>Policy 32: Developer Contributions</b>									
AM13	<b>Policy 1: Flood Risk</b>  <b>Justification Text</b> <b>1.4</b> With regard to point 4 of the policy, flood mitigation will be required in all cases (whether the site is defended or not). Examples of mitigation include flood resistance/resilience measures <b>such as the raising of finished floor levels</b> , emergency planning and good site design that does not increase risk to others. The Environment Agency will also require flood compensation (i.e. at least equivalent replacement of lost flood storage) in areas which are not defended by an appropriate standard of flood protection (such as the Nottingham Trent Left Bank Flood Alleviation Scheme).		<b>Amendment :</b> To add clarity in response to representation made by the Environment Agency.							
AM14	<b>What the Sustainability Appraisal says</b> <b>1.5</b> The policy has <del>minor positive effects on the housing and transport objectives, through a possible increase in homes, if developers were otherwise unwilling to build outside the flood risk zone if refused permission in the flood risk area; and guides development to urban locations with the existing best transport infrastructure</del> a significantly positive effect upon the natural resources and flooding objective, as well as minor positive effects on the housing, transport and economic structure objectives, as the development of sites in locations protected by flood defences may now be acceptable.		<b>Amendment:</b> Summary updated/re-worded to add clarity and be more user-friendly.							
AM15	<b>Policy 2: Site Allocations</b>  <b>2.2</b> Development is also expected to come forward on other <del>smaller</del> sites, and applications for planning permission will be determined in line with the first part of the Local Plan the Aligned Core Strategy and the policies set out in this document.		<b>Correction:</b> To add clarity as windfall / other non-permissioned sites will not necessarily be on ‘smaller sites’.							

## Schedule of Modifications

Reference Number	Details of amendment	Reason for Change
AM16	<b>2.4</b> Standard requirements or matters which are normally considered as a matter of course during the development management process may not be included within the Key Development Requirements but this does not <del>infer</del> <b>imply</b> that these are not important.	<b>Correction:</b> Typographical Correction
AM17	<p><b>2.5</b> In considering development on any of the site allocations the development will be considered in line with all relevant parts of the NPPF, the Aligned Core Strategy and this Part 2 Local Plan. This includes:</p> <ul style="list-style-type: none"> <li>• Flood risk and Sustainable Drainage (Policy 1 of the ACS and Policy 1 of this Local Plan)</li> <li>• Safe highway access to and through the site catering for different modes of transport (Policy 14 of the ACS and Policy 26 of this Local Plan)</li> <li>• Housing mix, affordable housing and custom and self-build plots (Policy 8 of the ACS and Policy 15 of this Local Plan)</li> <li>• Design Quality (Policy 10 of the ACS and <del>Policy</del> <b>Policies</b> 17 &amp; 18 of this Local Plan)</li> <li>• Pollution control, ground conditions, air quality and minerals (Policies 19, 20, 21 and 22 of this Local Plan)</li> <li>• The Historic Environment (Policy 11 of the ACS and Policy 23 of this Local Plan)</li> <li>• The Health <b>and wellbeing</b> impacts of development (Policy 12 of the ACS and Policy 24 of this Local Plan)</li> <li>• Green Infrastructure including sports provision (Policies 13 and 16 of the ACS and Policies 27, 28, 29 and 30 of this Local Plan)</li> <li>• Biodiversity (Policy 17 of the ACS and Policy 31 of this Local Plan)</li> <li>• Infrastructure provision (Policies 18 and 19 of the ACS and Policy 32 of this Local Plan)</li> </ul> <p><b>2.6</b> The site allocations comprising 20 or more dwellings are appropriate for an element of self-build or custom-build homes. The Council will review the demand for plots and may seek additional provision on its own sites and other larger sites where necessary, <b>in accordance with evidence of demand on the custom and self build register.</b></p>	<p><b>Correction:</b> Typographical Correction</p> <p><b>Correction:</b> Update to reflect amendment made through <b>MM27</b> (detailed earlier in this document).</p> <p><b>Amendment:</b> To add clarity.</p>
AM18	<b>2.7</b> In addition to the specific site allocations there are existing planning commitments in the form of extant planning permissions <b>and a limited number of other urban sites where delivery is expected within the plan period</b> which make up the remainder of the supply. <del>For s-</del> Sites of 10 or more dwellings <b>with extant planning permission</b> <del>these</del> have been shown on the <del>overview plans</del> <b>Policies Map</b> but have not been discussed in further detail as all of these <del>sites benefit from planning permission and therefore</del> have already been through an additional level of scrutiny and public consultation.	<b>Amendment:</b> Inserted to clarify most up-to-date delivery position published in the 2017/18 Strategic Housing Land Availability Assessment.

## Schedule of Modifications

Reference Number	Details of amendment	Reason for Change																																																
AM19	<p><b>2.8</b> The supply (as detailed in the 17/18 SHLAA) and as amended following further developer discussion shows:</p> <p><b>Table 3: Housing Figures</b></p> <table><tr><th>Settlement</th><th>Number of houses built 2011 - 2018</th><th>Number of houses on extant planning permissions and other deliverable urban sites</th><th>Number of houses on allocations made in this plan</th><th>Core Strategy Requirement</th><th>Total Supply</th></tr><tr><td>Main Built up Area</td><td>677</td><td>2072</td><td>2080</td><td>Minimum 3,800</td><td>4829</td></tr><tr><td>Awsorth</td><td>33</td><td>72</td><td>250</td><td>Up to 350</td><td>355</td></tr><tr><td>Brinsley</td><td>14</td><td>29</td><td>110</td><td>Up to 150</td><td>153</td></tr><tr><td>Eastwood</td><td>314</td><td>510</td><td>200</td><td>Up to 1,250</td><td>1024</td></tr><tr><td>Kimberley</td><td>102</td><td>250</td><td>180</td><td>Up to 600</td><td>532</td></tr><tr><td>Other Rural</td><td>4</td><td>53</td><td>0</td><td>No Requirement</td><td>57</td></tr><tr><td colspan="3"></td><td></td><td>6,150</td><td>6950</td></tr></table>	Settlement	Number of houses built 2011 - 2018	Number of houses on extant planning permissions and other deliverable urban sites	Number of houses on allocations made in this plan	Core Strategy Requirement	Total Supply	Main Built up Area	677	2072	2080	Minimum 3,800	4829	Awsorth	33	72	250	Up to 350	355	Brinsley	14	29	110	Up to 150	153	Eastwood	314	510	200	Up to 1,250	1024	Kimberley	102	250	180	Up to 600	532	Other Rural	4	53	0	No Requirement	57					6,150	6950	<p><b>Amendment:</b> Inserted to clarify most up-to-date housing figures which were published post Publication Version of the Part 2 Local Plan.</p>
Settlement	Number of houses built 2011 - 2018	Number of houses on extant planning permissions and other deliverable urban sites	Number of houses on allocations made in this plan	Core Strategy Requirement	Total Supply																																													
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AM20	<p><b>Justification</b></p> <p><del>2.8</del><b>2.9</b> The need for new homes remains as specified in the Core Strategy, the Council has maximised to the greatest possible extent the supply of sites in existing urban areas with an emphasis on the most sustainable and deliverable locations in the urban south of Broxtowe. When sites currently in the Green Belt are selected, exceptional circumstances are demonstrated, there <del>is</del> <b>has been</b> a comprehensive programme of public participation, rigorous sustainability appraisal, detailed assessment of delivery and significant efforts including thorough design review to achieve the best outcomes for the whole Borough and especially the individual communities affected.</p>	<p><b>Formatting:</b> Paragraphs re-numbered due to earlier formatting changes.</p> <p><b>Correction:</b> Grammar (change of tense).</p>																																																
AM21	<p><b>What the Sustainability Appraisal says</b></p> <p><del>2.9 An observation of the summary of the SA of site allocations shows a distinct increase of intensity in the 'red' spectrum of adverse effects descending from the proposed sites to the rejected sites, in order of</del></p>	<p><b>Amendment:</b> Summary updated/re-worded to add clarity and be more user-friendly.</p>																																																

## Schedule of Modifications

Reference Number	Details of amendment	Reason for Change
	<p><del>development size; and a complementary decrease in the intensity of the 'green' spectrum of positive effects.</del></p> <p><del>2.10 In confirmation of the Broxtowe Core Strategy SA finding, t</del>The urban and main built up area sites area assessed as being the most sustainable with no significant (mid to high range) adverse effects. These sites can therefore be recommended as sustainable development relative to their alternatives.</p> <p><del>2.11 Based on the aligned Core Strategy SA, an assumption was made that urban sites, in the main built up area, are sustainable development but proposed sites are assessed, for completeness and to confirm that they are reasonable options against others in the area.</del></p> <p><del>2.12 The Council has undertaken workshops on drafting masterplans for the proposed sites in order to include mitigation assessments in advance of designation.</del></p>	
AM22	<p><b>Policy 3: Main Built up Area Site Allocations</b></p> <p>The following sites are allocated for residential development, as shown on the Policies Map:</p> <ul style="list-style-type: none"> <li>Policy: 3.1 Chetwynd Barracks: 500 homes (within the plan period)</li> <li>Policy: 3.2 Toton (Strategic Location for Growth): 500 Homes</li> <li>Policy: 3.3 Bramcote (East of Coventry Lane): <del>300</del> 500 Homes</li> <li>Policy: 3.4 Stapleford (West of Coventry Lane ): 240 Homes</li> <li>Policy: 3.5 Severn Trent (Lilac Grove ): <del>150</del> 100 Homes</li> <li>Policy: 3.6 Beeston Maltings: 56 Homes</li> <li>Policy: 3.7 Beeston Cement Depot: <del>21</del> 40 Homes</li> <li>Policy: 3.8 Wollaton Road Beeston: 12 Homes</li> </ul>	<p><b>Correction:</b></p> <p>Update to reflect amendment made through <b>MM 4, 8 and 12</b> (detailed earlier in this document).</p>
AM23	<p><del>What the Sustainability Appraisal says</del></p> <p><del>3.3 In confirmation of the Broxtowe Core Strategy SA finding, the urban and main built up area sites area assessed as being the most sustainable with no significant (mid to high range) adverse effects. These sites can therefore be recommended as sustainable development relative to their alternatives.</del></p>	<p><b>Amendment:</b></p> <p>Summary removed as site allocations all have specific Sustainability Appraisal summaries.</p>
AM24	<del>Map 2: Parishes within or adjoining the Main Built up Area of Nottingham</del>	<b>Formatting:</b>

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Reference Number	Details of amendment	Reason for Change
		Removed due to duplication (of Map 1).
AM25	<b>Map 3-2: Housing and Mixed Use Allocations and commitments in Beeston and Chilwell</b>	<b>Formatting:</b> Re-numbered due to earlier deletion.  <b>Amendment:</b> To reflect most up-to-date position published in the 2017/18 Strategic Housing Land Availability Assessment.
AM26	<b>Map 4-3: Housing and Mixed Use Allocations and commitments in Bramcote and Stapleford</b>	
AM27	<b>Map 5-4: Housing and Mixed Use Allocations and commitments in Chilwell, Toton and Stapleford</b>	
AM28	<b>Map 6-5: Housing and Mixed Use Allocations and commitments in Nuthall</b>	
AM29	<b>Policy 3.1: Chetwynd Barracks</b>  <p><b>3.4 3.3</b> Former Ministry of Defence (MOD) site which as per the 2016 ministerial announcement is no longer needed for national defence purposes. The site is previously developed (albeit that much of the site is open) and contains a number of buildings and structures related to the use as an MOD site including; barracks, staff housing, firing range, playing fields and car parking.</p> <p>3.4 Delivery of development on the site will continue beyond the plan period. The Key Development Requirements, as set out below, relate to the site as a whole and are required to ensure that the Barracks is treated as one entity and that a comprehensive and cohesive development is achieved to ensure that future development opportunities are not compromised.</p>	<b>Amendment:</b> Reference to playing fields added in response to representations by Sport England.  Insertion of a paragraph to clarify delivery expectations in response to representation by Chetwynd: Toton and Chilwell Neighbourhood Forum.
AM30	<b>Justification</b> <p><b>3.6</b> The retail / service centre referenced in this policy should comply with Policy 13 of this plan which sets a maximum size limit threshold for individual units (for retail, leisure, office or food and drinks units) of no more than 500 square metres gross floorspace.</p> <p><b>3.7</b> The site and its sustainability credentials, lead to the potential for development that goes well beyond the end of the plan period – 2028. The site as a whole is considered to have capacity for 1,500 new homes which must be provided as part of a comprehensive redevelopment with the provision of all required infrastructure (set out in the Key Development Requirements). The extent of development beyond 2028 will be the subject for review of the Local Plan which will be undertaken with other Greater Nottingham authorities following the adoption of this Part 2 Local Plan. This will involve discussions with key</p>	<b>Amendment:</b> Additional justification text to clarify expectations in terms of retail provision and to clarify the site capacity and delivery beyond the scope of this plan in response to representations from the DIO.

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Reference Number	Details of amendment	Reason for Change
	stakeholders and wider consultation, including full engagement with the Toton and Chilwell Neighbourhood Forum, which intends to produce a neighbourhood plan covering Chetwynd Barracks and the surrounding area including land adjacent to the HS2 Station at Toton. However, to ensure comprehensive development of the site, consideration has been given to the potential capacity of the site and the key development requirements beyond the plan period.	
AM31	<b>What the Sustainability Appraisal says</b> <del>3.6</del> <b>3.8</b> This allocation has significant housing, health and transport objectives benefits, and positive effects across most objectives, with no significant negative effects.	<b>Amendment:</b> Summary updated/re-worded to add clarity and be more user-friendly.
AM32	Map <del>7</del> <b>6</b> : Chetwynd Barracks	<b>Formatting:</b> Map re-numbered due to earlier deletion.
AM33	<b><del>Beyond the Plan Period</del></b> <b>Policy <del>3.2</del> <b>3.2</b>: Land in the vicinity of the HS2 Station at Toton (Strategic Location for Growth)</b>  <b>3.9</b> Delivery of development on the site will continue beyond the plan period. The Key Development Requirements, as set out below, relate in part to the first 5 years of the Local Plan, but also to the site as a whole and are required to ensure that the site is treated as one entity and that a comprehensive and cohesive development is achieved to ensure that future development opportunities are not compromised. For early phases of development it is essential to ensure that the form of development is consistent with wider development opportunities in order to secure a high quality sense of place facilitating further development opportunities at the point that the HS2 station is open to passengers.  <del>3.11</del> <b>3.10</b> The following <del>site is allocated for mixed use development, as shown on the Policies Map: Key Development Requirements must be met.</del> <b>• Policy: 3.2 Land in the vicinity of the HS2 Station at Toton</b>	<b>Formatting:</b> Title removed as now forms part of the policy text.  <b>Amendment:</b> Insertion of a paragraph to clarify delivery expectations.  Paragraph amended for consistency with other site allocation policies.
AM34	Map <del>30</del> <b>7</b> : Land in the vicinity of the HS2 Station at Toton (Strategic Location for Growth)	<b>Formatting:</b> Map re-numbered due to earlier deletion.
AM35	Map <del>31</del> <b>8</b> : Key transport connections and spatial context	<b>Formatting:</b> Map re-numbered due to earlier deletion.

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Reference Number	Details of amendment	Reason for Change
AM36	<p><b>Key Development Aspirations;</b></p> <p>The paragraphs have been re-numbered as follows:</p> <ul style="list-style-type: none"> <li>• <del>3b.1</del> 3.11</li> <li>• <del>3b.2</del> 3.12</li> <li>• <del>3b.3</del> 3.13</li> <li>• <del>3b.4</del> 3.14</li> <li>• <del>3b.12</del> 3.15</li> <li>• <del>3b.13</del> 3.16</li> <li>• <del>3b.14</del> 3.17</li> <li>• <del>3b.15</del> 3.18</li> <li>• <del>3b.16</del> 3.19</li> </ul>	<p><b>Formatting:</b> Paragraphs re-numbered due to earlier formatting changes.</p>
AM37	<p><del>3b.2</del> 3.12 The content of this (Cabinet) report, together with relevant background information previously reported to the June and July 2015 HS2 Toton Advisory Committees, is published as an interim policy framework to aid decision takers for this strategic location prior to the adoption of the Broxtowe Part 2 Local Plan <a href="#">Vision</a>.</p>	<p><b>Formatting:</b> Paragraphs re-numbered due to earlier formatting changes.</p> <p><b>Correction:</b> 'Vision' omitted from earlier draft.</p>
AM38	<p><b>West</b></p> <p><del>3b.13</del> 3.16 Area 1 around the station is a low valley and development here <del>will</del> <del>may</del> be able to incorporate tall buildings within a campus setting. Such buildings would be linked with the extensive network of Green Infrastructure and transport connections detailed above and will include a bridge over the railway line. This <del>should</del> <del>could</del> include landmark buildings on the higher level of the site announcing the route towards Stapleford and the northern gateway of the site onto the A52.</p>	<p><b>Formatting:</b> Paragraphs re-numbered due to earlier formatting changes.</p> <p><b>Amendment:</b> Justification text amended to provide more certainty regarding expectation.</p>
AM39	<p><b>Central</b></p> <p><del>3b.14</del> 3.17</p> <p>In the residential offer there will be provision for accommodation for different ages, including the elderly, <del>and</del> <del>the</del> The neighbourhood centre and community building would <del>also</del> be in this location <del>and</del> <del>are</del> likely to be opposite the tram terminus. If the school remains on its current site, space will be provided for a school</p>	<p><b>Formatting:</b> Paragraphs re-numbered due to earlier formatting changes.</p> <p><b>Correction:</b></p>



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Reference Number	Details of amendment	Reason for Change
	extension including a new primary school., <del>although t</del> The provision of a new school campus if feasible would free additional space for transport infrastructure if needed and/ or additional economic development at <del>this</del> <del>the</del> northern gateway to the site.	Punctuation and Typographical Correction.
AM40	<b>What the Sustainability Appraisal says</b> <del>3b.16</del> <b>3.19</b> The selected 'Toton' ('Strategic Location for Growth') site is confirmed, as the Broxtowe Core Strategy stated previously, as highly sustainable, in part as a result of its large size. It strategically meets the housing and health objectives, and, has major positive economic, innovation and transport effects, the latter being of national significance. However, <del>minor</del> the negative effects mainly arise also from the scale of the proposed development which will strategically change the green outlook and landscape, but this may be mitigated by <del>new</del> <del>strategic</del> green infrastructure <del>to make the land newly accessible, with</del> and exemplary design of development.	<b>Formatting:</b> Paragraphs re-numbered due to earlier formatting changes.  <b>Amendment:</b> Summary updated/re-worded to add clarity and be more user-friendly.
AM41	<b>Map 9 <del>32</del>: Key local connections</b>	<b>Formatting:</b> Map re-numbered due to earlier deletion.
AM42	<b>Policy <del>3</del> 3.3: Bramcote (<del>E</del> east of Coventry Lane)</b>  <del>3.7</del> <b>3.20</b> Located in the Main Built up Area of Nottingham Bramcote is to the east of the M1 motorway, bisected by the A52. The site is located to the north of the A52 and is situated inbetween Bramcote Hill to the south, the railway line to the north, Coventry Lane to the west and residential development to the east. The site is <b>very largely</b> greenfield and is a former playing field associated with the adjacent school which has been unused as such for many years.  <del>3.8</del> <b>3.21</b> The following key development requirements must be met.	<b>Formatting:</b> Paragraphs re-numbered due to earlier formatting changes.  <b>Amendment:</b> Clarification on the status of the site.
AM43	<b>Key Development Aspirations;</b> <ol style="list-style-type: none"> <li>Mitigate highways impact on the wider road network to ensure that congestion is not made worse than currently exists.</li> <li>Replacement Leisure Centre <del>(if required).</del></li> </ol>	<b>Amendment:</b> Removal of 'if required' in response to representations made by Bramcote Neighbourhood Forum and local residents.
AM44	<b>What the Sustainability Appraisal says</b> <del>3.9</del> <b>3.22</b> This allocation has significant housing and health objectives benefits with only <b>one negative effect due to the Bramcote Moor Grassland LWS designation, albeit that the area of interest of this designation only covers a very small area.</b> <del>a very minor green objective disbenefit because of inevitable greenspace loss</del>	<b>Formatting:</b> Paragraphs re-numbered due to earlier formatting changes.

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Reference Number	Details of amendment	Reason for Change
	<del>to built development.</del>	<b>Amendment:</b> Summary updated/re-worded to add clarity and be more user-friendly.
AM45	<b>Map 9 11: Bramcote School and Leisure Centre Redevelopment Area</b>	<b>Formatting:</b> Map re-numbered due to earlier deletion.
AM46	<b>Policy 3.4: Stapleford (west of Coventry Lane)</b>  The paragraphs have been re-numbered as follows: <ul style="list-style-type: none"> <li><del>3.10</del> 3.23</li> <li><del>3.11</del> 3.24</li> </ul>	<b>Formatting:</b> Paragraphs re-numbered due to earlier formatting changes.
AM47	<b>What the Sustainability Appraisal says</b> <del>3.12 3.25 As would be expected, as above, t</del> This allocation has significant housing and health objectives benefits with only <del>one negative effect on the biodiversity and green infrastructure objective.</del> <del>a very minor green objective disbenefit.</del>	<b>Amendment:</b> Summary updated/re-worded to add clarity and be more user-friendly.
AM48	<b>Map 11 12: Stapleford (west of Coventry Lane)</b>	<b>Formatting:</b> Map re-numbered due to earlier deletion.
AM49	<b>Policy 3.5: Severn Trent, Beeston</b>  The paragraphs have been re-numbered as follows: <ul style="list-style-type: none"> <li><del>3.13</del> 3.26</li> <li><del>3.14</del> 3.27</li> </ul>	<b>Formatting:</b> Paragraphs re-numbered due to earlier formatting changes.
AM50	<b>What the Sustainability Appraisal says</b> <del>3.15 3.28</del> This allocation has significant housing, health, transport and innovation (due to <del>its proximity to the Enterprise Zone)</del> <del>objectives benefits</del> <del>positive effects</del> ; and only <del>one minor</del> negative effect on the biodiversity and green infrastructure objective due to the adjoining Beeston Canal Local Wildlife Site.	<b>Amendment:</b> Summary updated/re-worded to add clarity and be more user-friendly.
AM51	<b>Policy 3.6: Beeston Maltings</b>  <del>3.16 3.29</del> Located in <del>Beeston</del> (the Main Built up Area of Nottingham), the site is located to the south of Beeston Town Centre <del>within close proximity to Beeston Railway Station.</del> <del>and is the residual land left after a</del>	<b>Formatting:</b> Paragraphs re-numbered due to earlier formatting changes.  <b>Amendment:</b>

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	<p><del>previous 2004 housing allocation.</del> The site is bounded <del>or lined</del> on three sides by existing <del>mainly</del> residential development with the railway line forming the southern boundary. The site is vacant brownfield <del>which was previously a car garage</del> and <del>was previously</del> a brewery of which the remaining malting building was demolished in 2012. <del>The site is the residual part of a larger 2004 Local Plan Housing Allocation.</del></p> <p>The paragraphs have been re-numbered as follows:</p> <ul style="list-style-type: none"> <li>• <del>3.17</del> 3.30</li> </ul>	Clarification on sites location in relation to the Railway Station and insertion of the reference to the car garage within the site due to <b>MM10</b> .
AM52	<p><b>What the Sustainability Appraisal says</b></p> <p><del>3.18</del> 3.31 This allocation has significant housing, health and transport objectives benefits; and only <del>a very minor</del> <del>one</del> negative effect on the heritage objective due to the non-designated heritage assets in the Dovecote Lane area.</p>	<p><b>Amendment:</b></p> <p>Summary updated/re-worded to add clarity and be more user-friendly.</p>
AM53	<p><b>Policy: 3.7: Cement Depot Beeston</b></p> <p><del>3.19</del> 3.32 Located in Beeston (the Main Built up Area of Nottingham) the site is a <del>previously developed</del> brownfield <del>former cement depot</del> site owned by Network Rail. <del>The site was formerly a cement depot designated by Network Rail as a strategic freight site.</del> The site is directly adjacent to the railway line to the south and is contained on two sides by existing residential housing and <del>Beeston Railway Station Road</del> to the west.</p> <p>The paragraphs have been re-numbered as follows:</p> <ul style="list-style-type: none"> <li>• <del>3.20</del> 3.33</li> </ul>	<p><b>Formatting:</b></p> <p>Paragraphs re-numbered due to earlier formatting changes.</p> <p><b>Amendment:</b></p> <p>Paragraph re-ordered slightly to read better and clarification inserted with regards to proximity to the Railways Station.</p>
AM54	<p><b>What the Sustainability Appraisal says</b></p> <p><del>3.21</del> 3.34 This allocation has <del>significant benefits for health, transport and other objectives and no negative effects.</del> <del>significant health and especially transport objectives benefits, and other positive effects across objectives, with no negative effects.</del></p>	<p><b>Amendment:</b></p> <p>Summary updated/re-worded to add clarity and be more user-friendly.</p>
AM55	<p><b>Map 14 15: Cement Depot Beeston</b></p> <p>Map amended to:</p> <p>Amend housing number on plan to 40.</p>	<p><b>Formatting:</b></p> <p>Map re-numbered due to earlier deletion.</p> <p>Map amended in-line with <b>MM12</b>.</p>
AM56	<p><b>Policy: 3.8: Land fronting Wollaton Road, Beeston</b></p> <p><del>3.22</del> 3.35 Located in Beeston (the Main Built up Area of Nottingham) the site is previously developed brownfield land in private ownership which is currently used as a hand car wash. Just outside the Town</p>	<p><b>Formatting:</b></p> <p>Paragraphs re-numbered due to earlier formatting changes.</p>

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	<p>Centre boundary the site is bounded by a training centre to the rear and mixed ground floor retail and upper floor residential on either side <del>and</del> with a Lidl supermarket to the front.</p> <p>The paragraphs have been re-numbered as follows:</p> <ul style="list-style-type: none"> <li><del>3.23</del> 3.36</li> <li><del>3.24</del> 3.37</li> </ul>	<p><b>Correction:</b> Typographical Correction</p>
AM57	Map <del>16 15</del> : Land fronting Wollaton Road, Beeston	<p><b>Formatting:</b> Map re-numbered due to earlier deletion.</p>
AM58	<del>Photos X2</del>	<p><b>Formatting</b> Additional pages had originally been used to ensure that policy and maps could be read side by side. This is no longer required here due to other formatting changes and therefore the page and photographs have been removed.</p>
AM59	<p><b>Policy 4: Awsworth Site Allocation</b></p> <p><b>What the Sustainability Appraisal says</b> 4.3 This allocation has significant housing, health and transport objectives benefits, with only <del>a minor</del> one negative effect on the <del>'green'</del> biodiversity and green infrastructure objective because of the drainage from this land into the Nottingham Canal <del>LNR</del> Local Nature Reserve, which could be mitigated by enhanced drainage infrastructure.</p>	<p><b>Amendment:</b> Summary updated/re-worded to add clarity and be more user-friendly.</p>
AM60	Map 16: The <b>Key Settlement of Awsworth including the Housing Allocation and Commitments</b>	<p><b>Amendment:</b> Site allocation included on the settlement map. Boundary of the settlement corrected to follow the Green Belt boundary (as amended).</p>
AM61	<del>Map 17: Housing Allocations and Commitments in Awsworth</del>	<p><b>Formatting:</b> Removed as maps 16 &amp; 17 now combined into a single map.</p>
AM62	<del>Policy 4.1</del> : Land west of Awsworth (inside the bypass)	<p><b>Amendment:</b> Clarification of the exact number of existing</p>

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	<b>4.4</b> The site is located on the western edge of the settlement and is contained by the bypass which was constructed in 1996. The site is predominantly greenfield agricultural land although it does contain <b>two existing dwellings</b> <del>a small number of existing dwellings</del> .	dwellings on the site in response to representations from Awsworth Parish Council and the Neighbourhood Plan Steering Group.
AM63	<b>Key Development Aspirations;</b> 2. Vehicular access to the site <del>is expected</del> <b>will be</b> from the bypass although more limited vehicular access is expected from Newtons Lane and Barlow Drive North (designed to deter 'rat-running').	<b>Amendment:</b> To clarify expectations.
AM64	<del>Photos X2</del>	<b>Formatting</b> Additional pages had originally been used to ensure that policy and maps could be read side by side. This is no longer required here due to other formatting changes and therefore the page and photographs have been removed.
AM65	<b>Policy 5: Brinsley Site Allocation</b>  <b>What the Sustainability Appraisal says</b> 5.3 This allocation has significant housing and health objectives benefits with only <b>negative effects on the a minor</b> landscape objective, <b>and on the economic structure objective, due to the distance of the settlement of Brinsley from the strategic highway network. disbenefit primarily because of the recreational value of the land, which could be mitigated by masterplanning for maintained recreational use.</b>  <del>photo</del>	<b>Amendment:</b> Summary updated/re-worded to add clarity and be more user-friendly.
AM66	<b>Map 19: The Key Settlement of Brinsley including the Housing Allocation</b>	<b>Formatting</b> The map has been replaced by one which includes information that was previously shown on two maps (19 & 20) and the title of the new map 19 has been amended to reflect this.
AM67	<del>Map 20: Housing Allocation in Brinsley</del>	<b>Formatting</b> The information shown on the map has been included in the previous map (19) and therefore the duplicate information has been removed.
AM68	<b>Map 20 21: East of Church Lane Brinsley</b>	<b>Formatting:</b>

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Reference Number	Details of amendment	Reason for Change
		Map re-numbered due to earlier deletion.
AM69	<del>Photos</del>	<b>Formatting</b> Additional pages had originally been used to ensure that policy and maps could be read side by side. This is no longer required here due to other formatting changes and therefore the page and photographs have been removed. Photographs were also removed in response to representations from Brinsley Vision.
AM70	<b>Policy 6: Eastwood Site Allocation</b>  The following site is allocated for residential development, as shown on the Policies Map: <ul style="list-style-type: none"> <li>Policy: 6.1 Walker Street, Eastwood: 200 homes <del>and 30 extra care units.</del></li> </ul>	<b>Correction:</b> Update to reflect amendment made through <b>MM16</b> (detailed earlier in this document).
AM71	<b>What the Sustainability Appraisal says</b> 6.3 This allocation has significant housing and, <del>especially in particular</del> , health objectives <del>s-benefits</del> ; <del>with only a minor landscape objective disbenefit</del> <del>with only one negative effect on the landscape objective</del> , principally because of D H Lawrence literary heritage association.	<b>Amendment:</b> Summary updated/re-worded to add clarity and be more user-friendly.
AM72	<b>Map <del>21 22</del>: The Key Settlement of Eastwood including the Housing Allocation and Commitments</b>	<b>Formatting</b> The map has been re-numbered (21) and replaces two maps (22 & 23) showing the information in a combined format. The title of the new map has been amended to reflect this.
AM73	<del>Map 23: Housing Allocations and Commitments in Eastwood</del>	<b>Formatting</b> The information shown on the map has been included in the previous map (now 21) and therefore the duplicate information has been removed.
AM74	Key Development Aspirations; <b>2. Provide vehicular access points from Lynncroft (via the former school access) and from Wellington Place with the potential to extend this into the remainder of the site.</b>	<b>Amendment:</b> Clarification regarding access points in response to discussions with Nottinghamshire County Council.

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Reference Number	Details of amendment	Reason for Change
AM75	<p><b>Map 22 24: Walker Street Eastwood</b></p> <p>Map amended to:</p> <ul style="list-style-type: none"> <li>Remove extra care provision and include 'health facility' in the title.</li> <li>Map also now a 'red line' plan and does not demark specific land uses.</li> </ul>	<p><b>Formatting:</b> Map re-numbered due to earlier deletion.</p> <p><b>Amendment:</b> Amendment re extra care / community hub in-line with <b>MM16</b>.</p> <p>Red line plan included so as to be consistent with other allocation plans in the document.</p>
AM76	<del>Photos X2</del>	<p><b>Formatting</b> Additional pages had originally been used to ensure that policy and maps could be read side by side. This is no longer required here due to other formatting changes and therefore the page and photographs have been removed.</p>
AM77	<p><b>Policy 7: Kimberley Site Allocations</b></p> <p>The following sites are allocated for residential development, as shown on the Policies Map:</p> <ul style="list-style-type: none"> <li>Policy: 7.1 Land South of Kimberley including Kimberley Depot: <del>105-118</del> homes</li> </ul>	<p><b>Correction:</b> Update to reflect amendment made through <b>MM17</b> (detailed earlier in this document).</p>
AM78	<p><del>What the Sustainability Appraisal says</del></p> <p><del>7.3 This policy has significant housing and health objectives benefits with no significant disbenefits.</del></p>	<p><b>Amendment:</b> Summary removed as site allocations all have specific Sustainability Appraisal summaries.</p>
AM79	<b>Map 23 25: The Key Settlement of Kimberley including the Housing Allocations and Commitments</b>	<p><b>Formatting</b> The map has been re-numbered (23) and replaces two maps (25 &amp; 26) showing the information in a combined format. The title of the new map has been amended to reflect this.</p>
AM80	<del>Map 26: Housing Allocations and Commitments in Kimberley</del>	<p><b>Formatting</b> The information shown on the map has been included in the previous map (now 23) and therefore the duplicate information has been</p>

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Reference Number	Details of amendment	Reason for Change
		removed.
AM81	<p><b>Policy: 7.1: Land south of Kimberley including Kimberley Depot</b></p> <p>The paragraphs have been re-numbered as follows:</p> <ul style="list-style-type: none"> <li>• <del>7.4</del> 7.3</li> <li>• <del>7.5</del> 7.4</li> <li>• <del>7.6</del> 7.5</li> </ul>	<p><b>Formatting:</b> Paragraphs re-numbered due to earlier formatting changes.</p>
AM82	<p><b>What the Sustainability Appraisal says</b></p> <p><del>7.6-7.5</del> This <del>strategic</del> allocation <del>for Kimberley</del> has significant positive housing and health objectives effects with only negative effects on the biodiversity and landscape objectives, the latter due to the proximity of the site to the Kimberley Dismantled Railway Local Wildlife Site (LWS). This could be mitigated by a landscape buffer., and only one very minor negative effect on the landscape principally because it is in the Babbington/Swingate/Verge Wood Mature Landscape Area, a designation which will be in any case superseded by this local plan.</p>	<p><b>Amendment:</b> Summary updated/re-worded to add clarity and be more user-friendly.</p>
AM83	<p><b>Policy: 7.2: Land south of Eastwood Road Kimberley</b></p> <p>The paragraphs have been re-numbered as follows:</p> <ul style="list-style-type: none"> <li>• <del>7.7</del> 7.6</li> <li>• <del>7.8</del> 7.7</li> <li>• <del>7.9</del> 7.8</li> </ul>	<p><b>Formatting:</b> Paragraphs re-numbered due to earlier formatting changes.</p>
AM84	<p><b>What the Sustainability Appraisal says</b></p> <p><del>7.9-7.8</del> This site has a significant positive health objective effect, as well as several other objective effect and several minor positive effects on other objectives, with and no negative effects.</p>	<p><b>Amendment:</b> Summary updated/re-worded to add clarity and be more user-friendly.</p>
AM85	<p><b>Map 25 28: Land south of Eastwood Road Kimberley</b></p>	<p><b>Formatting:</b> Map re-numbered due to earlier deletion.</p>
AM86	<p><b>Policy: 7.3: Builders Yard, Eastwood Road Kimberley</b></p> <p>The paragraphs have been re-numbered as follows:</p> <ul style="list-style-type: none"> <li>• <del>7.10</del> 7.9</li> </ul>	<p><b>Formatting:</b> Paragraphs re-numbered due to earlier formatting changes.</p>



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	<ul style="list-style-type: none"> <li><del>7.11</del> 7.10</li> <li><del>7.12</del> 7.11</li> </ul>	
AM87	<b>Key Development Requirements:</b> <b>New Homes:</b> <ul style="list-style-type: none"> <li>22 homes.</li> </ul> <b>Connections and Highways:</b> <ul style="list-style-type: none"> <li>Vehicular access to be obtained from Eastwood Road.</li> </ul>	<b>Formatting:</b> Policy headings included to show requirements more clearly.
AM88	<b>What the Sustainability Appraisal says</b> <del>7.12-7.11</del> This site has positive effects on several objectives <del>but only minor because of its relatively smaller homes capacity; but and</del> no negative effects.	<b>Amendment:</b> Summary updated/re-worded to add clarity and be more user-friendly.
AM89	<b>Map <del>26-29</del>: Builders Yard Eastwood Road Kimberley</b>	<b>Formatting:</b> Map re-numbered due to earlier deletion.
AM90	<b>Monitoring Information:</b> <del>7.13</del> 7.12 The net number of new dwellings in the Main Built up Area and each of the Key Settlements will be monitored and reported annually in the <del>Annual</del> <b>Authority</b> Monitoring Report (AMR).  <b>Table <del>3</del> 4: Net new dwellings in Broxtowe</b>	<b>Formatting</b> Paragraph and table re-numbered due to other formatting changes made earlier in the document.  <b>Correction:</b> Typographical Correction
AM91	<b>Table 4: Housing Trajectory</b>	<b>Amendment:</b> To reflect most up-to-date position published in the 2017/18 Strategic Housing Land Availability Assessment. Site specific delivery was added in for allocation in response to representation made by Peveril Homes.
AM92	<b>Policy 8: Development in the Green Belt</b>  <b>8.2</b> The government and the Borough Council place considerable importance on promoting healthy communities. The NPPF does not indicate that any changes of use of open land are ‘not inappropriate’ in the Green Belt. However, the Council believes that in Broxtowe protection of the Green Belt can be combined with supporting changes of use to outdoor sport and outdoor recreation in order to encourage	<b>Correction:</b> Typographical Correction

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	healthy lifestyles, and this belief is recognised in point 53 of the policy.	
AM93	<b>8.3 ...</b> This clarification was included in the assessment criteria that <del>was</del> were used in the 'Preferred Approach to Site Allocations (Green Belt Review)' consultation of February 2015, following previous consultation and agreement with Ashfield, Gedling and Nottingham City Councils.	<b>Correction:</b> Typographical Correction
AM94	<b>What the Sustainability Appraisal says</b> <b>8.4</b> The policy is considered likely to have a <del>minor</del> positive effect <del>against on</del> the housing and economic structure objectives as it could <del>aid the diversification of the rural economy, as well as providing possibly diversify the mix of housing, and provide</del> a flexible approach for extensions to <del>agricultural residential</del> and commercial buildings <del>in the Green Belt, and especially</del> It also has a positive effect against the health objective <del>as it is likely to promote recreational uses. by promoting recreational uses. It has an uncertain effect against the heritage and landscape objectives depending upon locations.</del>	<b>Amendment:</b> Summary updated/re-worded to add clarity and be more user-friendly.
AM95	<b>Policy 9: Retention of good quality existing employment sites</b>  <b>Justification</b> <b>9.1 ...</b> The schedule of sites will be reviewed on an annual basis and any updates will be taken into account in future decision-making. The review undertaken in <del>late 2016</del> early 2018 to inform the most recently published SHLAA indicates that the following sites, as shown on the Policies Map, are viable employment sites for B Class employment uses and should be retained for this purpose:	<b>Correction:</b> Updated to reflect the most recent review.
AM96	<b>What the Sustainability Appraisal says</b> <b>9.4</b> The policy has significant positive effects on the <del>economic objectives</del> employment, innovation, and <del>especially</del> economic structure objectives, <del>with only a minor negative effect on the housing objective as some sites might otherwise be available for housing. with no negatives.</del>	<b>Amendment:</b> Summary updated/re-worded to add clarity and be more user-friendly.
AM97	<b>Policy 10: Town Centre and District Centre Uses</b>  <b>What the Aligned Core Strategy says ...</b> Policy 6.1 also says that Part 2 Local Plans will define <del>C</del> centres of Neighbourhood Importance, where appropriate.	<b>Correction :</b> Typographical Correction
AM98	<b>Justification</b> <b>10.1</b> The policy is intended to encourage higher density development in more compact centres, making it	<b>Amendment:</b> Expansion on benefits to users of the centres by

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	easier and more likely to walk from one side of the centre to another, and increasing the vitality and viability of centres in this way, as well as enabling an opportunity for physical activity with associated health and wellbeing benefits.	contracting the boundaries in response to representations made by Nottinghamshire County Council.
AM99	<b>10.2</b> The amendments to the Town and District Centre boundaries goes further <del>that</del> <del>than</del> changes recommended in the Greater Nottingham Retail Assessment, but follows guidance <del>form</del> <del>from</del> the Council's economic development team <del>is</del> <del>in</del> achieving more compact centres to focus retail and other town centres <del>s</del> <del>uses</del> in smaller areas, and combined with a pro-active strategy to increase main town centre uses and housing in upper floors which are currently underutilised. The comparatively small reduction in town centre boundaries will be counterbalanced by a proactive strategy to secure high density development within Beeston Town Centre on phase two of the <del>S</del> square re-development.	<b>Correction:</b> Typographical Correction
AM100	<b>10.4</b> The 10 % <del>and 20%</del> thresholds under part 1 of the policy <del>applies</del> <del>apply</del> to both numbers of units within the centre and the total ground floor frontage within the centre. The <del>50%</del> <del>60%</del> threshold under part 1 of the policy applies to both numbers of units within the primary shopping frontage and the total ground floor frontage within the primary shopping frontage.	<b>Correction:</b> Update to reflect amendment made through <b>MM21</b> (detailed earlier in this document).
AM101	<b>What the Sustainability Appraisal says</b> <b>10.5</b> The policy is considered likely to have positive effects on a number of objectives, including housing, health, energy and climate change, employment, social, and natural resources and flooding.	<b>Amendment:</b> Summary included as previously omitted in error.
AM102	<b>Beeston Town Centre:</b>  The paragraphs have been re-numbered as follows: <ul style="list-style-type: none"> <li><del>10.5</del> 10.6</li> <li><del>10.6</del> 10.7</li> <li><del>10.7</del> 10.8</li> </ul> <del>10.7</del> 10.8 The restrictions of 10% <del>and 20%</del> of non-retail uses will encourage the Council to assess schemes for particular types of non-A1 development on an individual basis.	<b>Formatting:</b> Paragraphs re-numbered due to earlier formatting changes.  <b>Correction:</b> Update to reflect amendment made through <b>MM21</b> (detailed earlier in this document).
AM103	<b>Map <del>27</del> <del>33</del>: Beeston Town Centre</b>	<b>Formatting:</b> Map re-numbered due to earlier deletion.
AM104	<b>Policy 11: The Square Beeston</b>	<b>Amendment:</b>

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	<p><b>What the Sustainability Appraisal says</b></p> <p><b>11.4</b> The policy has significant positive <b>effects on the</b> housing, health, social and transport objectives <b>effects</b>, principally because of the extent of the residential component, <del>and no negatives</del>. The Town Centre location provides existing infrastructure to benefit the health, social and transport needs <del>from of the</del> new development.</p>	Summary updated/re-worded to add clarity and be more user-friendly.
AM105	Map <del>28</del> <b>34</b> : The Square Beeston	<p><b>Formatting:</b></p> <p>Map re-numbered due to earlier deletion.</p>
AM106	<p><b>Policy 12: Edge-of-Centre A1 Retail in Eastwood</b></p> <p><b>12.3</b> The restrictions of 10% <b>and 20%</b> of non-retail uses will encourage the Council to assess schemes for particular types of non-A1 development on an individual basis, this is particularly important for the District Centre.</p>	<p><b>Correction:</b></p> <p>Update to reflect amendment made through <b>MM21</b> (detailed earlier in this document).</p>
AM107	<p><b>What the Sustainability Appraisal says</b></p> <p><b>12.4</b> The policy has a significant positive effect on the transport objective because <del>it is accessible this area is located so close</del> to the town centre, <del>and as well as</del> several <del>minor</del> positive effects on other objectives, <del>but</del> has a negative effect on the heritage objective because of the potential impact upon the adjacent Eastwood Conservation Area. <del>a potentially very minor negative effect on the economic structure objective because it may be a constraint on the excluded development types.</del></p>	<p><b>Amendment:</b></p> <p>Summary updated/re-worded to add clarity and be more user-friendly.</p>
AM108	Map <del>29</del> <b>35</b> : Eastwood District Centre and edge-of-centre A1 retail allocation	<p><b>Formatting:</b></p> <p>Map re-numbered due to earlier deletion.</p>
AM109	<p><b>Kimberley District Centre:</b></p> <p><b>12.7</b> The restrictions of 10% <b>and 20%</b> of non-retail uses will encourage the Council to assess schemes for particular types of non-A1 development on an individual basis, this is particularly important for the District Centre.</p>	<p><b>Correction:</b></p> <p>Update to reflect amendment made through <b>MM21</b> (detailed earlier in this document).</p>
AM110	<p><b>Stapleford District Centre:</b></p> <p><b>Justification</b></p> <p><b>12.9</b> The amendments to the District Centre boundary <del>is</del> <b>are</b> to encourage residential development at ground floor level in suitable areas outside of the new boundary. This will not result in unmet retail need,</p>	<p><b>Correction:</b></p> <p>Typographical Correction</p> <p>Update to reflect amendment made through <b>MM21</b> (detailed earlier in this document).</p>

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	<p>as identified in the Greater Nottingham Retail Study.</p> <p><b>12.10</b> The restrictions of 10% and 20% of non-retail uses will encourage the Council to assess schemes for particular types of non-A1 development on an individual basis, this is particularly important for the District Centre.</p>	
AM111	<b>Map 31 37: Stapleford District Centre</b>	<p><b>Formatting:</b> Map re-numbered due to earlier deletion.</p>
AM112	<p><b>Policy 13: Proposals for main town centre uses in edge-of-centre and out-of-centre locations</b></p> <p><b>What the Sustainability Appraisal says</b>  <b>13.8</b> The policy has <del>most effect upon the transport objective,</del> a significant positive effect on the transport objective, as <del>because</del> development <del>would</del> is likely to be guided towards locations benefiting from better public transport. <del>Town Centre transport hubs. Generally, the policy has less significant effect on other objectives but positive ones, favouring a policy, except on the economic structure objective which has a very minor negative, as no further policy making may free up locational choices for retail investors. The</del> policy also benefits several other objectives, but may have a negative effect upon the economic structure objective, as it may constrain locations for certain types of development.</p>	<p><b>Amendment:</b> Summary updated/re-worded to add clarity and be more user-friendly.</p>
AM113	<p><b>Policy 14: Centre of Neighbourhood Importance (Chilwell Road / High Road)</b></p> <p><b>What the Sustainability Appraisal says</b>  <b>14.4</b> The <del>allocation</del> policy has a <del>major</del> significantly positive effect on the housing objective due to the protection for residential units at ground floor level, as well as <del>due to the homes on upper floors inclusion; and minor</del> positive effects on most other objectives including the social and transport objectives. <del>most other objectives.</del></p>	<p><b>Amendment:</b> Summary updated/re-worded to add clarity and be more user-friendly.</p>
AM114	<b>Map 32 38: Centre of Neighbourhood Importance (Chilwell Road / High Road)</b>	<p><b>Formatting:</b> Map re-numbered due to earlier deletion.</p>
AM115	<p><b>Policy 15: Housing Size, Mix and Choice</b></p> <p><b>Justification</b></p>	<p><b>Amendment:</b> Clarity regarding supporting principle of specialist housing added in response to representations made by Broxtowe Labour</p>

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	<b>15.5</b> Given the relatively high proportion of elderly people in the Borough, it is important that a sufficient proportion of new housing makes appropriate provision for people with mobility issues. Part 7 of the policy addresses this matter. <i>As a general principle, the Council will also be supportive of the provision of dementia-friendly housing, supported living and other forms of homes for elderly people.</i>	Group.
AM116	<b>What the Sustainability Appraisal says</b> <b>15.11</b> The policy has significant <i>positive</i> effects upon, <del>as would be expected,</del> the housing <del>objective with a positive impact, and the</del> and health objectives, <del>where the benefit of as the policy should help to deliver additional affordable housing. in a sustainable residential environment even outweighs relying upon current policy. Equally, the policy provides a very significant benefit by facilitating local social interaction.</del>	<b>Amendment:</b> Summary updated/re-worded to add clarity and be more user-friendly.
AM117	Map <del>33</del> <b>39</b> : the <del>u</del> Urban <del>s</del> Sub- <del>m</del> Markets within Broxtowe	<b>Formatting:</b> Map re-numbered due to earlier deletion.  <b>Map Amendment</b> Map amended for clarity show the entire extent of the sub-markets (including areas in the Green Belt).
AM118	<b>Policy 16: Gypsies and Travellers</b>  <b>What the Sustainability Appraisal says</b> <b>16.4</b> The policy has positive effects upon, <del>as would be expected,</del> the housing and health objectives. <del>objective, and the health objective for a vulnerable group.</del>	<b>Amendment:</b> Summary updated/re-worded to add clarity and be more user-friendly.
AM119	<b>Policy 17: Place-making, Design and Amenity</b>  <b>Justification</b> <b>17.5</b> <i>With regard to part 10), c</i> Consideration of simple, low-cost design details can produce significant benefits for wildlife without harming the viability of the development or the amenity of future occupants. <i>Examples could include insect houses and porous boundary treatment, such as gaps in/under fences, to allow small mammals (especially hedgehogs), amphibians etc to pass through unhindered.</i>	<b>Amendment:</b> Specific examples of good practice included in the justification text in response to representations made by Awwsworth Parish Council and Neighbourhood Plan steering group.
AM120	<b>What the Sustainability Appraisal says</b> <b>17.7</b> The policy has significant positive effects upon the social, biodiversity and green infrastructure,	<b>Amendment:</b> Summary included as previous omission.

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	<p>environment and landscape and transport objectives, resulting from improvements to the design of built development.</p> <p>The following paragraph has been re-numbered as follows:</p> <ul style="list-style-type: none"> <li><del>17.7</del> 17.8</li> </ul>	<p><b>Formatting:</b> Paragraphs re-numbered due to earlier insertion.</p>
AM121	<p><b>Policy 18: Shopfronts, signage and security measures</b></p> <p>1. Proposals for shopfronts, signage and security measures will be granted permission/consent provided <del>that they</del>:</p> <ol style="list-style-type: none"> <li><del>That they</del> Relate well to the design of the building concerned;</li> <li>Are in keeping with the frontage as a whole; and</li> <li>Respect the character of the area.</li> </ol>	<p><b>Correction:</b> Grammar</p>
AM122	<p><b>What the Sustainability Appraisal says</b></p> <p><b>18.5</b> The policy <del>has most effect upon the</del> has a positive effect upon the heritage objective, as it should protect heritage assets whilst still enabling the provision of security measures. <del>a positive effect because development would be managed by design.</del></p>	<p><b>Amendment:</b> Summary updated/re-worded to add clarity and be more user-friendly.</p>
AM123	<p><b>Policy 19: Pollution, Hazardous Substances and Ground Conditions</b></p> <p><b>What the Sustainability Appraisal says</b></p> <p><b>19.13</b> The policy has significant positive effects on the <del>heritage and</del> natural resources, and to a lesser extent, on the heritage objectives. It also has positive effects on a number of other objectives. <del>objectives, because it may mitigate potential harm to the historic environment for the former objective.</del></p>	<p><b>Amendment:</b> Summary updated/re-worded to add clarity and be more user-friendly.</p>
AM124	<p><b>Policy 20: Air Quality</b></p> <p><b>What the Sustainability Appraisal says</b></p> <p><b>20.3</b> The policy has significant positive effects on the <del>green and</del> natural resources, and to a lesser extent, on the biodiversity objectives. <del>through managing potential detrimental effects. It potentially has very minor negative economic effects by restricting built development, on the housing and economic structure</del></p>	<p><b>Amendment:</b> Summary updated/re-worded to add clarity and be more user-friendly.</p>

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Reference Number	Details of amendment	Reason for Change
	objectives as the potential locations of new development may be restricted.	
AM125	<b>Policy 21: Unstable ↓ Land</b>  <b>Justification</b> <b>21.1</b> The Coal Authority has defined a ' <del>Designated</del> Development High Risk Area' which is shown on the map on page 121.	<b>Correction:</b> Typographical Correction
AM126	<b>What the Sustainability Appraisal says</b> <b>21.2</b> The policy has positive effects on the health and <del>green</del> biodiversity and green infrastructure objectives. It <del>potentially</del> has <del>very minor</del> negative <del>economic effects by restricting built development.</del> effects on the housing and economic structure objectives as it may restrict the locations of built development or impact upon viability.	<b>Amendment:</b> Summary updated/re-worded to add clarity and be more user-friendly.
AM127	<b>Map <del>40</del> 34: The Coal Authority '<del>Designated</del> High Risk' Areas</b>	<b>Formatting:</b> Map re-numbered due to earlier deletion.  <b>Correction:</b> Typographical Correction  <b>Correction: Up-date</b> Map updated in line with new data supplied by the Coal Authority.
AM128	<b>Policy 22: Minerals</b>  <b>What the Sustainability Appraisal says</b> <b>22.2</b> The policy has negative effects upon the economic structure and housing objectives as it may impact upon development viability. <del>has a positive effect on the economic structure objective but only supports the Minerals Planning Authority in decision-taking. This also has a potentially insignificant positive effect on housing by managing the potential sterilisation of land for mineral extraction.</del>	<b>Amendment:</b> Summary updated/re-worded to add clarity and be more user-friendly.
AM129	<b>Map <del>41</del> 35: The Minerals Safeguarding and Consultation Areas</b>	<b>Formatting:</b> Map re-numbered due to earlier deletion.
AM130	<b>Policy 23: Proposals affecting <del>d</del> Designated and <del>n</del>Non-<del>d</del>Designated <del>h</del>Heritage</b>	<b>Correction:</b> Typographical Correction



## Schedule of Modifications

Reference Number	Details of amendment	Reason for Change
	<p><b>Assets</b></p> <p><b>Justification</b></p> <p><b>23.1</b> This policy applies to all heritage assets, including Listed Buildings, Conservation Areas, Scheduled Monuments and non-designated assets of all kinds. <b>Bennerley Viaduct, Boots and DH Lawrence heritage are of special importance. The proposals for the Awsworth site allocation (policy 4) are designed to minimise impact on the Viaduct, while proposals at Boots (Core Strategy policy 2) are being carefully assessed so as to minimise impacts on the listed buildings there.</b></p>	<p><b>Amendment:</b></p> <p>Clarification regarding specific designated heritage assets added into the text in response to representations by Awsworth Parish Council and Neighbourhood Plan Steering group.</p>
AM131	<p><b>23.3</b> There are 16 Conservation Areas in the Borough, as shown on the Policies Map and <b>detailed in Appendix 3</b> <del>described on the following pages</del>, these are:</p> <ul style="list-style-type: none"> <li>• Attenborough Village</li> <li>• <b>Barratt Lane</b> Attenborough, <del>Barratt Lane</del></li> <li>• <b>St John's Grove</b> Beeston, <del>St John's Grove</del></li> <li>• <b>West End</b> Beeston, <del>West End</del></li> <li>• Bramcote</li> <li>• Brinsley</li> <li>• Chilwell</li> <li>• <b>Cottage Grove</b> Chilwell, <del>Cottage Grove</del></li> <li>• Cossall</li> <li>• Eastwood</li> <li>• Kimberley</li> <li>• Nuthall</li> <li>• Sandiacre Lock</li> <li>• <b>Church Street</b> Stapleford, <del>Church Street</del></li> <li>• <b>Nottingham Road</b> Stapleford, <del>Nottingham Road</del></li> <li>• Strelley</li> </ul> <p><b>23.4</b> There are three Article 4 Directions in the Borough, as shown on the Policies Map and <b>detailed in Appendix 3</b> <del>described on the following pages</del>, this restricts certain 'permitted development' rights. The Article 4 Directions are:</p> <ul style="list-style-type: none"> <li>• Cossall</li> </ul>	<p><b>Formatting:</b></p> <p>Maps moved to Appendix 3 and reference to this inserted into text.</p> <p><b>Formatting:</b></p> <p>Names amended to list Street then Town</p>

## Schedule of Modifications

Reference Number	Details of amendment	Reason for Change
	<ul style="list-style-type: none"> <li>Strelley</li> <li>Part of Kimberley</li> </ul>	
AM132	<b>23.5</b> The Council will aim to produce Appraisals and Management Plans for all its Conservation Areas and will consider the merits of amendments to Conservation Area boundaries. It will also consider the production of a Local List of non-designated assets, criteria for their identification and/or an associated SPD. The Council will look to work pro-actively with established <a href="#">local voluntary groups including Civic and Local History</a> Societies to aid understanding of the local historic environment.	<b>Amendment:</b> Clarify that the Council will work with a wide range of local groups and not just Civic Societies.
AM133	<b>What the Sustainability Appraisal says</b> <del>23.6 As was hoped, the policy is considered likely to have a very major positive effect against the heritage objective. This could be only improved by further detail as set out in the ACS. It has a significant positive effect against the natural resources objective because it is positive towards conserving assets rather than using raw materials. It has minor negative effects on the crime and economic objectives because heritage protection could be seen as a constraint to development.</del> The policy is considered to have a very positive effect on the heritage objective but may have a negative effect upon the housing and economic structure objectives, as it could be seen as a constraint to development, (as well as a positive element contributing to heritage-led regeneration).	<b>Amendment:</b> Summary updated/re-worded to add clarity and be more user-friendly; and in response to representations from Historic England.
AM134	<b>Map 42: Attenborough <a href="#">Village</a> Conservation Area</b>	<b>Formatting:</b> Maps moved to the Appendix to make the document more user-friendly.  Names amended to list Street then Town.
AM135	<b>Map 43: Barratt Lane Attenborough Conservation Area</b> <a href="#">Barratt Lane</a> Attenborough, <del>Barratt Lane</del> (1981)	
AM136	<b>Map 44: St John's Grove Conservation Area</b> Map 44: St John's Grove <a href="#">Beeston</a> Conservation Area <a href="#">St John's Grove</a> Beeston, <del>St John's Grove</del> (1993)	
AM137	<b>Map 45: <del>Beeston</del> West End <a href="#">Beeston</a> Conservation Area</b> <a href="#">West End</a> Beeston, <del>West End</del> (1976)	
AM138	<b>Map 46: Bramcote Conservation Area</b>	
AM139	<b>Map 47: Brinsley Conservation Area</b> <del>two farm complexes (Pear Tree and Manor Farms)</del> <a href="#">Manor Farm and the former Pear Tree Farm</a>	

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Reference Number	Details of amendment	Reason for Change
AM140	<b>Map 48: Chilwell Conservation Area</b>	
AM141	<b>Map 49: Chilwell Cottage Grove Conservation Area</b> Map 49: <del>Chilwell</del> Cottage Grove <del>Chilwell</del> Conservation Area  <del>Chilwell,</del> Cottage Grove <del>Chilwell</del> (2008)	
AM142	<b>Map 50: Cossall Conservation Area</b>	
AM143	<b>Map 51: Cossall Article 4 Direction</b>	
AM144	<b>Map 52: Eastwood Conservation Area</b>	
AM145	<b>Map 53: Kimberley Conservation Area</b>	
AM146	<b>Map 54: Kimberley Article 4 Direction</b>	
AM147	<b>Map 55: Nuthall Conservation Area</b>	
AM148	<b>Map 56: Sandiacre Lock Conservation Area</b>	
AM149	<b>Map 57: Church Street Stapleford Conservation Area</b> <del>Church Street</del> Stapleford, <del>Church Street</del> (1978)	
AM150	<b>Map 58: Nottingham Road Stapleford Conservation Area</b> <del>Nottingham Road</del> Stapleford, <del>Nottingham Road</del> (1986)	
AM151	<b>Map 59: Strelley Conservation Area</b>	
AM152	<b>Map 60: Strelley Article 4 Direction</b>	
AM153	<b>Policy 24: The Health and Wellbeing Impacts of Development</b> <b>Justification</b> 24.1 The checklist on pages <del>140-151</del> <a href="#">Appendix 4</a> that is referred to in the policy was produced by	<b>Correction:</b> Update with new location of Checklist.

## Schedule of Modifications

Reference Number	Details of amendment	Reason for Change
	Nottinghamshire County Council, in consultation with partner authorities and organisations, and was published in 'Spatial Planning for the Health and Well-being of Nottinghamshire, Nottingham City & Erewash' (2016).	
AM154	<p><b>24.3</b></p> <p><del>One of the specific points in the checklist on the following pages is the question of whether the proposal seeks to restrict the development of hot food takeaways (A5) in specific areas. An appropriate way for operators of hot food takeaways to address these issues is to comply with the 'Healthier Options Takeaway (HOT) Merit scheme', which is operated by Broxtowe Borough Council in conjunction with Nottinghamshire County Council and the other district and borough councils within Nottinghamshire.</del></p>	<p><b>Amendment:</b></p> <p>Clarity regarding how applicants can address the policy requirements.</p>
AM155	<p><b>What the Sustainability Appraisal says</b></p> <p><b>24.4</b> The policy has significant positive effects on the health and social objectives. <del>There may be a negative effect upon the economic structure objective, as the policy may restrict the acceptable locations for some types of development.</del></p>	<p><b>Amendment:</b></p> <p>Summary updated/re-worded to add clarity and be more user-friendly.</p>
AM156	<b>Table 5: Health Impact Assessment Checklist</b>	<p><b>Formatting:</b></p> <p>Moved to appendix 4</p>
AM157	<p><b>Policy 25: Culture, Tourism and Sport</b></p> <p><b>What the Sustainability Appraisal says</b></p> <p><b>25.2</b> The policy is considered likely to have significant positive effects <del>against</del> on the health and landscape objectives, <del>and as well as more minor positive effects on several minor benefits against other</del>s objectives. <del>There is only a potentially very minor negative effect on transport due to tourist travel which could be mitigated by promoting sustainable travel and travel plans.</del> There might be a minor negative effect on the transport objective, were an increase in facilities for tourism to result in an increase in travel by car.</p>	<p><b>Amendment:</b></p> <p>Summary updated/re-worded to add clarity and be more user-friendly.</p>
AM158	<p><b>Policy 26: Travel Plans</b></p> <p><b>Justification:</b></p> <p><b>26.1</b> The site allocations have been selected in accordance with Policy 2 (the spatial strategy) of the Aligned Core Strategy and therefore are considered to be in the most sustainable locations. For all <del>other</del> large sites that come forward for development it is important that the transport impacts are assessed and where necessary mitigated in order to promote sustainable development. <b>Travel Plans will be expected to include details of how developments will encourage walking, cycling and the use of public transport.</b></p>	<p><b>Amendment:</b></p> <p>Clarity inserted regarding what Travel Plans should contain in response to representation by Chetwynd: The Toton and Chilwell Neighbourhood Forum.</p> <p>Clarification that the policy relates to all large sites in response to representations made by</p>

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Reference Number	Details of amendment	Reason for Change
		Home Builders Federation.
AM159	<p><b>What the Sustainability Appraisal says</b></p> <p><b>26.2</b> The policy has significant positive effects on the transport objective <b>as well as other objectives including health and natural resources.</b> <del>and benefits several other objectives.</del></p>	<p><b>Amendment:</b></p> <p>Summary updated/re-worded to add clarity and be more user-friendly.</p>
AM160	<p><b>Policy 27: Local Green Space</b></p> <p><del><b>27.2</b> The land at Bramcote and Stapleford (item 3 in the policy) comprises a former area of Green Belt between Moor Farm Inn Lane, Moor Lane, Derby Road, Ilkeston Road and Coventry Lane, with the exception of land occupied by the schools which was previously designated as a ‘Major Developed Site within Green Belt’. Land to the north of Moor Farm Inn Lane is proposed for housing development and redevelopment is also proposed for some of the other school land. It is therefore particularly important that the rest of the land to the south of Moor Farm Inn Lane is protected from development. This area includes the Bramcote Hills Prominent Area for Special Protection, which is also referred to in item 1 in the policy, and other Green Infrastructure Assets (see Policy 28).</del></p> <p><del><b>27.3</b></del> <b>27.2</b> Prominent Areas for Special Protection are hills and ridges comprising prominent areas of attractive landscape which provide distinct and permanent landmarks near the edge of the Greater Nottingham conurbation. <del>Protected Open Areas provide important breaks in the built-up areas, contributing to visual amenity and recreational opportunities.</del></p> <p>The following paragraphs have been re-numbered as follows:</p> <ul style="list-style-type: none"> <li><del>27.4</del> <b>27.3</b></li> <li><del>27.5</del> <b>27.4</b></li> <li><del>27.7</del> <b>26.7</b></li> </ul>	<p><b>Correction:</b></p> <p>Update to reflect amendment made through <b>MM 5 and 29</b> (detailed earlier in this document).</p> <p><b>Formatting:</b></p> <p>Paragraphs re-numbered due to earlier formatting changes.</p>
AM161	<p><b>What the Sustainability Appraisal says</b></p> <p><del><b>27.6</b></del> <b>27.5</b> The policy has significant positive effects on the health, social, biodiversity and green infrastructure, and transport objectives <b>as LGS designation is under “promoting healthy communities” in the NPPF.</b> The only <del>very minor</del> negative <del>effect is on the housing objective because of a potential restriction on land availability</del> <b>effects relate to the potential restrictions to locations for development.</b></p>	<p><b>Amendment:</b></p> <p>Summary updated/re-worded to add clarity and be more user-friendly.</p>
AM162	<p><b>Policy 28: Green Infrastructure Assets</b></p>	<p><b>Correction:</b></p>

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Reference Number	Details of amendment	Reason for Change															
	<p><b>Justification</b></p> <p><b>28.4</b> Broxtowe contains several recreational routes, many of which are shown on page <del>158</del> 135 and the Policies Map. <del>These routes may also be used for everyday journeys and for accessing services.</del></p> <p><b>28.5</b> A potential continuation of the Nottingham Canal towpath north of Eastwood (as shown on page <del>158</del> 135) approximately follows the line of the former Cromford Canal.</p>	<p>Updated with amended page numbers.</p> <p><b>Amendment:</b> Text added in response to a representation and for clarity.</p>															
AM163	<p><del>28.6 The need for the provision and maintenance of playing pitches, and associated developer contributions, will be assessed on a case-by-case basis, using evidence from the Playing Pitch Strategy (PPS, adopted in January 2017) and the Green Infrastructure Strategy (GIS, adopted in January 2015 July 2016). In smaller developments the improvement of existing facilities will be more relevant than the provision of new facilities; in larger developments onsite provision may be appropriate. The need for contributions for these and other types of green space will be assessed in accordance with the Broxtowe Green Space Standard, which is set out below (and on pages 19-20 of the GIS) and which was developed taking account of Natural England's Accessible Natural Greenspace Standards.</del></p> <p><b>Table 6: Broxtowe Green Space Standard</b></p> <table> <tr> <th>Green Space Type</th><th>Maximum distance that any household should be from the green space type</th><th>Minimum size of green space type</th></tr> <tr> <td>Parks and gardens</td><td>500m</td><td>1 ha</td></tr> <tr> <td>Natural and semi-natural green space</td><td>300m</td><td>2 ha</td></tr> <tr> <td>Outdoor sports facilities</td><td>500m</td><td>1 ha</td></tr> <tr> <td>Amenity green space</td><td>300m</td><td>0.25 ha</td></tr> </table>	Green Space Type	Maximum distance that any household should be from the green space type	Minimum size of green space type	Parks and gardens	500m	1 ha	Natural and semi-natural green space	300m	2 ha	Outdoor sports facilities	500m	1 ha	Amenity green space	300m	0.25 ha	<p><b>Formatting:</b> Moved to Policy 32: Developer Contributions section as it is considered more relevant there.</p>
Green Space Type	Maximum distance that any household should be from the green space type	Minimum size of green space type															
Parks and gardens	500m	1 ha															
Natural and semi-natural green space	300m	2 ha															
Outdoor sports facilities	500m	1 ha															
Amenity green space	300m	0.25 ha															
AM164	<p><b>What the Sustainability Appraisal says</b></p> <p><del>28.7-28.6</del> The policy has significant positive effects on the <del>health, social, landscape, and especially the biodiversity and green infrastructure objectives as well as the health, social and environment and landscape objectives.</del> <del>The only minor negative effect is on the housing objective because of a potential restriction on land availability and viability due to planning obligations.</del> The only negative effects are on the housing and economic structure objectives, as the policy may restrict development locations or impact</p>	<p><b>Amendment:</b> Summary updated/re-worded to add clarity and be more user-friendly.</p> <p><b>Formatting:</b> Paragraphs re-numbered due to earlier</p>															

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Reference Number	Details of amendment	Reason for Change
	<p>upon development viability.</p> <p>The following paragraph has been re-numbered as follows:</p> <ul style="list-style-type: none"> <li><del>28.8</del> 28.7</li> </ul>	formatting changes.
AM165	<b>Map 37 <del>62</del>: Primary and Secondary Green Infrastructure Corridors</b>	<b>Formatting:</b> Map re-numbered due to earlier formatting.
AM166	<b>Map 38 <del>63</del>: Recreational Routes</b>	<b>Formatting:</b> Map re-numbered due to earlier formatting.  <b>Amendment:</b> Replaced with map showing the extent of the recreational routes beyond the Borough boundary.
AM167	<b>Policy 29: Cemetery <del>e</del>-Extensions</b> <p><b>What the Sustainability Appraisal says</b>  29.2 This policy has significant positive effects on the social and biodiversity and green infrastructure objectives, <del>because they are</del> as cemeteries are community facilities and support wildlife in a multi-functional green setting. <del>with no negative effects.</del> The Policy also has positive effects on the heritage and environment and landscape objectives and no negative effects on any objectives.</p>	<b>Amendment:</b> Summary updated/re-worded to add clarity and be more user-friendly.
AM168	<b>Map 39 <del>64</del>: Cemetery Extension at Church Walk Brinsley</b>	<b>Formatting:</b> Map re-numbered due to earlier formatting.
AM169	<b>Map 40 <del>65</del>: Cemetery Extension at Field Lane Chilwell</b>	<b>Formatting:</b> Map re-numbered due to earlier formatting.
AM170	<b>Policy 30: Landscape</b> <p>All developments within, or affecting the setting of, the local landscape character areas listed below should make a positive contribution to the quality and local distinctiveness of the landscape. They should therefore be consistent with the 'landscape actions' for the area concerned, as set out in the Greater Nottingham Landscape Character Assessment and in Appendix <del>6</del> 7 of this Plan.</p>	<b>Correction:</b> Updated with amended appendix number.

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Reference Number	Details of amendment	Reason for Change
AM171	<p><b>What the Sustainability Appraisal says</b></p> <p><b>30.9</b> The policy is considered likely to have <del>major significant</del> positive effects <del>against-on</del> the environment and landscape, social, biodiversity, natural resources, <del>and energy and</del> climate change <del>and obviously landscape</del> objectives. It may potentially have negative effects on the housing, economic structure and transport objectives as built development and/or major transport infrastructure might be restricted or constrained.</p>	<p><b>Amendment:</b></p> <p>Summary updated/re-worded to add clarity and be more user-friendly.</p>
AM172	<p><b>Map 41 <del>66</del>: Local Landscape Character Areas</b></p>	<p><b>Formatting:</b></p> <p>Map re-numbered due to earlier formatting.</p>
AM173	<p><b>Policy 31: Biodiversity Assets</b></p> <p><b>What the Sustainability Appraisal says</b></p> <p><b>31.3</b> <del>As was hoped, t</del>The policy is considered likely to have a major positive effect <del>against-on the</del> biodiversity and green infrastructure <del>the green</del> objectives and a significant positive effect against the natural resources objective. It has more minor positive effects on other objectives. <del>Any unconstrained growth in homes and economic development will have opposing effects on those objectives.</del> It may have <del>very minor</del> negative effects on <del>the</del> built development objectives, such as housing and economic structure, as the policy may restrict the locations where development is acceptable or impact upon viability. <del>due to constraints.</del></p>	<p><b>Amendment:</b></p> <p>Summary updated/re-worded to add clarity and be more user-friendly.</p>
AM174	<p><b>Policy 32: Developer Contributions</b></p> <p><b>Justification</b></p> <p><b>32.2</b> The type and size of contributions will be assessed with regard to Nottinghamshire County Council's Contributions Strategy.</p> <p><b>32.3</b> The need for the provision and maintenance of playing pitches, and associated developer contributions, will be assessed on a case-by-case basis, using evidence from the Playing Pitch Strategy (PPS, adopted in January 2017) and the Green Infrastructure Strategy (GIS, adopted in July 2016). In smaller developments the improvement of existing facilities will be more relevant than the provision of new facilities; in larger developments onsite provision may be appropriate. The need for contributions for these and other types of green space will be assessed in accordance with the Broxtowe Green Space Standard, which is set out below (and on pages 19-20 of the GIS) and which was developed taking account of Natural</p>	<p><b>Formatting:</b></p> <p>Moved from Policy 28: Green Infrastructure section as it is considered more relevant here.</p>



## Schedule of Modifications

Reference Number	Details of amendment	Reason for Change															
	<p>England's Accessible Natural Greenspace Standards.</p> <p><b>Table 6: Broxtowe Green Space Standard</b></p> <table> <tr> <th>Green Space Type</th><th>Maximum distance that any household should be from the green space type</th><th>Minimum size of green space type</th></tr> <tr> <td>Parks and gardens</td><td>500m</td><td>1 ha</td></tr> <tr> <td>Natural and semi-natural green space</td><td>300m</td><td>2 ha</td></tr> <tr> <td>Outdoor sports facilities</td><td>500m</td><td>1 ha</td></tr> <tr> <td>Amenity green space</td><td>300m</td><td>0.25 ha</td></tr> </table>	Green Space Type	Maximum distance that any household should be from the green space type	Minimum size of green space type	Parks and gardens	500m	1 ha	Natural and semi-natural green space	300m	2 ha	Outdoor sports facilities	500m	1 ha	Amenity green space	300m	0.25 ha	
Green Space Type	Maximum distance that any household should be from the green space type	Minimum size of green space type															
Parks and gardens	500m	1 ha															
Natural and semi-natural green space	300m	2 ha															
Outdoor sports facilities	500m	1 ha															
Amenity green space	300m	0.25 ha															
AM175	<p><b>What the Sustainability Appraisal says</b></p> <p><del>32.2-32.4 The policy has a significant positive benefit to the social objective, which should be expected from developer contributions without which development would be unacceptable. Subject to viability, which is another decision taking guide, there were other options for developer contributions supporting other objectives, by omission leading to significant negative effects on some objectives, especially transport and economic structure because public transport options are not included.</del> The policy has significant positive effects upon most objectives, including health, heritage, social, natural resources and flooding and transport as it will help to seek developer contributions to support these objectives. The policy has a negative effect upon the housing and economic structure objectives as it may potentially impact upon the viability of some schemes.</p>	<p><b>Amendment:</b></p> <p>Summary updated/re-worded to add clarity and be more user-friendly.</p>															
AM176	<p><b>Appendices Contents</b></p>	<p><b>Formatting:</b></p> <p>Appendix re-ordered to appear in the same order as the main body of the document.</p> <p>Pages and Maps re-numbered to reflect this change.</p>															
AM177	<p><b>Appendix 2 6: Listed Buildings and Scheduled Ancient Monuments</b></p>	<p><b>Amendment:</b></p> <p>Historic England Listing Description changed.</p>															

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Reference Number	Details of amendment	Reason for Change
	<b>CHILWELL</b> 1263868 <a href="#">Memorial to workers of National Shell Filling Factory No 6, Chilwell</a> <del>Memorial, Chetwynd Road</del> (II) C20	
AM178	<b>Appendix 5 1: Playing Pitches, Open Spaces, Allotments and Local Nature Reserves</b> <ul style="list-style-type: none"> <li>• <del>Awsorth</del> <a href="#">The Lane</a> Recreation Ground, Awsorth</li> <li>• <del>Westray Close, Bramcote</del> <a href="#">Bramcote Moor Estate Open Space Part 3</a></li> <li>• Nottingham Canal, Stapleford &amp; Trowell (etc)</li> <li>• <del>Trough Road Woodland</del>, Watnall <a href="#">Spinney</a></li> <li>• <del>Riverside Road</del> <a href="#">Trent Vale</a> Allotments, Beeston</li> <li>• <del>Slade Road</del> <a href="#">Inham Nook</a> Allotments, Chilwell</li> <li>• Derby Road <del>Eastwood</del> Allotments, Eastwood</li> </ul>	<b>Formatting:</b> Reordered into Settlement order to assist with Neighbourhood Plan production.
AM179	<b>Appendix 9 4: Local Geological Sites</b>  <b>Moor Lane Road Cutting, Bramcote</b> An exposure of the Nottingham Castle Formation (Bunter Pebble Beds) showing many sedimentary features.  <b>Beauvale Brook, Greasley</b> An exposure of Middle Coal Measures mudstones, siltstones and shales with fossils.  <b>Babbington Colliery Roadside Exposure, Kimberley</b> An excellent exposure of Lower Magnesian Limestone showing good sedimentary features.  <b>Wildman's Wood Quarry, Kimberley</b> An important site showing the Permo- Carboniferous unconformity, Lower Permian Marl and plant fossils.	<b>Correction:</b> Insertion of additional sites that were omitted in error.
AM180	<b>Glossary of terms and abbreviations</b>	<b>Amendments:</b> Update changing terminology and add clarity.

## Schedule of Modifications

Reference Number	Details of amendment	Reason for Change
	<p><del>Department for Communities and Local Government (DCLG):</del> The Government department responsible for planning and local government.</p> <p><b>Development Plan Document:</b> A spatial planning document which is part of the <del>Local</del> Development Plan, subject to extensive consultation and independent examination.</p> <p><b>Employment Land / Use / Development:</b> Encompasses B1, B2 and B8 Use <del>e</del>Classes (B1 Business, B2 General industrial Use, B8 Storage or distribution), together with 'sui generis' uses of a similar nature which are suitably located on employment sites.</p> <p><b>Green Infrastructure:</b> <del>A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits and can include includes parks, open spaces, playing fields, woodlands, wetlands, grasslands, river and canal corridors, allotments and private gardens.</del> A network of living multi-functional natural features, green spaces, rivers, canals and lakes that link and connect villages, towns and cities.</p> <p><b>Housing Market Area (HMA):</b> Geographical area defined by household demand and preferences for housing. <del>They</del> <del>r</del>Reflects the key functional linkages between places where people live and work. The Nottingham Core Housing Market Area consists of the whole council areas of Broxtowe, Erewash, Gedling, Nottingham City and Rushcliffe, together with the Hucknall part of Ashfield.</p> <p><b>Infrastructure Delivery Plan (IDP):</b> Sets out the range of infrastructure required to support the <del>Aligned</del> Core Strategy <del>ies</del> and <del>Part 2</del> Local Plan.</p> <p><b>Legal Compliance:</b> As part of the process of preparing a development plan document, the document is examined by the Planning Inspectorate to make sure that it is legally <del>compliant</del>. A plan is considered legally <del>compliant</del> when it complies with the various regulations that govern how it should be prepared.</p> <p><b>Local Transport Plan (LTP):</b> A plan setting out the development of local, integrated transport, supported by a programme of transport improvements and <del>are</del> used to bid for Government funding towards transport improvements. They are prepared by upper tier authorities. For Greater Nottingham there are two Local Transport Plans; one prepared by Derbyshire County Council covering Erewash and a second prepared by</p>	<p><b>Corrections:</b> Typographical Corrections.</p>

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	<p>Nottingham City and Nottinghamshire County Councils jointly covering the rest of Greater Nottingham.</p> <p><b>Main Built Up Area of Nottingham:</b> Includes Attenborough, Beeston, Bramcote, Chilwell, Stapleford, Toton, parts of Trowell and parts of Nuthall east of the M1 <del>(same as Principal Urban Area)</del>.</p> <p><b>Ministry of Housing, Communities and Local Government (MHCLG):</b> The Government department responsible for planning and local government.</p> <p><b>Neighbourhood Plan:</b> A plan prepared by a <b>Town or</b> Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the 1990 Town &amp; Country Planning Act, as amended by the 2011 Localism Act and the Planning and Compulsory Purchase Act 2004).</p> <p><b>Soundness:</b> As part of the process of preparing development plan documents, the document is examined by the Planning Inspectorate to make sure it is legally <b>compliant</b> and sound.</p> <p><b>Sustainable Drainage Systems (SuDS):</b> The system of control of surface water run- off, designed to reduce the potential impact of new and existing developments with respect to surface water drainage discharges.</p>	