

Appendix – Main Modifications

The modifications below are expressed either in the conventional form of ~~strikethrough~~ for deletions and underlining for additions of text, or by specifying the modification in words in *italics*.

The page numbers and paragraph numbering below refer to the submission local plan, and do not take account of the deletion or addition of text.

Main Modifications (MM)

Main Modification Number	Page No/Policy/Para	Details of Amendment
MM1	Page 20 – Policy 1	<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 <u>quality standard of protection</u>; 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, <u>including by the use of Sustainable Drainage Systems (SuDS)</u>, that: that surface water run-off is reduced by 30% compared with predevelopment rates. <ol style="list-style-type: none"> i. <u>developments on greenfield sites maintain greenfield (pre-development) surface water run off rates</u> ii. <u>developments on brownfield sites reduce surface run off by a minimum of 30% compared with pre-development rates.</u>
	Page 21 – Policy 1 – Para 1.4	<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 <u>such as the raising of finished floor levels</u>, emergency planning and good site design that does not increase risk to others. The Environment Agency will also require flood compensation (i.e. at</p>

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		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).
MM2	Page 22-23 – Policy 2 – Para 2.1-2.9	<p>Policy 2</p> <p>2.1 The following section allocates <u>Policies 3 - 7 allocate</u> 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 <u>Part 1</u> 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 <u>and a limited number of other urban sites where delivery is expected within the plan period which make up the remainder of the supply.</u> For s- <u>Sites of 10 or more dwellings with extant planning permission</u> these have been shown on the overview plans <u>Policies Map</u> 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>

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		<p><u>2.8</u> The supply (as detailed in the 17/18 SHLAA) and as amended following further developer discussion shows:</p> <p>Table 3: Housing Figures</p> <table border="1"> <thead> <tr> <th data-bbox="902 427 1093 724"><u>Settlement</u></th> <th data-bbox="1093 427 1240 724"><u>Number of houses built 2011 - 2018</u></th> <th data-bbox="1240 427 1460 724"><u>Number of houses on extant planning permissions and other deliverable urban sites</u></th> <th data-bbox="1460 427 1657 724"><u>Number of houses on allocations made in this plan</u></th> <th data-bbox="1657 427 1881 724"><u>Core Strategy Requirement</u></th> <th data-bbox="1881 427 2016 724"><u>Total Supply</u></th> </tr> </thead> <tbody> <tr> <td data-bbox="902 724 1093 799"><u>Main Built up Area</u></td> <td data-bbox="1093 724 1240 799"><u>677</u></td> <td data-bbox="1240 724 1460 799"><u>2072</u></td> <td data-bbox="1460 724 1657 799"><u>2380</u></td> <td data-bbox="1657 724 1881 799"><u>Minimum 3,800</u></td> <td data-bbox="1881 724 2016 799"><u>5129</u></td> </tr> <tr> <td data-bbox="902 799 1093 839"><u>Awsworth</u></td> <td data-bbox="1093 799 1240 839"><u>33</u></td> <td data-bbox="1240 799 1460 839"><u>72</u></td> <td data-bbox="1460 799 1657 839"><u>250</u></td> <td data-bbox="1657 799 1881 839"><u>Up to 350</u></td> <td data-bbox="1881 799 2016 839"><u>355</u></td> </tr> <tr> <td data-bbox="902 839 1093 879"><u>Brinsley</u></td> <td data-bbox="1093 839 1240 879"><u>14</u></td> <td data-bbox="1240 839 1460 879"><u>29</u></td> <td data-bbox="1460 839 1657 879"><u>110</u></td> <td data-bbox="1657 839 1881 879"><u>Up to 150</u></td> <td data-bbox="1881 839 2016 879"><u>153</u></td> </tr> <tr> <td data-bbox="902 879 1093 919"><u>Eastwood</u></td> <td data-bbox="1093 879 1240 919"><u>314</u></td> <td data-bbox="1240 879 1460 919"><u>509</u></td> <td data-bbox="1460 879 1657 919"><u>200</u></td> <td data-bbox="1657 879 1881 919"><u>Up to 1,250</u></td> <td data-bbox="1881 879 2016 919"><u>1023</u></td> </tr> <tr> <td data-bbox="902 919 1093 959"><u>Kimberley</u></td> <td data-bbox="1093 919 1240 959"><u>102</u></td> <td data-bbox="1240 919 1460 959"><u>250</u></td> <td data-bbox="1460 919 1657 959"><u>143</u></td> <td data-bbox="1657 919 1881 959"><u>Up to 600</u></td> <td data-bbox="1881 919 2016 959"><u>495</u></td> </tr> <tr> <td data-bbox="902 959 1093 1034"><u>Other Rural</u></td> <td data-bbox="1093 959 1240 1034"><u>4</u></td> <td data-bbox="1240 959 1460 1034"><u>53</u></td> <td data-bbox="1460 959 1657 1034"><u>0</u></td> <td data-bbox="1657 959 1881 1034"><u>No Requirement</u></td> <td data-bbox="1881 959 2016 1034"><u>57</u></td> </tr> <tr> <td data-bbox="902 1034 1093 1066"></td> <td data-bbox="1093 1034 1240 1066"></td> <td data-bbox="1240 1034 1460 1066"></td> <td data-bbox="1460 1034 1657 1066"></td> <td data-bbox="1657 1034 1881 1066"><u>6,150</u></td> <td data-bbox="1881 1034 2016 1066"><u>7212</u></td> </tr> </tbody> </table> <p><u>2.9</u> 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 Boots, Beeston (Core Strategy policy 4); and conversions of under-used town</p>	<u>Settlement</u>	<u>Number of houses built 2011 - 2018</u>	<u>Number of houses on extant planning permissions and other deliverable urban sites</u>	<u>Number of houses on allocations made in this plan</u>	<u>Core Strategy Requirement</u>	<u>Total Supply</u>	<u>Main Built up Area</u>	<u>677</u>	<u>2072</u>	<u>2380</u>	<u>Minimum 3,800</u>	<u>5129</u>	<u>Awsworth</u>	<u>33</u>	<u>72</u>	<u>250</u>	<u>Up to 350</u>	<u>355</u>	<u>Brinsley</u>	<u>14</u>	<u>29</u>	<u>110</u>	<u>Up to 150</u>	<u>153</u>	<u>Eastwood</u>	<u>314</u>	<u>509</u>	<u>200</u>	<u>Up to 1,250</u>	<u>1023</u>	<u>Kimberley</u>	<u>102</u>	<u>250</u>	<u>143</u>	<u>Up to 600</u>	<u>495</u>	<u>Other Rural</u>	<u>4</u>	<u>53</u>	<u>0</u>	<u>No Requirement</u>	<u>57</u>					<u>6,150</u>	<u>7212</u>
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		<p><u>and district centre uses (as encouraged by policy 10). Site allocations specifically for employment uses are therefore not required.</u></p>
MM3	Page 30 – Policy 3.1 and Paragraphs 3.4-3.5	<p>Policy 3.1 Chetwynd Barracks</p> <p>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, <u>playing fields</u> and car parking.</p> <p>3.4 <u>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.</u></p> <p>Key Development Requirements:</p> <p><u>1. Strategic Masterplan:</u></p> <p>a) <u>A Strategic Masterplan must be prepared for Chetwynd Barracks and approved by Broxtowe Borough Council as the Local Planning Authority as part of the planning application process. The Strategic Masterplan should incorporate and demonstrate how the requirements set out in this policy have been complied with.</u></p> <p><u>2. Delivery:</u></p> <p>a) <u>Development proposals will be required to be in general conformity with the Strategic Masterplan.</u></p> <p>b) <u>Infrastructure requirements must be delivered at a rate and scale to</u></p>

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		<p><u>meet the needs that arise from the proposed development, in accordance with the Infrastructure Delivery Plan.</u></p> <p>c) <u>Development proposals must contribute proportionately towards the delivery of those infrastructure items set out in this policy and in the Infrastructure Delivery Plan.</u></p> <p>3. New & Existing Homes:</p> <p>a) <u>500 Homes (within the plan period), 800+ with the capacity for 1,500 overall.</u></p> <p>b) <u>Ensure that new development integrates with any retained MOD residential accommodation to the north of the site.</u></p> <p>4. Connections & Highways:</p> <p>a) <u>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.</u></p> <p>b) <u>Provide a bus route through the site.</u></p> <p>c) <u>Upgrade existing access points and road network within the site, with Chetwynd Road to be prioritised for buses, cyclists and pedestrians.</u></p> <p>d) <u>Ensure that the ability to provide a north/south road to link to the Tram Park and Ride site is positively facilitated by development.</u></p> <p>e) <u>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.</u></p> <p>5. Green Infrastructure, Open Space and Sports Pitches:</p> <p>a) <u>Retain and enhance Green Infrastructure corridors around the eastern and northern areas of the site and create attractive links between open</u></p>

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		<p><u>spaces.</u></p> <p>b) <u>Retain and enhance the existing playing fields and sports facilities (including the pavilion) on the south eastern corner of the site.</u></p> <p>• Link open space at the east of the site.</p> <p>c) <u>Retain existing large mature trees and grass verges and incorporate these into a boulevard approach to the street scene.</u></p> <p>d) <u>Retain existing Hobgoblin Wood.</u></p> <p>e) <u>Ensure that management of woodland, green infrastructure and open spaces is secured in perpetuity.</u></p> <p>f) <u>Provide on-site sustainable drainage system.</u></p> <p><u>6. New facilities:</u></p> <p>a) <u>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.</u></p> <p>b) <u>Provide small retail/service centre to meet local need along the main through route.</u></p> <p>c) Provision of <u>Provide</u> small scale employment development.</p> <p><u>7. Heritage:</u></p> <p>a) <u>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.</u></p> <p>b) <u>Retain and reuse of existing military buildings (non-designated heritage assets) where possible, if not possible, the development should seek to incorporate the existing footprint of the building into the building development layout.</u></p>

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		<p>Key Development Aspirations;</p> <ol style="list-style-type: none"> 1. Mitigate highways impact on the wider road network to ensure that congestion is not made worse than currently exists. 2. Retain and re-use existing military buildings where possible, if not possible then incorporate existing footprint into the building layout. <p><u>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.</u></p>
	<p>Page 30 – Policy 3.1 – new paragraphs</p>	<p>**Delete all existing justification text**</p> <p><u>Justification</u></p> <p><u>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</u></p>

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		<p><u>the plan period.</u></p> <p><u>Strategic Masterplan</u></p> <p><u>3.7</u> 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 Chetwynd Barracks and the Toton Strategic Location for Growth.</p> <p><u>3.8</u> 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><u>3.9</u> As a minimum, the Strategic Masterplan will set out:</p> <ul style="list-style-type: none"> • <u>A vision and guiding principles/objectives for Chetwynd Barracks;</u> • <u>The strategic framework for development including key roads, cycle routes, 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);</u> • <u>The quantum of residential and employment development and how such development will be phased; and</u> • <u>The infrastructure requirements for Chetwynd Barracks including when, how and whom would deliver each requirement. This will include</u>

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		<p><u>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.</u></p> <p>3.10 <u>It is envisaged that the preparation of the Strategic Masterplan would be led by the landowners/site promoter. 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 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.</u></p> <p>3.11 <u>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.</u></p> <p><u>Key Development Requirements</u></p> <p>3.12 <u>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.</u></p> <p>3.13 <u>To facilitate the full scale of development at Toton and Chetwynd</u></p>

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		<p><u>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.</u></p> <p>3.14 <u>The details of the retail / service centre referenced in this policy will be addressed as part of the Masterplanning requirement (above).</u></p> <p>3.15 <u>The small scale employment provision amounts to primarily B1 Use Office development (2 – 3.5 Ha).</u></p> <p><u>Delivery</u></p> <p>3.16 <u>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.</u></p> <p><u>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.</u></p>

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		<p><u>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 statutory consultees, and will assist in focusing the issues that will need to be addressed prior to the submission of planning applications.</u></p>
MM4	Page 76-82 – Policy 3.2 and Paragraphs 3b.1-3b12	<p>Policy 3.2: Land in the vicinity of the HS2 Station at Toton (Strategic Location for Growth)</p> <p>Strategic policy context <u>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.</u></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. <u>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</u> <u>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.</u></p> <p><u>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</u></p>

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		<p><u>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.</u></p> <p><u>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.</u></p> <p><u>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.</u></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 <u>development proposals which are expected to come forward within the plan period</u>, 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</p>

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		<p><u>development which comes forward within the plan period</u>, it is essential to ensure that the form of development is consistent with wider development opportunities in order to secure a high quality sense of place facilitating further development opportunities at the point that the HS2 station is open to passengers.</p> <p>Key Development Requirements within the plan period</p> <p><u>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).</u></p> <ul style="list-style-type: none"> <li data-bbox="920 799 2018 979">i. <u>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.</u> <li data-bbox="920 1023 2018 1126">ii. <u>Development proposals should comprise a blended density taking into account adjacent development (existing and proposed), topography and avoiding an inefficient use of land.</u> <li data-bbox="920 1169 2018 1315">iii. <u>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.</u> <li data-bbox="920 1358 2018 1383">iv. <u>Limited local neighbourhood retail and community facilities (including</u>

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		<p>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, Stapleford and Sandiacre.</p> <p>v. <u>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.</u></p> <p>vi. <u>Undergrounding of the high voltage electricity cables at the south of the site.</u></p> <p>vii. <u>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.</u></p> <p>viii. <u>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.</u></p> <p>Key Development Requirements beyond the <u>end of the plan period</u></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</p>

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		<p>Core Strategies:</p> <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>

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		<p><u>Strategic Masterplan</u></p> <p><u>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:</u></p> <ul style="list-style-type: none"> <u>i. incorporate and demonstrate how the requirements set out in Part D of this policy have been complied with; and</u> <u>ii. be consistent with the development proposals set out in Part A of this policy and illustrated in the framework (Map 8).</u> <p><u>C. Development proposals expected to be delivered beyond the plan period will be required to be in general conformity with the Strategic Masterplan.</u></p> <p><u>Key Development Requirements to be subject to the Strategic Masterplan</u></p> <p><u>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.</u></p> <p>Community Provision 3b.5 Aspirations:</p>

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		<p>i. Provide space for provision of an expanded or potentially relocated George Spencer Academy including a new Primary School.</p> <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. <u>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</u></p> <p>Traffic / Transport / Connectivity 3b.6 Aspirations: iv. A system that flows well for all modes of transport including <u>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</u> 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,</p>

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		<p>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 the north.</p> <p><u>v.</u> Maximise the potential for trips to and beyond the station to be achieved through non-private car modes of transport. This should include:</p> <p><u>a.</u> 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 <u>extension</u> to Long Eaton, Derby and East Midlands Airport. This will need to include a bridge <u>access provision</u> 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.</p> <p><u>b.</u> 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.</p> <p><u>vi.</u> 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.</p> <p><u>vii.</u> Pedestrian access should be provided to the station from the east with</p>

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		<p>an additional secondary western access. This should include a safe route either over <u>or under</u> the station.</p> <p><u>viii.</u> 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).</p> <p><u>ix.</u> 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 <u>District</u> 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.</p> <p><u>x.</u> 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.</p> <p><u>xi.</u> 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.</p>

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		<p><u>xii.</u> Onward rail service connections to other principal East Midlands Stations <u>including Ilkeston Station.</u></p> <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><u>xiii.</u> 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><u>xiv.</u> 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 <u>this should comprise a narrow, graded tree and shrub roadside corridor to improve screening of the Innovation Campus from the A52;</u></p>

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		<p>b) Along the Erewash Canal to the west of the location (incorporating flood mitigation on the low lying Sidings part of the site) <u>and Erewash River (between Toton Washlands and Stapleford)</u>;</p> <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 <u>linking and</u> 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><u>Economic and Residential development</u> <u>3b.8 Aspirations:</u></p> <p>xviii. <u>The site has an overall capacity of around 3,000 homes.</u></p> <p>xix. The creation of an Innovation <u>village Campus as part of a mixed use development</u> 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</p>

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		<p>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 Centre and in doing so encourage additional investment in, and enhancements to, Stapleford District Centre.</p> <p><u>xxi.</u> 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><u>xxii.</u> <u>Specific delivery mechanism for the 18,000 square metres employment floorspace to be delivered by 2028.</u></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:</p>

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		<p>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> <p><u>xxiii.</u> Relocate the plant nursery, electricity substation, sewage works and Network Rail/ DB Schenker off site <u>subject to the viability of such proposals and appropriate relocation sites being identified and secured.</u></p> <p><u>xxiv.</u> <u>The necessary remediation of land; and</u></p> <p><u>xxv.</u> <u>Flood and surface water mitigation required to ensure any development is appropriately protected from the risk of flooding.</u></p> <p><u>Delivery</u> <u>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.</u></p> <p><u>Development proposals must contribute proportionately towards the delivery of those infrastructure items set out in this policy and in the Infrastructure Delivery Plan.</u></p>
	<p>Page 78 – Policy 3.2 – new paragraphs</p>	<p><u>Justification</u> <u>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</u></p>

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		<p><u>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.</u></p> <p><u>Development within the Plan Period</u></p> <p><u>3.23</u> <u>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.</u></p> <p><u>3.24</u> <u>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.</u></p> <p><u>3.25</u> <u>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).</u></p> <p><u>Strategic Masterplan</u></p> <p><u>3.26</u> <u>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.</u></p>

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		<p><u>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 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.</u></p> <p><u>3.28 As a minimum, the Strategic Masterplan will set out:</u></p> <ul style="list-style-type: none"> • <u>The vision and guiding principles/objectives for the Strategic Location for Growth which shall have regard to the following points:</u> <ul style="list-style-type: none"> ○ <u>Planned development that uses the locational advantages of the hub station to strengthen and reinforce the roles of existing settlements across the East Midlands.</u> ○ <u>Establishment of a major new high tech research/institute adjacent to the hub station which adds value to the existing East Midlands offer.</u> ○ <u>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.</u> ○ <u>The avoidance of major retail development that would undermine the role of existing centres.</u> ○ <u>Maintenance of the integrity of the Derby-Nottingham Green Belt</u>

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		<p><u>west of the M1.</u></p> <ul style="list-style-type: none"> ○ <u>Continuing to invest in infrastructure elsewhere that supports the roles of existing settlements.</u> <ul style="list-style-type: none"> • <u>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.</u> • <u>The quantum of residential and employment development and how such development will be phased.</u> • <u>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.</u> <p>3.29 <u>In preparing the Strategic Masterplan regard should be had to the following site characteristics:</u></p> <ul style="list-style-type: none"> • <u>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</u>

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		<p><u>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 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.</u></p> <ul style="list-style-type: none"> • <u>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.</u>

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		<ul style="list-style-type: none"> <li data-bbox="952 347 2007 550">• <u>The area to the east of the residential led development area shown on the Toton Strategic Location for Growth Illustrative Concept Framework could incorporate a Leisure and education hub with a relocated George Spencer Academy whilst maintaining sufficient space to link the Chetwynd development.</u> <p data-bbox="902 598 2007 927"><u>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.</u></p> <p data-bbox="902 967 2007 1074"><u>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.</u></p> <p data-bbox="902 1118 1391 1150"><u>Key Development Requirements</u></p> <p data-bbox="902 1155 2007 1369"><u>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</u></p>

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		<p><u>tram services, cycling and walking, park and ride, taxi services; and drop-off facilities.</u></p> <p>3.33 <u>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.</u></p> <p>Delivery</p> <p>3.34 <u>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.</u></p> <p>3.35 <u>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.</u></p> <p>3.36 <u>To promote efficient and effective joint working and to front load the planning process, the use of Planning Performance Agreements will be</u></p>

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		<p><u>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.</u></p>
	<p>Page 78 – Policy 3.2 – Para 3.28</p>	<p><u>Map 8: Toton Strategic Location for Growth Illustrative Concept Framework</u></p>
<p>MM5</p>	<p>Page 32 – Policy 3.3 – Para 3.7-3.9</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 <u>very largely</u> 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><u>1. New Homes:</u></p> <p>a) 300 500 homes (within the outline shown on Map 11).</p> <p><u>2. Connections and Highways:</u></p> <p>a) Incorporate design measures to slow the speed of traffic on Coventry Lane.</p> <p>b) <u>Provide safe pedestrian and cycling routes including crossing points provided/enhanced on surrounding roads including linkings to the redeveloped school, the development on the western side of Coventry Lane in Stapleford and the Erewash Valley Trail. and playing pitches on the eastern side of Coventry Lane.</u></p> <p>c) Provide safe pedestrian links between housing and redeveloped school</p>

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		<p>and playing pitches.</p> <p><u>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 Coventry Lane Bramcote) and Policy 3.4 (West of Coventry Lane Stapleford).</u></p> <p><u>e) Enhance bus routes adjacent to or within the site.</u></p> <p><u>3. Green Infrastructure and Sports Pitches:</u></p> <p><u>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.</u></p> <p><u>b) Ensure that any loss of the Local Wildlife Site land is mitigated/compensated at equivalent quality within close proximity to its current location.</u></p> <p><u>c) Development should not prejudice the use of the existing sports facilities at Bramcote School or Leisure Centre.</u></p> <p><u>4. New facilities:</u></p> <p><u>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 11).</u></p> <p><u>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.</u></p> <p><u>5. Heritage:</u></p> <p><u>a) Remove vegetation from the sandstone cutting off Moor Lane in a way that does not compromise its stability.</u></p> <p>Key Development Aspirations;</p> <p>1. Mitigate highways impact on the wider road network to ensure that</p>

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		<p>congestion is not made worse than currently exists.</p> <p>1. <u>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.</u></p> <p>2. Replacement Leisure Centre (if required).</p>
	<p>Page 32 – Policy 3.3 – new paragraphs</p>	<p><u>Justification</u></p> <p><u>3.40</u> 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><u>3.41</u> 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><u>3.42</u> 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><u>3.43</u> The existing Council owned Bramcote Leisure Centre is currently located within the red outline shown on Map 12 as the area to accommodate the</p>

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		<p><u>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.</u></p> <p><u>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.</u></p> <p><u>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 Council will fund and cash flow the development of the school and will be reimbursed from receipts from the development of the residential allocation.</u></p>
	Page 33 – Policy 3.3 – Map 8	<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.
MM6	Page 36 – Policy 3.4 – Para 3.10	<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</p>

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		<p>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 <u>S</u>trategic <u>A</u>ligned <u>C</u>ore 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><u>1. New Homes:</u></p> <p>a) 240 homes.</p> <p><u>2. Connections and Highways:</u></p> <p>a) <u>Provide Ssafe pedestrian and cycling routes including crossing points provided/enhanced on surrounding roads including linkings to the redeveloped school, the development on the eastern side of Coventry Lane in Bramcote, the Field Farm development and the Erewash Valley Trail. and playing pitches on the eastern side of Coventry Lane.</u></p> <p>b) <u>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).</u></p> <p>c) Incorporate design measures to slow the speed of traffic on Coventry Lane.</p> <p>d) Enhance bus routes adjacent to <u>or within</u> the site.</p> <p><u>Green Infrastructure:</u></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</p>

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		<p>Erewash Valley Trail <u>in the west.</u></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><u>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.</u></p>
		<p>Justification</p> <p><u>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 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.</u></p>
MM7	Page 38 – Policy 3.5 – Para 3.13	<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 <u>Aligned</u> Core Strategy allocation of Boots (to the east) in-between the Beeston Canal (to the south), the railway line (to the north) and</p>

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		<p>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><u>1. New Homes:</u></p> <p>a) 150 <u>100</u> homes to be located towards the north of the site.</p> <p><u>2.Connections and Highways:</u></p> <p>a) Provide enhanced Green Infrastructure corridors linking urban areas of Beeston to the north and west with the canal side towpath <u>and ensure that the management of the Green Infrastructure is secured in perpetuity.</u></p> <p>b) Provide pedestrian <u>and cycling</u> bridge to link to the canal side <u>towpath, unless it can be demonstrated that it is not required.</u></p> <p>c) Vehicle access to only be at the north of the site onto Lilac Grove <u>via existing Severn Trent land or to the east of the site via the adjacent Boots development.</u></p> <p><u>3.Green Infrastructure and Sports Pitches:</u></p> <p>a) Provide soft landscaping and minimise external lighting along the canal side boundary.</p> <p>b) <u>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.</u></p> <p>c) <u>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.</u></p>

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		<p>d) <u>Retain hedgerows and incorporate these into any landscaping scheme.</u></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><u>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.</u></p>
	<p>Page 38 – Policy 3.5 – new paragraph</p>	<p><u>Justification</u> <u>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.</u></p>
	<p>Page 39 – Policy 3.5 – Map 12</p>	<p>Map 12 <u>14</u>: 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. • Housing figure amended from 150 to 100 dwellings.
<p>MM8</p>	<p>Page 40 – Policy 3.6 and Para 3.16</p>	<p>Policy 3.6: Beeston Maltings</p> <p>3.16 <u>3.55</u> Located in <u>Beeston</u> (the Main Built up Area of Nottingham), the site is located to the south of Beeston Town Centre <u>within close proximity to Beeston Railway Station.</u> and is the residual land left after a previous 2004</p>

Main Modification Number	Page No/Policy/Para	Details of Amendment
		<p>housing allocation. The site is bounded <u>or lined</u> on three sides by existing <u>mainly</u> residential development with the railway line forming the southern boundary. The site is vacant brownfield <u>which was previously a car garage and was previously</u> a brewery of which the remaining malting building was demolished in 2012. <u>The site is the residual part of a larger 2004 Local Plan Housing Allocation.</u></p> <p>Key Development Requirements:</p> <p><u>1. New Homes:</u></p> <p>a) <u>56 homes.</u></p> <p><u>2. Connections and Highways:</u></p> <p>a) <u>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.</u></p> <p><u>3. Green Infrastructure:</u></p> <p>a) <u>Incorporate soft landscaping to act as a wildlife corridor immediately adjacent to the railway line.</u></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><u>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.</u></p>

Main Modification Number	Page No/Policy/Para	Details of Amendment
	Page 41 – Policy 3.6 – Map 13	<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.
MM9	Page 42 – Policy 3.7 and Para 3.19	<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 <u>former cement depot</u> 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 <u>Beeston Railway Station Road</u> to the west.</p> <p>Key Development Requirements:</p> <p><u>1. New Homes:</u></p> <p>a) <u>24 40</u> homes.</p> <p><u>2. Connections and Highways:</u></p> <p>a) Provide attractive and usable walking and cycling links <u>through the site to the railway station to provide an ‘off-road’ section of the National Cycle Network Route 6.</u></p> <p><u>3. Green Infrastructure:</u></p> <p>a) <u>Incorporate soft landscaping to act as a wildlife corridor immediately adjacent to the railway line.</u></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>

Main Modification Number	Page No/Policy/Para	Details of Amendment
		<p><u>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.</u></p>
MM10	Page 44 – Policy 3.8 and Para 3.22	<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 <u>with</u> a Lidl supermarket to the front.</p> <p>Key Development Requirements:</p> <p><u>1. New Homes:</u></p> <p>a) 12 homes.</p> <p><u>2. Heritage:</u></p> <p>a) <u>Respect Preserve or enhance</u> the setting of the <u>Anglo-Scotian Mills</u> Listed Building.</p>
MM11	Page 50 – Policy 4.1 and Para 4.4	<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 <u>two existing dwellings</u> a small number of existing dwellings.</p> <p>Key Development Requirements:</p> <p><u>1. New Homes:</u></p>

Main Modification Number	Page No/Policy/Para	Details of Amendment
		<p>a) 250 homes.</p> <p><u>2. Connections and Highways:</u></p> <p>a) Provide safe pedestrian <u>and cycle</u> crossing points across the bypass towards Bennerley Viaduct.</p> <p>b) Enhance <u>Provide</u> walking and cycling routes <u>through the site and enhance links to the wider network including to Ilkeston Railway Station.</u></p> <p>c) Enhance bus routes <u>near to or within</u> the site.</p> <p><u>3. Green Infrastructure:</u></p> <p>a) Enhance Green Infrastructure corridors <u>including the Great Northern Path</u> by linking Awworth with Ilkeston/Cotmanhay via Bennerley Viaduct.</p> <p>b) <u>Retain hedgerows where possible and incorporate these into any landscaping scheme.</u></p> <p>c) <u>Ensure that development protects and mitigates any negative impact on Common Toads should they be found on the site.</u></p> <p><u>4. Heritage:</u></p> <p>a) <u>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.</u></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><u>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.</u></p> <p>2. Vehicular access to the site is expected <u>will be</u> from the bypass although</p>

Main Modification Number	Page No/Policy/Para	Details of Amendment
	<p>Page 50 – Policy 4.1 – new paragraphs</p>	<p>more limited vehicular access is expected from Newtons Lane and Barlow Drive North (designed to deter 'rat-running').</p> <p>Justification: <u>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.</u></p> <p><u>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 existing stops that serve the site.</u></p> <p><u>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 for walkers and cyclists to Bennerley Viaduct.</u></p>
MM12	Page 56 – Policy 5.1	<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 <u>or within</u> the site.</p> <p>3. Green Infrastructure:</p>

Main Modification Number	Page No/Policy/Para	Details of Amendment
		<p>a) Enhance Green Infrastructure corridors by linking areas of Brinsley to north and west and D H Lawrence country to the east (including Vine Cottage and routes past the Headstocks to Eastwood).</p> <p>b) Provide SuDS <u>and additional planting</u> to the south of the residential allocation <u>as shown on Map 22.</u></p> <p>4. Heritage:</p> <p>a) Preserve <u>Conserve</u> 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><u>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.</u></p>
	<p>Page 56 – Policy 5.1 – new paragraphs</p>	<p>Justification:</p> <p><u>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.</u></p> <p><u>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.</u></p>

Main Modification Number	Page No/Policy/Para	Details of Amendment
		<p><u>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.</u></p> <p><u>Map 22: Brinsley Allocation Area for Open Space and Sustainable Drainage System</u></p>
MM13	Page 59 – Policy 6	<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.
MM14	Page 62 – Policy 6.1 and Para 6.4	<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 <u>has been relocated</u> within the existing site to the north.</p> <p>Key Development Requirements:</p> <p><u>1. New Homes:</u></p> <p>a) 200 homes and 30 extra care units.</p> <p><u>2. Connections and Highways:</u></p> <p>a) <u>Provide attractive and usable walking and cycling links through the site.</u></p> <p><u>3. Green Infrastructure and Open Space:</u></p> <p>a) Retain ‘the Canyons’ as open space.</p> <p>b) <u>Enhance Green Infrastructure corridors through the site including</u></p>

Main Modification Number	Page No/Policy/Para	Details of Amendment
		<p><u>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.</u></p> <p>c) <u>Ensure that development does not increase the risk of flooding elsewhere.</u></p> <p>d) <u>Provision of SuDS at the northern edge of the site.</u></p> <p>4. Heritage:</p> <p>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:</p> <ul style="list-style-type: none"> • Redevelop Lynncroft Primary school on Walker Street site frontage. <p>a) <u>Provide a 0.4 hectare site at the south west corner of the site for a new community hub including a health facility.</u></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><u>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.</u></p> <p><u>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.</u></p>
	<p>Page 62 – Policy 6.1 – new paragraph</p>	<p><u>Justification:</u></p> <p><u>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</u></p>

Main Modification Number	Page No/Policy/Para	Details of Amendment
		<u>spent in a timely manner.</u>
MM15	Page 65 – Policy 7 and Para 7.1	<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 <u>industries</u> 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: 405 <u>118</u> homes • Policy: 7.2 Land south of Eastwood Road, Kimberley: 40 <u>25</u> homes • Policy: Eastwood Road Builders Yard, Kimberley: 22 homes
MM16	Page 68 – Policy 7.1	<p>Policy 7.1: Land south of Kimberley including Kimberley Depot</p> <p>Key Development Requirements:</p> <p><u>1. New Homes:</u></p> <p>a) 405 <u>118</u> homes.</p> <p><u>2. Connections and Highways:</u></p> <p>a) Enhance bus routes adjacent to <u>or within the</u> site.</p> <p>b) Vehicular access to the site to be obtained through existing ‘Kimberley Depot’ access.</p> <p>c) <u>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</u></p>

Main Modification Number	Page No/Policy/Para	Details of Amendment
		<p><u>to Awsworth.</u></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) <u>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.</u></p> <p>c) <u>Maintain area of Green Infrastructure to link to the rear of properties on Eastwood Road.</u></p> <p>4. Land Ownership:</p> <p>a) <u>Secure alternative provision for the Broxtowe Borough Council Depot and Kimberley Caravans.</u></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><u>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.</u></p>
	Page 68 – Policy 7.1 – new paragraph	<p><u>Justification</u></p> <p><u>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.</u></p>
	Page 69 – Policy 7.1 – Map 27	<p>Map 27: Land south of Kimberley including Kimberley Depot</p> <p>Map amended to:</p>

Main Modification Number	Page No/Policy/Para	Details of Amendment
		<ul style="list-style-type: none"> • Include Kimberley Caravan site; • Increase housing figure from 105 to 118 dwellings.
MM17	Page 70 – Policy 7.2 – Para 7.7	<p>Policy: 7.2: Land south of Eastwood Road Kimberley</p> <p>Key Development Requirements:</p> <p><u>1. New Homes:</u></p> <p>a) <u>40 25 homes.</u></p> <p><u>2. Connections and Highways:</u></p> <p>a) Vehicular access to be obtained from Eastwood Road.</p> <p>b) Enhance bus routes adjacent to <u>or within</u> site.</p> <p>c) <u>In conjunction with the adjacent allocation (Policy 7.1), create a new section of the Great Northern Path by providing a Green Infrastructure connection along the existing Kimberley Depot access road to Goodwin Drive and enhancement to the route which connects via the underpass to Awsworth.</u></p> <p><u>3. Green Infrastructure:</u></p> <p>a) Enhance Green Infrastructure corridors by linking urban areas of Kimberley to the north and east.</p> <p>b) <u>Incorporate the field to the rear of 27- 49 Eastwood Road into the Green Infrastructure provision.</u></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><u>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.</u></p>

Main Modification Number	Page No/Policy/Para	Details of Amendment
	Page 70 – Policy 7.2 – Para 7.8	<p>Justification: <u>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.</u></p>
MM18	Page 72 – Policy 7.3	<p>Policy: 7.3: Builders Yard, Eastwood Road Kimberley</p> <p>Key Development Requirements:</p> <ul style="list-style-type: none"> • 22 homes. • Vehicular access to be obtained from Eastwood Road. <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>
	Page 72 – Policy 7.3 – Para 7.12	<p>What the Sustainability Appraisal says</p> <p>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>
	Page 73 – Policy 7.3 – Map 29	<p>Map 29: Builders Yard Eastwood Road Kimberley</p>

MM19	Page 75 – Table 4	Table 4 5: Housing Trajectory
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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 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	351 590	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	829 695	1178 1287	1129 1477	969 1492	787 1452	597 1362	597 1362
Remaining Years	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	

MM20	Page 85 – Policy 8	<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 <u>145</u> and 90 <u>146</u> of the NPPF. 2. ‘Disproportionate additions’ to a building will be treated as those that, <u>taken cumulatively</u>, 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. <u>3.</u> References to ‘towns’ in paragraph 80 <u>134</u> of the NPPF 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.
	Page 85 – Policy 8 – Para 8.1-8.2	<p>Justification</p> <p>8.1 With regard to point 2 of the policy, <u>this applies to all forms of development and relates to volume (not footprint)</u>. 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 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)</u>.</p> <p>8.2 The government and the Borough Council place considerable</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	Page 87 – Policy 9 – Para 9.1	<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 <u>most recent review undertaken in late 2016 to inform the most recently published SHLAA</u> 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. <u>Once completed, all committed employment sites will be protected by Policy 9.</u></p>
MM22	Page 90 – Policy 10	<p>Policy 10: Town Centre and District Centre Uses</p> <p>b) Comprises another 'main town centre use' as defined in the NPPF, provided the class of use does not;</p> <ol style="list-style-type: none"> i. Result in over 10% of the ground floor frontage of the centre falling within this <u>Use Class</u>, or 20% for <u>Use Classes A2 and A3</u>; or ii. Result in over <u>50% 60%</u> of the primary frontage of the centre (<u>taking all elements of the frontage combined</u>) falling within a Use Class other than A1.; and iii. <u>Result in an adverse impact on the vitality and viability of the centre.</u>

	<p>Page 90-91 – Policy 10 – Para 10.1 onwards</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-, <u>as well as enabling an opportunity for physical activity with associated health and wellbeing benefits.</u></p> <p>10.3 <u>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.</u></p> <p><u>What the Sustainability Appraisal says</u></p> <p>10.6 <u>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.</u></p>
<p>MM23</p>	<p>Page 94 – Policy 11</p>	<p>Policy 11: The Square, Beeston</p> <p>Key Development Requirements:</p> <p><u>1. New Homes:</u></p> <p>a) <u>400-132 homes (minimum).</u></p> <p><u>2. Connections and Highways:</u></p> <p>a) <u>Enhance the provision of clear, direct safe and attractive pedestrian and cycling links to surrounding areas (including Middle Street and Station Road)</u></p> <p><u>3. Green Infrastructure and Open Space:</u></p> <p>a) <u>Public realm enhancements-improvements to the east (including the</u></p>

		<p><u>provision of seating and soft landscaping) to enhance the setting of the Conservation Area and quality of adjacent open space.</u></p> <p><u>b) Ensure new open spaces form part of a network of spaces.</u></p> <p>4. New Facilities:</p> <p><u>a) Cinema.</u></p> <p><u>b) Emphasis on viable uses to encourage a vibrant evening economy such as food and drink and leisure uses.</u></p> <p><u>c) Landmark Buildings which provide a gateway into Beeston from the south and tram/bus terminus to the southwest.</u></p> <p><u>d) Ensure that development provides active frontages at Ground Floor level.</u></p>
MM24	Page 96 – Policy 12 – Para 12.1-12.2	<p>Policy 12: Edge-of-Centre A1 Retail in Eastwood</p> <p><u>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.</u></p> <p>Add justification text:</p> <p><u>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.</u></p> <p><u>12.2 'Limited alterations and extensions are defined as:</u></p> <ul style="list-style-type: none"> <u>• Any alterations or minor extensions that would result in additional retail (Use Class A1) floorspace and / or ancillary floorspace not exceeding 500 sq.m. gross, in total.</u>
MM25	Page 99 – Policy 12 – Map 36	<p>Map 36 32: Kimberley District Centre</p> <p>Map amended to:</p> <ul style="list-style-type: none"> • Expand Kimberley District Centre along Main Street and to include

		properties on James Street.
MM26	Page 102 – Policy 13	<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 <u>2,500</u> square metres gross or more.</p>
	Page 102-103 – Policy 13 – Para 13.1-13.7	<p>Justification</p> <p><u>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.</u></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>
MM27	Page 104 – Policy 14	<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 the NPPF, or housing and only providing <u>provided that</u> such a use does not;</p>
	Page 104 – Policy 14 – Para 14.3 onwards	<p>Justification</p> <p><u>14.3 Part 4 of the policy regarding the</u> The use of the upper floors is considered important as it supports the Aligned Core Strategy aim of urban concentration and regeneration, <u>and</u> 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</p>

		<p>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"> • <u>Additional retail showroom facilities</u> • <u>Ancillary facilities or services, such as toilets, staff room or kitchen</u> • <u>Residential</u> • <u>Offices</u> • <u>Other town centre uses</u>
MM28	Page 106 – Policy 15	<p>Policy 15: Housing Size, Mix and Choice</p> <p>3. For proposals on unallocated <u>other</u> 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, <u>or fewer 'accessible and adaptable dwellings'</u> than is indicated in parts 1, 2 and 3 <u>1, 2, 3 or 7</u> of this policy must be accompanied by a viability assessment.</p> <p>6. 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, <u>and all age groups (including the elderly),</u> 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</p>

		<p>custom-build homes by other delivery routes.</p>
	<p>Page 107-108 – Policy 15 – Para 15.1-15.6</p>	<p>Justification</p> <p>15.1 (at the end of the main paragraph and before the bullet points):</p> <p><u>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.</u></p> <p>15.3 Any permission granted contrary to part 4, 2 or 3 <u>1, 2, 3 or 7</u> the policy will be subject to a clause requiring viability to be reviewed in the future.</p> <p>15.3 15.4: <u>With regard to part 5 of the policy, examples of potential exceptional circumstances might include those where:</u></p> <ul style="list-style-type: none"> • <u>On-site provision of affordable housing would undermine other housing or regeneration objectives;</u> • <u>The type of affordable housing that is needed would not reflect the character of the area;</u> • <u>There is already a high proportion of affordable housing within the immediate area;</u> • <u>Specialist forms of affordable housing could be provided off-site but not on-site;</u> • <u>There would be only a modest number of affordable housing units provided and there would be resultant difficulties for on-going management.</u> <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</p>

		<p>housing and planning departments, in accordance with the Council's Housing Strategy <u>and taking account of the latest relevant information, including the Social and Affordable Housing Need Study and any subsequent update to this Study.</u></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. <u>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.</u></p> <p>15.6 <u>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.</u></p>
MM29	Page 110 – Policy 16	<p>Policy 16: Gypsies and Travellers</p> <p>A suitable site will be identified within the existing built up area to accommodate the requirement for two pitches for Gypsies and Travellers to ensure the identified need is met. This provision will be made by <u>the end of 2019.</u></p>
	Page 110 – Policy 16 – new paragraph	<p>Justification</p> <p><u>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</u></p>

		and it is intended that the SPD will be adopted in approximately November 2019.
MM30	Page 111-112 – Policy 17 – Policy Text	<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 <u>and safe and convenient access</u>; and n) <u>Encourages walking and cycling</u>; 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, <u>annexes</u>, outbuildings and boundary treatments): <ol style="list-style-type: none"> e) Fences and walls <u>Development (including fences, walls and other structures)</u> should not cause risk to pedestrians or road users by reducing visibility for drivers when entering or exiting the driveway-; f) <u>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.</u>
	Page 112-113 – Policy 17 – Para 17.2 onwards	<p>Justification</p> <p>17.2 Part 1 of the policy is largely based on 'Building for Life' ('BfL12'), a widely-used guide to better design that is aligned to the National Planning Policy Framework and the National Planning Practice Guidance and is endorsed by the Design Council and the Home Builders Federation.</p>

	<p>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. <u>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).</u></p> <p>17.4 With regard to parts 1,3 and 4 innovative design will be encouraged in appropriate circumstances.</p> <p>17.5 <u>With regard to part 1o), c</u>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. <u>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.</u></p> <p>17.6 <u>Enforcement action should be proportionate to the breach of planning control to which it relates and taken when it is expedient to do so.</u> This policy will be used to assess whether it is expedient to take enforcement action in relation to breaches of planning control, <u>for example when a breach is clearly contrary to the policy.</u> 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><u>What the Sustainability Appraisal says</u></p> <p>17.7 <u>The policy has significant positive effects upon the social, biodiversity and green infrastructure, environment and landscape and transport</u></p>
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		objectives, resulting from improvements to the design of built development.
MM31	Page 119 – Policy 20 – Policy Text	<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 <u>square metres</u> or more of floorspace.</p>
	Page 119 – Policy 20 – Para 20.2-20.4	<p>Justification</p> <p><u>20.2</u> 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><u>20.3</u> 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>20.2 <u>20.4</u> A shift to the use of electric vehicles can...</p>
MM32	Page 124 – Policy 23	<p>Policy 23: Proposals affecting d<u>D</u>esignated and n<u>N</u>on-d<u>D</u>esignated h<u>H</u>eritage a<u>A</u>ssets</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</p>

		<p>proposals. <u>For designated heritage assets:</u></p> <ul style="list-style-type: none"> i. <u>Where substantial harm is identified, there must be substantial public benefits that outweigh the harm.</u> ii. <u>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.</u> <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 <u>conserve and</u> enhance the character and appearance of the heritage asset by virtue of siting, scale, building form, massing, height, materials and quality of detail;
	<p>Page 124 – Policy 23 – Para 23.1</p>	<p>Justification</p> <p>23.1 This policy applies to all heritage assets, including Listed Buildings, Conservation Areas, Scheduled Monuments and non-designated assets of all kinds. <u>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 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.</u></p>
<p>MM33</p>	<p>Page 146 – Policy 24</p>	<p>Policy 24: The hHealth and Wellbeing IImpacts of dDevelopment</p> <ul style="list-style-type: none"> 1. A Health Impact Assessment Checklist, as set out on pages 140-151 <u>in Appendix 5</u>, 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 <u>expected to show how they comply with an appropriate healthy eating scheme, unless such takeaways</u>

		are within the defined boundary of a Town or District Centre.
	Page 146 – Policy 24 – Para 24.3	<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 'Healthier Options Takeaway (HOT) Merit scheme', which is operated by Broxtowe Borough Council in conjunction with Nottinghamshire County Council and the other district and borough councils within Nottinghamshire.</p>
MM34	Page 153 – Policy 26 – Para 26.1	<p>Policy 26: Travel Plans Justification 26.1 The site allocations have been selected in accordance with Policy 2 (the spatial strategy) of the Aligned Core Strategy, and therefore are considered to be in the most sustainable locations. For all 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 local circumstances. Guidance regarding the form and scope of the Travel Plan can be provided as part of pre-application advice.</u></p>
MM35	Page 154 – Policy 27	<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> <p style="padding-left: 40px;">a) Bramcote Hills and Bramcote Ridge b) Burnt Hill, Bramcote</p>

		<p>e) Catstone Hill Ridge, Strelley d) Stapleford Hill e) Windmill Hill, Stapleford</p> <p>2. The field off Cornwall Avenue, Beeston Rylands.</p> <p>3. Protected Open Areas:</p> <p>a) Beeston Fields golf course and land to west b) Bramcote Ridge c) Chilwell Manor golf course</p> <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><u>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 permitted except in very special circumstances. Applications will be considered with regard to paragraphs 143-147 of the National Planning Policy Framework.</u></p>
	<p>Page 155 – Policy 27 – Para 27.2-27.4</p>	<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</p>

		<p>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 <u>27.2</u> All the sites listed <u>The site referred to</u> in the policy <u>has</u> been assessed as according with the criteria set out in the <u>NPPF</u> (paragraph 100) and <u>are is</u> considered to be: in reasonably close proximity to the community <u>they it serves</u>; local in character and not an extensive tract of land; and demonstrably special to the local community, holding a particular local significance.</p>
	Page 156 – Policy 27 – Map 61	Map 61: The Local Green Space at land east and west of Coventry Lane Bramcote and Stapleford
	Page 156 – Policy 27 – Map 38	<u>Map 38: Land to the east of Cornwall Avenue</u> Additional Map detailing the new Local Green Space which was not included in the Publication Version of the Plan.
MM36	Page 157 – Policy 28	<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> <p>a) Green Infrastructure Corridors (not shown on the Policies Map);</p>

		<p>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;, <u>g) Golf Courses (Beeston Fields and Chilwell Manor); and</u> <u>h) A mix of Informal Open Spaces and flood mitigation measures (land off Thorn Drive, Newthorpe).</u> <u>i) Prominent Areas for Special Protection (Bramcote Hills and Bramcote Ridge; Burnt Hill, Bramcote; Catstone Hill Ridge, Strelley; Stapleford Hill; and Windmill Hill, Stapleford).</u></p> <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 <u>or loss</u> to the Green Infrastructure Asset, unless the benefits of development are clearly shown to outweigh the harm.</p>
	<p>Page 157-158 – Policy 28 – Para 28.4-28.6</p>	<p>Justification</p> <p><u>28.4</u> In respect of part 2 of the policy, <u>benefits which could outweigh the 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.</u></p> <p>28.4 <u>28.5</u> Broxtowe contains several <u>strategic</u> recreational routes, many of which are shown on page 158 <u>Map 40</u> and the Policies Map. <u>These routes may also be used for everyday journeys and for accessing services.</u> 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; the Big Track;</p>

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
the Robin Hood Way.

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.

~~28.6 The need for the provision and maintenance of playing pitches, and associated developer contributions, will be assessed on a case-by-case basis, using evidence from the Playing Pitch Strategy (PPS, adopted in January 2017) and the Green Infrastructure Strategy (GIS, adopted in January 2015 July 2016). In smaller developments the improvement of existing facilities will be more relevant than the provision of new facilities; in larger developments onsite provision may be appropriate. The need for contributions for these and other types of green space will be assessed in accordance with the Broxtowe Green Space Standard, which is set out below (and on pages 19-20 of the GIS) and which was developed taking account of Natural England's Accessible Natural Greenspace Standards.~~

~~Table 6: Broxtowe Green Space Standard~~

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

		<p>Hedgerow Regulations 1997; or</p> <p>g) Other trees and hedgerows which are important to the local environment.</p> <p>3. In all cases permission will not be granted for development that results in any <u>significant</u> harm <u>or loss</u> to the Biodiversity Asset, unless the benefits of development are clearly shown to outweigh the harm.</p>
MM38	Page 171 – Policy 32	<p>Policy 32: Developer Contributions</p> <p>1. Financial contributions may be sought from developments of 10 or more dwellings or 1,000 square meters <u>metres</u> or more gross floor space for provision, improvement or maintenance, where relevant, of;</p> <ul style="list-style-type: none"> a) Affordable housing; b) Health; c) Community facilities; d) <u>Green Space Infrastructure Assets</u>; e) Biodiversity; f) Education; and g) Highways, including sustainable transport measures- h) <u>Cycling, footpaths and public transport</u>; i) <u>The historic environment, heritage assets and/or their setting; and</u> j) <u>Flood mitigation measures, including SuDS.</u> <p>2. On-site provision of new playing pitches may be required for developments of 50 dwellings or more.</p>
	Page 171 – Policy 32 – new paragraphs	<p>Justification</p> <p><u>32.2 The type and size of contributions will be assessed with regard to Nottinghamshire County Council’s Contributions Strategy.</u></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.

Table 6: Broxtowe Green Space Standard

<u>Green Space Type</u>	<u>Maximum distance that any household should be from the green space type</u>	<u>Minimum size of green space type</u>
<u>Parks and gardens</u>	<u>500m</u>	<u>1 ha</u>
<u>Natural and semi-natural green space</u>	<u>300m</u>	<u>2 ha</u>
<u>Outdoor sports facilities</u>	<u>500m</u>	<u>1 ha</u>
<u>Amenity green space</u>	<u>300m</u>	<u>0.25 ha</u>

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Appendix 1

Appendix 1: Schedule of superseded policies

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.

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.

<u>2004 Local Plan policy</u>	<u>Superseded by:</u>
<u>K1 Sustainable development</u>	<u>(Not 'saved' in 2007.)</u>
<u>K2 The economy</u>	<u>(Not 'saved' in 2007.)</u>
<u>K3 Housing</u>	<u>(Not 'saved' in 2007.)</u>
<u>K4 Town centres</u>	<u>P2LP policy 10.</u>
<u>K5 The environment (1)</u>	<u>P2LP policy 8.</u>
<u>K6 The environment (2)</u>	<u>(Not 'saved' in 2007.)</u>

	<u>K7 Access and transport</u>	<u>(Not 'saved' in 2007.)</u>
	<u>K8 The needs of the disadvantaged</u>	<u>(Not 'saved' in 2007.)</u>
	<u>E1 Good design</u>	<u>P1LP.</u>
	<u>E2 Energy-efficient design and layout</u>	<u>P1LP.</u>
	<u>E3 Development within Conservation Areas</u>	<u>P1LP.</u>
	<u>E4 Demolition within Conservation Areas</u>	<u>(Not 'saved' in 2007.)</u>
	<u>E5 Listed Buildings</u>	<u>(Not 'saved' in 2007.)</u>
	<u>E6 Setting of Listed Buildings</u>	<u>(Not 'saved' in 2007.)</u>
	<u>E7 Advertising</u>	<u>(Not 'saved' in 2007.)</u>
	<u>E8 Development in the Green Belt</u>	<u>P2LP policy 8.</u>
	<u>E9 Visual impact of development on Green Belt</u>	<u>(Not 'saved' in 2007.)</u>
	<u>E10 Activities in the Green Belt</u>	<u>(Not 'saved' in 2007.)</u>
	<u>E11 Dwellings for agricultural workers</u>	<u>(Not 'saved' in 2007.)</u>
	<u>E12 Protected Open Areas</u>	<u>P2LP policy 28.</u>
	<u>E13 Prominent Areas for Special</u>	<u>P2LP policy 28.</u>

	<u>Protection</u>	
	<u>E14 Mature Landscape Areas</u>	<u>P2LP policy 30.</u>
	<u>E15 Sites of Special Scientific Interest</u>	<u>(Not 'saved' in 2007.)</u>
	<u>E16 Sites of Importance for Nature Conservation</u>	<u>P2LP policy 31.</u>
	<u>E17 Sites supporting species protected by law</u>	<u>(Not 'saved' in 2007.)</u>
	<u>E18 Local biodiversity</u>	<u>(Not 'saved' in 2007.)</u>
	<u>E19 Other nature conservation resources</u>	<u>P1LP.</u>
	<u>E20 Agricultural land quality</u>	<u>(Not 'saved' in 2007.)</u>
	<u>E21 Ancient Monuments</u>	<u>(Not 'saved' in 2007.)</u>
	<u>E22 Other sites of archaeological interest</u>	<u>(Not 'saved' in 2007.)</u>
	<u>E23 Greenwood Community Forest</u>	<u>P1LP.</u>
	<u>E24 Trees, hedgerows and Tree Preservation Orders</u>	<u>P2LP policy 31.</u>
	<u>E25 Renewable energy development</u>	<u>P1LP.</u>

	<u>E26 Pollution</u>	<u>P2LP policy 19.</u>
	<u>E27 Protection of groundwater</u>	<u>P2LP policy 19.</u>
	<u>E28 Protection of floodplains and flood risk</u>	<u>(Not 'saved' in 2007.)</u>
	<u>E29 Contaminated land</u>	<u>P2LP policy 19.</u>
	<u>E30 Derelict land</u>	<u>(Not 'saved' in 2007.)</u>
	<u>E31 Gassing landfill sites</u>	<u>P2LP policy 19.</u>
	<u>E32 Hazardous substances, hazardous installations and major pipelines</u>	<u>P2LP policy 19.</u>
	<u>E33 Light pollution</u>	<u>P2LP policy 19.</u>
	<u>E34 Control of noise nuisance</u>	<u>P2LP policy 19.</u>
	<u>E35 Telecommunications</u>	<u>(No longer considered to be necessary.)</u>
	<u>H1 New housing sites</u>	<u>P2LP policies 2-7.</u>
	<u>H2 Phasing of housing</u>	<u>P1LP.</u>
	<u>H3 Housing type and size</u>	<u>P1LP.</u>
	<u>H4 Subdivision or adaptation of existing buildings</u>	<u>P2LP policy 17.</u>
	<u>H5 Affordable housing</u>	<u>P2LP policy 15.</u>

	<u>H6 Density of housing development</u>	<u>P2LP policy 17.</u>
	<u>H7 Land not allocated for housing purposes</u>	<u>P2LP policy 17.</u>
	<u>H8 Businesses in residential areas and properties</u>	<u>P2LP policy 17.</u>
	<u>H9 Domestic extensions</u>	<u>P2LP policy 17.</u>
	<u>H10 Extensions for dependent relatives</u>	<u>P2LP policy 17.</u>
	<u>H11 Minor development</u>	<u>P2LP policy 17.</u>
	<u>H12 Loss of residential accommodation</u>	<u>(No longer considered to be necessary.)</u>
	<u>H13 Sites for Gypsies and Travelling Showpeople</u>	<u>P1LP.</u>
	<u>EM1 New employment sites</u>	<u>(No longer considered to be necessary.)</u>
	<u>EM2 Protection of employment land and premises</u>	<u>P1LP.</u>
	<u>EM3 Expansion/redevelopment of existing employment premises</u>	<u>P2LP policy 9.</u>
	<u>EM4 Exceptional developments</u>	<u>(Not 'saved' in 2007.)</u>
	<u>T1 Developers' contributions to</u>	<u>P2LP policy 32.</u>

	<u>integrated transport measures</u>	
	<u>T2 Improvements to bus facilities</u>	<u>P1LP.</u>
	<u>T3 Bus facilities in new development</u>	<u>P1LP.</u>
	<u>T4 Park-and-ride facilities</u>	<u>(No longer considered to be necessary.)</u>
	<u>T5 South Notts Rail Network (SNRN)</u>	<u>(No longer considered to be necessary.)</u>
	<u>T6 Nottingham Express Transit (NET)</u>	<u>P2LP policy 3.2.</u>
	<u>T7 Cycling routes and facilities</u>	<u>P1LP.</u>
	<u>T8 Millennium Cycle Route</u>	<u>(Not 'saved' in 2007.)</u>
	<u>T9 Pedestrian routes and facilities</u>	<u>P1LP.</u>
	<u>T10 Proposed road schemes</u>	<u>(No longer considered to be necessary.)</u>
	<u>T11 Guidance for parking provision</u>	<u>P2LP policy 17.</u>
	<u>T12 Facilities for people with limited mobility</u>	<u>P2LP policy 17.</u>
	<u>S1 Shopping and associated uses within town centres</u>	<u>P2LP policy 10.</u>
	<u>S2 Sites for retail and associated</u>	<u>P2LP policy 11.</u>

	<u>development</u>	
	<u>S3 Retail and associated development in locations outside town centres</u>	<u>P2LP policy 13.</u>
	<u>S4 Prime shopping frontages</u>	<u>P2LP policy 10.</u>
	<u>S5 Local shopping development</u>	<u>P2LP policy 13.</u>
	<u>S6 Protection of local shopping</u>	<u>(No longer considered to be necessary.)</u>
	<u>S7 Food and drink retailing outside town centres</u>	<u>P2LP policy 13.</u>
	<u>S8 Shopfront design</u>	<u>P2LP policy 18.</u>
	<u>S9 Security measures</u>	<u>P2LP policy 18.</u>
	<u>S10 Shopfront signage</u>	<u>P2LP policy 18.</u>
	<u>RC1 Leisure facilities</u>	<u>(No longer considered to be necessary.)</u>
	<u>RC2 Community and education facilities</u>	<u>(No longer considered to be necessary.)</u>
	<u>RC3 Community and education facilities: safeguarded sites</u>	<u>(No longer considered to be necessary.)</u>
	<u>RC4 Developers' contributions to education and community facilities</u>	<u>P1LP.</u>

	<u>RC5 Protection of open spaces</u>	<u>P2LP policy 28.</u>
	<u>RC6 Open space: requirements for new developments</u>	<u>P2LP policy 32.</u>
	<u>RC7 New playing fields</u>	<u>(No longer considered to be necessary.)</u>
	<u>RC8 New informal open space</u>	<u>(No longer considered to be necessary.)</u>
	<u>RC9 Contributions for maintenance of open spaces</u>	<u>P1LP.</u>
	<u>RC10 Allotments</u>	<u>P2LP policy 28.</u>
	<u>RC11 Cemetery extensions</u>	<u>P2LP policy 29.</u>
	<u>RC12 Caring institutions</u>	<u>(No longer considered to be necessary.)</u>
	<u>RC13 Day nurseries</u>	<u>(No longer considered to be necessary.)</u>
	<u>RC14 Footpaths, bridleways and cycle routes</u>	<u>P2LP policy 28.</u>
	<u>RC15 Long distance trails</u>	<u>P2LP policy 28.</u>
	<u>RC16 Greenways</u>	<u>P2LP policy 28.</u>
	<u>RC17 Outdoor recreation pursuits</u>	<u>(No longer considered to be necessary.)</u>

		<u>RC18 Tourism facilities including hotels</u>	<u>P2LP policy 25.</u>
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