

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

VERSION 4 – Updated following Post Hearing Advice Note

May 2019

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.

- **Main Modifications (MM) are modifications that do materially affect the policies (and which will require further consultation).**

Schedule

This schedule sets out the Main Modifications 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.

This document has been updated to include post submission changes and changes made following the Hearing Sessions.

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.

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 Modification Number	Policy
MM1	Policy 1: Flood Risk
MM2	Policy 2: Site Allocations
MM3	Policy 3.1 Chetwynd Barracks
MM4	Policy 3.2: Land in the vicinity of the HS2 Station at Toton (Strategic Location for Growth)
MM5	Policy 3.3: Bramcote (east of Coventry Lane)
MM6	Policy 3.4 Stapleford (west of Coventry Lane)
MM7	Policy 3.5: Severn Trent Beeston
MM8	Policy 3.6: Beeston Maltings
MM9	Policy 3.7: Cement Depot Beeston
MM10	Policy 3.8 Land fronting Wollaton Road Beeston
MM11	Policy 4.1 Land west of Awworth (inside the bypass)
MM12	Policy 5.1: East of Church Lane Brinsley
MM13	Policy 6: Eastwood Site Allocation
MM14	Policy 6.1: Walker Street Eastwood
MM15	Policy 7: Kimberley site Allocations
MM16	Policy 7.1: Land south of Kimberley including Kimberley Depot
MM17	Policy 7.2: Land south of Eastwood Road Kimberley
MM18	Policy 7.3: Builders Yard, Eastwood Road Kimberley
MM19	Table 5: Housing Trajectory
MM20	Policy 8 Development in the Green Belt
MM21	Policy 9: Retention of good quality existing employment sites
MM22	Policy 10 Town Centre and District Centre Uses
MM23	Policy 11: The Square Beeston
MM24	Policy 12: Edge-of-Centre A1 Retail in Eastwood

MM25	Map 32: Kimberley District Centre
MM26	Policy 13: Proposals for main town centre uses in edge-of-centre and out-of-centre locations
MM27	Policy 14: Centre of Neighbourhood Importance (Chilwell Road / High Road)
MM28	Policy 15: Housing Size, Mix and Choice
MM29	Policy 16: Gypsies and Travellers
MM30	Policy 17: Place-making, Design and Amenity
MM31	Policy 20: Air Quality
MM32	Policy 23: Proposals affecting Designated and Non Designated Heritage Assets
MM33	Policy 24: The Health and Wellbeing Impacts of Development
MM34	Policy 26: Travel Plans
MM35	Policy 27: Local Green Space
MM36	Policy 28: Green Infrastructure Assets
MM37	Policy 31: Biodiversity Assets
MM38	Policy 32: Developer Contributions
MM39	Appendix 1: Schedule of superseded policies

Main Modifications (MM)

Main Modification Number	Details of Amendment	Reason for Change
MM1	<p>Policy 1: Flood Risk Development will not be permitted in areas at risk from any form of flooding unless:</p> <ol style="list-style-type: none"> 1. There are no suitable and reasonably available alternative locations for the proposed development in a lower-risk area outside the Green Belt; and 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 quality-standard of protection; and 3. Provision is made for access to watercourses (8 metres for 'main river') and flood risk management assets; and 4. Measures are included to: <ol style="list-style-type: none"> a) mitigate any residual fluvial flood risk; b) provide flood compensation where it is appropriate; and c) ensure, including by the use of Sustainable Drainage Systems (SuDS), that: that surface water run-off is reduced by 30% compared with predevelopment rates. <ol style="list-style-type: none"> i. developments on greenfield sites maintain greenfield (pre-development) surface water run off rates ii. developments on brownfield sites reduce surface run off by a minimum of 30% compared with pre-development rates. 	<p>Amendment: Added and amended in response to requests of the Environment Agency, in order to add clarity to policy expectations.</p> <p>It has been identified that there is a need there is a need to distinguish between the runoff rates for greenfield and brownfield sites.</p>
	<p>Justification Text 1.4 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 such as the raising of finished floor levels, emergency planning and good site design that does not increase risk to</p>	<p>Amendment: To provide clarity to policy expectation.</p>

Main Modification Number	Details of Amendment	Reason for Change
	<p>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).</p>	
MM2	<p>Policy 2</p> <p>2.1 The following section allocates Policies 3 - 7 allocate sites across the borough for development. Only sites that can accommodate 10 or more dwellings are included.</p> <p>2.2 Development is also expected to come forward on other smaller sites, and applications for planning permission will be determined in line with the first part of the Part 1 Local Plan, (the Aligned Core Strategy) and the policies set out in this document.</p> <p>2.6 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 will seek provision on its own sites and other larger sites where necessary, in accordance with evidence of demand on the custom and self build register.</p> <p>2.7 In addition to the specific site allocations there are existing planning commitments in the form of extant planning permissions and a limited number of other urban sites where delivery is expected within the plan period which make up the remainder of the supply. For s- Sites of 10 or more dwellings with extant planning permission these have been shown on the overview plans Policies Map but have not been discussed in further detail as all of these sites benefit from planning permission and therefore have already been through an additional level of scrutiny and public consultation.</p>	<p>Formatting: Policy numbers inserted to provide clarity.</p> <p>Deletion: Paragraph 2.6 deleted for consistency with the deletion of part 8 of policy 15 as a result of MM28.</p>

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	<p data-bbox="409 347 1473 411">2.8 The supply (as detailed in the 17/18 SHLAA) and as amended following further developer discussion shows:</p> <p data-bbox="409 432 790 464">Table 3: Housing Figures</p> <table border="1" data-bbox="409 467 1520 1106"> <thead> <tr> <th data-bbox="409 467 600 762">Settlement</th> <th data-bbox="609 467 745 762">Number of houses built 2011 - 2018</th> <th data-bbox="754 467 965 762">Number of houses on extant planning permissions and other deliverable urban sites</th> <th data-bbox="974 467 1160 762">Number of houses on allocations made in this plan</th> <th data-bbox="1169 467 1384 762">Core Strategy Requirement</th> <th data-bbox="1393 467 1520 762">Total Supply</th> </tr> </thead> <tbody> <tr> <td data-bbox="409 769 600 833">Main Built up Area</td> <td data-bbox="609 769 745 833">677</td> <td data-bbox="754 769 965 833">2072</td> <td data-bbox="974 769 1160 833">2380</td> <td data-bbox="1169 769 1384 833">Minimum 3,800</td> <td data-bbox="1393 769 1520 833">5129</td> </tr> <tr> <td data-bbox="409 839 600 871">Awworth</td> <td data-bbox="609 839 745 871">33</td> <td data-bbox="754 839 965 871">72</td> <td data-bbox="974 839 1160 871">250</td> <td data-bbox="1169 839 1384 871">Up to 350</td> <td data-bbox="1393 839 1520 871">355</td> </tr> <tr> <td data-bbox="409 877 600 909">Brinsley</td> <td data-bbox="609 877 745 909">14</td> <td data-bbox="754 877 965 909">29</td> <td data-bbox="974 877 1160 909">110</td> <td data-bbox="1169 877 1384 909">Up to 150</td> <td data-bbox="1393 877 1520 909">153</td> </tr> <tr> <td data-bbox="409 916 600 948">Eastwood</td> <td data-bbox="609 916 745 948">314</td> <td data-bbox="754 916 965 948">509</td> <td data-bbox="974 916 1160 948">200</td> <td data-bbox="1169 916 1384 948">Up to 1,250</td> <td data-bbox="1393 916 1520 948">1023</td> </tr> <tr> <td data-bbox="409 954 600 986">Kimberley</td> <td data-bbox="609 954 745 986">102</td> <td data-bbox="754 954 965 986">250</td> <td data-bbox="974 954 1160 986">180</td> <td data-bbox="1169 954 1384 986">Up to 600</td> <td data-bbox="1393 954 1520 986">532</td> </tr> <tr> <td data-bbox="409 992 600 1056">Other Rural</td> <td data-bbox="609 992 745 1056">4</td> <td data-bbox="754 992 965 1056">53</td> <td data-bbox="974 992 1160 1056">0</td> <td data-bbox="1169 992 1384 1056">No Requirement</td> <td data-bbox="1393 992 1520 1056">57</td> </tr> <tr> <td data-bbox="409 1062 600 1106"></td> <td data-bbox="609 1062 745 1106"></td> <td data-bbox="754 1062 965 1106"></td> <td data-bbox="974 1062 1160 1106"></td> <td data-bbox="1169 1062 1384 1106">6,150</td> <td data-bbox="1393 1062 1520 1106">7212</td> </tr> </tbody> </table> <p data-bbox="409 1145 1518 1361">2.9 The Core Strategy requirements for industrial, warehouse and office/research development will be met by a combination of sources: existing employment commitments, as shown on the Policies Map, at Mushroom Farm, Eastwood, Aero Fabrications, Eastwood and Beeston Business Park; employment development as part of mixed-use development at Chetwynd Barracks (policy 3.1), the Toton Strategic Location for Growth (policy 3.2) and</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	Main Built up Area	677	2072	2380	Minimum 3,800	5129	Awworth	33	72	250	Up to 350	355	Brinsley	14	29	110	Up to 150	153	Eastwood	314	509	200	Up to 1,250	1023	Kimberley	102	250	180	Up to 600	532	Other Rural	4	53	0	No Requirement	57					6,150	7212	<p data-bbox="1547 347 2029 528">Amendment: Inserted to clarify most up-to-date delivery position published in the 2017/18 Strategic Housing Land Availability Assessment.</p> <p data-bbox="1547 1123 1939 1241">Amendment: To provide clarity regarding employment provision.</p>
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	Boots, Beeston (Core Strategy policy 4); and conversions of under-used town and district centre uses (as encouraged by policy 10). Site allocations specifically for employment uses are therefore not required.	
MM3	<p>Policy 3.1 Chetwynd Barracks 3.4 3.3 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> <p>Key Development Requirements:</p> <p>1. Strategic Masterplan:</p> <p>a) A Strategic Masterplan must be prepared for Chetwynd Barracks and approved by Broxtowe Borough Council as the Local Planning Authority. The Strategic Masterplan should incorporate and demonstrate how the requirements set out in this policy have been complied with.</p> <p>2. Delivery:</p> <p>a) Development proposals will be required to be in general conformity with the Strategic Masterplan.</p>	<p>Amendment: Reference to playing fields added in response to representations by Sport England.</p> <p>Insertion of a paragraph to clarify delivery expectations in response to representation by Chetwynd: Toton and Chilwell Neighbourhood Forum.</p> <p>Formatting: Policy headings included to show requirements more clearly.</p> <p>Amendment: Inset requirement for a Masterplan approach and delivery of the site in response to Actions arising from public hearing sessions and discussions with stakeholders including landowner,</p>

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	<p>b) Infrastructure requirements must be delivered at a rate and scale to meet the needs that arise from the proposed development, in accordance with the Infrastructure Delivery Plan.</p> <p>c) Development proposals must contribute proportionately towards the delivery of those infrastructure items set out in this policy and in the Infrastructure Delivery Plan.</p> <p>3. New & Existing Homes:</p> <p>a) 500 Homes (within the plan period), 800+ with the capacity for 1,500 overall.</p> <p>b) Ensure that new development integrates with any retained MOD residential accommodation to the north of the site.</p> <p>4. Connections & Highways:</p> <p>a) Provide attractive and convenient walking and cycling routes through the site connecting to the proposed HS2 station, and to the tram and to other recreational routes and nearby facilities.</p> <p>b) Provide a bus route through the site.</p> <p>c) Upgrade existing access points and road network within the site, with Chetwynd Road to be prioritised for buses, cyclists and pedestrians.</p> <p>d) Ensure that the ability to provide a north/south road to link to the Tram Park and Ride site is positively facilitated by development.</p> <p>e) 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.</p> <p>5. Green Infrastructure, Open Space and Sports Pitches:</p> <p>a) Retain and enhance Green Infrastructure corridors around the eastern</p>	<p>Neighbourhood Forum and Nottinghamshire County Council.</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>The integration of new residential development has been included in response to representations made by the DIO.</p> <p>To clarify and extend policy expectation 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 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</p>

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	<p>and northern areas of the site and create attractive links between open spaces.</p> <ul style="list-style-type: none"> b) Retain and enhance the existing playing fields and sports facilities (including the pavilion) on the south eastern corner of the site. • Link open space at the east of the site. c) Retain existing large mature trees and grass verges and incorporate these into a boulevard approach to the street scene. d) Retain existing Hobgoblin Wood. e) Ensure that management of woodland, green infrastructure and open spaces is secured in perpetuity. f) Provide on-site sustainable drainage system. <p>6. New facilities:</p> <ul style="list-style-type: none"> a) Provide a new Primary School and Medical Centre within close proximity to the open space playing pitches and sports facilities at the south east of the site. b) Provide small retail/service centre to meet local need along the main through route. c) Provision of Provide small scale employment development. <p>7. Heritage:</p> <ul style="list-style-type: none"> a) Provide public access to the Listed Memorial to workers of National Filling Factory No.6 (additional bullet point deleted) Provide public space to the south of the memorial and retain/enhance the existing memorial garden. b) 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. 	<p>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</p>

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	<p>Key Development Aspirations;</p> <p>1. Mitigate highways impact on the wider road network to ensure that congestion is not made worse than currently exists.</p> <p>2. Retain and re-use existing military buildings where possible, if not possible then incorporate existing footprint into the building layout.</p> <p>1. Sustainable transport measures will be fully utilised to reduce reliance on the private car. Where there are residual cumulative impacts on the highways network these should be mitigated to ensure that they are not severe.</p>	<p>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 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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	<p data-bbox="405 531 981 564">**Delete all existing justification text**</p> <p data-bbox="405 608 595 641">Justification</p> <p data-bbox="405 683 1518 1230"> 3.6 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 Part 1 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 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. </p> <p data-bbox="405 1273 723 1307">Strategic Masterplan</p> <p data-bbox="405 1348 1464 1382"> 3.7 The Council requires a joined-up, collaborative, cohesive and proactive </p>	<p data-bbox="1547 347 2033 528">Aspiration amended to add clarity expectation and ensure compliance with National Policy in response to actions arising from the public hearing sessions.</p> <p data-bbox="1547 536 2047 898"> Amendment: Additional justification text to clarify expectations in terms of the retail and employment provision and to clarify the site capacity and delivery beyond the scope of this plan in response to representations from the DIO and Actions arising from the public hearing sessions. </p> <p data-bbox="1547 941 2029 1193"> Insertion of new justification text regarding the Masterplan process (including delivery and IDP update) to add clarity to the policy expectations in response to Actions arising from the public hearing sessions. </p>

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	<p>approach to be taken to the planning and implementation of the significant development opportunity presented by Chetwynd Barracks and the Toton Strategic Location for Growth.</p> <p>3.8 A Strategic Masterplan will be required to provide a high-level overarching framework to ensure that planning and delivery of development and infrastructure is properly coordinated across the two sites. It must be consistent with the Toton Strategic Location for Growth Illustrative Concept Framework (Map 8) and provide further guidance on site specific matters including the extent to which the requirements of Policy 3.1 have been complied with.</p> <p>3.9 As a minimum, the Strategic Masterplan will set out:</p> <ul style="list-style-type: none"> • A vision and guiding principles/objectives for Chetwynd Barracks; • The strategic framework for development including key roads, landscape features, development plots and land use mix. This should include linkages to integrate the development with the Toton Strategic Location for Growth (site allocation 3.2); • The quantum of residential and employment development and how such development will be phased; and • The infrastructure requirements for Chetwynd Barracks including when, how and whom would deliver each requirement. This will include details of delivery of any infrastructure requirements shared with the Toton Strategic Location for Growth (Policy 3.2) and will have regard to phasing of development. <p>3.10 Nottinghamshire County Council chairs the Toton Delivery Board (which</p>	

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	<p>has been tasked by local authority partners with the realisation of aspirations at Toton Strategic Location for Growth and the surrounding area including Chetwynd Barracks). Given this, it is anticipated that the County Council will play a key role in the preparation of the Strategic Masterplan together with Broxtowe Borough Council, landowners/site promoters (including adjacent landowners), Chetwynd: The Toton and Chilwell Neighbourhood Forum, infrastructure providers and other statutory consultees. Public consultation must be undertaken on the draft Strategic Masterplan prior to finalisation.</p> <p>3.11 Planning applications and any other consenting mechanisms must be in general conformity with the Strategic Masterplan, which has been formally approved by Broxtowe Borough Council.</p> <p>Key Development Requirements</p> <p>3.12 The Key Development Requirements apply to the whole Chetwynd Barracks site to ensure the allocation is planned as a single entity thereby ensuring a comprehensive and cohesive development is achieved. The policy identifies those elements of the development that are expected to be delivered within the plan period.</p> <p>3.13 To facilitate the full scale of development at Toton and Chetwynd Barracks and provide necessary capacity on the local highway network highway improvements will be required. These should be consistent with the proposals set out in the East Midlands HS2 Growth Strategy and the emerging Gateway Study.</p> <p>3.14 The details of the retail / service centre referenced in this policy will be addressed as part of the Masterplanning requirement (above). The retail</p>	

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	<p>element 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>3.15 The small scale employment provision amounts to primarily B1 Use Office development (2 – 3.5 Ha).</p> <p>Delivery</p> <p>3.16 In order to deliver sustainable development at Chetwynd Barracks and realise the aspirations set out in the East Midlands HS2 Growth Strategy, significant investment in infrastructure is required to meet the needs of residents and businesses. This includes transport, utilities, flood and surface water management measures, green infrastructure and open space and community infrastructure. The Council has prepared an Infrastructure Delivery Plan that sets out the infrastructure required to support growth at this location over the plan period and beyond.</p> <p>The Council will undertake a periodic review of the Infrastructure Delivery Plan as information changes. This is to ensure it continues to provide an effective tool to support co-ordinated delivery of development and associated infrastructure across Chetwynd Barracks. The Council will work collaboratively with partners to ensure that the necessary infrastructure identified in the Infrastructure Delivery Plan is delivered and phased appropriately.</p> <p>To promote efficient and effective joint working and to front load the planning process, the use of Planning Performance Agreements will be strongly encouraged for development proposals brought forward at Chetwynd Barracks. This will promote joint working between all parties, including</p>	

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	<p>statutory consultees, and will assist in focusing the issues that will need to be addressed prior to the submission of planning applications.</p>	
MM4	<p>Policy 3.2: Land in the vicinity of the HS2 Station at Toton (Strategic Location for Growth)</p> <p>Strategic policy context Aligned Core Strategy (ACS) Policy 2: The Spatial Strategy, Policy 4: Employment Provision and Economic Development, Policy 15: Transport Infrastructure Priorities and Policy 16: Green Infrastructure, Parks and Open Space.</p> <p>What the Aligned Core Strategy says Policy 2.3a iii) identifies a strategic location for growth on land east and west of Toton Lane including Toton Sidings in the vicinity of the proposed HS2 station at Toton, in Broxtowe. The note to Policy 2.3 confirms that as a strategic location for growth, it will be allocated through the Part 2 Local Plan. The plan specifies that the allocation should The ACS specifies that the strategic location for growth will include a minimum of 500 homes with the appropriate mix of this and other development to be determined in the pPart 2 LLocal pPlan.</p> <p>Policy 4e confirms that significant new employment development will take place at land in the vicinity of the proposed HS2 station at Toton, in Broxtowe. The supporting text to this policy (at paragraph 3.4.6) specifies that development within the vicinity of the HS2 Station at Toton will include a minimum provision of 18,000 square metres of B Class employment floor space. There is evidence that this employment element of development in this location will prove more attractive to the market in the later years of the plan period and quite possibly beyond 2028 when the Station is operational.</p>	<p>Amendment: Policy context has been updated to add clarity to include reference to all sections of the ACS which are relevant; this is in response to discussions with Nottinghamshire County Council.</p>

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	<p>Policy 15.7 confirms that any development permitted in or adjacent to the proposed strategic location for growth at Toton shall allow for adequate provision for the construction of the HS2 route, the station, vehicle access to it and an extension of the NET route which as a minimum shall be to the station and which shall also allow for its potential future extension to Erewash Borough. The supporting text (at paragraph 3.15.2) states that in the unlikely event of the Government not proceeding with the HS2 station at Toton, then the development specified under Policy 15.7 will not be required but a future extension to the tram route into Erewash Borough should not be prejudiced, subject to technical and financial feasibility, and the support of the relevant transport and planning authorities.</p> <p>Policy 16 supporting text (at paragraph 3.16.9) states, with reference to a strategic approach to Green Infrastructure that this will include a minimum of 16 hectares of Green Infrastructure on land at the strategic location for growth in the vicinity of the proposed HS2 station in Broxtowe.</p> <p>3.9 3.20 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 development proposals which are expected to come forward within the plan period, 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 which comes forward within the plan period, 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</p>	<p>Amendment: Clarification of development timescales.</p>

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	<p>passengers.</p> <p>Key Development Requirements within the plan period</p> <p>A. Land allocated at Toton Strategic Location for Growth will be brought forward for the following development within the plan period. Development proposals will be required to be in general conformity with the Toton Strategic Location for Growth Illustrative Concept Framework (shown on Map 8).</p> <ul style="list-style-type: none"> i. Between 500 and 800 Hhomes of a minimum net density of 40 dwellings to the hectare and associated infrastructure to deliver this., (with an overall capacity of around 3,000 homes) which should be located at the south of the Strategic Location for Growth as identified on the Toton Strategic Location for Growth Illustrative Concept Framework. ii. Development proposals should comprise a blended density taking into account adjacent development (existing and proposed), topography and avoiding an inefficient use of land. iii. Minimum of 18,000 square metres for mixed employment (B Use Classes) to support realisation of an Innovation Campus and provide high skilled jobs to support economic growth in the immediate area and wider region. iv. Limited local neighbourhood retail and community facilities (including health and education) provision of a scale that is proportionate to development to be delivered within the plan period and that does not compete with the retail offer in nearby centres including Long Eaton, 	<p>Formatting: Policy has been re-ordered to add clarity to what is expected when.</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> <p>Amendment: Additional policy text to include reference to the Concept Framework.</p> <p>Amendment to housing figure expected to be delivered within the plan period expressed as a range (with upper limit being 800) and insertion of a capacity figure in response to discussion at public hearing sessions with stakeholders including landowner, Neighbourhood Forum and Nottinghamshire County Council.</p>

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	<p>Stapleford and Sandiacre.</p> <ul style="list-style-type: none"> v. Provision of a multi-functional green infrastructure corridor to the south of the area including along the southern boundary that provides safe and convenient pedestrian and cycle access between the HS2 station, Toton Fields Local Wildlife Site and Hobgoblin Wood within the Chetwynd Barracks (site allocation 3.1). This will be a significant corridor in the area. vi. Undergrounding of the high voltage electricity cables at the south of the site. vii. Development should be located and designed to complement and not prejudice proposals for access to the HS2 Hub Station and further build-out of the Innovation Campus which is to be delivered beyond the plan period. viii. 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. <p>Key Development Requirements beyond the end of the plan period</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>	<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>Removal of ‘minimum 40 dwellings / hectare’ requirement and insertion of ‘blended density’ as a result of discussion at public hearing sessions with stakeholders including landowner, Neighbourhood Forum and Nottinghamshire County Council.</p> <p>Insertion explicit reference to delivery of minimum 18,000 square metres for mixed employment to add clarity regarding the ACS requirement.</p> <p>Clarification that retail provision is expected to be of a scale to provide for the neighbourhood and that delivery of ancillary facilities should be proportionate to development.</p> <p>Clarification added to policy regarding Green Infrastructure</p>

Main Modification Number	Details of Amendment	Reason for Change
	<p>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.</p> <p>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'.</p> <p>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.</p> <p>Safeguarded route for a NET tram extension and vehicular access to the HS2 station (including access from the A52).</p> <p>Tram extension to terminate at a level which facilitates the future tram extension beyond the station.</p> <p>An integrated traffic system that flows well including proper consideration of access both from Long Eaton and Stapleford.</p> <p>Additional land for community facilities including education, a medical facility (to be provided in conjunction with the Chetwynd Barracks allocation) and the provision of a Leisure Centre (if required).</p> <p>Strategic Masterplan</p>	<p>including the expectation for the size of the wildlife corridor, landscape planting and reference to the Erewash River in response to representation made by the Chetwynd: Toton and Chilwell Neighbourhood Forum.</p> <p>Inclusion of the requirement to underground the electricity cables at the south of the site to add clarity to expectations (currently included as a requirement in the extant planning permission)</p> <p>Inclusion of the expectation that development should not prejudice the proposals for access to HS2 and Innovation Campus 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</p>

Main Modification Number	Details of Amendment	Reason for Change
	<p>B. A Strategic Masterplan must be prepared for development expected to be delivered beyond the plan period at Toton Strategic Location for Growth and approved by Broxtowe Borough Council as the Local Planning Authority by December 2020. The Strategic Masterplan should:</p> <ul style="list-style-type: none"> i. incorporate and demonstrate how the requirements set out in Part D of this policy have been complied with; and ii. be consistent with the development proposals set out in Part A of this policy and illustrated in the framework (Map 8). <p>C. Development proposals expected to be delivered beyond the plan period will be required to be in general conformity with the Strategic Masterplan.</p> <p>Key Development Requirements to be subject to the Strategic Masterplan</p> <p>D. Land allocated at Toton Strategic Location for Growth is expected to be brought forward for the following development, on a phased basis, to achieve a comprehensive, high quality development. The precise type, quantum and form of development including infrastructure will be subject to further assessment as part of the preparation of the Strategic Masterplan and future revisions to the Infrastructure Delivery Plan.</p> <p>Community Provision 3b.5 Aspirations:</p> <ul style="list-style-type: none"> i. Provide space for provision of an expanded or potentially relocated George Spencer Academy including a new Primary School. 	<p>comprehensive manner included as a result of representations made by Nottinghamshire County Council and local residents.</p> <p>Inset requirement for a Masterplan approach and delivery of the site in response to Actions arising from public hearing sessions and discussions with stakeholders including landowner, Neighbourhood Forum and Nottinghamshire County Council.</p> <p>Clarification that further retail provision and facilities is expected to be of a scale that is should be proportionate to development.</p> <p>The option for provision of this under the station has been included to allow flexibility in provision.</p> <p>Reference to Ilkeston Station included in response to representation received by Awsworth Parish Council and Neighbourhood Plan steering</p>

Main Modification Number	Details of Amendment	Reason for Change
	<p>ii. Provide space for provision of a relocated Leisure hub with space for a Leisure eCentre including indoor sports centre and 25m swimming pool and outdoor sports pitches.</p> <p>Provide a new community centre. Provide a new health centre. Provide a new neighbourhood scale retail centre.</p> <p>iii. Provide space for further retail and community facilities (including health and education) of a scale that is proportionate to development to be delivered that does not compete with the retail offer in nearby centres including Long Eaton, Stapleford and Sandiacre</p> <p>Traffic / Transport / Connectivity 3b.6 Aspirations:</p> <p>iv. A system that flows well for all modes of transport including a multi modal transport hub adjacent to the station and proper consideration of access both from Long Eaton and Stapleford, and how the HS2 site will connect and complement development at the Chetwynd Barracks site including the necessary highway improvements to provide acceptable access to both sites. As a minimum tThis will include good connectivity for cycling and pedestrians from the northern end of Chetwynd Barracks to access the tram and HS2 station via a network of interconnected Green Infrastructure. It will also enable the provision of high quality transport links to the other nearby centres in Broxtowe and Erewash, the three city centres of Derby, Leicester and Nottingham, the airport and strategic rail connected development at Roxhill in Leicestershire to the south and towns in East Derbyshire and West Nottinghamshire to</p>	<p>group.</p> <p>Clarification that the innovation campus should form part of a mixed use development in line with the Growth Strategy and in response to representations made by Peveril Homes and UKPP (Toton).</p> <p>Inset clarification of delivery expectations of the site in response to Actions arising from public hearing sessions and discussions with stakeholders including landowner, Neighbourhood Forum and Nottinghamshire County Council.</p>

Main Modification Number	Details of Amendment	Reason for Change
	<p>the north.</p> <ul style="list-style-type: none"> v. Maximise the potential for trips to and beyond the station to be achieved through non-private car modes of transport. This should include: <ul style="list-style-type: none"> a. Tram extension to HS2 station which should be high level access and designed to facilitate its further extension over the HS2 Station and which should be complete prior to the opening of the station. It should be designed in such a way as to allow for its potential expansion extension to Long Eaton, Derby and East Midlands Airport. This will need to include a bridge access provision over the station of sufficient size to accommodate different modes of transport which in addition to the tram would be bus, car, cycle and pedestrian. b. Safe and attractive pedestrian and cycling links between new and existing communities including Toton, Long Eaton, Stapleford and Sandiacre utilising attractive routes though the location to the HS2 hub and neighbouring areas. vi. A hierarchy of attractive routes and interconnected places should be created. Green routes should be provided and, where necessary, preserved and enhanced to assist with this including the Erewash Valley/Canal and additional green space to the north of existing settlements at Toton and Chilwell and to the south of Stapleford. vii. Pedestrian access should be provided to the station from the east with an additional secondary western access. This should include a safe route either over or under the station. 	

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	<ul style="list-style-type: none"> <li data-bbox="421 316 1525 491">viii. In terms of cycling provision, development should be compatible with future north-south and east-west segregated cycle routes. Cycling should be made a viable option for accessing the hub from within a five mile radius. NET extensions should incorporate a tram-side shared path (to extend to Derby if the tram is extended this far). <li data-bbox="421 531 1525 930">ix. Bessell Lane should be incorporated in plans to access the station and significant improvements will need to be made to the quality of the public realm to encourage better connections to Stapleford Town District Centre and to assure the quality of the cycling provision on this north-south route including extension of Midland Street, Long Eaton. On a wider scale the plan to open Bennerley Viaduct should be taken into account with its potential to create wider major leisure routes attracting visitors to use Toton Hub as a starting point for cycling tours. A link should be provided to national cycle route 6 along the Erewash Canal directly to the HS2 Hub station and cycle storage should be provided at the station. <li data-bbox="421 978 1525 1082">x. Private vehicle access to the station to be provided via the A52, terminating in ideally underground parking or failing this a multi-storey car park to serve the station. <li data-bbox="421 1129 1525 1265">xi. Good quality transport links from the HS2 station to nearby town centres including a north/south link road to provide local vehicle, walking and cycling access to the station and to facilitate through bus services. <li data-bbox="421 1313 1525 1374">xii. Onward rail service connections to other principal East Midlands Stations including Ilkeston Station. 	

Main Modification Number	Details of Amendment	Reason for Change
	<p>The provision of a comprehensive and well contained transport interchange in very close proximity to the station and ideally being contained entirely on HS2 operational land.</p> <p>xiii. Prevent overspill parking in existing residential areas when the station is operational. This may include Toton to become ‘residents only parking’ area to mitigate issues with Station/Tram traffic.</p> <p>Green Infrastructure 3b.7 Aspirations:</p> <p>xiv. Extensive multi-purpose interconnected Green Infrastructure routes to be provided to connect areas of growth and existing communities all of which should be of sufficient width and quality to provide attractive and usable links in the following locations:</p> <p>Along the southern boundary of the location north of existing communities of Toton and Chilwell, between Hobgoblin Wood in the east and Toton Fields Local Wildlife Site in the west, this will be a significant corridor in the area, and should incorporate both pedestrian and cycle access to HS2 station;</p> <p>a) Along the northern boundary of the location south of Stapleford this should comprise a narrow, graded tree and shrub roadside corridor to improve screening of the Innovation Campus from the A52;</p> <p>b) Along the Erewash Canal to the west of the location (incorporating flood mitigation on the low lying Sidings part of the site) and Erewash River (between Toton Washlands and Stapleford);</p>	

Main Modification Number	Details of Amendment	Reason for Change
	<p>c) Along a north/south corridor immediately to the west of Toton towards Bessell Lane.</p> <p>xv. A new primary route through the centre of the location linking development areas to the HS2 Hub linking and to a high quality 'station square' as part of a new attractive principal pedestrian route.</p> <p>xvi. No loss of trees which are the subject of Tree Preservation Orders and extensive additional planting to be undertaken at appropriate locations to enhance provision of wildlife corridors of varying widths.</p> <p>xvii. Multi use sporting provision should be provided in appropriate locations ideally adjacent to the school for use by school children and others.</p> <p>Economic and Residential development 3b.8 Aspirations:</p> <p>xviii. The site has an overall capacity of around 3,000 homes.</p> <p>xix. The creation of an Innovation village Campus as part of a mixed use development to provide significant numbers of new high skilled jobs to drive economic development in the immediate area and the wider region.</p> <p>xx. The provision of iconic tall buildings in close proximity to the station and on the western edge of the higher land further west. This is to provide suitable premises for economic ambitions to be met in a flexible format to allow for, and encourage, a mix of uses and also to provide a visual link to the northern gateway of the site leading to Stapleford District</p>	

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	<p>Centre and in doing so encourage additional investment in, and enhancements to, Stapleford District Centre.</p> <p>xxi. This development may include large scale conferencing facilities, university research/development provision, possible potential for hotels and other high tech developments seeking premises in proximity to a HS2 station.</p> <p>xxii. Specific delivery mechanism for the 18,000 square metres employment floorspace to be delivered by 2028.</p> <p>School / Leisure 3b.9 Aspirations: Option to provide space on the eastern side of Toton Lane for a 'South Broxtowe Leisure Hub', if required. This would include a new Leisure Centre and associated indoor and outdoor facilities and a relocated GSA School campus.</p> <p>Housing 3b.10 Aspiration: 500 housing units provided as part of a high quality mixed use development with a minimum net density of 40 dwelling per hectare</p> <p>Land Assembly 3b.11 Aspiration: Provide a School site of sufficient scale to accommodate the full educational needs of 3 to 18 year olds at George Spencer Academy within the strategic location and potentially as part of a school/Leisure hub on the eastern side of Toton/ Stapleford Lane.</p>	

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	<p>xxiii. Relocate the plant nursery, electricity substation, sewage works and Network Rail/ DB Schenker off site subject to the viability of such proposals and appropriate relocation sites being identified and secured.</p> <p>xxiv. The necessary remediation of land; and</p> <p>xxv. Flood and surface water mitigation required to ensure any development is appropriately protected from the risk of flooding.</p> <p>Delivery Infrastructure requirements must be delivered at a rate and scale to meet the needs that arise from the proposed development, in accordance with the Infrastructure Delivery Plan.</p> <p>Development proposals must contribute proportionately towards the delivery of those infrastructure items set out in this policy and in the Infrastructure Delivery Plan.</p>	
	<p>Justification 3.22 Toton Strategic Location for Growth is a site of approximately 154 hectares which will be brought forward for a mixed-use development both within and beyond the plan period. The site has good sustainability credentials being in the south of the Borough and adjoining the main built up area of Nottingham. It provides an opportunity to deliver well-integrated, high quality, mixed tenure housing and employment development, which makes best use of the land around HS2 hub station and reflects the policy and aspirations in the Greater Nottingham Aligned Core Strategy and the East Midlands HS2 Growth Strategy.</p>	<p>Amendment: Additional justification text to clarify development expectations and detail existing planning permissions in response to representations from Actions arising from the public hearing sessions.</p> <p>Insertion of new Justification text regarding the Masterplan process</p>

Main Modification Number	Details of Amendment	Reason for Change
	<p>Development within the Plan Period</p> <p>3.23 Outline planning permission (17/00131/ROC) was granted in 2017 for 500 homes, which comprises 282 homes on land to the north of the safeguarded tram route and 212 homes to the south. Reserved Matters approval (17/00499/REM) has been granted for the northern part of the scheme. The outline planning permission makes provision for a range of other uses including: a local centre (380 square metres convenience store, two 95 square metre retail outlets (Use Classes A1, A3, A4 and A5), primary school, day nursery, pub/restaurant, residential care facility, open space, medical surgery and community use.</p> <p>3.24 The infrastructure to support these planning applications is also sufficient to support the development in line with the residential led development area as shown on the Toton Strategic Location for Growth Illustrative Concept Framework.</p> <p>3.25 Given that the infrastructure issues are addressed in full there will be no delay in bringing forward development in line with the Housing Trajectory (as shown in Table 5 of the Plan).</p> <p>Strategic Masterplan</p> <p>3.26 The Council requires a joined-up, collaborative, cohesive and proactive approach to be taken to the planning and implementation of the significant development opportunity presented by Toton Strategic Location for Growth and Chetwynd Barracks.</p> <p>3.27 A Strategic Masterplan will be required to provide a high-level overarching framework to ensure that planning and delivery of development and infrastructure is properly coordinated across the two sites. The Strategic</p>	<p>(including delivery, scope and IDP update) to add clarity to the policy expectations in response to Actions arising from the public hearing sessions</p>

Main Modification Number	Details of Amendment	Reason for Change
	<p>Masterplan must be prepared to guide the delivery of the employment floorspace to be delivered before 2028. It must be consistent with the Toton Strategic Location for Growth Illustrative Concept Framework (Map 8) and provide further guidance on site specific matters including the extent to which the requirements of Part D of this policy have been complied with.</p> <p>3.28 As a minimum, the Strategic Masterplan will set out:</p> <ul style="list-style-type: none"> • The vision and guiding principles/objectives for the Strategic Location for Growth which shall have regard to the following points: <ul style="list-style-type: none"> ○ Planned development that uses the locational advantages of the hub station to strengthen and reinforce the roles of existing settlements across the East Midlands. ○ Establishment of a major new high tech research/institute adjacent to the hub station which adds value to the existing East Midlands offer. ○ Well-integrated high quality mixed tenure housing and employment development (including provision for relocated businesses), which makes best use of the land around the hub station and reflects the policy and aspirations in the Aligned Core Strategy. ○ The avoidance of major retail development that would undermine the role of existing centres. ○ Maintenance of the integrity of the Derby-Nottingham Green Belt west of the M1. ○ Continuing to invest in infrastructure elsewhere that supports the roles of existing settlements. 	

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	<ul style="list-style-type: none"> • The strategic framework for development expected beyond the plan period including key roads, landscape features, development plots and land use mix. This should include linkages to integrate the development with Chetwynd Barracks (site allocation 3.1) and should reflect the high level land use mix and key roads/landscape features identified in the Toton Strategic Location for Growth Illustrative Concept Framework. • The quantum of residential and employment development and how such development will be phased. • The infrastructure requirements for the Strategic Location for Growth including when, how and who would deliver each requirement. This will include details of delivery of any infrastructure requirements shared with Chetwynd Barracks (site allocation 3.1) and will have regard to the phasing of development. <p>3.29 In preparing the Strategic Masterplan regard should be had to the following site characteristics:</p> <ul style="list-style-type: none"> • The area around the station is a low valley and development here will 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 access over the railway line. This should include landmark buildings announcing the route towards Stapleford and the northern gateway of 	

Main Modification Number	Details of Amendment	Reason for Change
	<p>the site onto the A52. There will be the potential to accommodate significant mixed use floorspace in this area which lends itself to development blended into an extensive network of Green Infrastructure including that to the west along the Erewash River and Canal. This area will contain a multi modal transport hub adjacent to a new station square and will include local north/ south connections over the station to link Long Eaton to the south with Stapleford and Sandiacre to the north, via a significantly enhanced Bessell Lane northern gateway to the site.</p> <ul style="list-style-type: none"> • The area including and to the north of the residential led development area defined in the Toton Strategic Location for Growth Illustrative Concept Framework includes the high plateau. To the west of Toton/ Stapleford Lane the density of development could be increased from south to the north with lower densities towards the south. This could include a transition both in scale and use of buildings from the taller buildings around the HS2 Station. The buildings in this location would be linked with the same network of Green Infrastructure and transport and it is within this area that the tram would be extended to the station, possibly on a segregated route. The station would be accessed from the A52 within this area, and with the relocation of the school and sewage treatment works there will be scope for further large scale gateway buildings fronting onto the A52. • The area to the east of the residential led development area shown on the Toton Strategic Location for Growth Illustrative Concept Framework 	

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	<p>could incorporate a Leisure and education hub with a relocated George Spencer Academy whilst maintaining sufficient space to link the Chetwynd development.</p> <p>3.30 Nottinghamshire County Council chairs the Toton Delivery Board (which has been tasked by local authority partners with the realisation of aspirations at Toton Strategic Location for Growth and the surrounding area). Given this, it is anticipated that the County Council will play a key role in the preparation of the Strategic Masterplan together with Broxtowe Borough Council, landowners/site promoters (including adjacent landowners), Chetwynd: The Toton and Chilwell Neighbourhood Forum, infrastructure providers and other statutory consultees. Public consultation must be undertaken on the draft Strategic Masterplan prior to finalisation.</p> <p>3.31 Planning applications and any other consenting mechanisms must be in general conformity with the Concept Framework and Strategic Masterplan, which has been formally approved by Broxtowe Borough Council.</p> <p>Key Development Requirements</p> <p>3.32 The Key Development Requirements apply to the whole strategic location for growth to ensure the allocation is planned as a single entity thereby ensuring a comprehensive and cohesive development is achieved. The policy identifies those elements of the development that are expected to be delivered within the plan period. The High Speed Two station hub should be encouraged to make provision for: interchange between classic and HS2 services, bus and tram services, cycling and walking, park and ride, taxi services; and drop-off facilities.</p> <p>3.33 To facilitate the full scale of development at Toton and Chetwynd</p>	

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	<p>Barracks and provide necessary capacity on the local highway network highway improvements will be required. These should be consistent with the proposals set out in the East Midlands HS2 Growth Strategy and the emerging Gateway Study.</p> <p>Delivery</p> <p>3.34 In order to deliver sustainable development at the Strategic Location for Growth and realise the aspirations set out in the East Midlands HS2 Growth Strategy, significant investment in infrastructure is required to meet the needs of residents and businesses. This includes transport, utilities, flood and surface water management measures, green infrastructure and open space and community infrastructure. The Council has prepared an Infrastructure Delivery Plan that sets out the infrastructure required to support growth at this location over the plan period and beyond.</p> <p>3.35 The Council will undertake a periodic review of the Infrastructure Delivery Plan as information changes. This is to ensure it continues to provide an effective tool to support co-ordinated delivery of development and associated infrastructure across the Toton Strategic Location for Growth. The Council will work collaboratively with partners to ensure that the necessary infrastructure identified in the Infrastructure Delivery Plan is delivered and phased appropriately.</p> <p>3.36 To promote efficient and effective joint working and to front load the planning process, the use of Planning Performance Agreements will be strongly encouraged for development proposals brought forward at Toton Strategic Location for Growth. This will promote joint working between all parties, including statutory consultees, and will assist in focusing the issues that will need to be addressed prior to the submission of planning applications.</p>	

Main Modification Number	Details of Amendment	Reason for Change
	<p>Map 8: Toton Strategic Location for Growth Illustrative Concept Framework</p>	<p>Amendment: New Map inserted to add clarity to the policy amendments.</p>
<p>MM5</p>	<p>Policy 3.3: Bramcote (east of Coventry Lane)</p> <p>3.7 3.38 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 very largely greenfield and is a former playing field associated with the adjacent school which has been unused as such for many years.</p> <p>3.8 3.39 The following key development requirements must be met.</p> <p>Key Development Requirements:</p> <p>1. New Homes:</p> <p>a) 300 500 homes (within the outline shown on Map 11).</p> <p>2. Connections and Highways:</p> <p>a) Incorporate design measures to slow the speed of traffic on Coventry Lane.</p> <p>b) Provide Ssafe 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. and playing pitches on the eastern side of Coventry Lane.</p> <p>c) Provide safe pedestrian links between housing and redeveloped school and playing pitches.</p> <p>d) 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</p>	<p>Formatting: Paragraphs re-numbered.</p> <p>Amendment: Clarification on the status of the site.</p> <p>Formatting: Policy headings included to show requirements more clearly.</p> <p>Amendment: 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</p>

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	<p>Coventry Lane Bramcote) and Policy 3.4 (West of Coventry Lane Stapleford).</p> <p>e) Enhance bus routes adjacent to or within the site.</p> <p>3. Green Infrastructure and Sports Pitches:</p> <p>a) 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.</p> <p>b) Ensure that any loss of the Local Wildlife Site land is mitigated/compensated at equivalent quality within close proximity to its current location.</p> <p>c) Development should not prejudice the use of the existing sports facilities at Bramcote School or Leisure Centre.</p> <p>4. New facilities:</p> <p>a) 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 Map 12).</p> <p>b) School redevelopment is to be delivered in conjunction with or prior to housing development and no houses are to be occupied until the school is substantially complete.</p> <p>5. Heritage:</p> <p>a) Remove vegetation from the sandstone cutting off Moor Lane in a way that does not compromise its stability.</p> <p>Key Development Aspirations;</p> <p>1. Mitigate highways impact on the wider road network to ensure that congestion is not made worse than currently exists.</p> <p>1. Sustainable transport measures will be fully utilised to reduce reliance on</p>	<p>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>Inclusion of 'or within' relating to bus routes as a result of discussion at the public hearing sessions.</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</p>

Main Modification Number	Details of Amendment	Reason for Change
	<p>the private car. Where there are residual cumulative impacts on the highways network these should be mitigated to ensure that they are not severe.</p> <p>2. Replacement Leisure Centre (if required).</p>	<p>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> <p>Amended to add clarity to aspiration and ensure compliance with National Policy in response to Actions arising from the public hearing sessions.</p> <p>Removal of 'if required' in response to representations made by Bramcote Neighbourhood Forum and local residents.</p>
	<p>Justification 3.40 Whilst it is recognised that there is no current bus route adjacent to the site there is significant development within the area that makes the provision of such a bus route a realistic possibility. As part of a planning application it will be expected that the applicant demonstrates the development will assist in securing such a bus route. This could be a financial contribution, improved pedestrian crossing points, the design of the scheme to make the provision of the route more attractive and / or improvements to the existing stop on Coventry Lane.</p>	<p>Formatting: Paragraphs re-numbered due to earlier formatting changes.</p> <p>Amendment: Insertion of new justification text to add clarity to policy expectation regarding the enhancement of bus routes in response to Actions</p>

Main Modification Number	Details of Amendment	Reason for Change
	<p>3.41 The Local Wildlife Site (LWS) was reviewed by the Nottinghamshire Biological Records Centre who determined that the area of qualifying interest is restricted to a smaller (approximately 0.7ha) to the south west corner.</p> <p>3.42 It is envisaged that the LWS can be mitigated / compensated for either within the site itself or on land immediately to the south of the allocation on land belonging to the Council.</p> <p>3.43 The existing Council owned Bramcote Leisure Centre is currently located within the red outline shown on Map 12 as the area to accommodate the school and leisure centre redevelopment. The Council is exploring options to rationalise the existing ageing Leisure Centres into two new 'leisure hubs' (one to service the north and one for the south of the Borough). Work on this strategy is on-going however; there is a realistic possibility that a leisure hub in the south of the Borough would either be located within close proximity to the existing Bramcote Leisure Centre or at the Strategic Location for Growth in Toton. The Council recognises the desire from the local community to have the replacement leisure centre in Bramcote and the key development aspiration provides flexibility for this to be delivered either by the Council or by another developer.</p> <p>3.44 The area of land shown outlined in red in Map 12 is to be removed from the Green Belt to accommodate the redevelopment of the School and Leisure Centre.</p> <p>3.45 As Nottinghamshire County Council reported to their Policy Committee on 14 November 2018 the investment in new school buildings should not be delayed waiting for receipts from property sales. Nottinghamshire County</p>	<p>arising from the public hearing sessions.</p> <p>New justification text regarding the delivery of the School and Leisure Centre and clarification that the land shown in Map 11 is to be removed from the Green Belt in response to Actions arising from the public hearing sessions.</p> <p>Justification text also included to clarify the current position regarding the Local Wildlife Site in response to Actions arising from public hearing sessions.</p>

Main Modification Number	Details of Amendment	Reason for Change
	<p>Council will fund and cash flow the development of the school and will be reimbursed from receipts from the development of the residential allocation.</p> <p>Map 8-11: Bramcote (east of Coventry Lane) Map amended to:</p> <ul style="list-style-type: none"> • 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. • Housing figure amended from 300 to 500 dwellings. 	<p>Formatting: Map re-numbered.</p> <p>Amendment: Inclusion of additional land in the allocation line with representation from the Hillside Gospel Trust.</p>
MM6	<p>Policy 3.4 Stapleford (west of Coventry Lane)</p> <p>3.10 Located in the Main Built Up Area of Nottingham, Stapleford is a town to the east of the M1 motorway, contained largely by the A52 to the south and east. The site is located to the north east of Stapleford District Centre and is situated in-between Stapleford Hill (to the south), the railway line (to the north), Coventry Lane and Bramcote Crematorium to the east and the Strategic Aligned Core Strategy allocation of Field Farm to the west. The site is mixed greenfield and brownfield and is used for both equestrian, residential and an engineering depot which has a large existing bell-mouth access onto Coventry Lane.</p> <p>Key Development Requirements:</p> <p>1. New Homes:</p> <p>a) 240 homes.</p> <p>2. Connections and Highways:</p> <p>a) 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</p>	<p>Formatting: Policy headings included to show requirements more clearly.</p> <p>Amendment: 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>Inclusion of 'or within' relating to bus routes as a result of</p>

Main Modification Number	Details of Amendment	Reason for Change
	<p>Trail. and playing pitches on the eastern side of Coventry Lane.</p> <p>b) 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).</p> <p>c) Incorporate design measures to slow the speed of traffic on Coventry Lane.</p> <p>d) Enhance bus routes adjacent to or within the site.</p> <p>Green Infrastructure:</p> <p>a) 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.</p> <p>b) 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.</p> <p>Key Development Aspirations;</p> <p>1. Mitigate highways impact on the wider road network to ensure that congestion is not made worse than currently exists.</p> <p>1. Sustainable transport measures will be fully utilised to reduce reliance on the private car. Where there are residual cumulative impacts on the highways network these should be mitigated to ensure that they are not severe.</p>	<p>discussion at the public hearing sessions.</p> <p>Clarification of the location of the Green Infrastructure in response to representations made by Nottinghamshire Wildlife Trust, Broxtowe Labour Group and local residents.</p> <p>Insertion of new justification text to add clarity to policy expectation regarding the enhancement of bus routes in response to Actions arising from the public hearing sessions.</p> <p>Amended to add clarity to aspiration and ensure compliance with National Policy in response to Actions arising from public hearing sessions.</p>
	<p>Justification</p> <p>3.49 Whilst it is recognised that there is no current bus route adjacent to the site there is significant development within the area that makes that make the</p>	<p>Amendment:</p> <p>Amended to add clarity to aspiration and ensure compliance</p>

Main Modification Number	Details of Amendment	Reason for Change
	<p>provision of such a bus route a realistic possibility. As part of a planning application it will be expected that the applicant demonstrates the development will assist in securing such a bus route. This could be a financial contribution, improved pedestrian crossing points, the design of the scheme to make the provision of the route more attractive and / or improvements to the existing stop on Coventry Lane.</p>	<p>with National Policy in response to Actions arising from public hearing sessions.</p>
MM7	<p>Policy: 3.5: Severn Trent, Beeston</p> <p>3.13 3.51 Located in the Main Built Up Area of Nottingham, the site is located to the south east of Beeston Town Centre and is situated directly adjacent to the Sstrategic Aligned Core Strategy allocation of Boots (to the east) in-between the Beeston Canal (to the south), the railway line (to the north) and the existing residential area of Beeston Rylands to the west. The site is brownfield and has previously been used as a sewage treatment works by Severn Trent Water.</p> <p>Key Development Requirements:</p> <p>1. New Homes:</p> <p>a) 150 100 homes to be located towards the north of the site.</p> <p>2. Connections and Highways:</p> <p>a) Provide enhanced Green Infrastructure corridors linking urban areas of Beeston to the north and west with the canal side towpath and ensure that the management of the Green Infrastructure is secured in perpetuity.</p> <p>b) Provide pedestrian and cycling bridge to link to the canal side towpath, unless it can be demonstrated that it is not required.</p> <p>c) Vehicle access to only be at the north of the site onto Lilac Grove via existing Severn Trent land or to the east of the site via the adjacent Boots development.</p>	<p>Formatting: Policy headings included to show requirements more clearly.</p> <p>Amendments: 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>

Main Modification Number	Details of Amendment	Reason for Change
	<p>3.Green Infrastructure and Sports Pitches:</p> <ul style="list-style-type: none"> a) Provide soft landscaping and minimise external lighting along the canal side boundary. b) Ensure that the residential development is designed in such a way that new residents are not exposed to any undue noise or disturbance from the sports pitches, and in this way ensure that the sports pitches can be fully utilised without giving rise to noise complaints from nearby residents. c) 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. d) Retain hedgerows and incorporate these into any landscaping scheme. <p>Key Development Aspirations;</p> <p>1. Mitigate highways impact on the wider road network to ensure that congestion is not made worse than currently exists.</p> <p>1. Sustainable transport measures will be fully utilised to reduce reliance on the private car. Where there are residual cumulative impacts on the highways network these should be mitigated to ensure that they are not severe.</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. Inclusion of qualifying point that an additional canal bridge may not be required subject to details of a planning application in response to discussion with the landowner.</p> <p>Additional ability for vehicular access to the site from the east to allow the opportunity to deliver development in a coordinated way with the Boots development site.</p> <p>Requirement to mitigate the impact on amenity of new residents whilst not compromising the use of the sports pitches included as a result of representations by Sport England and discussions at the Examination in Public.</p> <p>Stand-off distance and screening to waste recycling centre requested by Nottinghamshire County Council, this was</p>

Main Modification Number	Details of Amendment	Reason for Change
		<p>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> <p>Amended to add clarity to aspiration and ensure compliance with National Policy in response to Actions arising from public hearing sessions.</p>
	<p>Justification 3.49 One of the key benefits of the new development is that it is immediately adjacent to existing sports facilities, new development must be designed in such a way that the new residents and the users of the sports pitches will not be adversely affected.</p>	<p>Amendment: Insertion of new justification text to add clarity to policy expectation regarding the design of development in relation to the sports pitches in response to Actions arising from the public hearing sessions.</p>
	<p>Map 12 14: Severn Trent Beeston Map amended to:</p> <ul style="list-style-type: none"> • Exclude the area of land to the south west; and re-designate as Local Green Space • Exclude the area of land which is currently in use as a sewage treatment works. • Site size amended to take account of the reduction in land. 	<p>Formatting: Map re-numbered due to earlier deletion.</p> <p>Amendment: In line with policy changes as a result of discussion with landowner</p>

Main Modification Number	Details of Amendment	Reason for Change
	<ul style="list-style-type: none"> Housing figure amended from 150 to 100 dwellings. 	and local residents.
MM8	<p>Policy 3.6: Beeston Maltings</p> <p>3.16 3.55 Located in Beeston (the Main Built up Area of Nottingham), the site is located to the south of Beeston Town Centre within close proximity to Beeston Railway Station. and is the residual land left after a previous 2004 housing allocation. The site is bounded or lined on three sides by existing mainly residential development with the railway line forming the southern boundary. The site is vacant brownfield which was previously a car garage and was previously a brewery of which the remaining malting building was demolished in 2012. The site is the residual part of a larger 2004 Local Plan Housing Allocation.</p> <p>Key Development Requirements:</p> <p>1. New Homes:</p> <p>a) 56 homes.</p> <p>2. Connections and Highways:</p> <p>a) 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.</p> <p>3. Green Infrastructure:</p> <p>a) Incorporate soft landscaping to act as a wildlife corridor immediately adjacent to the railway line.</p> <ul style="list-style-type: none"> Provide an adequate noise buffer to the garage site off Dovecote Lane. <p>Key Development Aspirations;</p> <p>1. Mitigate highways impact on the wider road network to ensure that congestion is not made worse than currently exists.</p>	<p>Formatting: Paragraphs re-numbered due to earlier formatting changes.</p> <p>Amendment: Clarification on sites location in relation to the Railway Station and insertion of the reference to the car garage within the site following discussion with the landowner.</p> <p>Formatting: Policy headings included to show requirements more clearly.</p> <p>Amendments: 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</p>

Main Modification Number	Details of Amendment	Reason for Change
	<p>1. Sustainable transport measures will be fully utilised to reduce reliance on the private car. Where there are residual cumulative impacts on the highways network these should be mitigated to ensure that they are not severe.</p> <p>Map 13-15: Beeston Maltings Map amended to:</p> <ul style="list-style-type: none"> • Include land immediately adjacent to the southern boundary of the residential allocation. • Site size amended to take account of the additional land. 	<p>garage at the south of the site as this now forms part of the site following discussions with the landowner.</p> <p>Amended to add clarity to aspiration and ensure compliance with National Policy in response to Actions arising from the public hearing sessions.</p> <p>Formatting: Map re-numbered.</p> <p>Amendment: Map amended following discussion with landowner.</p>
MM9	<p>Policy 3.7: Cement Depot Beeston</p> <p>3.19 3.58 Located in Beeston (the Main Built up Area of Nottingham) the site is a previously developed brownfield former cement depot site owned by Network Rail. The site was formerly a cement depot designated by Network Rail as a strategic freight site. The site is directly adjacent to the railway line to the south and is contained on two sides by existing residential housing and Beeston Railway Station Road to the west.</p> <p>Key Development Requirements:</p> <p>1. New Homes:</p> <p>a) 24 40 homes.</p> <p>2. Connections and Highways:</p>	<p>Formatting: Paragraphs re-numbered due to earlier formatting changes.</p> <p>Amendment: Paragraph re-worded to add clarity including the proximity to the Railway Station.</p> <p>Formatting: Policy headings included to show requirements more clearly.</p>

Main Modification Number	Details of Amendment	Reason for Change
	<p>a) Provide attractive and usable walking and cycling links through the site to the railway station to provide an 'off-road' section of the National Cycle Network Route 6.</p> <p>3. Green Infrastructure:</p> <p>a) Incorporate soft landscaping to act as a wildlife corridor immediately adjacent to the railway line.</p> <p>Key Development Aspirations;</p> <p>1. Mitigate highways impact on the wider road network to ensure that congestion is not made worse than currently exists.</p> <p>1. Sustainable transport measures will be fully utilised to reduce reliance on the private car. Where there are residual cumulative impacts on the highways network these should be mitigated to ensure that they are not severe.</p>	<p>Amendment:</p> <p>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> <p>Amended to add clarity to aspiration and ensure compliance with National Policy in response to Actions arising from the public hearing sessions.</p>
MM10	<p>Policy 3.8 Land fronting Wollaton Road Beeston</p> <p>3.22 3.61 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 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 and with a Lidl supermarket to the front.</p>	<p>Formatting:</p> <p>Paragraphs re-numbered due to earlier formatting changes.</p> <p>Correction:</p> <p>Typographical Correction</p>

Main Modification Number	Details of Amendment	Reason for Change
	<p>Key Development Requirements:</p> <p>1. New Homes:</p> <p>a) 12 homes.</p> <p>2. Heritage:</p> <p>a) Respect Preserve or enhance the setting of the Anglo-Scotian Mills Listed Building.</p>	<p>Formatting:</p> <p>Policy headings included to show requirements more clearly.</p> <p>Amendment:</p> <p>Heritage requirement amended to bring in line with terminology used in National Policy and to clarify which Listed Buildings the Policy relate to.</p>
MM11	<p>Policy 4.1 Land west of Awsworth (inside the bypass)</p> <p>4.4 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 two existing dwellings a small number of existing dwellings two existing dwellings.</p> <p>Key Development Requirements:</p> <p>1. New Homes:</p> <p>a) 250 homes.</p> <p>2. Connections and Highways:</p> <p>a) Provide safe pedestrian and cycle crossing points across the bypass towards Bennerley Viaduct.</p> <p>b) Enhance Provide walking and cycling routes through the site and enhance links to the wider network including to Ilkeston Railway Station.</p> <p>c) Enhance bus routes adjacent to or within the site.</p> <p>3. Green Infrastructure:</p> <p>a) Enhance Green Infrastructure corridors including the Great Northern Path by linking Awsworth with Ilkeston/Cotmanhay via Bennerley</p>	<p>Amendment:</p> <p>Clarification of the exact number of existing dwellings on the site in response to representations from Awsworth Parish Council and the Neighbourhood Plan Steering Group.</p> <p>Formatting:</p> <p>Policy headings included to show requirements more clearly.</p> <p>Amendment:</p> <p>Clarification that pedestrian and cycling crossing points and routes should be provided including through the site and clarification of where the routes need to link to in response to representations made</p>

Main Modification Number	Details of Amendment	Reason for Change
	<p>Viaduct.</p> <p>b) Retain hedgerows and incorporate these into any landscaping scheme.</p> <p>c) Ensure that development protects and mitigates any negative impact on Common Toads should they be found on the site.</p> <p>4. Heritage:</p> <p>a) 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.</p> <p>Key Development Aspirations;</p> <p>1. Mitigate highways impact on the wider road network to ensure that congestion is not made worse than currently exists.</p> <p>1. Sustainable transport measures will be fully utilised to reduce reliance on the private car. Where there are residual cumulative impacts on the highways network these should be mitigated to ensure that they are not severe.</p> <p>2. Vehicular access to the site is expected will be from the bypass although more limited vehicular access is expected from Newtons Lane and Barlow Drive North (designed to deter 'rat-running').</p>	<p>by Sustrans.</p> <p>Inclusion of 'or within' relating to bus routes as a result of discussion at the public hearing sessions.</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> <p>Amended to add clarity to aspiration and ensure compliance with National Policy in response to Actions arising from the public</p>

Main Modification Number	Details of Amendment	Reason for Change
	<p>Justification:</p> <p>4.6 Bennerley Viaduct is a Grade II* Listed railway viaduct spanning the Erewash Valley. Bringing the viaduct back into use through the provision of public access across the viaduct forms an important part of an aspiration for a network of long-distance walking and cycling routes. New residential development should make a proportionate contribution to enable this aspiration to be realised.</p> <p>4.7 As part of a planning application it will be expected that the applicant demonstrates the development will assist in securing enhancements to the existing bus route. This could be a financial contribution, improved pedestrian crossing points, the design of the scheme to make the provision of the route more attractive and / or improvements to the existing stop.</p> <p>4.8 As a result of discussions involving the Borough Council, Developer and Nottinghamshire County Council there is a position whereby an acceptable access can be achieved from the bypass which will have the additional benefit of providing the most direct route to Bennerley Viaduct.</p>	<p>hearing sessions.</p> <p>Amendment: Insertion of new justification text to add clarity to policy expectations regarding the contribution towards the conservation or enhancement of Bennerley Viaduct and enhanced bus routes in response to Actions arising from the public hearing sessions.</p> <p>Insertion of new text to clarify the position regarding access from the bypass in response to Actions arising from the public hearing sessions.</p>
MM12	<p>Policy: -5.1: East of Church Lane Brinsley</p> <p>Key Development Requirements:</p> <p>1. New Homes; a) 110 Homes.</p> <p>2. Connections and Highways: a) Enhance bus routes adjacent to or within the site.</p> <p>3. Green Infrastructure: a) Enhance Green Infrastructure corridors by linking areas of Brinsley to north and west and D H Lawrence country to the east (including Vine</p>	<p>Formatting: Policy headings included to show requirements more clearly.</p> <p>Amendment: Inclusion of 'or within' relating to bus routes as a result of discussion at the public hearing sessions.</p>

Main Modification Number	Details of Amendment	Reason for Change
	<p>Cottage and routes past the Headstocks to Eastwood).</p> <p>b) Provide SuDS and additional planting to the south of the residential allocation as shown on Map 22.</p> <p>4. Heritage:</p> <p>a) Preserve Conserve the setting of St James the Great Church including open vistas towards the Headstocks.</p> <p>Key Development Aspirations;</p> <p>1. Mitigate highways impact on the wider road network to ensure that congestion is not made worse than currently exists.</p> <p>1. Sustainable transport measures will be fully utilised to reduce reliance on the private car. Where there are residual cumulative impacts on the highways network these should be mitigated to ensure that they are not severe.</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> <p>Heritage requirement amended in response to representations by Historic England.</p>
	<p>Justification:</p> <p>5.6 As part of a planning application it will be expected that the applicant demonstrates the development will assist in securing enhancements to the existing bus route. This could be a financial contribution, improved pedestrian crossing points, the design of the scheme to make the provision of the route more attractive and / or improvements to the existing stop on Church Lane.</p>	<p>Amendment:</p> <p>Insertion of new justification text to add clarity to policy expectations regarding the enhanced bus routes, sustainable transport measures and SuDS area to the south of the allocation in response</p>

Main Modification Number	Details of Amendment	Reason for Change
	<p>5.7 It is recognised that there is a pedestrian crossing and bends in the road close to the site entrance which would have the effect of slowing vehicle speeds. As part of a planning application it will be expected that the contributions to sustainable transport measures will assist with this.</p> <p>5.8 Additional planting to the south of the residential allocation will act as a screen to the residential development and will help to reinforce the open vista between the headstocks and the Grade II* Listed St James the Great Church which is important to retain.</p> <p>Map 22: Brinsley Allocation Area for Open Space and Sustainable Drainage System</p>	<p>to Actions arising from the public hearing sessions.</p> <p>Amended to add clarity to aspiration and ensure compliance with National Policy in response to Actions arising from the public hearing sessions.</p> <p>Amendment: New map inserted to add clarity to policy expectation.</p>
MM13	<p>Policy 6: Eastwood Site Allocation</p> <p>The following site is allocated for residential development, as shown on the Policies Map:</p> <ul style="list-style-type: none"> Policy: 6.1 Walker Street, Eastwood: 200 homes and 30 extra care units. 	<p>Amendment: Removal of extra care requirement following discussions with the landowner (Nottinghamshire County Council).</p>
MM14	<p>Policy: 6.1: Walker Street, Eastwood</p> <p>6.4 The site is located centrally within Eastwood within the urban area. The site is within the ownership of Nottinghamshire County Council and is predominantly brownfield. The site contains the existing former Lynncroft Primary School which is proposed for relocation has been relocated within the existing site to the north.</p> <p>Key Development Requirements:</p> <p>1. New Homes:</p> <p>a) 200 homes and 30 extra care units.</p>	<p>Formatting: Policy headings included to show requirements more clearly.</p> <p>Amendment: Removal of extra care requirement following discussions with the landowner (Nottinghamshire County Council).</p> <p>Additional requirement to provide</p>

Main Modification Number	Details of Amendment	Reason for Change
	<p>2. Connections and Highways: a) Provide attractive and usable walking and cycling links through the site.</p> <p>3. Green Infrastructure and Open Space: a) Retain ‘the Canyons’ as open space. b) Enhance Green Infrastructure corridors through the site including enhancing the wildlife corridor to the rear of houses on Garden Road and connect to the wider area via the D H Lawrence heritage trail. c) Ensure that development does not increase the risk of flooding elsewhere. d) Provision of SuDS at the northern edge of the site.</p> <p>4. Heritage: a) Maintain views of D H Lawrence heritage from Walker Street as part of the D H Lawrence heritage trail.</p> <p>5. New Facilities: <ul style="list-style-type: none"> • Redevelop Lynncroft Primary school on Walker Street site frontage. a) Provide a 0.4 hectare site at the south west corner of the site for a new community hub including a health facility.</p> <p>Key Development Aspirations; 1. Mitigate highways impact on the wider road network to ensure that congestion is not made worse than currently exists.</p> <p>1. Sustainable transport measures will be fully utilised to reduce reliance on the private car. Where there are residual cumulative impacts on the highways network these should be mitigated to ensure that they are not severe.</p> <p>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.</p>	<p>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> <p>Amended to add clarity to aspiration and ensure compliance with National Policy in response to Actions arising from the public hearing sessions.</p>

Main Modification Number	Details of Amendment	Reason for Change
	<p>Justification: 6.6 The provision of two or more access points on different road frontages is an important principle. This is a matter that can appropriately be addressed as part of a planning application particularly given the £1million funding secured for the provision of the new access road(s) and the need to ensure that this is spent in a timely manner.</p>	<p>Clarification regarding access points in response to discussions with Nottinghamshire County Council.</p> <p>Amendment: Insertion of new justification text to add clarity to the provision and delivery of two or more site access points in response to Actions arising from the public hearing sessions.</p>
MM15	<p>Policy 7: Kimberley Site Allocations</p> <p>7.1 Kimberley is located to the west of Nottingham between Nuthall and Eastwood. It is an ancient settlement recorded in the Domesday book. Kimberley developed historically as a result of the local coal mining, brewing and lace making industry industries with the former brewery still present as a landmark of the town.</p> <p>The following sites are allocated for residential development, as shown on the Policies map:</p> <ul style="list-style-type: none"> • Policy: 7.1 Land South of Kimberley including Kimberley Depot: 105 118 homes • Policy: 7.2 Land south of Eastwood Road, Kimberley: 40 25 homes • Policy: Eastwood Road Builders Yard, Kimberley: 22 homes 	<p>Amendment: Policy 7.1: Site size (and subsequent housing number) has increased. Policy 7.2: Housing number reduced due to 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. Policy 7.3: Deleted following post hearing advice note from the Inspector.</p>

Main Modification Number	Details of Amendment	Reason for Change
		<p>Correction: Typographical correction.</p>
MM16	<p>Policy 7.1: Land south of Kimberley including Kimberley Depot</p> <p>Key Development Requirements:</p> <p>1. New Homes:</p> <p>a) 105 118 homes.</p> <p>2. Connections and Highways:</p> <p>a) Enhance bus routes adjacent to or within the site.</p> <p>b) Vehicular access to the site to be obtained through existing 'Kimberley Depot' access.</p> <p>c) 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.</p> <p>3. Green Infrastructure:</p> <p>a) Enhance Green Infrastructure corridors by linking urban areas of Kimberley to the north and east.</p> <p>b) 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.</p> <p>c) Maintain area of Green Infrastructure to link to the rear of properties on Eastwood Road.</p> <p>4. Land Ownership:</p> <p>a) Secure alternative provision for the Broxtowe Borough Council Depot and Kimberley Caravans.</p>	<p>Formatting: Policy headings included to show requirements more clearly.</p> <p>Amendment: Site size (and subsequent housing number) has increased and the insertion of a new stipulation regarding the relocation of Kimberley 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> <p>Amended to add clarity to</p>

Main Modification Number	Details of Amendment	Reason for Change
	<p>Key Development Aspirations; 1. Mitigate highways impact on the wider road network to ensure that congestion is not made worse than currently exists.</p> <p>1. Sustainable transport measures will be fully utilised to reduce reliance on the private car. Where there are residual cumulative impacts on the highways network these should be mitigated to ensure that they are not severe.</p> <p>Justification</p> <p>7.5 As part of a planning application it will be expected that the applicant demonstrates the development will assist in securing enhancements to the existing bus route. This could be a financial contribution, improved pedestrian crossing points, the design of the scheme to make the provision of the route more attractive and / or improvements to the existing stop on Eastwood Road.</p> <p>Map 27: Land south of Kimberley including Kimberley Depot Map amended to:</p> <ul style="list-style-type: none"> • Include Kimberley Caravan site; • Increase housing figure from 105 to 118 dwellings. 	<p>aspiration and ensure compliance with National Policy in response to Actions arising from the public hearing sessions.</p> <p>Amendment: Insertion of new justification text to add clarity to policy expectations regarding the enhanced bus routes in response to Actions arising from the public hearing sessions.</p> <p>Amendment: Map amended following discussion with Kimberley Town Council.</p>
MM17	<p>Policy: 7.2: Land south of Eastwood Road Kimberley</p> <p>Key Development Requirements:</p> <p>1. New Homes:</p> <p>a) 40 25 homes.</p> <p>2. Connections and Highways:</p> <p>a) Vehicular access to be obtained from Eastwood Road.</p> <p>b) Enhance bus routes adjacent to or within site.</p> <p>c) 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</p>	<p>Formatting: Policy headings included to show requirements more clearly.</p> <p>Amendment: Inclusion of 'or within' relating to bus routes as a result of discussion at the public hearing sessions.</p> <p>Clarification that enhanced Green</p>

Main Modification Number	Details of Amendment	Reason for Change
	<p>Drive and enhancement to the route which connects via the underpass to Awsworth.</p> <p>3. Green Infrastructure:</p> <ul style="list-style-type: none"> a) Enhance Green Infrastructure corridors by linking urban areas of Kimberley to the north and east. b) Incorporate the field to the rear of 27- 49 Eastwood Road into the Green Infrastructure provision. <p>Key Development Aspirations;</p> <p>1. Mitigate highways impact on the wider road network to ensure that congestion is not made worse than currently exists.</p> <p>1. Sustainable transport measures will be fully utilised to reduce reliance on the private car. Where there are residual cumulative impacts on the highways network these should be mitigated to ensure that they are not severe.</p> <p>Justification:</p> <p>7.9 As part of a planning application it will be expected that the applicant demonstrates the development will assist in securing enhancements to the existing bus route. This could be a financial contribution, improved pedestrian crossing points, the design of the scheme to make the provision of the route more attractive and / or improvements to the existing stop on Eastwood Road.</p>	<p>Infrastructure should include a new section of the Great Northern Path in response to representations made by Sustrans and Pedals.</p> <p>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.</p> <p>Amended to add clarity to aspiration and ensure compliance with National Policy in response to Actions arising from the public hearing sessions.</p>
MM18	<p>Policy: 7.3: Builders Yard, Eastwood Road Kimberley</p> <p>Key Development Requirements:</p> <p>• 22 homes.</p>	<p>Amendment:</p> <p>Deleted following post hearing advice note from the Inspector.</p>

Main Modification Number	Details of Amendment	Reason for Change
	<p>• Vehicular access to be obtained from Eastwood Road.</p> <p>Key Development Aspirations; 1. Mitigate highways impact on the wider road network to ensure that congestion is not made worse than currently exists.</p> <p>What the Sustainability Appraisal says 7.12 XXX This site has positive effects on several objectives but only minor because of its relatively smaller homes capacity; but and no negative effects.</p> <p>Map 29: Builders Yard Eastwood Road Kimberley</p>	

MM19	Table 4 5: Housing Trajectory	Amendment: 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. Updated following Statements and discussions made during the Examination process.
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	2011 /12	2012 /13	2013 /14	2014 /15	2015 /16	2016 /17	2017 /18	2018 /19	2019 /20	2020 /21	2021 /22	2022 /23	2023 /24	2024 /25	2025 /26	2026 /27	2027 /28	TOTAL
MBA SHLAA Sites	40	21	86	42	54	192	246 242	157 112	232 315	215 416	160 314	110 268	125 387	20 186	74			1700 2749
MBA Allocations	-	-	-	-	-	-	-	50	250	430	450	390	453	176	170	180	180	2729
Chetwynd Barracks													100	100	100	100	100	500
Toton Strategic Location for Growth									50	100	100	100	100	50	100	100	100	800
Bramcote (east of Coventry Lane)										100	100	100	100	100				500
Stapleford (west of Coventry lane)										100	100	40						240
Severn Trent (Lilac Grove)															50	50		100
The Square Beeston											66	66						132
Beeston Maltings													50	6				56
Beeston Cement Depot													40					40
Wollaton Road													12					12
Awsorth SHLAA Sites	1			4	6	22	20	10	10	10 15	10 20	10 20	10 6	5	6			124 105
Awsorth Allocations																		250
Land West of Awsorth (inside the Bypass)										100 50	100	50 100						250
Brinsley SHLAA Sites		2	9	2		1	2	1	2	3			1	1	21			38 43
Brinsley Allocations East of Church Lane Brinsley											55 45	55 45	20					110
Eastwood SHLAA Sites	98	18	45	26	22	48	96 57	100 141	96 78	80 103	80 70	29 20	32 51	25 45	1			795 823
Eastwood Allocations Walker Street Eastwood								50	50	50	50 75	75						200
Kimberley SHLAA Sites	1	26	10	4	18	21	34 22	50 39	43 58	39 41	4	4	77 85	10 19				333 352
Kimberley Allocations	-	-	-	-	-	-	-	-	-	-	40	-	22	84	13	8	-	167
Land South of Kimberley inc. Kimberley Depot														18	50	50		118
Land South of Eastwood Road Kimberley											25							25
Other Rural						1	3		4	46					3			1 57
Windfall Allowance								30	30	30	30	30	30 60	30 60	30 60	30 60	30 60	300
Past Completions (Net)	140	67	150	78	100	285	324											820 1144
Total Projected Completions	140	67	150	78	100	285	398 324	447 293	711 507	1009 1069	975 1019	619 813	749 992	351 599	240 415	218 360	210 310	6747 7512
Cumulative Completions	140	207	357	435	535	820	1218 1144	1665 1437	2376 1944	3385 3013	4360 4032	4979 4845	5728 5837	6079 6427	6319 6842	6537 7202	6747 7512	6747 7512
PLAN – Annual Housing Target	140	60	360	360	360	360	360	430	430	430	430	430	400	400	400	400	400	6150
PLAN - Housing Target (Cumulative)	140	200	560	920	1280	1640	2000	2430	2860	3290	3720	4150	4550	4950	5350	5750	6150	6150
MONITOR - Dwellings above or below cumulative housing target	0	7	-203	-485	-745	-820	-782 856	-765 993	-484 916	95 277	640 312	820 595	1178 1287	1120 1477	960 1492	787 1452	507 1362	507 1362
Remaining Years	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	

<p>MM20</p>	<p>Policy 8 Development in the Green Belt</p> <ol style="list-style-type: none"> 1. Proposals for diversification of the rural economy will be supported provided that they comply with the relevant parts of paragraphs 89 145 and 90 146 of the <u>NPPF</u>. 2. ‘Disproportionate additions’ to a building will be treated as those that, taken cumulatively, exceed 30% of the volume of the original building. 3. The health and well-being benefits of changes of use to open land to outdoor sport and outdoor recreation will constitute ‘very special circumstances’ which clearly outweigh the ‘by definition’ harm to the Green Belt, subject to assessment of their effect on the openness of the Green Belt, and on the purposes of including land in the Green Belt. 4. 3. References to ‘towns’ in paragraph 80 134 of the <u>NPPF</u> will be treated as applying to settlements within the Main Built up Area of Nottingham and Awsworth, Brinsley, Cossall, Eastwood, Kimberley, Strelley and Trowell in line with Policy 3a of the Aligned Core Strategy. 	<p>Amendment:</p> <p>Paragraph numbers updated to reflect 2019 NPPF as this will be the version used when assessing planning applications. For clarity.</p> <p>Part 3 of the policy and paragraph 8.2 to be deleted for consistency with the 2019 NPPF.</p>
	<p>Justification</p> <p>8.1 With regard to point 2 of the policy, this applies to all forms of development and relates to volume (not footprint). Calculations of increases in volume will not include any existing outbuildings. The need for removal of permitted development rights will be considered on a case-by-case basis and with regard to particular aspects of the <u>General Permitted Development Order</u>. Original building relates to a building as it existed on 1 July 1948 or, if constructed after 1 July 1948, as it was built originally (as defined within Annex 2 (Glossary) of the NPPF).</p> <p>8.2 The government and the Borough Council place considerable</p>	<p>Amendment:</p> <p>Provides text to explain how the policy will be applied and refers to NPPF glossary definition of original building.</p> <p>Part 3 of the policy and paragraph 8.2 to be deleted for consistency with the 2019 NPPF.</p>

	<p>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 healthy lifestyles, and this belief is recognised in point 3 of the policy. In assessing the impact of such proposals on the openness of the Green Belt, attention will be paid to detailed matters including the scale of the proposal and the parking and lighting arrangements.</p>	
MM21	<p>Policy 9: Retention of good quality existing employment sites</p> <p>9.1 ... The schedule of sites will be reviewed on an annual basis and any updates will be taken into account in future decision-making. The most recent review undertaken in late 2016 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. Once completed, all committed employment sites will be protected by Policy 9.</p>	<p>Correction: Updated to reflect the most recent review.</p> <p>Amendment: To clarify that, once constructed, the committed employment land sites will be protected by Policy 9.</p>
MM22	<p>Policy 10: Town Centre and District Centre Uses</p> <p>b) Comprises another '<u>main town centre use</u>' as defined in the NPPF, provided the class of use does not;</p> <ul style="list-style-type: none"> i. Result in over 10% of the ground floor frontage of the centre falling within this Use Class, or 20% for Use Classes A2 and A3; or ii. Result in over 50%–60% of the primary frontage of the centre (taking all elements of the frontage combined) falling within a Use Class other than A1. ;-and iii. Result in an adverse impact on the vitality and viability of the centre. 	<p>Amendment: For clarity and to avoid the policy being unduly restrictive.</p> <p>To recognise that is not appropriate to require a proposal for a main town centre use within a town or district centre to submit an impact assessment (or equivalent) to demonstrate there would not be an adverse impact on the vitality and viability of the centre.</p>

	<p>Justification</p> <p>10.1 The policy is intended to encourage higher density development in more compact centres, making it 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.</p> <p>10.3 Part 1. c) of the policy seeks to prevent upper floors being left vacant or under-utilised. Proposals will be expected to take reasonable steps to secure the use of upper floors which may include: demonstrating how upper floors will be utilised for a main town centre use or residential use; incorporating a separate access to upper floors to allow for them to be used independently; or providing clear justification why upper floors cannot be utilised.</p> <p>What the Sustainability Appraisal says</p> <p>10.6 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.</p>	<p>Amendment: Expansion on benefits to users of the centres by contracting the boundaries in response to representations made by Nottinghamshire County Council.</p> <p>Amendment: Clarifying in the supporting text what is meant by 'reasonable steps' in relation to the use of upper floors (Part 1 c) of the policy).</p> <p>Amendment: Summary included as previously omitted in error.</p>
MM23	<p>Policy 11: The Square, Beeston Key Development Requirements:</p> <p>1. New Homes:</p> <p>a) 100 132 homes (minimum).</p> <p>2. Connections and Highways:</p> <p>a) Enhance the provision of clear, direct safe and attractive pedestrian and cycling links to surrounding areas (including Middle Street and Station Road)</p> <p>3. Green Infrastructure and Open Space:</p> <p>a) Public realm enhancements improvements to the east (including the</p>	<p>Formatting: Policy headings included to show requirements more clearly.</p> <p>Amendment: 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 and</p>

	<p>provision of seating and soft landscaping) to enhance the setting of the Conservation Area and quality of adjacent open space.</p> <p>b) Ensure new open spaces form part of a network of spaces.</p> <p>4. New Facilities:</p> <p>a) Cinema.</p> <p>b) Emphasis on viable uses to encourage a vibrant evening economy such as food and drink and leisure uses.</p> <p>c) Landmark Buildings which provide a gateway into Beeston from the south and tram/bus terminus to the southwest.</p> <p>d) Ensure that development provides active frontages at Ground Floor level.</p>	<p>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>
MM24	<p>Policy 12: Edge-of-Centre A1 Retail in Eastwood</p> <p>Formatting change: Move policy text to top of page. Move new justification text (as stated below) to below policy. Insert new title below new justification text: 'Eastwood District Centre'. Current paragraphs 12.1, 12.2, 12.3, and 12.4 will then follow.</p> <p>Add justification text:</p> <p>12.1 For limited alterations and extensions (as defined below) within the identified area, Policy 12 would apply. For all other forms of development, and for development outside of the identified area, Policy 13 would apply.</p> <p>12.2 'Limited alterations and extensions are defined as:</p> <ul style="list-style-type: none"> Any alterations or minor extensions that would result in additional retail (Use Class A1) floorspace and / or ancillary floorspace not 	<p>Formatting: To distinguish between the edge of centre policy and the alterations to the district centre boundary.</p> <p>Amendment: Provides clarity regarding relationship between Policy 12 and 13.</p> <p>Provides explanation regarding the definition of 'limited alterations and extensions'.</p>

	exceeding 500 sq.m. gross, in total.	
MM25	<p>Map 36 32: Kimberley District Centre Map amended to:</p> <ul style="list-style-type: none"> Expand Kimberley District Centre along Main Street and to include properties on James Street. 	<p>Formatting: Map re-numbered due to earlier deletion.</p> <p>Amendment: Following discussions with Kimberley Town Council.</p>
MM26	<p>Policy 13: Proposals for main town centre uses in edge-of-centre and out-of-centre locations</p> <p>2. Impact assessments will be required for all edge-of centre and out-of-centre retail, leisure, office or food and drink uses of 500–2,500 square metres gross or more.</p> <p>Justification 13.1 Part 1 b) recognises that the NPPF supports the development of accessible local services and community facilities, such as local shops. Proposals will be required to demonstrate that the development will meet an outstanding local need which will benefit the local community. Deficiency may include there being no existing local services and facilities within a reasonable walking distance of a residential area.</p> <p>13.7 It also recommends a local floorspace threshold for impact assessments of 500 square metres for both convenience and comparison retailing (paragraph 16.34) and advises that this threshold should apply to changes of use and variation of conditions (paragraph 16.35).</p>	<p>Amendment:</p> <p>The threshold is amended at the request of the inspector and the associated justification text is therefore deleted.</p> <p>Amendment: Provide justification text to explain consideration of ‘deficiency’ and ‘local need’ (Part 1 b) of the policy).</p>
MM27	<p>Policy 14: Centre of Neighbourhood Importance (Chilwell Road / High Road)</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</p>	<p>Amendment: For clarity.</p>

	<p>the NPPF, or housing and only providing provided that such a use does not;</p> <p>Justification</p> <p>14.3 Part 4 of the policy regarding the The use of the upper floors is considered important as it supports the Aligned Core Strategy aim of urban concentration and regeneration, and it encourages the use of empty or under-used spaces for residential and commercial uses which will add to the vitality and viability of the Centre of Neighbourhood Importance and also the nearby Town Centre of Beeston.</p> <p>14.4 The 'inefficient use of upper floors', as referred to in part 4 of Policy 14, is defined as 'keeping vacant or not fully utilising the space on floors above the ground floor for a productive town centre or ancillary use', such as:</p> <ul style="list-style-type: none"> • Additional retail showroom facilities • Ancillary facilities or services, such as toilets, staff room or kitchen • Residential • Offices • Other town centre uses 	<p>Amendment:</p> <p>Provide clarity regarding what is meant by 'inefficient use of upper floors'.</p>
<p>MM28</p>	<p>Policy 15: Housing Size, Mix and Choice</p> <p>3. For proposals on unallocated 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"> • 'Beeston' submarket: 30% or more; • 'Eastwood' submarket: 10% or more; • 'Kimberley' submarket: 20% or more; • 'Stapleford' submarket: 10% or more. <p>4. Any applications which propose less affordable housing, fewer 'accessible and adaptable dwellings' or fewer self-build or custom-build homes than is indicated in parts 1,2 and 3 1, 2, 3, 7 and 8 of this policy must be accompanied by a viability assessment.</p>	<p>Amendment:</p> <p>For clarity and so that affordable housing is only required in relation to Class C3 development.</p> <p>For part 4 of the policy (regarding proposals for lesser provision) to also</p>

	<p>5. 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> <p>8. For developments of more than 20 dwellings, at least 5% of provision should be in the form of serviced plots for self-build or custom-build homes by other delivery routes.</p>	<p>apply to parts 7 and 8 (accessible homes and self/custom-build), as well as to parts 1-3 (affordable housing).</p> <p>In response to representations emphasising the importance of planning for the needs of elderly people.</p> <p>Part 8 of the policy and paragraph 15.6 to be deleted at the request of the inspector.</p>
	<p>Justification</p> <p>15.1 (at the end of the main paragraph and before the bullet points):</p> <p>In parts 1, 2 and 3 of the policy, the phrase “or more” means that at least the specified proportion of affordable housing should be provided; a higher proportion would not be expected but may be acceptable, if proposed by an applicant. In parts 5 and 6 of the policy, the word “size” relates to the number of bedrooms in the home.</p> <p>15.3 Any permission granted contrary to part 1, 2 or 3 1, 2, 3, 7 or 8 of the policy will be subject to a clause requiring viability to be reviewed in the future.</p> <p>15.3 15.4: With regard to part 5 of the policy, examples of potential exceptional circumstances might include those where:</p> <ul style="list-style-type: none"> • On-site provision of affordable housing would undermine other housing or regeneration objectives; • The type of affordable housing that is needed would not reflect the 	<p>Amendment: Paragraph 15.6 to be deleted at the request of the inspector.</p> <p>To provide clarification on what is meant by ‘or more’ in relation to the affordable housing requirement and to provide a definition/additional text (potentially within glossary) as to what is meant by ‘size’.</p> <p>To provide examples of exceptional circumstances which may justify off site provision of affordable housing.</p> <p>Additional wording to indicate how an application would be assessed against Policy 15.6 (accessible housing).</p> <p>Clarity regarding supporting principle of</p>

	<p>character of the area;</p> <ul style="list-style-type: none"> • There is already a high proportion of affordable housing within the immediate area; • Specialist forms of affordable housing could be provided off-site but not on-site; • There would be only a modest number of affordable housing units provided and there would be resultant difficulties for on-going management. <p>15.4 15.5 With regard to part 6 of the policy, the appropriate mix of size, type, tenure and density will be assessed in liaison between the Council's housing and planning departments, in accordance with the Council's Housing Strategy and taking account of the latest relevant information, including the Social and Affordable Housing Need Study and any subsequent update to this Study.</p> <p>15.5 15.6 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. 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.</p> <p>15.6 Self build and custom-build homes can help to meet the needs of local people who have expressed interest in this form of development via the Council's Register. They can also provide a boost to small-scale local housebuilders and add to the variety of housing provision. Part 8 of the policy is intended to help in these regards.</p>	<p>specialist housing added in response to representations made by Broxtowe Labour Group.</p> <p>To provide clarity regarding the requirement of Policy 15.6.</p> <p>To remove 5% requirement and to instead be based on meeting an existing demand indicated by the Register (additional justification text outlined in Additional Amendments)</p>
MM29	<p>Policy 16: Gypsies and Travellers</p> <p>A suitable site will be identified within the existing built up area to</p>	<p>Amendment: To clarify the timescale for provision.</p>

	<p>accommodate the requirement for two pitches for Gypsies and Travellers to ensure the identified need is met. This provision will be made by the end of 2019.</p>	
	<p>Justification</p> <p>16.4 The Council intends to produce a Supplementary Planning Document (SPD) which will identify sites within the urban area to meet this need. Work on the SPD is likely to be undertaken predominantly in-house and may involve the use of consultants if necessary. It will be undertaken in consultation with the Gypsy and Traveller community and any other affected residents. A report will be prepared and considered by the Council and it is intended that the SPD will be adopted in approximately November 2019.</p>	<p>Amendment:</p> <p>To provide more information on the Council's intended approach.</p>
<p>MM30</p>	<p>Policy 17: Place-making, Design and Amenity</p> <ol style="list-style-type: none"> 1. For all new development, permission will be granted for development which, where relevant: <ol style="list-style-type: none"> i) Provides sufficient, well-integrated, parking and safe and convenient access; and n) Encourages walking and cycling; and 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 12' criteria (see Appendix 5 2). 4. In the case of householder development (including extensions, annexes, outbuildings and boundary treatments): <ol style="list-style-type: none"> e) Fences and walls Development (including fences, walls and other structures) should not cause risk to pedestrians or road users 	<p>Amendment:</p> <p>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>Formatting:</p> <p>Re: Appendix number (these were re-ordered to reflect the order in which they are referenced in the document).</p>

	<p>by reducing visibility for drivers when entering or exiting the driveway-;</p> <p>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.</p>	
	<p>Justification</p> <p>17.2 Part 1 of the policy is largely based on ‘<u>Building for Life</u>’ (‘BfL12’), a widely-used guide to better design that is aligned to the <u>National Planning Policy Framework</u> and the <u>National Planning Practice Guidance</u> and is endorsed by the Design Council and the Home Builders Federation. Details of BfL12 itself are in Appendix 1 and this should be used as a design tool and a basis for discussion throughout the pre-application and community engagement stages of all major applications. <i>When applying part 3 of the policy, applicants should show evidence of how their development performs against each question, justifying either a green or amber outcome. Any ambers should be those where sub-optimal solutions are unavoidable because of the particular circumstances of the scheme or constraints beyond the control of the applicant (and where there is evidence to support this).</i></p> <p>17.4 With regard to parts 1, 3 and 4 innovative design will be encouraged in appropriate circumstances.</p> <p>17.5 <i>With regard to part 1o), 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></p>	<p>Amendment: Provides additional text to explain how the policy will be applied (in respect of Building for Life).</p> <p>Amendment: Specific examples of good practice included in the justification text in response to representations made by Awworth Parish Council and Neighbourhood Plan steering group.</p> <p>Provides further clarity regarding how Policy 17 will inform whether enforcement action should be taken.</p> <p>Amendment: Summary included as previous omission.</p>

	<p>17.6 Enforcement action should be proportionate to the breach of planning control to which it relates and taken when it is expedient to do so. This policy will be used to assess whether it is expedient to take enforcement action in relation to breaches of planning control, for example when a breach is clearly contrary to the policy. Further details of the Council's approach will be provided within It will also form the basis of a comprehensive enforcement plan which will be prepared and then reviewed on an annual basis.</p> <p>What the Sustainability Appraisal says 17.7 The policy has significant positive effects upon the social, biodiversity and green infrastructure, environment and landscape and transport objectives, resulting from improvements to the design of built development.</p>	
<p>MM31</p>	<p>Policy 20: Air Quality</p> <p>3. Electric Vehicle charging points will be required in all housing developments of 10 or more houses and commercial developments of 1,000sqm square metres or more of floorspace.</p>	<p>Amendment Clarifies the expectations regarding 'reasonable steps' and 'measures'</p>
	<p>Justification 20.2 The 'reasonable steps' required to be taken, referred to within Policy 20 (part 1), will vary between different types and scale of development. In the case of smaller developments, these might include the provision of secure cycle storage facilities to encourage cycle use. In the case of larger developments, these might include the provision of well-lit connections to existing cycleways and footpaths and integration with public transport.</p> <p>20.3 The exact level of electric vehicle charging points and other facilities required will vary on a case-by-case basis, taking into account factors such as: sustainability of location; existing infrastructure; amount of car parking to be provided; and existing electric vehicle charging points within the area of the development.</p>	<p>Amendment Explains how the policy will be applied with regards to electric vehicle charging points and other facilities.</p>

	<p>20.2 20.4 A shift to the use of electric vehicles can...</p>	
<p>MM32</p>	<p>Policy 23: Proposals affecting dDesignated and nNon-dDesignated hHeritage aAssets</p> <p>2. Proposals that affect heritage assets will be required to demonstrate an understanding of the significance of the assets and their settings, identify the impact of the development upon them and provide a clear justification for the development. in order that a decision can be made as to whether the merits of the proposals for the site bring public benefits which decisively outweigh the harm arising from the proposals. For designated heritage assets:</p> <ul style="list-style-type: none"> i. Where substantial harm is identified, there must be substantial public benefits that outweigh the harm. ii. Where less than substantial harm is identified, the harm will be weighed against the public benefits of the proposal, including securing its optimum viable use. <p>3. Proposals affecting a heritage asset and/or its setting will be considered against the following criteria, where relevant:</p> <ul style="list-style-type: none"> c) Whether the proposals would preserve conserve 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>Correction: Capitalisation.</p> <p>Amendment: Part 2 – For the policy to be consistent with the NPPF. Part 3 - At the request of Historic England.</p>
	<p>Justification 23.1 This policy applies to all heritage assets, including Listed Buildings, Conservation Areas, Scheduled Monuments and non-designated assets of all kinds. Bennerley Viaduct, Boots and D H 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</p>	<p>Amendment: Clarification regarding specific designated heritage assets added into the text in response to representations by Awsworth Parish Council and Neighbourhood Plan Steering group.</p>

	<p>minimise impacts on the listed buildings there. Proposals for Chetwynd Barracks (Policy 3.1) should recognise the importance of designated and non-designated heritage assets within the site.</p>	<p>To refer to the heritage assets contained within the Chetwynd Barracks site.</p>
MM33	<p>Policy 24: The hHealth and Wellbeing l Impacts of dDevelopment</p> <ol style="list-style-type: none"> 1. A Health Impact Assessment Checklist, as set out on pages 140-151 in Appendix 5, will be required for applications for; 2. Hot food takeaways of any size within 400m of any part of the grounds of a school will be assessed against the hot food takeaway question within this checklist expected to show how they comply with an appropriate healthy eating scheme, unless such takeaways are within the defined boundary of a Town or District Centre. 	<p>Amendment: For clarification of policy expectations.</p> <p>Correction: Capitalisation.</p>
	<p>Justification 24.3 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 '<u>Healthier Options Takeaway (HOT) Merit scheme</u>', which is operated by Broxtowe Borough Council in conjunction with Nottinghamshire County Council and the other district and borough councils within Nottinghamshire.</p>	<p>Amendment: Clarity regarding how applicants can address the policy requirements.</p>
MM34	<p>Policy 26: Travel Plans Justification 26.1 The site allocations have been selected in accordance with Policy 2 (the spatial strategy) of the <u>Aligned Core Strategy</u> and therefore are considered to be in the most sustainable locations. For all other 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. <u>Travel Plans will be expected to include details of how developments will encourage walking, cycling and the use of public transport. Travel Plans should be proportionate to the size and scope of the proposed development to which they relate and be tailored to particular</u></p>	<p>Amendment: 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 Home Builders Federation.</p>

	<p>local circumstances. Guidance regarding the form and scope of the Travel Plan can be provided as part of pre-application advice.</p>	<p>Additional text to explain how the policy will be applied.</p>
<p>MM35</p>	<p>Policy 27: Local Green Space</p> <p>The following areas are designated as Local Green Space, in accordance with paragraphs 76-78 of the National Planning Policy Framework.</p> <p>1. Prominent Areas for Special Protection:</p> <ul style="list-style-type: none"> a) Bramcote Hills and Bramcote Ridge b) Burnt Hill, Bramcote c) Catstone Hill Ridge, Strelley d) Stapleford Hill e) Windmill Hill, Stapleford <p>2. The field off Cornwall Avenue, Beeston Rylands.</p> <p>3. Protected Open Areas:</p> <ul style="list-style-type: none"> a) Beeston Fields golf course and land to west b) Bramcote Ridge c) Chilwell Manor golf course <p>4. Land east and west of Coventry Lane at Bramcote and Stapleford, as shown on the plan on page 156.</p> <p>Within these areas, development that would be harmful to the character or function of the Local Green Space will not be permitted except in very special circumstances.</p> <p>The field off Cornwall Avenue, Beeston Rylands, is designated as Local Green Space, in accordance with paragraphs 99-101 of the National Planning Policy Framework. Within this area, development that would be harmful to the character or function of the Local Green Space will not be</p>	<p>Amendment</p> <p>It is considered that the five areas proposed in Part 1 of Policy 27 would fit better within Policy 28, 'Green Infrastructure Assets'. The designated for the field off Cornwall Avenue is still considered to be justified.</p> <p>Amendment Updated to reflect earlier Main Modifications.</p> <p>Policy wording amended in response to the request of the inspector.</p> <p>Moved to Policy 28 following changes to policy text.</p>

	permitted except in very special circumstances. Applications will be considered with regard to paragraphs 143-147 of the National Planning Policy Framework.	
	<p>Justification</p> <p>27.2 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).</p> <p>27.2 3 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.</p> <p>27.4 27.2 All the sites listed The site referred to in the policy have has been assessed as according with the criteria set out in the NPPF (paragraph 100) and are is considered to be: in reasonably close proximity to the community they it serves; local in character and not an extensive tract of land; and demonstrably special to the local community, holding a particular local significance.</p>	
	Map 61: The Local Green Space at land east and west of Coventry Lane Bramcote and Stapleford	Amendment: To reflect the fact that the land at Coventry Lane is now proposed to remain in the Green Belt.
	Map 38: Land to the east of Cornwall Avenue	Amendment:

	Additional Map detailing the new Local Green Space which was not included in the Publication Version of the Plan.	New Local Green Space following consultation response from local residents.
MM36	<p>Policy 28: Green Infrastructure Assets</p> <p>1. 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:</p> <ul style="list-style-type: none"> a) Green Infrastructure Corridors (not shown on the Policies Map); b) Playing Pitches; c) Informal Open Spaces i.e. ‘natural and semi-natural green space’ and ‘amenity green space’; d) Allotments; e) Recreational Routes; and f) Nature Reserves-; g) Golf Courses (Beeston Fields and Chilwell Manor); and h) A mix of Informal Open Spaces and flood mitigation measures (land off Thorn Drive, Newthorpe). i) Prominent Areas for Special Protection (Bramcote Hills and Bramcote Ridge; Burnt Hill, Bramcote; Catstone Hill Ridge, Strelley; Stapleford Hill; and Windmill Hill, Stapleford). <p>2. 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 or loss to the Green Infrastructure Asset, unless the benefits of development are clearly shown to outweigh the harm.</p>	<p>Amendment:</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> <p>It is considered that the five areas proposed in Part 1 of Policy 27 would fit better within Policy 28, ‘Green Infrastructure Assets’.</p>
	<p>Justification</p> <p>28.4 In respect of part 2 of the policy, benefits which could outweigh the</p>	<p>Amendment:</p> <p>Provide clarification to how the policy</p>

	<p>harm include the replacement of equivalent or better provision in terms of quantity and quality in a suitable location or the development is for an alternative sports and recreational provision, the needs for which clearly outweigh the loss.</p> <p>28.4 28.5 Broxtowe contains several strategic recreational routes, many of which are shown on page 158 Map 40 and the Policies Map. These routes may also be used for everyday journeys and for accessing services. The policy will apply to the specified routes and to all routes leading from the built-up areas into the countryside. The policy will apply to the following specified routes;</p> <ul style="list-style-type: none"> the Big Track; the Broxtowe Country Trail; the Erewash Valley Trail; the Great Northern Path; the Monks Way; the National Cycle Route; the Nottingham Canal Towpath/former Cromford Canal; and <p>the Robin Hood Way.</p> <p>28.6 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.</p> <p>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</p>	<p>will be applied.</p> <p>Explains that the recreational routes listed and shown in the plan are long distance strategic routes.</p> <p>Moved from Policy 27 following changes to policy text.</p> <p>Text added in response to a representation and for clarity.</p> <p>Formatting: Moved to Policy 32: Developer Contributions section as it is considered more relevant there.</p>
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	<p>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.</p> <p>Table 6: Broxtowe Green Space Standard</p> <table border="1"> <thead> <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> </thead> <tbody> <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> </tbody> </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	
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MM37	<p>Policy 31: Biodiversity Assets</p> <ol style="list-style-type: none"> 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 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. 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 Assets(s) are; 	<p>Amendment:</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>															

	<ul style="list-style-type: none"> a) Sites of Special Scientific Interest, Local Wildlife Sites or Local Geological Sites (as including those listed in Appendices 2, 3, 4 8, 9 and 10 and shown on the Policies Map); or b) Protected and pPriority habitats and priority species (as including those identified in the Nottinghamshire Local Biodiversity Action Plan, and section 4.5 of the Green Infrastructure Strategy and section 41 of the Natural Environment and Rural Communities (NERC) Act 2006); or c) Trees which are the subject of Tree Preservation Orders; or d) Aged or veteran trees; or e) Ancient Woodland (as shown on the Policies Map); or f) Hedgerows which are important according to the criteria of the Hedgerow Regulations 1997; or g) Other trees and hedgerows which are important to the local environment. <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>	
MM38	<p>Policy 32: Developer Contributions</p> <ul style="list-style-type: none"> 1. Financial contributions may be sought from developments of 10 or more dwellings or 1,000 square meters metres or more gross floorspace for provision, improvement or maintenance, where relevant, of; <ul style="list-style-type: none"> a) Affordable housing; b) Health; c) Community facilities; d) Green Space Infrastructure Assets; e) Biodiversity; f) Education; and 	<p>Amendment: 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>Correction: Typographical Correction.</p> <p>Formatting: Appendix re-ordered to appear in the</p>

	<ul style="list-style-type: none"> g) Highways, including sustainable transport measures; h) Cycling, footpaths and public transport; i) The historic environment, heritage assets and/or their setting; and j) Flood mitigation measures, including SuDS. <p>2. On-site provision of new playing pitches may be required for developments of 50 dwellings or more.</p>	<p>same order as the main body of the document.</p> <p>Pages and Maps re-numbered to reflect this change.</p>									
	<p>Justification</p> <p>32.2 The type and size of contributions will be assessed with regard to Nottinghamshire County Council’s Contributions Strategy.</p> <p>32.3 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 England’s Accessible Natural Greenspace Standards.</p> <p>Table 6: Broxtowe Green Space Standard</p> <table border="1" data-bbox="394 1157 1458 1378"> <thead> <tr> <th data-bbox="394 1157 745 1305">Green Space Type</th> <th data-bbox="745 1157 1104 1305">Maximum distance that any household should be from the green space type</th> <th data-bbox="1104 1157 1458 1305">Minimum size of green space type</th> </tr> </thead> <tbody> <tr> <td data-bbox="394 1305 745 1345">Parks and gardens</td> <td data-bbox="745 1305 1104 1345">500m</td> <td data-bbox="1104 1305 1458 1345">1 ha</td> </tr> <tr> <td data-bbox="394 1345 745 1378">Natural and semi-</td> <td data-bbox="745 1345 1104 1378">300m</td> <td data-bbox="1104 1345 1458 1378">2 ha</td> </tr> </tbody> </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-	300m	2 ha	
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MM39	<p>Appendix 1: Schedule of superseded policies</p> <p>Regulation 8(5) of the Town and Country Planning (Local Planning) (England) Regulations 2012 requires that this Part 2 Local Plan (P2LP) identifies previous policies of the adopted development plan that are now superseded. Several policies of the 2004 Broxtowe Local Plan were superseded by policies in the Aligned Core Strategy, the Part 1 Local Plan (P1LP), as detailed in Appendix E of the P1LP and as confirmed in the table below. Other policies of the 2004 Local Plan are superseded by policies in this P2LP, as detailed in the table below. Some policies of the 2004 Plan are not superseded (i.e. not replaced by new policies) but are nevertheless not retained as part of the development plan since they are no longer considered to be necessary, because the subject matter is no longer considered to be relevant or because the subject matter is considered to be adequately covered by the NPPF. These are noted in the table below. Some other policies of the 2004 Plan were not ‘saved’ following a review by the Secretary of State in 2007, as mentioned in the table below.</p> <p>As a result of these issues, no policies of the 2004 Plan now form part of the development plan. This P2LP does not supersede any policies of the P1LP and all the policies of the P1LP therefore remain part of the development plan.</p>			<p>Amendment:</p> <p>New appendix added at the request of the inspector, to ensure legal compliance.</p>
	2004 Local Plan policy	Superseded by:		

	K1 Sustainable development	(Not 'saved' in 2007.)	
	K2 The economy	(Not 'saved' in 2007.)	
	K3 Housing	(Not 'saved' in 2007.)	
	K4 Town centres	P2LP policy 10.	
	K5 The environment (1)	P2LP policy 8.	
	K6 The environment (2)	(Not 'saved' in 2007.)	
	K7 Access and transport	(Not 'saved' in 2007.)	
	K8 The needs of the disadvantaged	(Not 'saved' in 2007.)	
	E1 Good design	P1LP.	
	E2 Energy-efficient design and layout	P1LP.	
	E3 Development within Conservation Areas	P1LP.	
	E4 Demolition within Conservation Areas	(Not 'saved' in 2007.)	
	E5 Listed Buildings	(Not 'saved' in 2007.)	
	E6 Setting of Listed Buildings	(Not 'saved' in 2007.)	
	E7 Advertising	(Not 'saved' in 2007.)	
	E8 Development in the Green Belt	P2LP policy 8.	

	E9 Visual impact of development on Green Belt	(Not 'saved' in 2007.)	
	E10 Activities in the Green Belt	(Not 'saved' in 2007.)	
	E11 Dwellings for agricultural workers	(Not 'saved' in 2007.)	
	E12 Protected Open Areas	P2LP policy 28.	
	E13 Prominent Areas for Special Protection	P2LP policy 28.	
	E14 Mature Landscape Areas	P2LP policy 30.	
	E15 Sites of Special Scientific Interest	(Not 'saved' in 2007.)	
	E16 Sites of Importance for Nature Conservation	P2LP policy 31.	
	E17 Sites supporting species protected by law	(Not 'saved' in 2007.)	
	E18 Local biodiversity	(Not 'saved' in 2007.)	
	E19 Other nature conservation resources	P1LP.	
	E20 Agricultural land quality	(Not 'saved' in 2007.)	
	E21 Ancient Monuments	(Not 'saved' in 2007.)	
	E22 Other sites of archaeological	(Not 'saved' in 2007.)	

	interest		
	E23 Greenwood Community Forest	P1LP.	
	E24 Trees, hedgerows and Tree Preservation Orders	P2LP policy 31.	
	E25 Renewable energy development	P1LP.	
	E26 Pollution	P2LP policy 19.	
	E27 Protection of groundwater	P2LP policy 19.	
	E28 Protection of floodplains and flood risk	(Not 'saved' in 2007.)	
	E29 Contaminated land	P2LP policy 19.	
	E30 Derelict land	(Not 'saved' in 2007.)	
	E31 Gassing landfill sites	P2LP policy 19.	
	E32 Hazardous substances, hazardous installations and major pipelines	P2LP policy 19.	
	E33 Light pollution	P2LP policy 19.	
	E34 Control of noise nuisance	P2LP policy 19.	
	E35 Telecommunications	(No longer considered to be necessary.)	
	H1 New housing sites	P2LP policies 2-7.	

	H2 Phasing of housing	P1LP.	
	H3 Housing type and size	P1LP.	
	H4 Subdivision or adaptation of existing buildings	P2LP policy 17.	
	H5 Affordable housing	P2LP policy 15.	
	H6 Density of housing development	P2LP policy 17.	
	H7 Land not allocated for housing purposes	P2LP policy 17.	
	H8 Businesses in residential areas and properties	P2LP policy 17.	
	H9 Domestic extensions	P2LP policy 17.	
	H10 Extensions for dependent relatives	P2LP policy 17.	
	H11 Minor development	P2LP policy 17.	
	H12 Loss of residential accommodation	(No longer considered to be necessary.)	
	H13 Sites for Gypsies and Travelling Showpeople	P1LP.	
	EM1 New employment sites	(No longer considered to be necessary.)	

	EM2 Protection of employment land and premises	P1LP.	
	EM3 Expansion/redevelopment of existing employment premises	P2LP policy 9.	
	EM4 Exceptional developments	(Not 'saved' in 2007.)	
	T1 Developers' contributions to integrated transport measures	P2LP policy 32.	
	T2 Improvements to bus facilities	P1LP.	
	T3 Bus facilities in new development	P1LP.	
	T4 Park-and-ride facilities	(No longer considered to be necessary.)	
	T5 South Notts Rail Network (SNRN)	(No longer considered to be necessary.)	
	T6 Nottingham Express Transit (NET)	P2LP policy 3.2.	
	T7 Cycling routes and facilities	P1LP.	
	T8 Millennium Cycle Route	(Not 'saved' in 2007.)	
	T9 Pedestrian routes and facilities	P1LP.	
	T10 Proposed road schemes	(No longer considered to be necessary.)	

	T11 Guidance for parking provision	P2LP policy 17.	
	T12 Facilities for people with limited mobility	P2LP policy 17.	
	S1 Shopping and associated uses within town centres	P2LP policy 10.	
	S2 Sites for retail and associated development	P2LP policy 11.	
	S3 Retail and associated development in locations outside town centres	P2LP policy 13.	
	S4 Prime shopping frontages	P2LP policy 10.	
	S5 Local shopping development	P2LP policy 13.	
	S6 Protection of local shopping	(No longer considered to be necessary.)	
	S7 Food and drink retailing outside town centres	P2LP policy 13.	
	S8 Shopfront design	P2LP policy 18.	
	S9 Security measures	P2LP policy 18.	
	S10 Shopfront signage	P2LP policy 18.	
	RC1 Leisure facilities	(No longer considered to be necessary.)	
	RC2 Community and education	(No longer considered to be	

	facilities	necessary.)	
	RC3 Community and education facilities: safeguarded sites	(No longer considered to be necessary.)	
	RC4 Developers' contributions to education and community facilities	P1LP.	
	RC5 Protection of open spaces	P2LP policy 28.	
	RC6 Open space: requirements for new developments	P2LP policy 32.	
	RC7 New playing fields	(No longer considered to be necessary.)	
	RC8 New informal open space	(No longer considered to be necessary.)	
	RC9 Contributions for maintenance of open spaces	P1LP.	
	RC10 Allotments	P2LP policy 28.	
	RC11 Cemetery extensions	P2LP policy 29.	
	RC12 Caring institutions	(No longer considered to be necessary.)	
	RC13 Day nurseries	(No longer considered to be necessary.)	
	RC14 Footpaths, bridleways and cycle routes	P2LP policy 28.	

	RC15 Long distance trails	P2LP policy 28.	
	RC16 Greenways	P2LP policy 28.	
	RC17 Outdoor recreation pursuits	(No longer considered to be necessary.)	
	RC18 Tourism facilities including hotels	P2LP policy 25.	

