

Greater Nottingham Growth Options Study

Final Report

Broxtowe Borough Council, Erewash Borough Council,
Gedling Borough Council, Nottingham City Council,
Rushcliffe Borough Council

July 2020

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Executive summary

Background

Broxtowe Borough Council, Derbyshire County Council, Erewash Borough Council, Gedling Borough Council, Nottingham City Council, Nottinghamshire County Council and Rushcliffe Borough Council. has commissioned town planning, infrastructure and environment consultants AECOM to review options for strategic growth in Greater Nottingham outside the Main Built-Up Area.

This report aims to assist in deciding where and what form development should take place in order to reach the collective growth targets of the Councils in a way that best meets a range of environmental, economic, social, transport and other objectives.

The aligned Core Strategies, setting out strategic policies for Broxtowe, Gedling and Nottingham, Erewash and Rushcliffe were all adopted in 2014. The Greater Nottingham authorities are currently undertaking a review of the aligned Core Strategies, to cover a plan period from 2018 to 2038. This Growth Options Study, along with other studies will be part of the evidence base informing the preparation of Part 1 Local Plan(s) and ultimately new Part 2 Local Plans, including site allocations.

The partner Councils issued a “Call for Strategic Sites” which closed in July 2019. As a result, a number of sites were put forward by the development industry and larger sites submitted as part of the Councils’ SHELAA process to be considered for inclusion in strategic policies. These sites are assessed as part of the wider assessment of growth locations undertaken in this study, along with potential strategic locations identified as part of the study.

This Growth Options Study does not set out to identify land for a specific number of homes; rather, it identifies all locations that may be suitable for strategic scale growth – defined as at least 1000 homes – to inform the Councils’ decisions about specific areas once housing need is known.

Study approach

This study broadly follows a two-stage approach, informed by synthesising the existing evidence base, detailed spatial analysis (including GIS model), site visits and engagement with statutory consultees and infrastructure providers.

Stage 1 establishes a baseline by:

- Identifying and analysing broad assessment areas, covering the entire study area and leading to the establishment of broad areas of search to be interrogated in stage 2 (stage 1a); and
- Assessing the suitability of existing settlements to accommodate strategic growth in terms of their position in the settlement hierarchy and the extent to which they provide sustainable access to services (stage 1b).

Stage 2 assesses the broad areas of search identified in stage 1 to define more refined locations that are potentially suitable for strategic growth, to be interrogated further through the plan making stages to follow.

Both stages are built around the analysis of technical experts against a range of criteria, including:

- Environmental constraints;
- Transport and accessibility;
- Geo-environmental considerations;
- Infrastructure capacity and potential;
- Landscape and topography;
- Heritage considerations;
- Housing demand;

- Regeneration potential;
- Economic development potential; and
- Spatial constraints and opportunities.

Each location's suitability is determined in the light of its performance against standard criteria derived from and measured against national policy, having regard to the unique local characteristics of the study area.

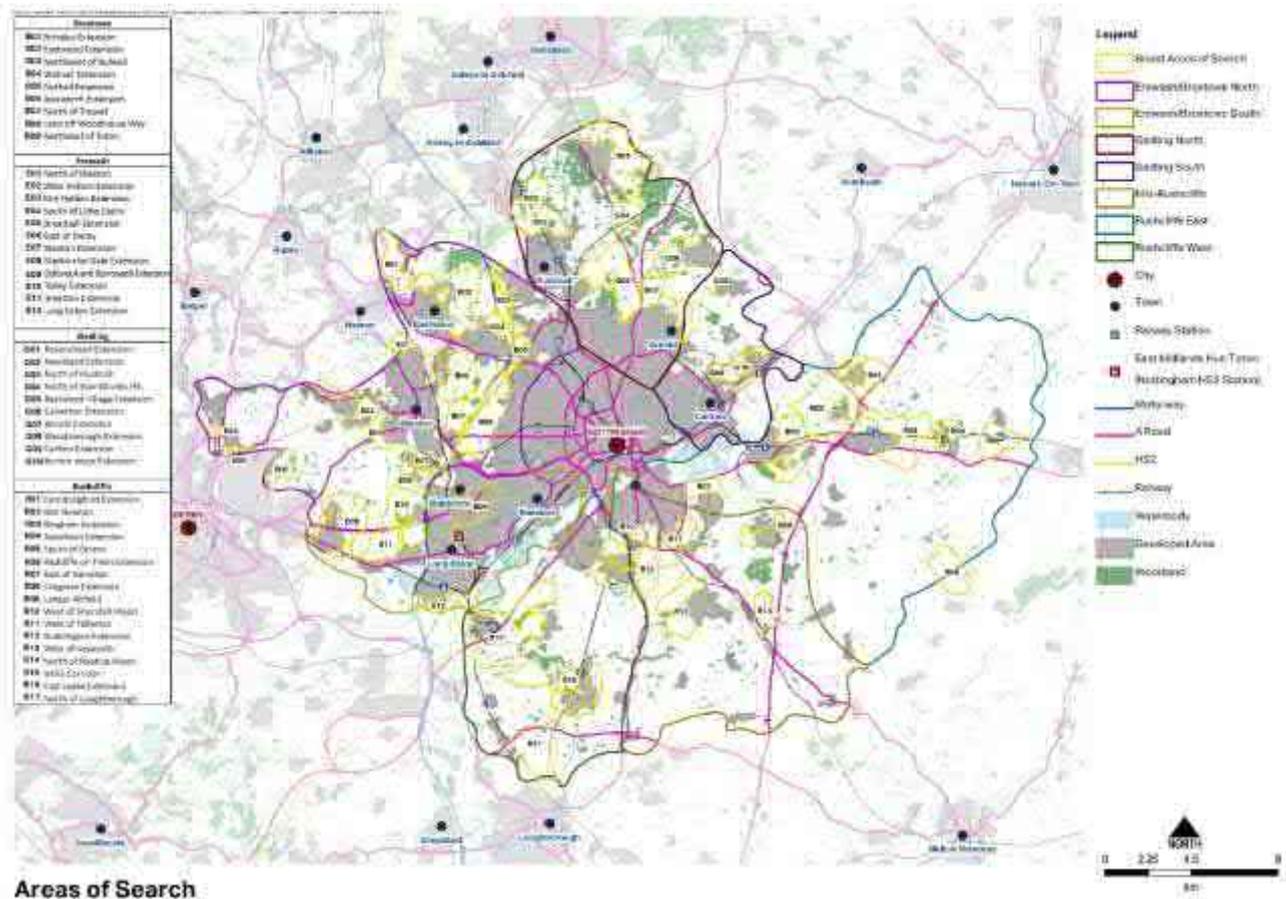
The study is 'policy off' with regards to Green Belt designation. This is to say that being in the Green Belt does not per se render a location unsuitable for strategic development. However, the Green Belt purposes in the National Planning Policy Framework, such as to prevent neighbouring towns merging into one another and to assist in safeguarding the countryside from encroachment, are built into the wider assessment criteria.

Although the focus of this assessment exercise is on land outside existing built up areas and/or settlement boundaries, it is only one part of the Local Plan evidence base on suitable, available and achievable land for development. Urban sites, whether infill or redevelopment opportunities, and smaller sites still have an important role to play and the fact that this exercise focusses only on land outside existing urban areas should not be considered as superseding the important role of brownfield regeneration in sustainable development.

Stage 1a: Identification and analysis of assessment areas

Seven assessment areas are used to provide broad units for initial spatial analysis and reporting.

The stage 1a analysis, including the outcomes of the call for submitted sites, leads to the identification of 48 broad areas of search for more detailed consideration in stage 2 of the study, alongside the findings of stage 1b. The broad areas of search are shown in the figure below.

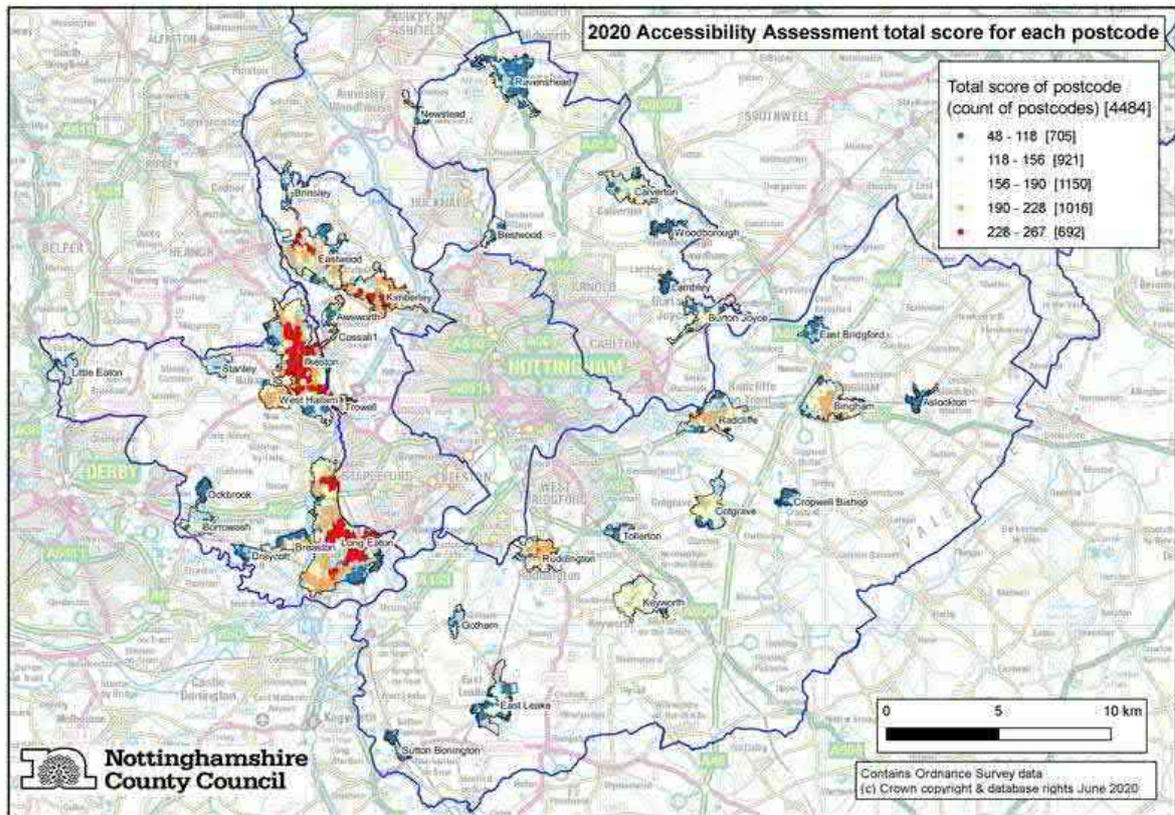


Stage 1b: Assessment of sustainability of existing settlements

The study also assesses the suitability of existing settlements to accommodate growth. Settlements are assessed for sustainability, in terms of access to services and facilities alongside size, population and character and whether they are readily identified as key settlements. The exercise is informed by an analysis of sustainable (foot, cycle and public transport) accessibility of each settlement by Nottinghamshire County Council's Performance, Intelligence & Policy Team using the TRACC accessibility package.

The sustainable accessibility scores ratings are shown in the figure below, where the higher the number, the better the accessibility.

The wider assessment can be used to inform a new settlement hierarchy as part of future plan making in the study area.



TRACCS Accessibility Score, Selected Settlements (Nottinghamshire County Council, 2020)

Stage 2: Assessment of broad areas of search

Stage 2 assesses the 48 broad areas of search in detail. Unlike stage 1, stage 2 is informed by site visits to analyse conditions on the ground (in particular for access, environmental, heritage, landscape and spatial aspects). As part of this process, the spatial extent of the areas are refined to indicate smaller potential areas of growth that can be further interrogated through the plan making process.

Each area is classified based on whether it is deemed to be a:

- High potential area for strategic growth;
- Potential area for strategic growth; or is
- Low Potential for strategic growth¹.

The study also considers the call for sites submissions and other strategic sites put forward to the Local Planning Authorities. The call for sites submissions and other strategic sites have been assessed as being suitable, potentially suitable or potentially unsuitable.

A summary of the stage 2 assessment is set out in the table below, including, in the 3 columns on the right, where they include submitted sites and strategic allocations without full planning permission.

¹ This does not mean that the location is suitable or is not suitable for growth. This will be assessed in subsequent stages of the Local Plan process.

Ref	Broad Areas of Search	Area (Ha)	Typology Option(s)	Broad Area of Search Summary	Ref	Site Name	Site Size (Ha)	Site Summary
BROXTOWE								
B01	Brinsley Extension	150	Village expansion	Potential area for strategic growth	B01.1	East of Church Lane (Phase 2), Brinsley	6.8	Suitable
B02	Eastwood Extension	210	Urban extension(s)	Potential area for strategic growth	B02.1	Walker Street, Eastwood	6	Suitable
					B02.2	West of Moorgreen	32.8	Suitable
B03	Northwest of Bulwell	0	Non-strategic	Low potential for strategic growth	B03.1	Stubbingwood Farm, Watnall Road, Hucknall	12.4	Potentially Suitable
B04	Watnall Extension	120	Urban extension	Potential area for strategic growth	B04.1	Land at Common Farm, Watnall	100	Potentially Suitable
B05	Nuthall Extension	0	Non-strategic	Low potential for strategic growth	B05.1	Land off Low Wood Road Nuthall	40	Potentially Unsuitable
					B05.2	Land South of Nottingham Road Nuthall	16	Potentially Unsuitable
B06	Awsorth Extension	170	Village expansion	Potential area for strategic growth	n/a	n/a	n/a	n/a
B07	North of Trowell	70	Village expansion	Potential area for strategic growth	B07.1	East of Cossall Road - Trowell	50	Suitable
					B07.2	Land west of Cossall Road – Trowell	7.68	Suitable
					B07.3	Land To The Rear Of Acorn Cottage Cossall Road, Trowell	3.27	Suitable
B08	Land off Woodhouse Way	300	Urban extension(s)	High potential area for strategic growth	B08.1	Land west of Bilborough Road - between Trowell Moor and Strelley village	90	Suitable
					B08.2	Land at Spring Farm Bilborough Road	65	Suitable
					B08.3	Corner of Nottingham Road and Coventry Lane rear of Balloon Woods	9.31	Suitable
					B08.4	Land to the West of Bilborough Road Strelley	27.1	Potentially Suitable
					B08.5	Extension to Woodhouse Park	7.9	Potentially Suitable
					B08.6	Land west of Woodhouse Way	32.55	Potentially Suitable
					B08.07	Moor Farm, Trowell Moor	18.2	Suitable

Ref	Broad Areas of Search	Area (Ha)	Typology Option(s)	Broad Area of Search Summary	Ref	Site Name	Site Size (Ha)	Site Summary
B09	Northeast of Toton	140	Urban extension(s)	High potential area for strategic growth	B09.1	Land at Hill Top Farm Stapleford	30	Suitable
					B09.2	Land East of Toton Lane	58	Suitable
Total		1160						
EREWASH								
E01	North of Ilkeston	0	Non-strategic	Low potential for strategic growth	n/a	n/a	n/a	n/a
E02	West Hallam Extension	160	Village expansion	Potential area for strategic growth	n/a	n/a	n/a	n/a
E03	Kirk Hallam Extension	70	Village expansion	Potential area for strategic growth	E03.1	Ladywood Road South, Kirk Hallam	21.7	Suitable
E04	South of Little Eaton	0	Non-strategic	Low potential for strategic growth	n/a	n/a	n/a	n/a
E05	Breadsall Extension	0	Non-strategic	Low potential for strategic growth	n/a	n/a	n/a	n/a
E06	East of Derby	140	Urban extension	Potential area for strategic growth	E06.1	Land West of Acorn Way	25	Suitable
E07	Stanton Extension	170	Urban extension	Potential area for strategic growth	Policy 20	Stanton Regeneration Site	131	Suitable
E08	Stanton-by-Dale Extension	0	Non-strategic	Low potential for strategic growth	n/a	n/a	n/a	n/a
E09	Ockbrook and Borrowwash Extension	320	Village expansion	Potential area for strategic growth	E09.1	Land west of Hopwell Hall	170	Suitable
E10	Risley Extension	70	Village expansion	Potential area for strategic growth	E10.1	Maywood Golf Club	60	Potentially Suitable
					E10.2	Land to the west of Bostock's Lane	16.6	Potentially Suitable
E11	Breaston Extension	270	Co-dependent/Village expansion	High potential area for strategic growth	E11.1	North of Draycott and Breaston	90	Potentially Suitable
E12	Long Eaton Extension	0	Non-strategic	Low potential for strategic growth	E12.1	Land north of Lock Lane, Sawley	13	Potentially Suitable
Total		1200						
GEDLING								
G01	Ravenshead Extension	270	Village expansion	Potential area for strategic growth	G01.1	Silverland Farm Ricket Lane - Site A	9.55	Suitable
					G01.2	Silverland Farm Ricket Lane - Site B	34.4	Suitable

Ref	Broad Areas of Search	Area (Ha)	Typology Option(s)	Broad Area of Search Summary	Ref	Site Name	Site Size (Ha)	Site Summary
G02	Newstead Extension	0	Non-strategic	Low potential for strategic growth	n/a	n/a	n/a	n/a
G03	North of Hucknall	150	Urban extension	Potential area for strategic growth	G03.1	Top Wighay Farm east	29.5	Suitable
					G03.2	Top Wighay Farm north	63	Suitable
					ACS Policy 2	Top Wighay Farm	43.6	Suitable
G04	North of Burntstump Hill	0	Non-strategic	Low potential for strategic growth	G04.1	North of Burntstump, Mansfield Road	168	Potentially Unsuitable
G05	Bestwood Village/Redhill Extension(s)	310	Urban extension	Potential area for strategic growth	G05.1	Land to the west of the A60, Redhill	24	Suitable
					G05.2	Land to the north of Bestwood Lodge Drive	291	Suitable
					G05.3	Land at Westhouse Farm, Bestwood Village	12	Suitable
					G05.4	Broad Valley Farm, Park Road	10.9	Suitable
G06	Calverton Extension	140	Village expansion	Potential area for strategic growth	G06.1	Land off Oxtun Road	27.7	Suitable
					G06.2	Ramsdale Park Golf Centre Site A	13	Potentially Suitable
					G06.3	Ramsdale Park Golf Centre Site B	105	Potentially Suitable
G07	Arnold Extension	110	Urban extension	Potential area for strategic growth	G07.1	Land at Stockings Farm, Redhill	40	Suitable
					G07.2	Land at Middlebeck Farm, Mapperley	37	Potentially Unsuitable
G08	Woodborough Extension	0	Non-strategic	Low potential for strategic growth	G08.1	Land North of Bank Hill	8.2	Suitable
G09	Carlton Extension	0	Non-strategic	Low potential for strategic growth	G09.1	Land off Lambley Lane	15	Potentially Suitable
G10	Burton Joyce Extension	0	Non-strategic	Low potential for strategic growth	n/a	n/a	n/a	n/a
Total		980						
RUSHCLIFFE								
R01	East Bridgford Extension	0	Non-strategic	Low potential for strategic growth	n/a	n/a	n/a	n/a

Ref	Broad Areas of Search	Area (Ha)	Typology Option(s)	Broad Area of Search Summary	Ref	Site Name	Site Size (Ha)	Site Summary
R02	RAF Newton	320	Co-dependent	High potential area for strategic growth	R02.1	East of RAF Newton	6.7	Suitable
					R02.2	West of RAF Newton	130	Suitable
R03	Bingham Extension	420	Village expansion	High potential area for strategic growth	R03.1	North of Bingham 1	47.7	Suitable
					R03.2	North of Bingham Option 2a	176.1	Suitable
					R03.3	North of Bingham Option 2b	200.6	Suitable
R04	Aslockton Extension	0	Non-strategic	Low potential for strategic growth	n/a	n/a	n/a	n/a
R05	South of Orston	180	Co-dependent	Potential area for strategic growth	n/a	n/a	n/a	n/a
R06	Radcliffe on Trent Extension	280	Village expansion	High potential area for strategic growth	R06.1	North of Shelford Road, Radcliffe on Trent	12.6	Potentially Unsuitable
					R06.2	Hall Farm Grantham Road, Radcliffe on Trent	47	Suitable
R07	East of Gamston	160	Urban extension	Potential area for strategic growth	R07.1	Regatta Way	45.6	Potentially Unsuitable
					R07.2	Gamston East	22.2	Suitable
					R07.3	Gamston West	150	Suitable
					Policy 25	East of Gamston/North of Tollerton	244	Suitable
R08	Cotgrave Extension	90	Village expansion	Potential area for strategic growth	R08.1	Cotgrave East	13.9	Suitable
					R08.2	Cotgrave West	17.1	Suitable
R09	Langar Airfield	0	Non-strategic	Low potential for strategic growth	R09.1	Langar Airfield	202	Potentially Unsuitable
R10	West of Sharphill Wood	0	Non-strategic	Low potential for strategic growth	R10.1	West of Sharphill Wood	34.2	Potentially Unsuitable
R11	West of Tollerton	130	Urban extension/Village expansion	Potential area for strategic growth	R11.1	Edwalton Golf Course	37	Suitable
					R11.2	North of Tollerton	75	Suitable
					R11.3	Burnside Grove, Tollerton	9.1	Suitable

Ref	Broad Areas of Search	Area (Ha)	Typology Option(s)	Broad Area of Search Summary	Ref	Site Name	Site Size (Ha)	Site Summary
					R11.4	Land south of Wheatcroft Island, Flawforth Lane	112	Potentially Unsuitable
R12	Ruddington Extension	310	Village expansion	Potential area for strategic growth	R12.1	West of Pasture Lane Ruddington	35	Potentially Unsuitable
					R12.2	North Road Ruddington	10.14	Potentially Unsuitable
					R12.3	East of Loughborough Road Ruddington	58.6	Suitable
					R12.4	Land south of Wheatcroft Island, Flawforth Lane	112	Suitable
R13	West of Keyworth	300	Village expansion	Potential area for strategic growth	R13.1	North of Debdale Lane, Keyworth	12.89	Suitable
					R13.2	North of Bunny Lane, Keyworth	13.2	Suitable
					R13.3	South of Bunny Lane, Keyworth	30.19	Suitable
R14	East of Stanton on Wolds	0	Non-strategic	Low potential for strategic growth	R14.1	East of Stanton on the Wolds	118	Potentially Unsuitable
R15	A453 Corridor	1050	Autonomous/Co-dependent	High potential area for strategic growth	R15.1	East of A453	230.5	Suitable
					R15.2	Ratcliffe on Soar Power Station	270	Suitable
					R15.3	East of Kingston on Soar	355	Suitable
R16	East Leake Extension	160	Village expansion	Potential area for strategic growth	n/a	n/a	n/a	n/a
R17	North of Loughborough	430	Autonomous/Co-dependent	Potential area for strategic growth	n/a	n/a	n/a	n/a
Total		3830						
OVERALL TOTAL		7170						

Potential areas for strategic growth

The study identifies potential for over 7,000 hectares of strategic development, well above the requirements for development land for the coming plan period to meet housing and employment need. This demonstrates that there are significant opportunities within each of the local authorities, meaning that choices over where the growth should go can be informed by this report and other technical evidence base documents as part of the next plan making phase.

The potential areas for strategic growth are illustrated in the figure below.

Next steps

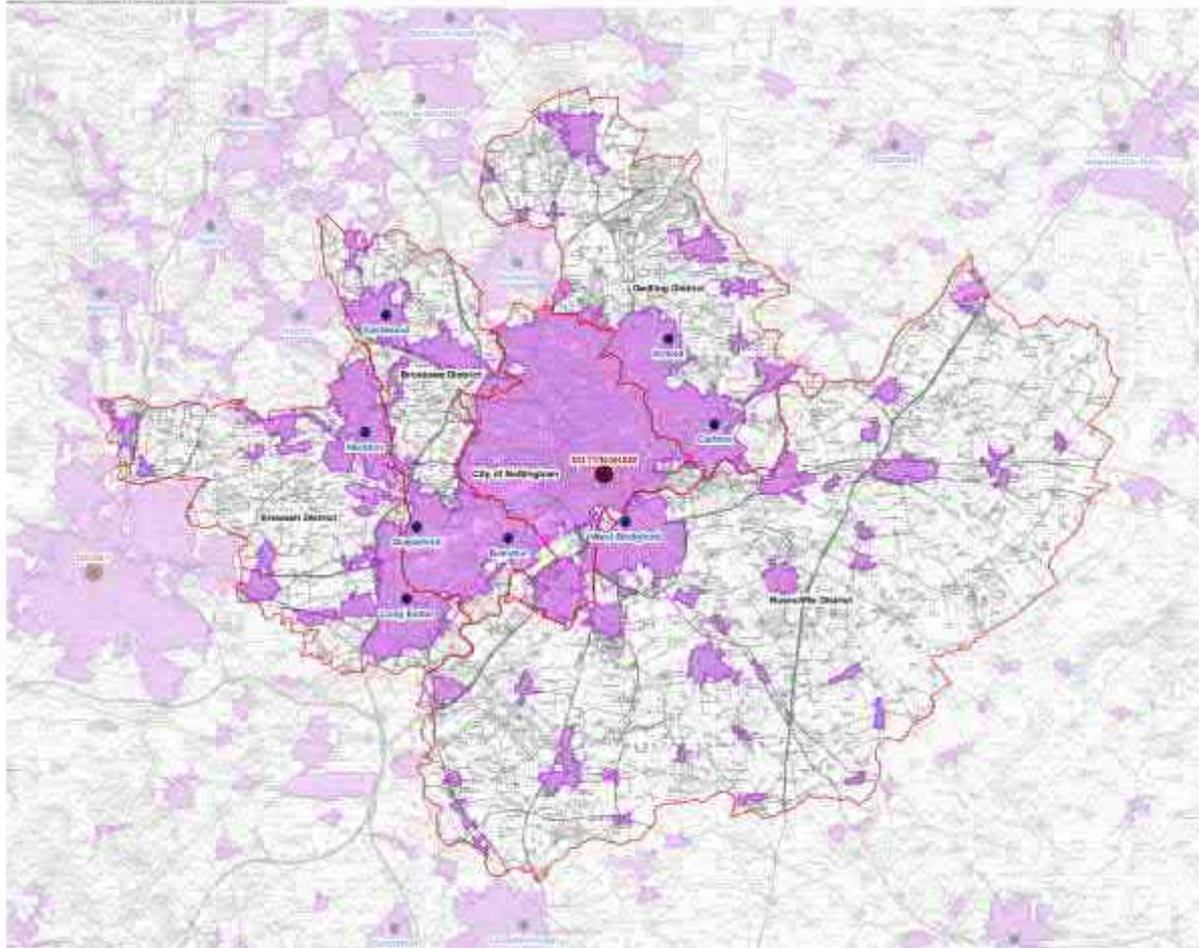
The study only considers land outside existing built up areas and/or settlement boundaries. Urban sites, whether infill or redevelopment opportunities, and smaller sites still have an important role to play and the fact that this exercise focusses only on land outside existing urban areas should not be considered to supersede the important role of brownfield regeneration in sustainable development.

Furthermore, the Growth Options study has been undertaken without reference to the housing need for Greater Nottingham or individual authority areas. The housing need is not yet known and the Government is currently reviewing the standard method for calculating need. Work will need to be undertaken to understand the amount of need that can be accommodated within the urban area. However, it is important to note that the area of land identified is likely to be several times more than is needed to accommodate future housing need. Therefore, choices over where the growth should go can be informed by this report and other technical evidence base documents as part of the plan preparation process, as well as views of local people and other stakeholders.

1. Introduction

1.1 The Greater Nottingham Planning Partnership² has commissioned town planning, infrastructure and environment consultants AECOM to review options for growth in Greater Nottingham outside the Main Built Up Area.

Figure 1 Study Area and Built Up Area



1.2 The purpose of the study is to inform the review of Strategic Policies in Greater Nottingham by:

- reviewing and assessing the sustainability of settlements within Greater Nottingham; and
- assessing the growth potential of broad locations, transport corridors, sustainable urban extensions, key settlements and stand-alone sites or clusters of sites largely outside the main built-up area of Nottingham setting out how any constraints may be mitigated.

1.3 This information should assist in deciding where and what form development should take place in order to meet the collective growth targets of the Councils in a way that best meets a range of environmental, economic, social, transport and other objectives.

Local policy background

1.4 The Aligned Core Strategies, setting out strategic policies, for Broxtowe, Erewash, Gedling, Nottingham, and Rushcliffe were all adopted in 2014. The Greater Nottingham authorities are currently undertaking a review of the Aligned Core Strategies, to cover a plan period from 2018 to 2038. This Growth Options Study, alongside other studies will be part of the evidence base informing

² Commissioned on behalf of Broxtowe Borough Council, Derbyshire County Council, Erewash Borough Council, Gedling Borough Council, Nottingham City Council, Nottinghamshire County Council and Rushcliffe Borough Council.

the preparation of the Part 1 Local Plan(s) and ultimately new Part 2 Local Plans, including site allocations.

- 1.5 The Nottingham Core Housing Market Area Boundary Study (Opinion Research Services, 2018) confirmed that the current boundaries of the Nottingham Core Housing Market Area were the most appropriate geography within which to prepare strategic plans over whole Council areas. Accordingly, the study area for this commission comprises the administrative boundaries of Broxtowe, Gedling, Nottingham and Rushcliffe Councils in Nottinghamshire and Erewash Council in Derbyshire. It excludes the southern part of Ashfield (the Hucknall area) as Ashfield District Council is not participating in this commission, although the study does include analysis of places outside the study area when considering the most appropriate locations for growth within it.
- 1.6 The partner Councils issued a “Call for Strategic Sites” which closed in July 2019. As a result, the development industry put forward a number of sites in order to be considered for inclusion in strategic policies. The criterion for qualifying sites at this time was sites or clusters of sites totalling 250 homes. These sites are assessed as part of the wider assessment of growth locations undertaken in this study, along with potential strategic locations identified as part of the study.
- 1.7 This Growth Options Study does not identify land in order to meet a specific number of homes; rather, it identifies all locations that would be appropriate for strategic scale growth to inform the Councils’ decisions about specific areas once the housing need in the study area is established for plan making purposes.

Local economy

- 1.8 As well as both local and regional housing and policy priorities, the regional economy will have a large influence on the location of new growth in the study area.

Economic Performance

- 1.9 Residents in Nottinghamshire have economic activity and unemployment rates that are marginally below the regional and national averages. In 2018, 77.0% of working-age residents in Nottinghamshire were economically active, compared to 78.3% in East Midlands and 78.6% in England and Wales³. The rate of unemployment was 5.2% in Nottinghamshire in 2018, compared to 4.6% in East Midlands and 4.3% in England and Wales. Unemployment in Nottinghamshire has increased since 2015, where it stood at 3.6%. The borough of Erewash however, located in the adjacent County of Derbyshire, performed strongly in these statistics in 2018 – with an economic activity rate of 80.6% and an unemployment rate of only 2.8%.
- 1.10 Employment growth over the last couple of years in Nottinghamshire has exceeded wider regional growth but is still marginally below the national average. Nottinghamshire supported 313,000 jobs in 2018, an increase from 303,000 in 2015⁴. This change represents a percentage increase of 3.3%. Employment increased by 2.9% in East Midlands and by 3.5% in England and Wales over this same time period. Erewash experienced a slightly larger proportional increase in employment than in Nottinghamshire, East Midlands and England and Wales; with jobs increasing by 4.0% over this time period.
- 1.11 The wholesale and retail, health and manufacturing sectors are the most important for employment in Nottinghamshire, accounting for 14.7%, 13.7% and 12.8% of total employment respectively in 2018. The manufacturing sector (12.8% of employment) is more important to Nottinghamshire’s employment than East Midlands (12.5%) and England and Wales (8.0%). The construction sector is also more prominent in Nottinghamshire (6.7%) than in the East Midlands (4.7%) and the England and Wales (4.8%). On the other hand, the professional, science and technical industry group is not as significant for employment in Nottinghamshire (5.8%) compared to the region (6.3%) and England and Wales (8.9%). Manufacturing is a notably large sector for employment in Erewash, accounting for 17.3% of employment – higher than across Nottinghamshire, East Midlands and England and Wales. The health sector however, accounts for only 11.2% of jobs in Erewash, supporting a lower proportion of employment compared to the other aforementioned geographies.

³ ONS, (2019); Annual Population Survey (January 2018 to December 2018).

⁴ ONS, (2019); Business Register and Survey 2018

- 1.12 Nottinghamshire (excluding Nottingham) appears to have a productivity issue with low Gross Value Added (GVA) generation. This issue is even more evident in Erewash. In 2018, Nottinghamshire's GVA per head was £19,143, whereas Erewash's GVA per head was £13,629⁵. These figures are considerably below the average for East Midlands (£22,983) and England (£29,345). The city centre of Nottingham, however, is highly productive with the Nottingham Local Authority achieving a GVA per head figure of £30,550. This productivity does not appear to be cascading across the county or other surrounding areas.
- 1.13 The Strategic Economic Plan (SEP)⁷ for the Derby, Derbyshire, Nottingham and Nottinghamshire (D2N2) Local Enterprise Partnership (LEP) highlights that the mix of cities, towns and rural areas in the LEP area has led to an extremely high economic self-containment rate of 89%. Indeed, 92% of D2N2 workers live in the area and 87% of D2N2 residents work in the D2N2 area. This self-containment is the fifth highest of all 38 LEPs. The major cities of Derby and Nottingham have travel-to-work areas which cover much of southern Nottinghamshire and southern Derbyshire, including Broxtowe, Rushcliffe and Erewash districts.
- 1.14 According to the Annual Population Survey⁸ the level of educational attainment is relatively low across the county of Nottinghamshire. Around 32.6% of working-age residents in Nottinghamshire have attained a NVQ4 or higher qualification, which is broadly in line with the East Midlands average (33.2%) but considerably below the average for England and Wales (38.8%). Additionally, 8.4% of working-age residents do not have any form of qualification. This proportion is above the averages for East Midlands (8.1%) and England and Wales (7.6%). Erewash's working-age population is better qualified than the regional average, with 34.1% of working-age residents achieving a NVQ4 qualification or above and only 3.8% of working-age residents holding no qualifications. However, this is not transferring into GVA generation where there is a productivity issue in the borough.

Economic Drivers and Assets

- 1.15 The SEP for D2N2 LEP identifies the economic and growth ambitions and high priority strategies for the area up to 2030. One of the ambitions of the SEP is to "*increase the value of our economy to £70 billion, with £9bn added by the actions of this Plan*". The SEP recognises that there is a "*significant variation in economic conditions within the D2N2 area*", with areas outside of the main town centres experiencing a productivity challenge. Therefore, further major targets are to reduce the gap in economic activity levels across the LEP area, and narrow inequality and wage disparities within D2N2.
- 1.16 The SEP identifies 11 priority sectors that will drive productivity growth. The priority sectors have been split into two categories: Science and Innovation Core Sectors and Opportunity Sectors. The Science and Innovation Core Sectors have competitive advantages against the rest of the country. These sectors are as follows: transport equipment manufacturing, food and drink manufacturing, and life sciences.
- 1.17 The Opportunity Sectors may require variant interventions to support productivity growth. However, they are important to the economy as they demonstrate favourable characteristics, such as a high GVA location quotient, clustering of activity, major employment generation and strong growth prospects. The Opportunity Sectors are as follows: creative and digital, visitor economy, logistics and e-commerce, construction, extractive industries, and professional and business services. Retail and healthcare are included as high-volume employment sectors.
- 1.18 The following assets near or within the study areas in Nottinghamshire have been identified in the SEP:
- The East Midlands HS2 Hub will be in Toton, to the south-west of Nottingham, creating a once-in-a-generation transformational opportunity. This will be facilitated by a potential East Midlands Development Corporation, which once established will seek to maximise development opportunities within the region particularly around the HS2 station at Toton and the Ratcliffe-on-Soar power station (among other strategic schemes). Major opportunities will be created in the following priority sectors: transport equipment manufacturing, extractive industries, construction, visitor economy and professional and business services. The East Midlands HS2 Growth

⁵ ONS, (2018); Regional Gross Value Added (Balanced approach) 2018

⁶ ONS, (2019); Population Estimates by Local Authority 2018

⁷ D2N2 LEP, (2019); Strategic Economic Plan.

⁸ ONS, (2019); Annual Population Survey (January 2018 to December 2018).

Strategy⁹ identifies that a high-quality Toton Innovation Campus at the Hub Station will be central to the development, potentially creating up to 10,000 new jobs.

- The Nottingham Enterprise Zone comprises three sites – the Alliance Boots Campus, the Beeston Business Park and Nottingham Science Park. All of these are in or on the edge of Beeston. Together they comprise 113 hectares. The vision for the site is to create a UK centre for innovation in health, beauty and wellbeing in Nottingham, driving growth in the Core Sector of life sciences.
- The University of Nottingham is located on the edge of the city, near to Beeston. The university is of international significance for research. D2N2 LEP has invested in delivering the Advanced Manufacturing Building at the university, which could assist with two of the Core Sectors. The university contains further specific centres of excellence including the Precision Manufacturing Centre.
- Nottingham Trent University has a campus located in Clifton. Recent investments include the development of an Interdisciplinary Science and Technology Centre and the ongoing delivery of a new Medical Technologies Innovation Facility. These facilities are linked to the Core Sector of Life Sciences.
- There are major manufacturers and other anchor businesses in the area. Textile manufacturing has historically been important to the D2N2 LEP area, for example, the warehouse for Paul Smith manufacturing is located on the outskirts of Nottingham in Lenton Lane Industrial Estate. Rolls-Royce has a considerable site located in Hucknall, to the north-west of Nottingham, deploying leading-edge technologies in car manufacturing.
- Two of the fastest growing scale-ups in the LEP area are Swiftool Precision Engineering and Lasershape. Swiftool is located just north of Ashfield, and they manufacture a range of components, turnkey projects and kits; including within the transport equipment manufacturing sector relating to aerospace. Lasershape is in Toton and specialises in laser and waterjet cutting.

1.19 D2N2 LEP have published further documents which form an overall evidence base which guides their strategy. These documents include the Evidence Base for the Local Industrial Strategy (LIS)¹⁰ and A Science and Innovation Audit¹¹. This wider evidence base highlights additional assets or opportunities within the study areas around Nottinghamshire which are not discussed above:

- The presence of a large Hovis site around Kimberley is recognised as a key economic driver in the priority sector of food and drink manufacturing. Blue Monkey Brewery, Warburtons and Greene King facilities are also situated in the area towards Eastwood. In addition to this, Southglade Food Park is seen as an important asset in this industry.
- The BioCity and Medicity incubators are identified as vital bases for the life sciences priority sector. The Nottingham Trent University contains multiple research facilities crucial to this industry, such as John Van Geest Cancer Research Centre, Interdisciplinary Biomedical Research Facility and Medical Technologies Innovation Facility. Juniper Pharmaceuticals in Nottingham Business Park and Worldwide Clinical Trials in Beeston are two of the top companies driving the sector in the area.
- There is a cluster of businesses south of Ruddington, which have a specialisation in creative or digital industries. These companies include Experian, Capita, Ideagen and Impero Software. The creative and digital sector is important through the LEP area, with Microlise near Eastwood and Jigsaw in Nottingham, adding to this strength.
- The D2N2 LEP area is considered to have national and international research excellence, led by the two universities and their research facilities. The Science and Innovation Audit does note that the area lacks a Catapult Centre or high-profile hub. However, the British Geological Survey has its headquarters in Keyworth, providing geoscientific data and information to both the government and the public.
- There are some vital leisure and sporting attractions that help drive the visitor economy in the LEP area. These centres include: the National Water Sports Centre, Nottingham Racecourse,

⁹ East Midlands Councils, (2017); East Midlands HS2 Growth Strategy: World Class – Locally Driven

¹⁰ D2N2 LEP, (2019); D2N2 Local Industrial Strategy Evidence Base v1.7 (including consultation feedback)

¹¹ D2N2 LEP (produced by SQW), (2018); A Science and Innovation Audit for the D2N2 Local Enterprise Partnership

Attenborough Nature Reserve, Wollaton Hall, Trent Bridge Cricket Ground and Nottingham Tennis Centre.

National Planning Policy Framework

- 1.20 The latest National Planning Policy Framework (NPPF) document was issued in February 2019. This introduces minor updates and replaced the previous NPPF document issued in July 2018.
- 1.21 The NPPF sets out the Government's economic, environmental and social planning policies as well as their requirements for the Planning System. Paragraph 72 supports the creation of *new settlements or significant extensions to existing villages and towns* to plan for larger scale development and provide new homes. These initiatives should be brought forward with the support of local communities and include clear expectations of quality (Garden City principles). Development should consider existing or planned infrastructure investment opportunities, an area's economic potential and the scope of environmental net gain.
- 1.22 Furthermore, Paragraph 72 b) adds that a development should create self-sufficient and sustainable communities that include services and employment opportunities within the development itself. Paragraph 72 d) adds that a realistic assessment of likely rates of delivery should be made and opportunities for rapid implementations identified, such as joint ventures or development corporations.
- 1.23 Footnote 35, attached to paragraph 72, specifies that: "the delivery of large scale developments may need to extend beyond an individual plan period, and the associated infrastructure requirements may not be capable of being identified fully at the outset. Anticipated rates of delivery and infrastructure requirements should, therefore, be kept under review and reflected as policies are updated."
- 1.24 Paragraph 127 promotes the need to maintain a strong sense of place, optimising a site's potential by delivering an appropriate density and mix of development, and supporting local facilities and transport networks. New settlements will need to be identified and allocated through the Local Plan process, so they must be in conformity with the aforementioned policies as well as being capable of passing the soundness test (e.g. effective/justified/positively prepared) and the legal Duty to Cooperate¹². This study should be utilised for the purposes of drafting future Statements of Common Ground (required by paragraph 27 of the NPPF). This study is evidence of effective and on-going joint working and can be used to help document that cross-boundary matters are being addressed and progressed.

Study approach

- 1.25 This study broadly follows a two-stage approach, informed by synthesising the existing evidence base, detailed spatial analysis (including a GIS model), site visits and engagement with statutory consultees and infrastructure providers.
- 1.26 **Stage 1** establishes a baseline by:
 - Identifying and analysing broad assessment areas, covering the entire study area and leading to the establishment of broad areas of search to be interrogated in stage 2 (stage 1a); and
 - Assessing the suitability of existing settlements to accommodate strategic growth in terms of their position in the settlement hierarchy and the extent to which they provide sustainable access to services (stage 1b).
- 1.27 **Stage 2** assesses the broad areas of search identified in stage 1 to define more refined locations that are potentially suitable for strategic growth, to be interrogated further through the plan making stages to follow. It also highlights what mitigating measures would be likely to be required to enable development.
- 1.28 The approach is described in more detail in the relevant chapters below. Both stages are built around the analysis of technical experts against a range of criteria, including:
 - Environmental constraints;

¹² The duty to cooperate was introduced by the Localism Act 2011 and is set out in the Planning and Compulsory Purchase Act 2004. Local Planning Authorities are bound by the statutory duty to cooperate.

- Transport and accessibility;
- Geo-environmental considerations;
- Infrastructure capacity and potential;
- Landscape and topography;
- Heritage considerations;
- Housing demand;
- Regeneration potential;
- Economic development potential; and
- Spatial constraints and opportunities

Key study principles

- 1.29 This study defines strategic growth areas as being capable of accommodating approximately 1,000 homes at a reasonable net density of 35-40 dwellings per hectare, translated to a gross (site-wide) density of 17-20 dwellings per hectare. The threshold of 1,000 homes represents the typical minimum size of development that would accommodate a primary school and social infrastructure, such as a GP surgery.
- 1.30 Call for sites submissions below this threshold are also considered in this study and large sites of approximately 500¹³ dwellings or more still form part of the emerging spatial strategies in the study area. Similarly, combinations of smaller sites that are spatially concentrated together may combine to form a strategic growth area.
- 1.31 Each location's suitability is determined in the light of its performance against standard criteria derived from and measured against national policy, with regard to the unique local characteristics of the study area.
- 1.32 It is important to recognise that it is not possible to produce an entirely quantitative growth study. The study, like all other site assessments, needs to also make qualitative judgements of site suitability based on criteria such as landscape and heritage considerations (which may include judging impacts on a local asset).
- 1.33 Assessors have sought to maximise the defensibility of such assessment through having appropriate regard to relevant national and local policy and evidence, including, where applicable, relevant precedents and/or case law. The study thereby seeks to ensure that other appropriately qualified parties replicating the assessment exercise would come to the same, or substantially similar, conclusions.
- 1.34 The study is 'policy off' with regards to Green Belt designation. This is to say that being in the Green Belt does not per se render a location unsuitable for strategic development. However, the Green Belt's purposes in paragraph 134 of the NPPF, such as to prevent neighbouring towns merging into one another and to assist in safeguarding the countryside from encroachment, are built into the wider assessment criteria.
- 1.35 Although the focus of this assessment exercise is on land outside existing built up areas and/or settlement boundaries, it is only one part of the Local Plan evidence base on suitable, available and achievable land for development. Urban sites, whether infill or redevelopment opportunities, and smaller sites still have an important role to play and the fact that this exercise focusses only on land outside existing urban areas should not be considered to supersede the important role of brownfield regeneration in sustainable development.
- 1.36 As a final point, it is important to note that any site assessment exercise, no matter how comprehensive, can only ever be a snapshot in time (e.g. referenced capacities in local schools are applicable now, but not necessarily in the future). The assessment is a technical document that informs the Local Plan(s). The inclusion of locations as being potentially suitable in this study should

¹³ For example, the Erewash Core Strategy Review Draft Options For Growth (January 2020) proposes a strategic allocation of 300 homes.

not be taken to imply that they will or should be allocated for housing development, nor that they would be approved if submitted as a planning application. Conversely, the exclusion of a location does not mean that sites could not come forward within it, providing that the constraints identified could be satisfactorily overcome.

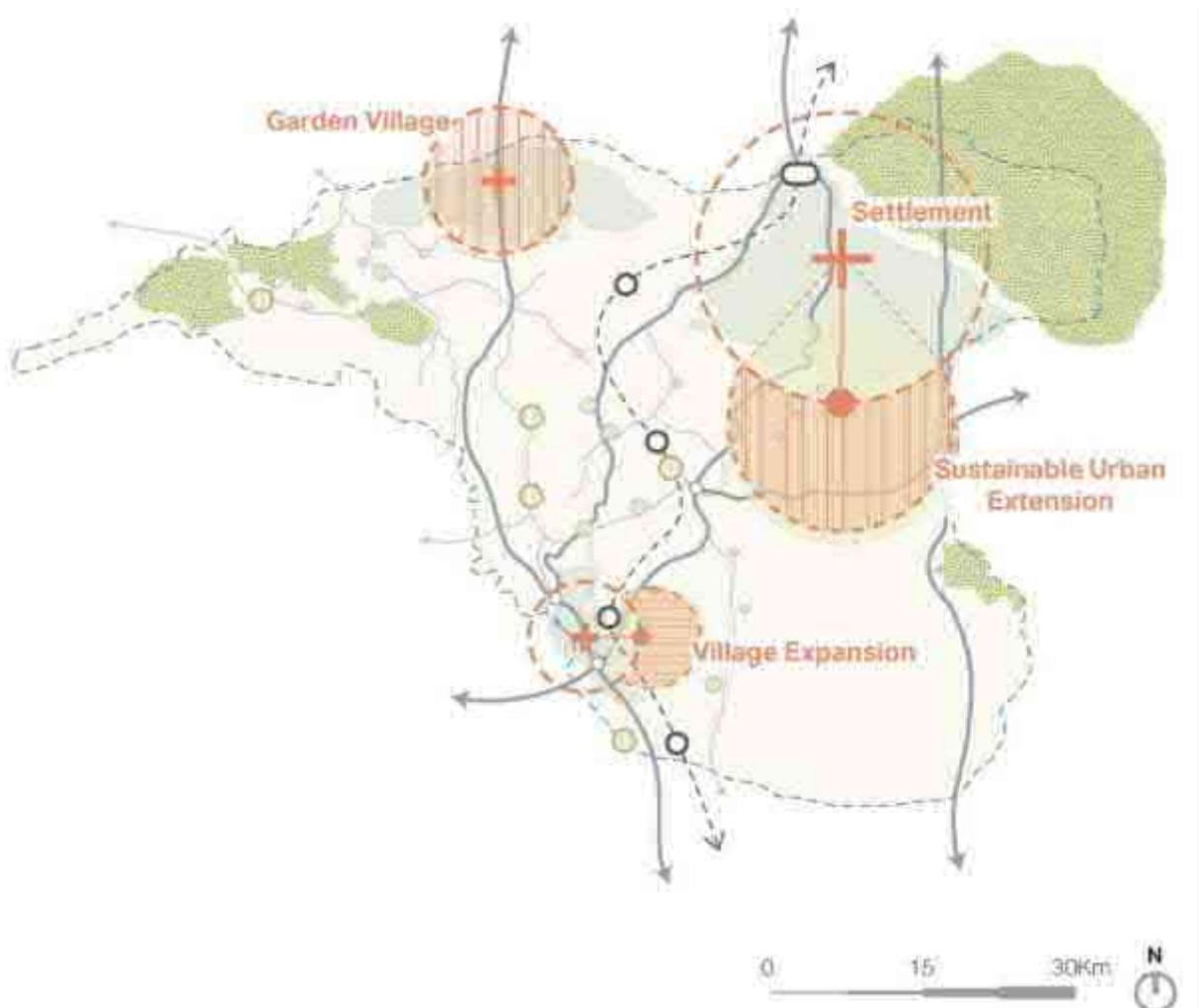
Typology classification

- 1.37 The function and character of potential strategic growth areas will be influenced by many factors, such as size, density, location, economic rationale, jobs/homes balance, accessibility, proximity to existing large settlements/public transport and impact on the existing settlement hierarchy. For the purposes of this report, typologies (and the degree of self-containment) are used to classify the strategic growth area options subject to testing.
- 1.38 This study classifies strategic growth area options as either:
- autonomous;
 - co-dependent; or
 - urban extension/village expansion/garden village.
- 1.39 To place these typologies into context, a number of theoretical illustrations are provided in the following pages alongside definitions to show how each would relate, spatially, with a nearby existing settlement/'centre of gravity'. Please note that the illustrations are not representative of any location within the study area and are for illustrative purposes only.

Urban extension/village expansion/garden village

1.40 An urban extension, village expansion or new standalone garden village provide new housing either on the edge of an existing settlement or in a new village separate from existing settlements but well located in respect to existing centres of employment and services. For urban extensions and village expansions, new residents can share existing services and facilities within the existing settlement (with some additional local provision catering for urban extension growth). A garden village will be required to provide its own social infrastructure and access to sustainable modes of transport. These typologies reduce the need to travel, as the urban extension/village expansion/garden village will be integrated into the established network through direct transport links, however there is often a need to reinforce those connections with new transport investment depending on the capacity of and distance from existing transport infrastructure. Urban extensions/village expansion/garden villages are particularly relevant to smaller scale strategic growth (<5,000 dwellings), in the event that this scale of development is considered unable, by itself, to sustain core infrastructure elements such as schools and community facilities.

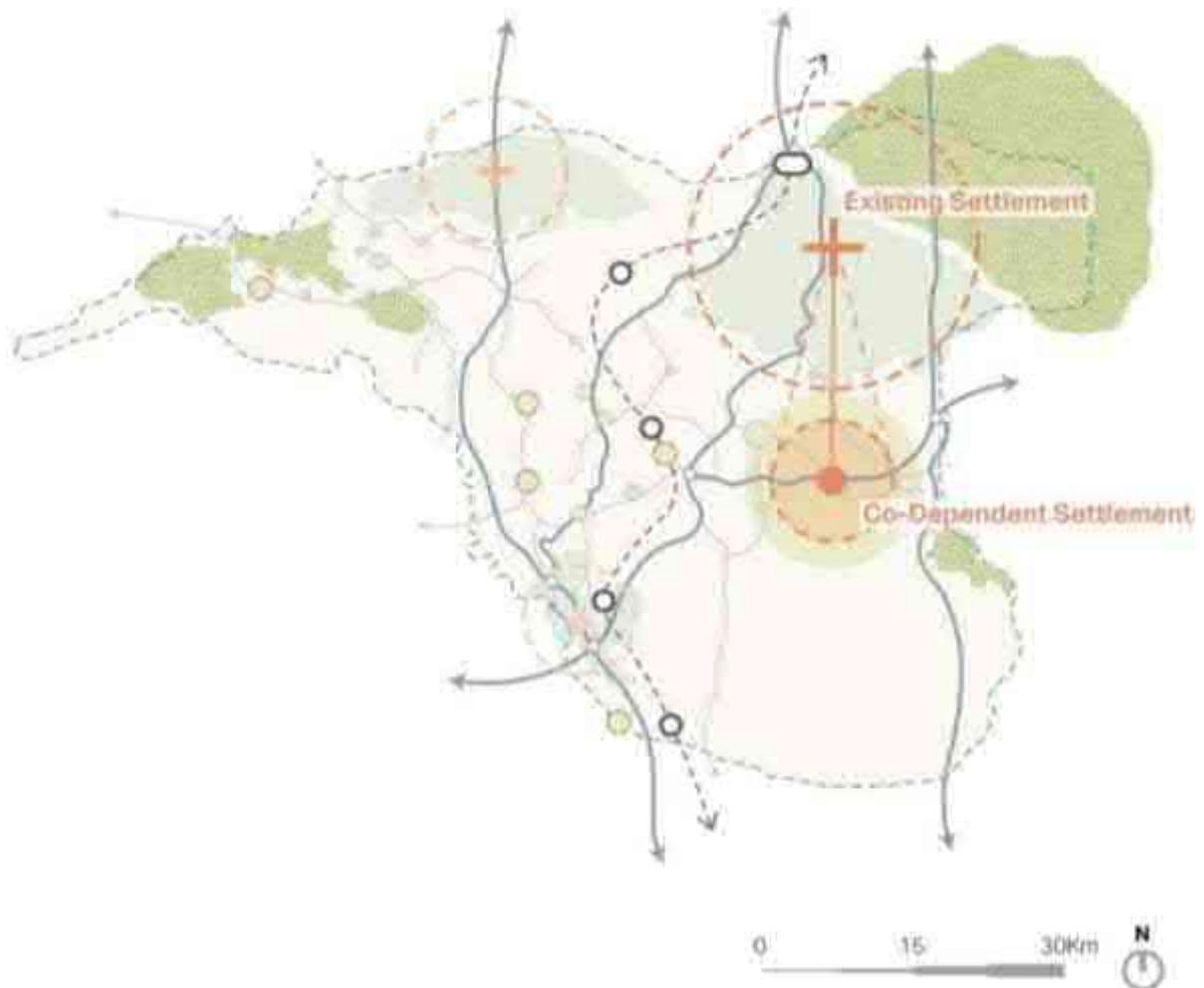
Figure 2 Urban extension/village expansion/garden village typologies



Co-dependent

1.41 A new co-dependent settlement is spatially distinct but directly communicates and connects with an existing settlement(s), and could deliver and sustain its own generated infrastructure needs while also providing local employment opportunities. This typology assumes some “2-way traffic” between the existing populations of other settlements to the new services and facilities provided in the new settlement. This growth option is potentially unsuitable for a >10,000 dwelling new settlement in the context of Greater Nottingham, where a settlement of such size could conceivably become one of the largest settlements outside the Main Built-Up Area, but could potentially apply to one or more c. 5,000 dwelling new settlement in close proximity to, for example, Nottingham, Derby or Loughborough.

Figure 3 Co-dependent typology



Autonomous

- 1.42 An autonomous new settlement could be positioned intentionally distant from existing settlements, allowing it to foster its own independence and distinctiveness. This new settlement would likely need to be of a scale and composition that is overtly self-sufficient in terms of key services (e.g. >10,000 dwellings) and employment. It could possibly result in an insular form clustered around a definitive centre and/or strategic transport node, but would still need good linkages for other elements of core infrastructure that are unlikely to be self-sustained, e.g. primary healthcare / Accident & Emergency. This growth option would likely be reliant on excellent sub-regional / regional strategic transport links, either existing or newly created.

Figure 4 Autonomous typology



1.43 Classification of growth options using these typologies provides an indication of the likely function of the options being considered. The below assumptions have fed into the identification and assessment of potential growth locations to inform the assessment. The application of typologies helps inform the likely impacts, opportunities and infrastructure requirements/mitigation that may be required or desirable in each location.

Table 1 Typology assumptions (AECOM, 2020)

Typology	Urban Extension / Village Expansion / Garden Village	Co-Dependent	Autonomous
Hectares	Up to 300	300 – 1,000	1,000 – 2,500
Net to Gross Ratio	60:40 (<100ha) 50:50 (100ha – 150ha) 40:60 (>150ha)	40:60	40:60
Dwellings	1,000 – 5,000	5,000 – 10,000	>10,000
Population¹⁴	2350 – 11,750	11,750 – 23,500	>23,500
Jobs (estimates based on population/dwellings)¹⁵	1,000 – 5,000	4,500 - 15,000	9,000 - >15,000
Primary centre	Neighbourhood/Village Centre (Primary School ¹⁶ & Local Facilities)	District Centre (Secondary School, District Facilities incl. employment)	Town Centre with retail and other employment areas
Secondary centres	Local Centre/shopping parade (primarily convenience/local services)	Neighbourhood/Village Centres	District Centres
	-	Local Centre/shopping parade (primarily convenience/local services)	Neighbourhood/Village Centres
Transport facilities	Public transport stop(s) (e.g. Bus rapid transit (BRT)/tram)	Public Transport hub (e.g. rail station/separated hard infrastructure BRT/tram)	Main public transport interchange (e.g. rail/BRT/tram)

¹⁴ Based on a notional occupancy figure of 2.35 persons per dwelling.

¹⁵ Ranges reflect residential-led and mixed use new settlement precedents with job ratios of between 0.9 - 1.25. Informed by an AECOM analysis of district-scale Built Up Areas and secondary sources – including: ‘Employment Densities Guide: 2nd edition’ (Homes and Communities Agency/OffPAT, 2010). Accessed at: <https://www.gov.uk/government/publications/employment-densities-guide> ‘Employment Density Guide: 3rd edition (Homes and Communities Agency/GVA Grimley Ltd, November 2015). Accessed at: https://www.kirkeles.gov.uk/beta/planning-policy/pdf/examination/national-evidence/NE48_employment_density_guide_3rd_edition.pdf; and Working Paper 71

‘More residents, more jobs? 2015 update’ (Lara Togni/GLA Economics, 2015). Accessed at: <https://www.london.gov.uk/sites/default/files/working-paper-71.pdf>

¹⁶ New schools ideally should be developed with two forms of entry to enable the widest range of educational opportunities to be offered.

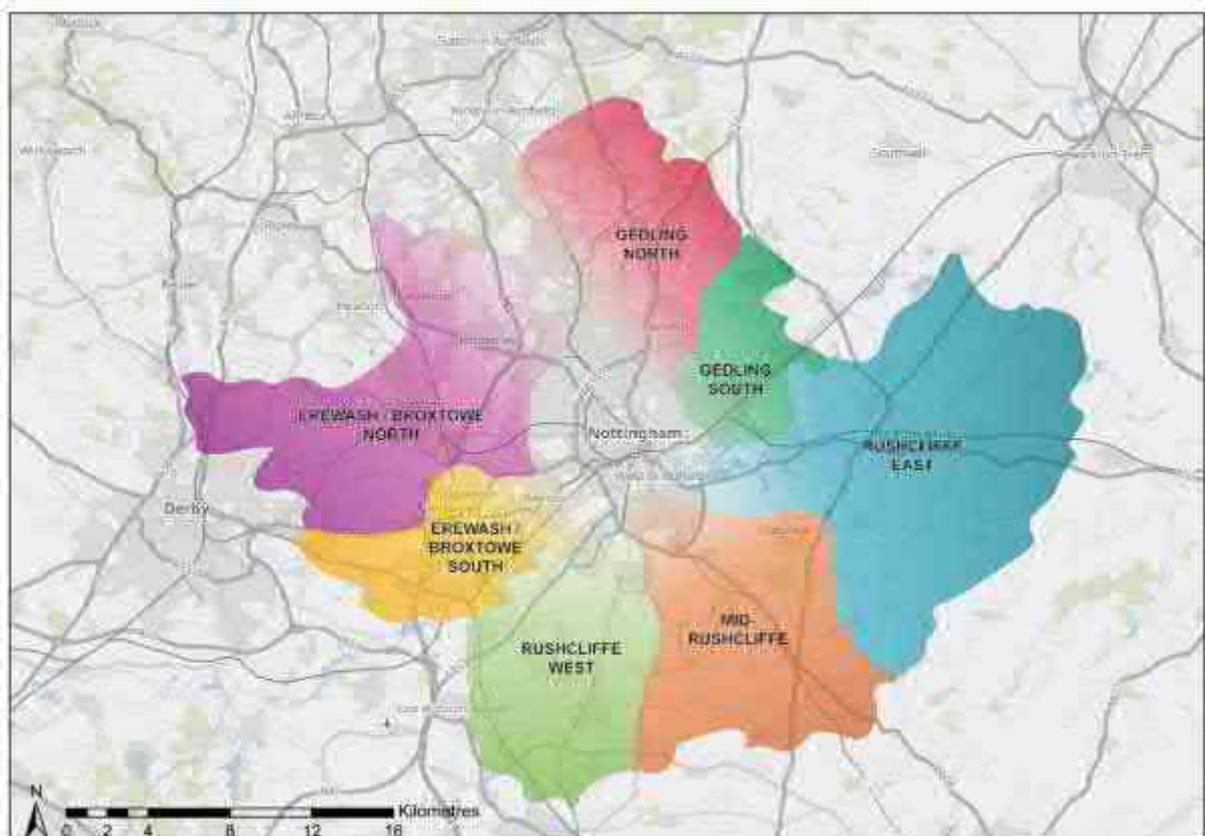
2. Stage 1a: Identification and analysis of assessment areas

2.1 This chapter introduces the assessment areas that were used to undertake an initial high-level review of growth potential across the whole study area. It then proceeds to present the findings of the review before concluding by mapping the broad areas of search with the highest potential to accommodate strategic growth.

Identification of assessment areas

2.2 The seven assessment areas illustrated below were identified to provide broad units for initial spatial analysis and reporting. These were based on previous studies area boundaries (notably the two growth studies undertaken by Tribal to inform the Aligned Core Strategy¹⁷), Landscape Character Areas, physical features such as rivers and major roads and local authority boundaries.

Figure 5 Assessment areas for stage 1a analysis



2.3 The assessment areas are as follows, along with a brief description:

- **Gedling North**
Covers land to the north of Nottingham and between Hucknall and Blidworth. The south-eastern boundary overlaps with the southern boundary of the 'Sherwood' Landscape Character Area.
- **Gedling South**
Covers the land east of Arnold, Gedling, Carlton and at Burton Joyce. The assessment area mostly follows the administrative boundary of Gedling with its northern boundary aligned with northern extent of the Trent and Belvoir Vales Landscape Character Area.

¹⁷ 'Appraisal of Sustainable Urban Extensions' (2008) and 'Greater Nottingham Sustainable Locations for Growth' (2010), which together are the precursors to this study.

- **Rushcliffe East**
Covers the A52 and railway corridor at the eastern section of Rushcliffe Borough. Its northern boundary runs along the River Trent. The assessment area mostly follows the administrative boundary of Rushcliffe, but its southern extent is marked by the settlement of Cotgrave. The southern boundary also largely follows the southern boundary of the 'Trent and Belvoir Vales' Landscape Character Area.
- **Mid Rushcliffe**
Covers land between Cotgrave and the A60. It follows the administrative boundary of Rushcliffe otherwise.
- **Rushcliffe West**
Covers land due west in the Rushcliffe Borough, and is bounded by the A60 to its east.
- **Erewash/Broxtowe South**
Covers the southern section of Erewash and Broxtowe, including the settlements of Beeston, Long Eaton and Stapleford. The settlements of Stapleford and Sandiacre, which are bounded by the M1 and A6007 (and joins with the A52 to the east), mark the northern extent of this area.
- **Erewash/Broxtowe North**
Covers the northern section of Erewash and Broxtowe, including the settlements of Ilkeston, Eastwood and Kimberley which are along the A609 and A610 corridor. It includes land east of M1 which is within the administrative boundary of Broxtowe Borough.

2.4 The remainder of this chapter reports on the high-level assessment of growth potential of these areas.

Analysis of assessment areas

- 2.5 Technical specialists undertook a GIS-driven desk-based analysis of each assessment area to identify principal constraints and opportunities for growth.
- 2.6 Each of the seven areas were assessed against the criteria below, with analysis presented in an assessment proforma which considers the strategic suitability for growth for each criterion:
- Environmental constraints;
 - Transport and accessibility;
 - Geo-environmental considerations;
 - Infrastructure capacity and potential;
 - Landscape and topography;
 - Heritage considerations;
 - Housing demand;
 - Regeneration potential;
 - Economic development potential; and
 - Spatial constraints and opportunities.

Environmental constraints

- 2.7 The assessment of environmental considerations include impact on internationally protected ecological sites¹⁸, national wildlife sites¹⁹ and other local wildlife or ecological designations²⁰ and nearby factors that could have an environmental impact on growth of an area that could need appropriate mitigation. The analysis reviewed flood risk issues in line with strategic flood risk assessments, and considers how these might be mitigated²¹, taking into account flood zone, the extent to which areas are affected by surface water, ground water or reservoir flooding. The review outlines the extent of best and most versatile agricultural land where growth is more favourable on Agricultural Land Classification (ALC) Grades 3, 4 and 5 rather than Grades 1 and 2 to the extent that this is consistent with the achievement of sustainable development on other relevant criteria²².

Transport and accessibility

- 2.8 The transport and accessibility criterion aims to identify the configuration, capacity and quality of existing transport networks and facilities²³. It also identifies corridors and nodes presenting opportunities for extension or enhancement based on assumed travel patterns associated with the planned growth. The criterion covers accessibility (including on foot and by cycle), public transport routes and their potential capacity and constraints, and the location of potential growth of sites in terms of their ability to be served by all modes of travel, but with an emphasis on minimising travel by car.

Geo-environmental considerations

- 2.9 This criterion covers a range of geological and environmental constraints to new development²⁴. In most cases geo-environmental constraints are not absolute, and regulatory systems are in place to cover those that emerge. For example, Building Regulations cover radon protection measures for new development. However, these constraints have potential to increase development cost and lead time. For each sub-area, potential constraints are highlighted, including occurrence of made ground formed by filling in natural or artificial pits found in sub-areas where development has occurred historically, the natural occurrence of radon gas, potential sources of contamination, historic landfilling, presence of mineral safeguarding or consultation areas, and the hydrogeological sensitivity of aquifers and groundwater protection zones²⁵. Coal mining and gypsum mining (and related after use issues) are a key consideration for the study area.
- 2.10 The assessment for underground mining has considered GIS data provided by the coal authority only, including for example, areas of shallow coal and development high risk areas. The assessment has not been extended to include a full survey of other minerals, for example gypsum. Historical gypsum mining may pose a risk of ground instability although modern working practices are specifically designed to prevent subsidence and techniques are used to ensure mine safety and to provide surface support. In addition, mining has not been permitted beneath settlements, and adequate support pillars have to be left beneath isolated properties. In advance of allocating land for development purposes a coal and non-coal mining risk assessment should be undertaken. This will involve a detailed desk-based review of historical mine plans and records which will need to be obtained from the Coal Authority and existing gypsum mine operators in the area. The risk assessment will define potential high risk areas which can then be further investigated through ground investigation which will provide the necessary information upon which mitigation, if required, can be designed.

¹⁸ The following habitat sites are protected under the Birds Directive, Habitats Directive and Ramsar Convention respectively: Special Protection Areas (SPAs), Special Areas of Conservation (SACs) and Ramsar sites. The NPPF affords the same protection as habitat sites to potential Special Protection Areas and possible Special Areas of Conservation, listed or proposed Ramsar sites, and sites identified, or required, as compensatory measures for adverse effects on all the above.

¹⁹ Sites of Special Scientific Interest and National Nature Reserves.

²⁰ Consistent with NPPF paragraph 171, which states that plans should distinguish between the hierarchy of international, national and locally designated sites.

²¹ See NPPF paragraphs 155-158

²² In line with NPPF paragraph 170 and Footnote 53. Best and Most Versatile Agricultural Land also includes the Grade 3a, however Grade 3a and 3b differentiation was not available in the ALC dataset for the study.

²³ In line with NPPF paragraph 102

²⁴ See NPPF paragraph 178 and mitigation measures as per Building Regulations

²⁵ i.e. potential for groundwater contamination as assessed through Environment Agency-designated Source Protection Zones

Infrastructure capacity and potential

2.11 Infrastructure covers a range of services and facilities provided by public and private bodies, including social and community infrastructure: health and education, and (to a very limited extent due to the very high-level of analysis) utilities infrastructure. For social and community and green infrastructure, it has been assumed that large scale development would necessitate new infrastructure such as schools²⁶ and health services²⁷. However, what this analysis does not take account of is localised capacity issues for each of the primary and secondary school facilities. For example, an individual primary school located in a rural area may have a surplus in places, however, there might be limited demand in the locality for these places compared to the more densely populated centres where there is higher demand and less places available. For each assessment area, the infrastructure analysis helped to identify any key areas of concern that will require mitigation, the potential capacity of existing infrastructure to absorb new development, the extent to which new infrastructure would be required, and if so, what type. Judgements made today are based on current capacity and forecasts for the future. These matters will need to be considered in greater detail within supporting Infrastructure Delivery Plans.

Landscape and topography

- 2.12 For each sub-area, the sensitivity of the local landscape to development was assessed with reference to the relevant local landscape data and Local Plan evidence base, pending site visits in stage 2.
- 2.13 The landscape and visual comments in this report are based on a strategic overview and assume that not all of the areas assessed will all be developed, and for each site, the entirety of the areas will not all be fully built out. A Landscape and Visual Impact Assessment will be required for all options that are progressed through later plan making processes and result in future planning applications, and will likely fall within a wider Environmental Impact Assessment (subject to screening by the relevant LPA).

Heritage considerations

2.14 In a similar way to the approach for environmental designations, and in line with paragraph 126 of the NPPF, the approach seeks to avoid development in areas where it would adversely impact on a designated heritage asset and their settings²⁸. In line with paragraph 185 of the NPPF, however, heritage assets can present an opportunity for development to make a positive contribution to sustaining and enhancing heritage assets at risk through neglect, decay or other threats. Designated heritage assets are defined by the NPPF as including scheduled monuments, listed buildings, registered parks and gardens, registered battlefields and conservation areas. NPPF paragraph 184 states that heritage assets range from sites and buildings of local historic value to those of the highest significance. These assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.

Housing demand

2.15 Assessment areas where demand for housing is highest (as determined through data on house prices, as well as Councils' evidence base on housing viability and affordability) were interpreted as being more suitable for housing development on this criterion, on the grounds that an increased supply of housing in the area would help correct existing mismatches between supply and demand. In the same way, those sub-areas where affordability pressures are less severe were considered less suitable for housing development on this criterion, as demand for housing is lower in these locations.

Regeneration potential

2.16 The regeneration potential for each sub-area was reviewed using the Indices of Multiple Deprivation 2019, which provides an indication of deprivation for specific settlements and sub-areas. If settlements

²⁶ Data from School and College Register: <https://get-information-schools.service.gov.uk/>

²⁷ Data sources: GPs (FTE and Patient Numbers source: Patients Registered at a GP Practice, NHS Digital, June 2019): <https://digital.nhs.uk/data-and-information/publications/statistical/general-and-personal-medical-services/final-30-june-2019> and NHS England data collection – KH03 - Average daily number of available and occupied beds open overnight by sector (November 2019): <https://www.england.nhs.uk/statistics/statistical-work-areas/bed-availability-and-occupancy/bed-data-overnight/>

²⁸ In line with paragraph 126 of the NPPF.

and sub-areas showed high levels of deprivation, the adjacency argument (whereby new development, if designed and implemented in a sustainable and careful way, can have beneficial effects on existing development) would indicate that new development has the potential to lift the area and generate positive effects in terms of employment, health, education and other indicators of wellbeing. By contrast, where there are lower levels of deprivation, it is likely that new development would be unlikely to have a significant effect on local deprivation rankings. A key indicator of regeneration potential is also brownfield site availability.

Economic development potential

- 2.17 This criterion relates to the location of employment and is based on the principle that homes should be built close to places of work in order to reduce commuting distances and thus reduce the need to travel. Each character area was assessed on its existing attractiveness to employers, using workplace data on employment from Census 2011 that reflect existing major employment locations, as well as the current Councils' evidence base on economic development and economic drivers evident in the D2N2 LEP's Strategic Economic Plan. It was assumed that potential for future economic development was higher in sub-areas with a track record of being attractive locations to major employers.
- 2.18 This criterion also considers existing and planned transport infrastructure in each assessment area and therefore interacts with the transport criterion to some extent. Employers tend to demand good access to road, rail and air transport. It may be, therefore, that some character areas with low levels of existing economic activity may be 'unlocked' for economic development if new transport infrastructure is delivered.

Spatial opportunities and constraints

- 2.19 This final criterion covers any spatial constraints and opportunities not covered under other criteria that are considered relevant in defining the physical extent and boundaries of new development.
- 2.20 This includes the need for new development to seek to avoid coalescence between existing free-standing settlements. Likewise, where defensible boundaries to development exist at the strategic level, they can be regarded as a spatial opportunity for limiting development and, in many locations, protecting valued landscapes. Typical features considered under this criterion include, among others, roads and rail lines as boundaries to development, however, it is also noted where these features can act as an opportunity to anchor new development.

Area 1: Gedling North

Criterion	Considerations
Environmental constraints	<ul style="list-style-type: none"> • Areas of high fluvial flood risk (Flood Zone 3) exist in Hucknall and Arnold associated with the River Leen, Day Brook and Baker Lane Brook, and in the east of Gedling North, associated with the headwaters of the Dover Beck. • There are a number of ponds and reservoirs in the headwaters of the River Leen which pose a risk to areas downstream. • Areas of high fluvial flood risk are likely to increase with climate change. • High surface water flood risk is widespread across the area. • The area surrounding Hucknall has an underlying geology that renders it susceptible to groundwater flooding. • Flood Investigation Reports prepared under Section 19 of the Flood and Water Management Act identified this area as having experienced notable flooding in recent years. • Fluvial flooding occurred from the Baker Lane Brook and the Titchfield Park Brook in July 2013 (Section 19 Report for Hucknall Feb 2016). • Surface water and sewer flooding occurred during the flooding of 2013 (Section 19 Report for Hucknall Feb 2016). • Surface flooding is recorded in the Section 19 Report for Calverton July 2013. • Flooding occurs due to the impermeable nature of the geology and the capacity of the surface water drainage being exceeded (Section 19 Report for Mansfield, June 2016). • There are a few pockets of ancient woodlands in the area, specifically at Aldercar Forest (north of Hucknall), and Gunthorpe Hagg Wood (West of Ravenshead). • There is one Site of Special Scientific Interest (SSSI) at Linby Quarries (north of Hucknall). • There are four country parks around the Hucknall area: Bestwood Country Park located south east of Hucknall, and Newstead and Annesley Country Park and Newstead Abbey Country Park in the Newstead area, and additionally Burntstump Country Park (west of Calverton). • The Hobbucks Local Nature Reserve (LNR) is near the Bestwood and Arnold areas. • The majority of the area is classified as Grade 3 good to moderate quality agricultural land, with small patches of Grade 2 very good quality agricultural land to the north of Hucknall and the north of Arnold.
Transport and accessibility	<p>Hucknall Area</p> <ul style="list-style-type: none"> • Access to the M1 is available via Junction 27 and it is understood that Highways England are progressing a capacity improvement scheme at this location. • However, eastward connections from the area towards the M1 are via secondary routes, and the local highway authority are unlikely to support additional movement through Linby and Papplewick and any impact on these villages would need to be identified. • Widening of the M1 (from 3 to 4 lanes has recently taken place) between junctions 25 and 34 to reduce stress on the motorway network. • Localised congestion occurs on the A608 (the route to Junction 27) and A611 (route north towards Mansfield) to the north of the town and the local highway authority is pursuing capacity improvements. • Capacity improvements are also being pursued by the local highway authority on the A614 (north of its junction with the A6097) and A6097 (i.e. routes to A46). • Capacity analysis likely to be needed using highway network model, such as SATURN, to identify impact on these routes, as well as Hucknall and Annesley. • Hucknall benefits from good public transport links, including a park and ride site linked to a tram terminus. Buses & heavy / light rail (tram) services are available from the town centre towards Nottingham.

	<ul style="list-style-type: none"> • Funding for the provision of a park and ride site at Leapool Island was recently announced through the Transforming Cities programme. • To the north, Kirkby and Mansfield are accessible by buses and heavy rail services are available towards settlements in the north • A previous proposal suggested an extension of the tram to Linby (associated with Top Wighay Farm) although this is not a current proposal. • Improvements to Hucknall Town Centre have taken place to improve pedestrian, cycle & bus accessibility. <p>A60/A614 Corridor</p> <ul style="list-style-type: none"> • The A60 into Nottingham can become heavily congested. Capacity analysis likely to be needed using highway network model, such as SATURN, to test the impacts in north Nottingham. Bus priority is also found in places on the A60. • To the west of the area, the A611 bus priority towards Hucknall forms part of the 2019/20 Integrated transport programme. • Arnold town centre is well served by buses and offers a wide range of local services. A Park and Ride has been identified at the A60/A614 Leapool Island in the Gedling Local Planning Document, Policy LPD60 Adopted 18th July 2018). • Potential extension of the tram network to Gedling is being considered by Nottingham City Council NET team, in an easterly arc from Nottingham railway station. • There are limited cycling facilities in the local area apart from on the A611 and ring road.
Geo-environmental considerations	<ul style="list-style-type: none"> • 13 no. historic landfills and 4 no. authorised landfills are located within the Gedling North area in various locations, mostly in the more urban areas. • Approximately 80% of Gedling North is located within a Source Protection Zone (SPZ) 3 Total Catchment. There are three SPZ 1 Inner Protection Zones (IPZs) (near Tophouse Farm, Forest Farm and west of Arnold) and three SPZ 2 Outer Protection Zones (OPZ) located within the Gedling North boundary. • Groundwater vulnerability to pollution is high for the majority of the area, with occasional medium – high areas. • Geology comprises occasional areas of superficial deposits (alluvium, head and river terrace deposits). Bedrock geology within the Gedling North area includes the Sherwood Sandstone Group, Lenton Sandstone Formation, Zechstein Group and Mercia Mudstone Group. • The bedrock is designated as a Principal aquifer (approximately 75% of the Gedling North area), Secondary B aquifer (approximately 20%) and Secondary A aquifer (approximately 5%). The occasional areas of superficial deposits are designated as either Secondary A or Secondary (Undifferentiated) aquifers. • There are no drinking water safeguarding zones within Gedling North. Gedling North is located entirely within a Nitrate Vulnerable Zone (NVZ). • There are two Sherwood sandstone quarries active, one south of Ravenshead (Bestwood 2) and one west of Calverton (Burntstump Quarry). • Based on the draft allocations in the submitted Nottinghamshire Minerals Local Plan (https://www.nottinghamshire.gov.uk/media/2327747/sd1-mlp-publication-version.pdf) there are mineral safeguarding and consultation areas for sandstone and brick clay. • Urbanised areas are mostly in the south-western and southern areas of Gedling North. Made ground is potentially present in these areas. Occasional isolated areas of artificial ground are recorded around Gedling North based on British Geological Survey (BGS) mapping. Made ground may also be present in areas occupied by road networks and current and disused railways. • Areas of thick and variable made ground and superficial deposits may pose a constraint on the use of shallow foundations and which therefore may require ground improvement or a deeper foundation solution. These areas may also pose ground stability constraints.

<p>Infrastructure capacity and potential</p>	<ul style="list-style-type: none"> • In parts of the area, the existing primary education infrastructure and general healthcare facilities would be adequate to support a small amount of additional growth but not necessarily at a strategic scale. • There is currently a deficit in secondary school capacity in Gedling. • There are no higher education infrastructure available. • There is currently a surplus in provision for primary healthcare. Additional services in acute healthcare might be required to support potential growth.
<p>Landscape and topography</p>	<ul style="list-style-type: none"> • Nationally, the area is largely within Natural England's National Character Area (NCA) 49 Sherwood. It also contains NCA 30 Southern Magnesian Limestone. • On a regional scale, the area is largely within East Midlands Councils' Sandstone Forests and Heaths Landscape Character Type (LCT). It also contains Limestone Farmlands LCT and Wooded Village Farmlands LCT. • On a local level, the area is largely within Nottinghamshire County Council's (NCC's) Sherwood Landscape Character Area (LCA) (Forest Sandlands LCT). It also contains NCC's Magnesian Limestone Ridge LCA (Limestone Farmlands LCT and River Meadowlands LCT) and some urban areas. • Topography comprises a series of interconnected ridgelines separated by relatively narrow valleys across much of the area. To the west of the area is the wider River Leen valley, which results in a simpler landform. • Land cover comprises arable farmland in medium and large semi-regular and regular fields, some smaller strip fields in the far north between Ravenshead and Blidworth. There are large blocks of woodland towards the north of the area, near Ravenshead and Calverton, including the large area of parkland at Newstead Abbey. Elsewhere, there are smaller woodland blocks, as well as hedgerow trees. • The northern edge of the Nottingham conurbation occurs in the south of the area, with the medium-sized town of Hucknall on the western boundary. The large villages of Calverton and Ravenshead sit near the eastern and northern boundaries respectively, with the smaller villages of Linby, Papplewick and Newstead to the north of Hucknall. • The A60 and A614 roads run north-south through the area, meeting just north of the city edge. The Robin Hood railway line runs north-south parallel to the western boundary of the area. There are some former coal mining sites which have been restored, such as at Bestwood Country Park, as well as some active mineral extraction sites. • Factors which contribute to the landscape value include: the historic parkland at Newstead Abbey, the woodland and heathland associated with Sherwood Forest and the ancient woodland to the north of Hucknall. • Factors which increase the landscape susceptibility include: the complex landform (particularly in the east), the presence of extensive urbanisation and settlement coalescence in the south-west and the presence of characteristic woodland and heathland which is associated with Sherwood Forest. • Factors which decrease the landscape susceptibility include: the influence of detractors such as 'A' roads, mineral extraction and evidence of previous coal mining activity.
<p>Heritage considerations</p>	<ul style="list-style-type: none"> • Conservation areas at Annesley (part), Bestwood Village, Calverton, Linby, Papplewick. • Five Registered Parks and Gardens (RPGs) within or adjacent to Gedling North, including: <ul style="list-style-type: none"> - Annesley Hall (Grade II*, 260 Ha). The RPG is located south of the settlements of Annesley and Kirkby in Ashfield, and west of Newstead Village (within Ashfield District). To its west it is bounded by Junction 27 of the M1 from Hucknall, abutting the A611 feeder road. The Hall is set on a hill with views south over the parkland. - Papplewick Hall (Grade II*, 45 Ha). The RPG is located north of the settlement of Papplewick and west of the B683 at Blidworth Way. The RPG is between Hucknall and Ravenshead and in close proximity to Newstead Abbey RPG. It looks west across the gently curving grassed valley to the River Leen, and enjoys a view of St James'

	<p>Church to the south-west. Papplewick Hall RPG contains seven listed buildings including the Grade I Papplewick Hall.</p> <ul style="list-style-type: none"> - Newstead Abbey (Grade II*, including 10 Ha of gardens surrounded by 273 Ha of parkland and woodland). The RPG is located west of the settlement of Ravenshead, and includes 22 listed buildings within the RPG. - Bestwood Pumping Station (Grade II, 2 Ha) located on the west side of the Mansfield Road (A60) north of Arnold. It is enclosed by Grade II listed boundary walls on most sides. - Papplewick Pumping Station (Grade II, 3 Ha) is also a scheduled ancient monument enclosed by brick boundary walls and farmland, located to the southeast of Ravenshead. Papplewick Pumping Station RPG has seven listed buildings including one at grade II*.
Housing demand	<ul style="list-style-type: none"> • House prices: The average house price paid in Gedling North in June 2019 was £182,970. This is higher than in Nottingham City (£156,741) but below the average for the seven areas combined (£223,866), indicating that demand is relatively lower than the other areas. • There is variation within the area, with higher prices concentrated to the north of Gedling North, and lower prices found to the south, close to Nottingham City. In the last five years, prices have increased by 33%. • Sales: In 2018, most houses sold in Gedling North were either detached (33%) or semi-detached (35%). This is followed by 24% of terraced houses and 8% of flats. • Affordability: Gedling North is one of the areas with the lowest house price to income ratio (between 3.1 and 6.9) i.e. it is relatively affordable compared to the other areas. • Tenure balance: According to Census 2011, 69% of households own their house, 17% occupy a social rented dwelling and 12% rent in the private sector. Levels of owner occupation and social renting are similar to the national average. There is no obvious imbalance in the tenure of the housing stock in the area as a whole. • IMD Housing Deprivation: Of the 72 LSOAs that make up the area, 3.1% are among the 30% most deprived areas in the country and 16.3% are among the 10% least deprived in terms of barriers to housing and services. Whilst there are pockets of housing deprivation in terms of access to housing and services, it is not one of most deprived across the 7 areas.
Regeneration potential	<ul style="list-style-type: none"> • The 2019 Index of Multiple Deprivation (IMD) provides relative deprivation rankings for every Lower Super Output Area (LSOA) in England. • 29.7% of LSOAs in Gedling North are in the top 30% most deprived areas in the country. • 40.5% of LSOAs are in 30%-70% most deprived areas in the country. • 29.7% of LSOAs in the 30% least deprived areas in the country. • Area south and south-east of Hucknall contains many LSOAs in the top 30% most deprived areas in the country. • Overall, Gedling North has potential to be regenerated by new developments.
Economic development potential	<ul style="list-style-type: none"> • Census 2011 data shows the density of employment in Gedling North is similar to the average across the county of Nottinghamshire. • The health sector, a priority for the LEP due to its employment generation, supports nearly a quarter of the jobs in the assessment area mainly due to the important City Hospital facility. • The presence of Rolls-Royce in Hucknall and Swiftool Precision Engineering near Ashfield provides the area with a presence in the high-tech manufacturing industry. • The workers attracted to the businesses in the area are well-qualified and hold high-level occupations. • Around 41% of workers in the assessment area live within 5km of their place of work, which is above the average for the county. • Workers tend to travel sustainably to work. Hucknall station provides rail access to Nottingham and many workers can walk to work due to their proximity.

	<ul style="list-style-type: none"> • Road connectivity is also strong however, with access to the M1 and A60.
Spatial opportunities and constraints	<ul style="list-style-type: none"> • Sites to the north of Bestwood Village were identified in the Green Belt Review 2015 as broad areas that perform less well in terms of green belt value. • Sites to the northwest and southwest of Calverton were identified in the Green Belt Review 2015 as broad areas that perform less well than sites to the southeast and south. • Sites to the south of Ravenshead was identified in the Green Belt Review 2015 as broad areas that perform less well in terms of green belt value. • The Green Belt Review 2015 identifies the least valuable parts of the Green Belt around the urban area at Arnold, both East and West of Mansfield Road (A60), these areas are visually well connected with the built up area and perform a minimal role in preventing coalescence between the urban area and other settlements.

Conclusion- Areas in Gedling North

Pros

- The A60 and A614 roads run north-south through the area, meeting just north of the city edge. The Robin Hood railway line runs north-south parallel to the western boundary of the area. Road connectivity is strong to the M1.
- A Park and Ride has been identified at the A60/A614 Leapool Island in the Gedling Local Planning Document, Policy LPD60 Adopted 18th July 2018).
- The existing primary education infrastructure and general healthcare facilities may be adequate to support limited additional growth in parts of the area.
- Topography comprises a series of interconnected ridgelines separated by relatively narrow valleys across much of the area. To the west of the area is the wider River Leen valley, which results in a simpler landform.
- Factors which decrease the landscape susceptibility include: the influence of detractors such as A roads, mineral extraction and evidence of previous coal mining activity.
- The overall sensitivity of the landscape in this area to housing development is generally medium, based on the complex topography, balanced with the presence of existing detractors. Some locations in the area have lower sensitivity, these include the urban edge of Nottingham, as well as the larger settlements of Calverton, Hucknall and Ravenshead. There is capacity for small- and medium-scale development. There is also limited capacity in the less sensitive areas for more large-scale development, but it will need to be sensitively designed in accordance with its surroundings and the valued characteristics.
- The area has potential to be regenerated as 40.5% of LSOAs are in 30%-70% most deprived areas in the country.
- Around 41% of workers in the assessment area live within 5km of their place of work, which is above the average for the county. Workers tend to travel sustainably to work.
- The Green Belt Review 2015 identifies sites at Bestwood Village, Calverton and Arnold perform less well in terms of green belt value.
- Relatively weaker housing demand, affordability relatively good, tenure balanced; development in this area could provide more affordable options than in the South if sufficient demand can be stimulated.
- The area is dominated to the south by the northern suburbs of Nottingham with sizeable settlements at Hucknall and Ravenshead further north. Development potential to the west of Ravenshead, Newstead and Papplewick is constrained by RPGs. There are opportunities for growth in Gedling North, especially to the east of Hucknall and Ravenshead.
- Housing Demand Summary: Relatively weaker housing demand, affordability relatively good, tenure balanced; development in this area could provide more affordable options than in the South if sufficient demand can be stimulated.

Cons

- The Major Road Network (MRN) is constrained by traffic congestion and further detailed analysis would be required using a multi modal transport model.
- Areas of high fluvial flood risk (Flood Zone 3) exist in Hucknall and Arnold associated with the River Leen, Day Brook and Baker Lane Brook, and in the east of Gedling North, associated with the headwaters of the Dover Beck.
- The area surrounding Hucknall has an underlying geology that makes it susceptible to groundwater flooding.

- There are a few pockets of ancient woodlands in the area, specifically at Aldercar Wood and Quarry Banks (north of Hucknall), and Gunthorpe Hagg Wood (West of Ravenshead).
- There is one SSSI at Linby Quarries (north of Hucknall).
- There are large blocks of woodland towards the north of the area, near Ravenshead and Calverton, including the large area of parkland at Newstead Abbey.
- Factors which contribute to the landscape value include: the historic parkland at Newstead Abbey and the ancient woodland to the north of Hucknall.
- Factors which increase the landscape susceptibility include: the complex landform (particularly in the east), the presence of extensive urbanisation and settlement coalescence in the south-west and the presence of characteristic woodland and heathland which is associated with Sherwood Forest.
- Five RPGs within or adjacent to Gedling North, which constrain development potential to the west of Ravenshead, Newstead and Papplewick.
- There is a need to avoid risk of coalescence between the Greater Nottingham area (Rise Park) and Hucknall area (Bestwood Park).
- There is currently a deficit in secondary school capacity in Gedling.

Area 2: Gedling South

Criterion	Considerations
Environmental constraints	<ul style="list-style-type: none"> • Areas of high fluvial flood risk (Flood Zone 3) exist in Epperstone and Woodborough areas associated with the Dover Beck and ordinary watercourses which drain towards the River Trent. • In the south, Burton Joyce, Stoke Bardolph, Netherfield and the Colwick areas are at high fluvial risk (Flood Zone 3) from the River Trent. • Areas of high fluvial flood risk are likely to increase with climate change. • High surface water flood risk is widespread across the area. • In areas along the watercourses, the surface flow pathways are shown to interact with the ordinary watercourses. • Flood Investigation Reports prepared under Section 19 of the Flood and Water Management identify this area to have experienced notable flooding in recent years: • The area surrounding Stoke Bardolph and the River Trent have underlying geology that makes them susceptible to groundwater flooding. • There is a small cluster of ancient woodlands at Gedling Wood (west of Burton Joyce). • Land to the east is mostly Grade 3 good to moderate quality agricultural land alongside a small section of Grade 2 very good quality agricultural land south of Burton Joyce.
Transport and accessibility	<ul style="list-style-type: none"> • The area is poorly connected to the M1, but north-south routing can be accommodated by the alternative A46 route. • The Gedling Access Road (GAR) will improve east - west connectivity in the area and is planned to be open by Autumn 2021. • Capacity improvements are also being pursued by the local highway authority on the A614 (north of its junction with the A6097) and A6097 (i.e. routes to the A46). • Capacity analysis likely to be needed using highway network model, such as SATURN, to assess impact on these routes, as well as routing through Gedling Village. • Recent improvements to the Colwick loop road have improved bus and cycle facilities. • Potential extension of the tram network to Gedling is being considered by Nottingham City Council NET team, in an easterly arc from Nottingham railway station. • There are further proposed public transport infrastructure improvements proposed along the A612 Colwick Loop Road by the local highway authority to dovetail with improvements recently completed in the City area. • A Fourth Trent road crossing has been a historic proposal, which may support further development in the area. This however remains an ambition and is not a safeguarded scheme. • Heavy rail is available between Nottingham and Newark with potential for improvement.
Geo-environmental considerations	<ul style="list-style-type: none"> • 7 no. historic landfills located within the Gedling South area. These are all located either in and around the Colwick Industrial Estate (in the south) or south of Gedling Country Park. • Approximately 50% of Gedling South is located within a Source Protection Zone (SPZ) 3 Total Catchment. There are two SPZ 1 Inner Subsurface Activity Zones²⁹ (SAZs) (near Lambley and Bulcote) and two SPZ 2 Outer SAZ located within the Gedling South boundary. There is also an SPZ 1 Inner Protection Zones (IPZs) near Bulcote. • Groundwater vulnerability to pollution is high for the majority of the area, with occasional medium – high areas, particularly in the south-east and east. • Geology comprises superficial deposits (approximately 50% coverage) of alluvium, head and river terrace deposits, mostly in the east of Gedling South associated with the River Trent. Bedrock geology within the Gedling

²⁹ [may be impacted by deep drilling activities](#)

	<p>South area includes the Mercia Mudstone Group and the Sherwood Sandstone Group in the northern-most area.</p> <ul style="list-style-type: none"> • Based on the draft allocations in the submitted Nottinghamshire Minerals Local Plan (https://www.nottinghamshire.gov.uk/media/2327747/sd1-mlp-publication-version.pdf) and Part 2 Local Plans, there are mineral safeguarding and consultation areas for sand and gravel and brick clay. • The bedrock is designated as a Secondary B aquifer (approximately 95% of the Gedling South area). Small areas of Principal and Secondary A aquifers are located mostly in the northern area of Gedling South. The superficial deposits are designated as either Secondary A or Secondary (Undifferentiated) aquifers. • The north-eastern most area of Gedling South is within a drinking water safeguard zone for groundwater. Gedling South is located entirely within a Nitrate Vulnerable Zone (NVZ). • Urbanised areas, including Colwick Industrial Estate, are mostly in the southern areas of Gedling South. Made ground is potentially present in these areas. Occasional areas of artificial ground are recorded in the southern area of Gedling South based on British Geological Survey (BGS) mapping. Made ground may also be present in areas occupied by road networks and current railways. • Areas of thick and variable made ground and superficial deposits may pose a constraint on the use of shallow foundations and which therefore may require ground improvement or a deeper foundation solution. These areas may also pose ground stability constraints.
<p>Infrastructure capacity and potential</p>	<ul style="list-style-type: none"> • The existing primary education infrastructure and primary healthcare facilities may be adequate to support small scale additional growth. • There is currently a deficit in secondary school capacity in Gedling. • There are no further or higher education infrastructure available. • There is currently a surplus in provision for primary healthcare. Additional services in acute healthcare might be required to support potential growth.
<p>Landscape and topography</p>	<ul style="list-style-type: none"> • The area is within Natural England's National Character Area (NCA) 48 Trent and Belvoir Vales. • On a regional scale, the area is largely within East Midlands Councils' Wooded Village Farmlands LCT. It also contains Floodplain Valleys LCT and a small area of Sandstone Forests and Heaths LCT. • On a local level, the area is largely within Nottinghamshire County Council's (NCC's) Mid Nottinghamshire Farmland LCA (Dumble Farmlands LCT and River Meadowlands LCT). It also contains NCC's Trent Washlands LCA (Terrace Farmlands LCT, River Meadowlands (B) LCT, River Meadowlands (A) LCT and River Valley Wetlands LCT) and some urban areas. • Topography comprises undulating land within most of the area. This is made up of a series of interconnected ridgelines separated by narrow valleys. There is a sharp escarpment in the south-east of the area, where the undulating land meets the flat River Trent valley. • Land cover comprises predominantly arable farmland arranged in medium-large semi-regular fields, with occasional small fields adjacent to settlements in the north of the area. There are large arable fields in the River Trent floodplain, forming a distinct contrast. Occasional blocks of woodland are present, but these tend to be fairly linear and limited in size - tree cover elsewhere is limited to hedgerow trees and riparian vegetation. • The north-eastern edge of the Nottingham conurbation sits in the south-west of the area, with extensive industrial and commercial development between residential properties and the River Trent. The large village of Burton Joyce is at the eastern edge, with the smaller villages of Lambley and Woodborough to the north-west of this. • The A612 road runs south-west to north-east through the area, roughly parallel to the Nottingham to Newark railway line. The restored colliery site at Gedling has been made into a country park, although it also contains a solar farm. There is a substantial water treatment works at Stoke Bardolph. • Factors which contribute to the landscape value include: the intact character of the landscape and the scenic qualities which are derived from the complex topography and occasional long views.

	<ul style="list-style-type: none"> • Factors which increase the landscape susceptibility include: the complex and small-scale landform, particularly around Lambley and Woodborough, where a ridgeline to the west contains the adjacent Nottingham conurbation. The relatively low influence of the conurbation throughout the area also increases its susceptibility. • Factors which decrease the landscape susceptibility include: the influence of detractors such as the commercial and industrial developments at the far south-western corner of the area.
Heritage considerations	<ul style="list-style-type: none"> • There are two conservation areas at Woodborough and Lambley. The conservation areas of Epperstone and Bulcote border the area to the east. • There is one scheduled monument in the area, at Lambley. • There are no Registered Park and Gardens in the area. • Listed buildings in the area are clustered within and around the settlements of Woodborough, Lambley, Burton Joyce and Carlton with very few examples out with these centres. There are 16 listed buildings in Woodborough including the Church of St Swithun and Woodborough Hall, both grade II*. There are six listed buildings in Lambley, these include the grade I Church of Holy Trinity. • The area is dominated to the south by the Carlton suburb of Nottingham. The rest of the area is rural, and growth that does not impact on the significance of heritage asset settings may be possible.
Housing demand	<ul style="list-style-type: none"> • House Prices: The average house price paid in Gedling South in June 2019 was £192,795. This is higher than in Nottingham City (£156,741) but below the average for the seven areas combined (£223,866). Prices are significantly lower to the south of the area, near Nottingham City. Gedling South has experienced the lowest growth in house prices of all seven areas between 2009 and 2019 (36%). Demand appears relatively weak compared to the other areas. • Sales: In 2018, the majority of the houses sold was equally split between detached and semi-detached houses (38%). This is the second highest proportion of semi-detached houses sold among the seven areas and Nottingham City. Other types of properties sold were terraced houses (17%) and flats (7%). • Affordability: Gedling South is one of the areas with the lowest house price to income ratio, with the exception of one part of the area where the house price to income ratio is between 7 and 8. The area is relatively affordable as a whole. • Tenure Balance: According to Census data 2011, 69% of households own their house, 17% occupy a social rented dwelling and 12% rent in the private sector. This is similar to the national average and indicates a relatively balanced mix of tenures overall. • IMD Housing Deprivation: Of the 37 LSOAs that make up the area, 2% are among the 30% most deprived areas in the country and 33.9% are among the 10% least deprived in terms of barriers to housing and services. It does not appear deprived in terms of access to housing and services overall.
Regeneration potential	<ul style="list-style-type: none"> • The 2019 Index of Multiple Deprivation (IMD) provides relative deprivation rankings for every Lower Super Output Area (LSOA) in England. • 14.3% of the LSOAs in Gedling South are in the top 30% most deprived areas in the country. • 45.7% of the LSOAs in Gedling South are in the 30-70% most deprived areas in the country. • 40.0% of the LSOAs are in the 30% least deprived areas in the country. • The area around Carlton tends to be more deprived (top 40%) than other areas in this assessment area. • The rural areas in the north-east of the Gedling South assessment area are mostly in the top 30% least deprived areas of the country.
Economic development potential	<ul style="list-style-type: none"> • Census 2011 data shows the density of employment in Gedling South is lower than the average across the county of Nottinghamshire. There is however a major concentration of employment and cluster of businesses in the Colwick/Netherfield area.

	<ul style="list-style-type: none"> • However, the proportion of employment in retail and transport manufacturing sectors, priorities for the LEP, is slightly higher than the county's average. • The workers attracted to the area do not tend to hold strong qualifications or occupy high-level occupations. • Workers do tend to live fairly close to their place of work and can travel sustainably with East Midlands Railway connectivity through the south of the assessment area near Carlton and Netherfield. • There is limited road connectivity throughout the rural centre of the assessment area. • There are no clear economic drivers in the assessment area, with a mix of sectors.
Spatial opportunities and constraints	<ul style="list-style-type: none"> • Much of the area is currently Green Belt, with green infrastructure assets including Gedling Country Park/Mapperley Golf Course. • Need to avoid risk of coalescence between the Greater Nottingham area of Gedling and Burton Joyce, and Burton Joyce and Lambley. • Need to avoid risk of coalescence between Calverton and Woodborough.

Conclusion- Key Strategic Constraints identified for Area 2

Pros

- The Gedling Access Road (GAR) will improve east - west connectivity in the area and is planned to be open by Autumn 2021.
- Capacity improvements are also being pursued by the local highway authority on the A612 Colwick Loop Road, A614 (north of its junction with the A6097) and A6097 (i.e. routes to A46).
- Heavy rail is available between Nottingham and Newark with potential for improvement.
- The existing primary education infrastructure and primary healthcare facilities would be adequate to support some additional growth.
- Although the overall sensitivity of the landscape in this area to housing development is generally high, based on the complex topography and the intactness of the landscape, as well as its scenic qualities, there is capacity for small-scale developments. Adjacent to the urban edge (near Carlton and Netherfield), there is lower landscape sensitivity. There is also limited capacity for more medium- and large-scale development adjacent to the existing urban edge, where the sensitivity is lower.
- Workers do tend to live fairly close to their place of work and can travel sustainably with East Midlands Railway connectivity through the south of the assessment area near Carlton.
- Housing Demand Summary: Relatively weak demand, relatively good affordability, balanced tenure mix; development in this area could provide more affordable options than in the South of the Greater Nottingham area if sufficient demand can be stimulated.

Cons

- Areas of high fluvial flood risk (Flood Zone 3) exist in Epperstone and Woodborough areas to the north, and at Burton Joyce, Stoke Bardolph, Netherfield and the Colwick associated with the River Trent.
- The area surrounding Stoke Bardolph and the River Trent have underlying geology that makes them susceptible to groundwater flooding.
- Woodborough, Epperstone and land north of Stoke Bardolph are within an area of Grade 2 very good quality agricultural land.
- Woodborough and Lambley contain conservation areas and a high proportion of listed buildings.
- There is limited road connectivity throughout the rural centre of the assessment area.
- There is a need to avoid risk of coalescence between the Greater Nottingham area of Gedling and Burton Joyce, Burton Joyce and Lambley, and between Calverton and Woodborough.

Area 3: Rushcliffe East

Criterion	Considerations
Environmental constraints	<ul style="list-style-type: none"> • Large areas of high fluvial flood risk (Flood Zone 3) associated with the River Trent exist in Radcliffe-on-Trent, Holme Pierrepont, Lady Bay and West Bridgford. • A large number of ordinary watercourses and ponds at Radcliffe-on-Trent, Holme Pierrepont, Lady Bay and West Bridgford also contribute to the fluvial flood risk. • Areas of high fluvial flood risk are likely to increase with climate change. • High surface water flood risk is widespread across the area. • Areas surrounding the River Trent have an underlying geology that makes it susceptible to groundwater flooding. • Areas surrounding Aslockton and Scarrington have underlying geology that makes them susceptible to groundwater flooding. • The July 2012 Cropwell Butler Section 19 Reports indicates the capacity of the surface water drainage was exceeded. • There are a number of Sites of Special Scientific Interest in the area: Orston Plaster Pits (west of Bottesford), Barnstone railway cutting (south-east of Bingham), and Kinoulton Marsh and Canal close to the boundary with Mid-Rushcliffe. • Two large country parks, Cotgrave Country Park (north of Cotgrave) and in West Bridgford at Holme Pierrepont Country Park, are largely within the area. • The majority of the land in the area is grade 3 good to moderate agricultural land, with sections of Grade 2 very good quality agricultural land in the Bingham area.
Transport and accessibility	<ul style="list-style-type: none"> • The area benefits from two strategic routes: the A52 and the A46. The A52 is the key east-west route across the East Midlands and is subject to congestion at its junctions resulting in regular queuing and delays. Highways England's A52 Nottingham Junctions scheme is a package of measures to improve several junctions along the length of the A52 to improve existing situations and provide capacity for expected increase in traffic anticipated from planned development (outside of potential growth areas identified in this study). • The A46 generally performs well, having recently been upgraded to dual carriageway. • Capacity analysis likely to be needed using highway network model, such as SATURN to assess the above routes and impacts through West Bridgford and Gamston. • Formal cycle routes are found on the A52, the River Trent and National Cycle Route 15. • Heavy rail services are available in Radcliffe-on-Trent and Bingham. A bus based Park and Ride site has previously been proposed at Gamston, however this is not currently safeguarded by the highway authority. • Bus services are limited to the east of the area. • Potential extension of the Robin Hood Line to Bingham, possibly with Bingham Park and Ride. • A previous proposal suggested extension of the tram to Gamston although this is not a current proposal.
Geo-environmental considerations	<ul style="list-style-type: none"> • 5 no. historic landfills and 2 no. authorised landfills are located within the Rushcliffe East area. These are mostly located west of Radcliffe on Trent (western area) and east of Langar (eastern area). • A Source Protection Zone (SPZ) 3 Total Catchment encroaches onto the western-most boundary of Rushcliffe East. • Groundwater vulnerability to pollution is high or medium – high for most areas. In the eastern area of Rushcliffe East, there is an area with medium – low, low or unproductive groundwater vulnerability. • Geology comprises superficial deposits (approximately 60% coverage) of alluvium, head, river terrace deposits, lacustrine deposits and till. Bedrock geology within the Rushcliffe East area includes the Mercia Mudstone

	<p>Group and the Lias Group in the eastern area. The Sherwood Sandstone Group slightly encroaches onto the western boundary of Rushcliffe East.</p> <ul style="list-style-type: none"> • The bedrock is mostly designated as a Secondary B (approximately 60% of the Rushcliffe East area) or Secondary A aquifers (approximately 30%). Small areas of Secondary (Undifferentiated) aquifer and Unproductive strata are located mostly in the eastern area of Rushcliffe East. Principal aquifer bedrock slightly encroaches onto the western boundary of Rushcliffe East. The superficial deposits are designated as either Secondary A or Secondary (Undifferentiated) aquifers. • There are no drinking water safeguarding zones within Rushcliffe East. Rushcliffe East is located entirely within a Nitrate Vulnerable Zone (NVZ). • There are no active mineral sites within the Rushcliffe East area based on the currently adopted Nottinghamshire Minerals Local Plan (dated 2005). • Based on the draft allocations in the submitted Nottinghamshire Minerals Local Plan (https://www.nottinghamshire.gov.uk/media/2327747/sd1-mlp-publication-version.pdf) and Part 2 Local Plans, there are mineral safeguarding and consultation areas for sand and gravel and gypsum. • There are minimal urbanised areas in the Rushcliffe East area other than the presence of small towns (such as Bingham) and villages. Made ground is potentially present in these areas. Occasional isolated areas of artificial ground are recorded around Rushcliffe East based on British Geological Survey (BGS) mapping. Made ground may also be present in areas occupied by road networks and current railways. • Approximately 50% of Rushcliffe East is located in an area where homes are above the action level for radon, and therefore protection measures would be required within new buildings. The highest percentage of homes above the action level for radon is located in and around Bingham (5%-10% of homes are above the action level). • Areas of thick and variable made ground and superficial deposits may pose a constraint on the use of shallow foundations and which therefore may require ground improvement or a deeper foundation solution. These areas may also pose ground stability constraints. • The eastern and southern areas of Rushcliffe East are classified as having a soluble rock risk.
<p>Infrastructure capacity and potential</p>	<ul style="list-style-type: none"> • At present, there is limited capacity in secondary education and primary healthcare to support existing and future communities. • There is however a small deficit in places for primary education, and no higher education infrastructure available. • In September 2019, Nottinghamshire County Council has approved in principle the provision of new primary schools at Bingham (Rushcliffe East) and East Leake (Rushcliffe West), and a new secondary school in West Bridgford (Mid Rushcliffe) to meet local housing growth. Land set aside for a new primary school at Radcliffe on Trent, should it be required to meet needs of new development proposed within the adopted Local Plan 2, is not now to be delivered as the County Council has plans to expand existing school provision. • There is currently a surplus in provision for primary healthcare at district level. Additional services in acute healthcare might be required to support potential growth. • The River Trent Corridor comprises the main Green Infrastructure Corridor where the Local Plan states that its primary functions deliver ecological networks, flood water storage, and improved non-motorised transportation. • Severn Trent Waters' Drainage and Wastewater Management Plan 2018 states that there are no known infiltration issues in the area. • National Grid has confirmed that specific development proposals within the Greater Nottingham area will not have a significant effect upon National Grid's gas transmission infrastructure. National Grid state that it is unlikely that any extra growth will create capacity issues given the scale of their transmission networks. The Infrastructure Development Plan identifies that British Gas show no abnormal constraints. • The Low Carbon Energy Opportunities and Heat Mapping report commissioned by the East Midlands Councils states that there is

	<p>considerable potential for solar thermal, solar photovoltaic renewable energy, and for air source heating and heat pumps in Nottinghamshire. There is limited potential for hydro generation across the Nottingham area as stated in the report. However, locally various applications for hydro-electric equipment have been approved on weirs on the River Trent with Rushcliffe to generate hydropower.</p> <ul style="list-style-type: none"> • Due to its easterly position, Rushcliffe is considered to have some potential for commercial wind energy. However, it is recognised in the <i>Melton and Rushcliffe Landscape Sensitivity Study: Wind Energy Development</i> that the area is of low landscape capacity for wind energy. As stated in Appendix C of the Rushcliffe Local Plan Part 2, turbines in this location should be below 50m in height and should only be in a cluster of 2-3 wind turbines. • Rushcliffe has potential for energy from biomass from energy crops, managed woodland and agricultural arisings. Nottingham is identified to be of particular potential for the generation of energy from municipal and commercial/industrial waste and waste wood. • Western Power Distribution (WPD) states that reinforcement of the primary network may require the acquisition of new overhead line, cable routes and new substation sites with long lead in and construction times (2-3 years for a new primary substation, and longer lead-in times for Bulk Supply Points). WPD has a 33/11kv substation that covers the area. Future LV connections in the area consist of an 11kv indoor circuit breaker, costing £125,000. • BT Openreach have confirmed that there are unlikely to be any limitations to broad band and telephone services for new developments and that the company is currently obliged to service new developments. There are no anticipated phasing constraints. The standard lead in time for BT Openreach is 3 to 6 months for larger developments (e.g. over 100 plots).
Landscape and topography	<ul style="list-style-type: none"> • The area is within Natural England's National Character Area (NCA) 48 Trent and Belvoir Vales. • On a regional scale, the area is largely within East Midlands Councils' Unwooded Vales LCT. It also contains Floodplain Valleys LCT and a small area of Clay Wolds LCT. • On a local level, the area is largely within Nottinghamshire County Council's (NCC's) South Nottinghamshire Farmland LCA (Village Farmlands LCT and Alluvial Farmlands LCT). It also contains NCC's Vale Farmlands LCA (Vale Farmlands LCT), NCC's Trent Washlands LCA (River Valley Wetlands LCT, Terrace Farmlands LCT and River Meadowlands (B) LCT), a small amount of NCC's Nottinghamshire Wolds LCA (Wooded Clay Wolds LCT) and some urban areas. • Topography comprises a relatively flat area, crossed by several river valleys separated by gently rolling land. The area includes the River Trent, the River Smite and Car Dyke, as well as their tributaries and other watercourses. The Grantham Canal is present on the south-western edge of the area. • Land cover comprises arable farmland in mostly medium regular fields, with occasional larger and more irregular fields. Woodland occurs in small discreet blocks; there are few hedgerow trees. There are several golf courses in the west of the area, as well as the National Watersports Centre at Holme Pierrepont. • The western corner of the area contains part of the urban edge of West Bridgford and Gamston, with the large villages of Radcliffe-on-Trent and Bingham situated to the east of this along the A52. The area contains a large quantity of other small and medium dispersed villages including Kinoulton, Cropwell Bishop, Langar, Aslockton, Whatton, East Bridgford and Flintham. • The A52 runs east-west through the area, meeting the A46 (which runs south-west to north-east) at Saxondale near Bingham. The Nottingham to Grantham railway line runs parallel to the A52. There are two airfields within the area, one in the south-east, the other in the north. The restored colliery site at Cotgrave (the village itself is in the adjacent Mid-Rushcliffe area) has been made into a country park. • Factors which contribute to the landscape value include: the quiet, rural character and sparseness of settlement.

	<ul style="list-style-type: none"> • Factors which decrease the landscape susceptibility include: the simple topography and medium- and large-scale of the land cover, the influence of the A46 and A52 as major transport routes / detractors.
Heritage considerations	<ul style="list-style-type: none"> • Conservation areas at Aslockton, Bingham, Car Colston, Colston Basset, Costock (part), Cropwell Butler, East Bridgford, Flintham, Granby, Hawksworth, Hickling (part), Kneeton, Langar, Orston, Scarrington, Thoroton, Upper Saxondale and Whatton. • Flintham Hall grade II Registered Park and Garden is located to the southwest of Flintham. It is screened by trees from the roads to its north, east and west. The RPG is screened by trees from the roads to its north, east and west. There are 39 listed buildings and one scheduled monument in Flintham village and the RPG including the grade I Flintham Hall and Adjoining Terrace Wall Church of St Augustine. • There is a grade II Registered Park and Garden at Holme Pierrepont, is located to the west of Radcliffe on Trent and south of Colwick. There are eight listed buildings within the park including grade I listed Holme Pierrepont Hall, grade II* listed Wall and Gazebo and grade I listed Church of St Edmund. The RPG is in a river valley with disused gravel pits on the north-west, which is partly converted into the National Watersports Centre and Country park. To the west and east of the site lies market nurseries and houses. • There are scheduled monuments at Aslockton, Bingham (2), Car Colston, Colston Basset, East Bridgford, Kinoulton, Shelton, Sibthorpe (3) and Whatton and Wiverton Hall (2). • Listed buildings are mainly clustered in the settlements and even quite small villages may have a listed church, often grade II* or I. • Bingham has 26 listed buildings including the grade I listed St Mary's Church. • Colston Bassett has 22 listed buildings including grade I remains of Church of St Mary. • Langar has 20 listed buildings including the grade I Church of St Andrew and grade II* Langar House. • East Bridgford has 16 listed buildings. • Car Colston has 11 listed buildings including the grade I Church of St Mary. • Screveton has 9 listed buildings including the grade I Church of St Wilfred. • A mainly rural area with settlements containing listed buildings scattered throughout. It may provide possibilities for growth that does not impact on the significance of heritage assets settings.
Housing demand	<ul style="list-style-type: none"> • House Prices: The average housing price paid in Rushcliffe East in June 2019 was £300,074. This is the second highest value of all seven study areas and is above the average for the combined seven areas. Rushcliffe East has also experienced the highest growth in house prices during the last five years (37%), indicating relatively high demand, though average prices are affected by the high proportion of detached homes sold. • Sales: Many of the house sold in Rushcliffe East were either detached (44%) or semi-detached (30%). This is the second highest proportion of detached houses sold among the seven areas and Nottingham City. A smaller fraction of sales is split between terraced houses (14%) and flats (11%). Although only 11% of all sales were flats, this is the highest proportion observed among all areas (not including Nottingham City where flats represent 24% of sales). • Affordability: Rushcliffe East has one the highest house price to income ratio (between 6 and 9.2) indicating relatively high demand and difficulty households face in accessing home ownership. • Tenure Balance: According to Census data 2011, 75% of households own their house, 8% occupy a social rented dwelling and 15% rent in the private sector. Rushcliffe East has both the highest levels of home ownership and lowest levels of social rent amongst the 7 areas. • IMD Housing Deprivation: Of the 29 LSOAs that make up the area, 6.2% are among the 30% most deprived areas in the country and 43.1% are among the 10% least deprived in terms of barriers to housing and services.

	<ul style="list-style-type: none"> Summary: Relatively high housing demand, poor affordability, indicating likely high demand for new homes, higher sales rates and potential to improve affordability; high levels of ownership and low social rent could be balanced by additional housing with better mix.
Regeneration potential	<ul style="list-style-type: none"> The 2019 Index of Multiple Deprivation (IMD) provides relative deprivation rankings for every Lower Super Output Area (LSOA) in England. 0% of the LSOAs in Rushcliffe East are in the top 30% most deprived areas in the country. 13.3% of the LSOAs in Rushcliffe East are in the 30-70% most deprived areas in the country. 86.7% of the LSOAs in Rushcliffe East are in the 30% least deprived areas in the country. One LSOA (near Bingham) is in the 5th decile of LSOA (top 50% most deprived), whilst the other 29 LSOAs in the assessment area are in the 40% least deprived areas of the country. The assessment area is mostly rural and does not tend to suffer from deprivation.
Economic development potential	<ul style="list-style-type: none"> Census 2011 data shows a similar jobs density of employment in Rushcliffe East to the average across the county of Nottinghamshire. The employees working in the area tend to be very-well qualified and hold high-level occupations. Due to the rural nature, workers do not live close to their place of work and usually have to travel by car due to the lack of sustainable methods. The transport connectivity could be a constraint for the area, although the town of Bingham is served by the A52 and by railway. The professional, scientific and technical sector contributes a higher proportion of jobs in the assessment area compared to the average for the county. However, the priority sectors such as health and manufacturing within high-value sectors, transport, and food and drink are not supported. No substantial economic drivers are situated in the area.
Spatial opportunities and constraints	<ul style="list-style-type: none"> Little risk of coalescence between settlements in this location. A52 (at Radcliffe) could have potential to act as an anchor for new urban extension Sites within the strategic green belt area on the edge of Radcliffe and Cropwell Bishop were identified in the Rushcliffe Green Belt Review 2017 as of lower green belt importance.

Conclusion- Key Strategic Constraints identified for Area 3

Pros

- In September 2019, Nottinghamshire County Council has approved in principle the provision of new primary schools at Bingham (Rushcliffe East) and East Leake (Rushcliffe West), and a new secondary school in West Bridgford (Mid Rushcliffe) to meet local housing growth. Land has also been set aside within the housing allocation off Shelford Road, Radcliffe on Trent for a primary school.
- The area benefits from two strategic routes: the A52 and the A46. The A52 is the key east-west route across the East Midlands and is subject to congestion at its junctions resulting in regular queuing and delays. Highways England's A52 Nottingham Junctions scheme is a package of measures to improve several junctions along the length of the A52 to improve existing situations and provide capacity for expected increase in traffic anticipated from planned development (outside of growth areas identified in this study).
- The A46 generally performs well, having recently been upgraded to dual carriageway.
- The Nottingham to Grantham railway line runs parallel to the A52.
- Formal cycle routes are found on the A52, the River Trent and National Cycle Route 15.
- Heavy rail services are available in Radcliffe-on-Trent and Bingham. A Park and Ride site has previously been proposed at Gamston.
- Potential extension of the Robin Hood Line to Bingham, possibly with Bingham Park and Ride.
- At present, there is adequate capacity in secondary education and primary healthcare to support existing and future communities.
- The overall sensitivity of the landscape in this area to housing development is medium, based on factors such as the quality of the generally rural landscape. This is locally reduced in the west adjacent to the south-eastern urban edge of Nottingham, as well as along the A52 corridor. This reduction is due to the influence of detractors such as busy highway routes, as well as the simplicity

of the landform and large-scale of the landscape. There is capacity for small- and medium-scale developments throughout. Due to the large-scale of the landscape, there may also be capacity for large-scale developments.

- There is little risk of coalescence between settlements in this location.
- A52 corridor could have potential to act as an anchor for new urban extension
- Sites within the strategic green belt area of Radcliffe North and East, and west of Cropwell Bishop were identified in the Rushcliffe Green Belt Review 2017 as of lower green belt importance.
- Relatively high housing demand, poor affordability, indicating likely high demand for new homes, higher sales rates and potential to improve affordability; high levels of ownership and low social rent could be balanced by additional housing with better mix.

Cons

- The Major Road Network (MRN) is constrained by traffic congestion and need further transport assessment examination and mitigation.
- Additional traffic attracted to the A46 dual carriageway has potential to worsen traffic conditions on the section around Newark.
- Large areas of high fluvial flood risk (Flood Zone 3) associated with the River Trent exist in Radcliffe-on-Trent, Holme Pierrepont, Lady Bay and West Bridgford. Areas surrounding the River Trent have an underlying geology that makes it susceptible to groundwater flooding.
- Bus services are limited to the east of the area.
- Flintham has a high proportion of heritage assets including a registered Park and Garden.
- Due to the rural nature of the area, workers do not live close to their place of work and usually have to travel by car due to the lack of sustainable methods.

Area 4: Mid-Rushcliffe

Criterion	Considerations
Environmental constraints	<ul style="list-style-type: none"> • Mid-Rushcliffe forms the headwaters of several watercourses which feed into the River Trent. Areas of high fluvial flood risk (Flood Zone 3) exist throughout the growth area associated with the relatively narrow floodplains of these watercourses. • Areas of high fluvial flood risk are likely to increase with climate change. • High surface water flood risk is widespread across the area. • There are several small watercourses shown to interact with surface water during high rainfall events. • Areas surrounding Edwalton Park and Ruddington have underlying geology that makes them susceptible to groundwater flooding. • There is an area of Ancient Woodland at Old Wood (south west of Keyworth) and SSSIs in Wilford Claypits (in West Bridgford), Normanton Pastures (south west of Cotgrave). • The majority of the land in the area is grade 3 good to moderate agricultural land, with small sections of grade 2 very good quality agricultural land around Tollerton and Keyworth.
Transport and accessibility	<ul style="list-style-type: none"> • The A52 (Gamston Lings Bar Road) is congested, and there is also existing congestion on the A606 and in West Bridgford, however schemes of improvement have been proposed by Highways England and Nottinghamshire County Council. • A Park and Ride site has previously been proposed at Gamston. • The cul-de-sac layout of the city fringe west of A52 reduces potential for integration and connectivity • Relatively close to city centre (but across river). Poor connectivity to north, without a Fourth Trent crossing. • The Major Road Network is constrained by traffic congestion and need further transport assessment examination and mitigation. • Some cycling provision is available on the A606 and within West Bridgford.
Geo-environmental considerations	<ul style="list-style-type: none"> • 6 no. historic landfills are located within the Mid-Rushcliffe area. Five of these are located in the north, in the Wilford area. One small historic landfill is located to the south of Cotgrave. • A Source Protection Zone (SPZ) 3 Total Catchment very slightly encroaches onto the north-western boundary of Mid-Rushcliffe. • Groundwater vulnerability to pollution is a mixture of high, medium – high, medium, medium – low and low, with the high and medium – high areas mostly in the north and west of Mid-Rushcliffe. • Geology comprises superficial deposits (approximately 75% coverage) of alluvium, head, river terrace deposits, glaciofluvial deposits, lacustrine deposits, diamicton and till. Bedrock geology within the Mid-Rushcliffe area includes the Mercia Mudstone Group in the north and west, and the Lias Group in the south and east of Mid-Rushcliffe. Small areas of the Penarth Group are also mapped. The Sherwood Sandstone Group very slightly encroaches onto the north-western boundary. • Based on the draft allocations in the submitted Nottinghamshire Minerals Local Plan (https://www.nottinghamshire.gov.uk/media/2327747/sd1-mlp-publication-version.pdf) there are mineral safeguarding and consultation areas for gypsum. • The bedrock is designated as Secondary B (approximately 40% of the Mid-Rushcliffe area), Secondary A (approximately 20%) and Secondary (Undifferentiated) (approximately 10%) aquifers. Unproductive strata (approximately 30%) is located mostly in the southern and eastern area of Mid-Rushcliffe. Principal aquifer bedrock slightly encroaches onto the north-western boundary. The superficial deposits are designated as either Secondary A or Secondary (Undifferentiated) aquifers. • There are no drinking water safeguarding zones within Mid-Rushcliffe. Mid-Rushcliffe is located entirely within a Nitrate Vulnerable Zone (NVZ). • There are no active mineral sites within the Mid-Rushcliffe area based on the currently adopted Nottinghamshire Minerals Local Plan (dated 2005).

	<ul style="list-style-type: none"> • There are minimal urbanised areas in the Mid-Rushcliffe area other than in the north-west near West Bridgford (outskirts of Nottingham) and around villages. Made ground is potentially present in these areas. Occasional, small, isolated areas of artificial ground are recorded around Mid-Rushcliffe based on British Geological Survey (BGS) mapping. Made ground may also be present in areas occupied by road networks and current railways. • In the north-western area of Mid-Rushcliffe near West Bridgford, 1%-3% of homes are above the action level for radon. In the south-eastern area of Mid-Rushcliffe, 3%-5% of homes are above the action level for radon. Protection measures would be required within new buildings in these areas. Elsewhere, the area is not in an area affected by radon. • Areas of thick and variable made ground and superficial deposits may pose a constraint on the use of shallow foundations and which therefore may require ground improvement or a deeper foundation solution. These areas may also pose ground stability constraints. • Occasional areas along the western and eastern boundaries of Mid-Rushcliffe are classified as having a soluble rock risk.
Infrastructure capacity and potential	<ul style="list-style-type: none"> • At present, there is adequate capacity in secondary education and primary healthcare to support existing communities and housing proposed in the adopted Local Plan. A new secondary school has been identified in principle to be located in West Bridgford. • There is however a small deficit in places for primary education, and no higher education infrastructure available. • In September 2019, Nottinghamshire County Council has approved in principle the provision of new primary schools at East Leake (Rushcliffe West) and a new secondary school in West Bridgford (Mid Rushcliffe) to meet local housing growth. • There is currently a surplus in provision for primary healthcare. Additional services in acute healthcare might be required to support potential growth. • The local plan states the green infrastructure in the area is a focal development area such as public transport, parks and open spaces etc. • Severn Trent Waters' Drainage and Wastewater Management Plan 2018 states that there are no known infiltration issues in the area. • National Grid has confirmed that specific development proposals within the Greater Nottingham area will not have a significant effect upon National Grid's gas transmission infrastructure. National Grid state that it is unlikely that any extra growth will create capacity issues given the scale of their transmission networks. The Infrastructure Development Plan identifies that British Gas show no abnormal constraints. • The Low Carbon Energy Opportunities and Heat Mapping report commissioned by the East Midlands Councils states that there is considerable potential for solar thermal, solar photovoltaic renewable energy, and for air source heating and heat pumps in Nottinghamshire. There is limited potential for hydro generation across the Nottingham area. • The adopted Local Plan Part identifies the River Trent Valley as a Strategic Green Infrastructure corridor. It also identifies local corridors within and on the edge of West Bridgford and between Keyworth and Radcliffe on Trent. These corridors focus on improving non-motorised transportation, habitat improvements, flood risk management and sports and recreation. • Due to its easterly position, Rushcliffe is considered to have some potential for commercial wind energy. However, it is recognised in the <i>Melton and Rushcliffe Landscape Sensitivity Study: Wind Energy Development</i> that the area is of low landscape capacity for wind energy. As stated in Appendix C of the Rushcliffe Local Plan Part 2, turbines in this location should be below 50m in height and should only be in a cluster of 2-3 wind turbines. • Rushcliffe has potential for energy from biomass from energy crops, managed woodland and agricultural arisings. Nottingham is identified to be of particular potential for the generation of energy from municipal and commercial/industrial waste and waste wood. • Western Power Distribution (WPD) states that reinforcement of the primary network may require the acquisition of new overhead line, cable routes and new substation sites with long lead in and construction times (2-3 years for

	<p>a new primary substation, and longer lead-in times for Bulk Supply Points). WPD has a 33/11kv substation that covers the area. Future LV connections in the area consist of an 11kv indoor circuit breaker, costing £125,000.</p> <ul style="list-style-type: none"> • BT Openreach have confirmed that there are unlikely to be any limitations to broad band and telephone services for new developments and that the company is currently obliged to service new developments. There are no anticipated phasing constraints. The standard lead in time for BT Openreach is 3 to 6 months for larger developments (e.g. over 100 plots).
<p>Landscape and topography</p>	<ul style="list-style-type: none"> • The area is largely within Natural England's National Character Area (NCA) 74 Leicestershire and Nottinghamshire Wolds. It also contains NCA 48 Trent and Belvoir Vales. • On a regional scale, the area is largely within East Midlands Councils' Clay Wolds LCT. It also contains the Unwooded Vales LCT. • On a local level, the area is largely within Nottinghamshire County Council's (NCC's) Nottinghamshire Wolds LCA (Wooded Clay Wolds LCT and Clay Wolds LCT). It also contains NCC's South Nottinghamshire Farmland LCA (Village Farmlands LCT), NCC's Vale Farmlands LCA (Vale Farmlands LCT) and some urban areas. • Topography comprises a raised plateau with occasional undulations in the south of the area, sloping down towards the River Trent in the north. Occasionally, watercourses are present, including Fairham Brook, Kingston Brook, Packman Dyke and Thurlbeck Dyke. • In terms of land cover, there is a distinct contrast between the north and the south of the area - the north contains medium and large semi-regular arable fields, whereas the arable fields in the south are more regular and of a smaller scale. Some large blocks of woodland are present in the north-east near Cotgrave, with smaller woodland blocks and infrequent hedgerow trees elsewhere. There are two golf courses - one centrally and the other in the north-western corner. • The northern corner of the area contains part of the urban edge of West Bridgford and Edwalton; the area also contains the large villages of Ruddington (east of the A60), Keyworth and Cotgrave. There are also several smaller dispersed villages within the area, including Rempstone, Willoughby on the Wolds, Wysall, Plumtree, and Tollerton. • The A46 runs north-south through the east of the area, whilst the A52 skirts its north-western corner as it passes around the edge of West Bridgford. The A60 forms the western boundary of the area, whilst the A606 crosses it from north-west to south-east. There is a railway line from Edwalton towards the south-east which is used as a test track for rail vehicles. • Factors which contribute to the landscape value include: the quiet, rural character and sparseness of settlement, as well as the intactness of the landscape in the far south, near Willoughby-on-the-Wolds. • Factors which increase the landscape susceptibility include: the occasional small-scale fields, particularly in the south of the area, the intactness of the landscape near Willoughby-on-the-Wolds in the south of the area and the availability of long views from the plateau. • Factors which decrease the landscape susceptibility include: the medium- and large-scale of the land cover, the influence of the A46, A606, A60 and A52 as major transport routes / detractors, and the relative simplicity of the landform.
<p>Heritage considerations</p>	<ul style="list-style-type: none"> • Conservation areas at Edwalton, Bradmore (part), Hickling (part), Keyworth, Normanton-on-the-Wolds, Ruddington (part), Upper Broughton, and Wysall. • The area has one Registered Park and Garden, Memorial Gardens, Nottingham located at the northern extremity of the area on the north bank of the River Trent to the west of West Bridgford. • There are four scheduled monuments, St Wilfred's Church and churchyard to the west of Kinoulton; Moat, fishpond, enclosures, hollow way and postmill mound 600m north-west of Barland Fields; Saxon cemetery SW of Broughton Lodge; and Thorpe in the Glebe medieval settlement, including church site and open field system south of Thorpe in the Glebe. • There are 16 listed buildings in Keyworth including the grade I listed Church of St Mary Magdalene.

	<ul style="list-style-type: none"> • Cotgrave contains 10 listed buildings including grade I listed All Saints' Church. • There are five Listed Buildings in Tollerton, all grade II and a further 17 grade II pillboxes around Nottingham Airport. • There are listed buildings throughout the area, especially clustered in settlements many of which have grade I or grade II* listed churches. There is however a sizeable area on the eastern edge of the area between Cotgrave and Widmerpool and to the west of the A46 with no designated built heritage assets. This area continues to the east of the A46 with few listed buildings and one scheduled monument and may provide opportunities for growth that will not affect heritage assets.
Housing demand	<ul style="list-style-type: none"> • House Prices: The average housing price paid in Mid-Rushcliffe in June 2019 was £324,766. This is the highest average price across all seven study areas. In the last five years, prices have increased by 32%. • Sales: Almost the majority of sales in Mid-Rushcliffe were detached (48%). This is the highest proportion of detached houses sold among the seven areas and Nottingham City. This high proportion also explain why Mid-Rushcliffe has the highest average house price, as detached houses tend to be larger, and therefore, more expensive. Mid-Rushcliffe also has the lowest proportion of terraced houses sold (13%). The rest of the properties sold is split between semi-detached houses (29%) and flat (10%). • Affordability: Mid-Rushcliffe has one the highest house price to income ratio (between 6 and 9.2) indicating relatively high demand and difficulty households have in accessing home ownership. • IMD Housing Deprivation: Of the 32 LSOAs that make up the area, 2.8% are among the 30% most deprived areas in the country and 48.2% are among the 10 least deprived in terms of barriers to housing and services.
Regeneration potential	<ul style="list-style-type: none"> • The 2019 Index of Multiple Deprivation (IMD) provides relative deprivation rankings for every Lower Super Output Area (LSOA) in England. • 6.1% of the LSOAs in Mid-Rushcliffe are in the top 30% most deprived areas in the country. • 27.3% of the LSOAs in Mid-Rushcliffe are in the 30-70% most deprived areas in the country. • 66.7% of the LSOAs in Mid-Rushcliffe are in the 30% least deprived areas in the country. • The area towards Nottingham town centre, around West Bridgford, contains a few LSOAs in the top 30% most deprived areas of the country. • The rest of the assessment area has relatively low levels of deprivation. • However, there are some pockets, such as to the south of Cotgrave, that experience medium levels of deprivation (40-50% most deprived).
Economic development potential	<ul style="list-style-type: none"> • Census 2011 data shows a similar jobs density of employment in Mid-Rushcliffe to the average across the county of Nottinghamshire. • The businesses in the area are able to attract a workforce that holds strong qualifications and occupy high-level jobs. • Around 10% of jobs are within the professional, scientific and technical sector – considerably above the average for the county. • However, other priority sectors are not supported in the area due to the lack of presence of major economic assets in those industries. • Less than 20% of workers travel sustainably to work. This is caused by workers living far away from their place of work and the limited public transport options in the area. • Transport connectivity could be a constraint for future economic development potential.
Spatial opportunities and constraints	<ul style="list-style-type: none"> • Need to avoid coalescence of the main urban area and outlying villages, and the villages themselves. • A60 could have potential to act as an anchor for new urban extension at Ruddington • Sites within the strategic green belt area on the edge of Cotgrave, Keyworth and Tollerton were identified in the Rushcliffe Green Belt Review 2017 as of low green belt importance.

Conclusion- Key Strategic Constraints identified for Area 4

Pros

- Relatively close to city centre (but across river). The A46 runs north-south through the east of the area, whilst the A52 skirts its north-western corner as it passes around the edge of West Bridgford.
- At present, there is adequate capacity in secondary education and primary healthcare to support existing and future communities.
- In September 2019, Nottinghamshire County Council has approved in principle the provision of new primary schools at East Leake (Rushcliffe West) and a new secondary school in West Bridgford (Mid Rushcliffe) to meet local housing growth.
- The overall sensitivity of the landscape in this area to housing development is medium, based on factors such as the quality of the generally rural landscape. This is locally reduced in the north adjacent to the southern urban edge of Nottingham, as well as around the large settlements of Keyworth and Cotgrave. This reduction is due to the influence of existing settlements, detractors such as busy highway routes, the simplicity of the landform and large-scale of the landscape. There is capacity for small- and medium-scale developments throughout. Due to the large-scale of the landscape, there may also be capacity for large-scale developments, although smaller scale developments would be more appropriate in the far south, where the landscape is more intact.
- There are listed buildings throughout the area, especially clustered in settlements many of which have grade I or grade II* listed churches. There is however a sizeable area on the eastern edge of the area between Cotgrave and Widmerpool and to the west of the A46 with no designated built heritage assets. This area continues to the east of the A46 with few listed buildings and one scheduled monument and may provide opportunities for growth that will not affect heritage assets.
- A60 could have potential to act as an anchor for new urban extension at Ruddington
- Sites within the strategic green belt area on the edge of Cotgrave, Keyworth and Tollerton were identified in the Rushcliffe Green Belt Review 2017 as of low green belt importance.
- Relatively high housing demand, poor affordability, indicating likely high demand for new homes, higher sales rates and potential to improve affordability; high levels of ownership and low social rent could be balanced by additional housing with better mix.
- Housing Demand Summary: Relatively high demand, poor affordability, indicating likely high demand for new homes, higher sales rates and potential to improve affordability; high levels of ownership and low social rent could be balanced by additional housing with better mix.

Cons

- Areas of high fluvial flood risk (Flood Zone 3) exist throughout the growth area associated with the relatively narrow floodplains of watercourses which feed into the River Trent.
- There is an area of Ancient Woodland at Old Wood (south west of Keyworth) and SSSIs in Wilford Claypits (in West Bridgford), Normanton Pastures (south west of Cotgrave).
- The A52 (Gamston Lings Bar Road) is congested, and there is also existing congestion on the A606 and in West Bridgford.
- Less than 20% of workers travel sustainably to work. This is caused by workers living far away from their place of work and the limited public transport options in the area.
- Transport connectivity could be a constraint for future economic development potential.

Area 5: Rushcliffe West

Criterion	Considerations
Environmental constraints	<ul style="list-style-type: none"> • Areas of high fluvial flood risk (Flood Zone 3) exist throughout the growth area. The River Trent and its tributaries the Fairham Brook and Kingston Brook affect the northern area. To the west the River Soar is present. • Areas of high fluvial flood risk are likely to increase with climate change. • High surface water flood risk is widespread across the area. • Flood Investigation Reports prepared under Section 19 of the Flood and Water Management for Gotham in June 2016 indicates flooding occurred as a result of the existing drainage capacity being overwhelmed, and due to the impermeable nature of the underlying geology. • Areas surrounding Radcliffe on Soar and Kingston on Soar have underlying geology that makes them susceptible to groundwater flooding. • There are three Sites of Special Scientific Interest in the area, including Wilwell Cutting (in West Bridgford), Gotham Hill Pasture (south west of Ruddington), and Rushcliffe Golf Course in the centre of the area. • There is a large country park (Rushcliffe Country Park) in North East of area. • There is a large section of Grade 2 very good agricultural land in the south of the area around Normanton-on-Soar, with Grade 3 (good to moderate) and some Grade 4 poor quality agricultural land south of Long Eaton.
Transport and accessibility	<ul style="list-style-type: none"> • The A453 corridor has been upgraded to a dual carriageway from the M1 junction 24 to the A52. This includes junction upgrades, improved bus facilities and shared footway/cycleways. As part of this scheme, the M1 Junction 24 has also been recently upgraded. • In parallel, the recent NET2 tram extension gives access between the city centre and the edge of the city with associated footway/cycleways. • East Midlands Parkway Station provides a heavy rail connection. • High frequency bus services are available in district centres and along the A453 to East Midlands Airport. • River to the north limits expansion and contributes to poor orbital and cross-river connectivity. • Localised congestion problems occur in Ruddington. Capacity analysis likely to be needed using highway network model, such as SATURN. • The area is likely to benefit from the potential East Midlands Development Corporation, which once established will seek to maximise transport connectivity and development opportunities within the region, particularly around the Ratcliffe-on-Trent power station and the HS2 station at Toton.
Geo-environmental considerations	<ul style="list-style-type: none"> • 7 no. historic landfills and 2 no. authorised landfills are located within the Rushcliffe West area in various locations, with two located to the south of the Ratcliffe-on-Soar Power Station. • There are no Source Protection Zones (SPZ) located within Rushcliffe West. • Groundwater vulnerability to pollution is high or medium – high for most areas. Occasional, isolated areas of Rushcliffe West have medium groundwater vulnerability. • Geology comprises superficial deposits (approximately 60% coverage) of alluvium, head, river terrace deposits, glaciofluvial deposits and lacustrine deposits. Bedrock geology within the Rushcliffe West area mostly includes the Mercia Mudstone Group and the Lias Group (in the south-east). Small areas of the Penarth Group are also mapped. The Sherwood Sandstone Group slightly encroaches onto the western boundary. • Based on the draft allocations in the submitted Nottinghamshire Minerals Local Plan (https://www.nottinghamshire.gov.uk/media/2327747/sd1-mlp-publication-version.pdf) and Part 2 Local Plans there are mineral safeguarding and consultation areas for sand and gravel and gypsum. • The bedrock is mostly designated as a Secondary B aquifer (approximately 80% of the Rushcliffe West area). Secondary A and Secondary (Undifferentiated) aquifers occupy the remainder of the area, with the exception of very small areas of Principal aquifer on the western boundary and Unproductive strata in the east. The superficial deposits are designated as either Secondary A or Secondary (Undifferentiated) aquifers.

	<ul style="list-style-type: none"> • There are no drinking water safeguarding zones within Rushcliffe West. Rushcliffe West is located entirely within a Nitrate Vulnerable Zone (NVZ). • Based on the currently adopted Nottinghamshire Minerals Local Plan (dated 2005), there is an area in the south-east of Rushcliffe West proposed for future mineral working. This is located between East Leake and Rempstone and was proposed for underground mining of gypsum. There is additional land around this area that has planning permission to extract minerals. The Publication Draft Minerals Plan proposes land at Barton Hill, between Barton in Fabis and Clifton as a Sand and Gravel quarry. • There are minimal urbanised areas in the Rushcliffe West area other than around villages and the Ratcliffe-on-Soar Power Station (in the west of this area). Made ground is potentially present in these areas. Occasional, small, isolated areas of artificial ground are recorded around Rushcliffe West based on British Geological Survey (BGS) mapping. Made ground may also be present in areas occupied by road networks and current railways. • In approximately 50% of the Rushcliffe West area, 1%-3% of homes are above the action level for radon. Protection measures would be required within new buildings in these areas. Elsewhere, the area is not in an area affected by radon. • Areas of thick and variable made ground and superficial deposits may pose a constraint on the use of shallow foundations and which therefore may require ground improvement or a deeper foundation solution. These areas may also pose ground stability constraints. • The central area Rushcliffe West is classified as having a soluble rock risk.
Infrastructure capacity and potential	<ul style="list-style-type: none"> • At present, there is adequate capacity in secondary education and primary healthcare to support existing communities and growth proposed in the adopted Local Plan. There is however a small deficit in places for primary education, and no higher education infrastructure available. • In September 2019, Nottinghamshire County Council has approved in principle the provision of new primary schools at East Leake (Rushcliffe West) and a new secondary school in West Bridgford (Mid Rushcliffe) to meet local housing growth. • There is currently a surplus in provision for primary healthcare. Additional services in acute healthcare might be required to support potential growth. • The local plan identifies the River Trent, River Soar and land in the vicinity of Ruddington as Green Infrastructure corridors. These areas provide opportunities for non-motorised connectivity, habitat enhancement, flood risk mitigation, and recreation. States the green infrastructure in the area is a focal development area such as public transport, parks and open spaces etc. • Severn Trent Waters' Drainage and Wastewater Management Plan 2018 states that there are no known infiltration issues in the area. • National Grid has confirmed that specific development proposals within the Greater Nottingham area will not have a significant effect upon National Grid's gas transmission infrastructure. National Grid state that it is unlikely that any extra growth will create capacity issues given the scale of their transmission networks. The Infrastructure Development Plan identifies that British Gas show no abnormal constraints. • The Low Carbon Energy Opportunities and Heat Mapping report commissioned by the East Midlands Councils states that there is considerable potential for solar thermal, solar photovoltaic renewable energy, and for air source heating and heat pumps in Nottinghamshire. There is limited potential for hydro generation across the Nottingham area. • Due to its easterly position, Rushcliffe is considered to have some potential for commercial wind energy. However, it is recognised in the <i>Melton and Rushcliffe Landscape Sensitivity Study: Wind Energy Development</i> that the area is of low landscape capacity for wind energy. As stated in Appendix C of the Rushcliffe Local Plan Part 2, turbines in this location should be below 50m in height and should only be in a cluster of 2-3 wind turbines. • In addition, West Bridgford is within the East Midlands Airport Safeguarding Zone, where any wind turbine development would need to be consulted with the Airport and may therefore be limited.

	<ul style="list-style-type: none"> • Rushcliffe has potential for energy from biomass from energy crops, managed woodland and agricultural arisings. Nottingham is identified to be of particular potential for the generation of energy • Western Power Distribution (WPD) states that reinforcement of the primary network may require the acquisition of new overhead line, cable routes and new substation sites with long lead in and construction times (2-3 years for a new primary substation, and longer lead-in times for Bulk Supply Points). WPD has a 33/11kv substation that covers the area. Future LV connections in the area consist of an 11kv indoor circuit breaker, costing £125,000. • BT Openreach have confirmed that there are unlikely to be any limitations to broad band and telephone services for new developments and that the company is currently obliged to service new developments. There are no anticipated phasing constraints. The standard lead in time for BT Openreach is 3 to 6 months for larger developments (e.g. over 100 plots).
Landscape and topography	<ul style="list-style-type: none"> • The area is largely within Natural England's National Character Area (NCA) 74 Leicestershire and Nottinghamshire Wolds. It also contains NCA 48 Trent and Belvoir Vales and NCA 69 Trent Valley Washlands. • On a regional scale, the area is largely within East Midlands Councils' Clay Wolds LCT. It also contains Unwooded Vales LCT and Floodplain Valleys LCT. • On a local level, the area is largely within Nottinghamshire County Council's (NCC's) Nottinghamshire Wolds LCA (Village Farmlands LCT and Wooded Hills & Scarps LCT). It also contains NCC's South Nottinghamshire Farmland LCA (Village Farmlands LCT and Alluvial Farmlands LCT), NCC's Vale Farmlands LCA (Vale Farmlands LCT) NCC's Trent Washlands LCA (Alluvial Estatelands LCT, River Meadowlands (B) LCT, River Meadowlands (A) LCT and Terrace Farmlands LCT) and some urban areas. • Topography is influenced by the River Trent valley, with landform sloping down from the plateau in the south into the floodplain. There are several prominent ridges close to the River Trent, such as Red Hill. The area contains watercourses such as the River Trent, the River Soar, Fairham Brook and Kingston Brook. • Land cover comprises medium and large arable fields in the north and west, particularly in the floodplains of the River Trent and the River Soar. Smaller arable fields are present in the south and east, with some small fields around settlements. Woodland blocks of medium and large scale are available in the centre and south of the area, and there are several hedgerow trees, as well as riparian vegetation. There are two golf courses - one centrally and the other in the north-western corner. Parkland is present, associated with Thrumpton Hall and Kingston Hall. • The northern corner of the area contains the southern edge of the Nottingham conurbation, as well as the large village of Ruddington. Elsewhere within the area, there is the large village of East Leake (near the southern edge), and smaller dispersed villages including Sutton Bonington, West Leake, Gotham, Bunny, Thrumpton and Barton-in-Fabis. There is a university campus near Clifton in the north-eastern corner of the area, as well as one at Sutton Bonington near the western edge of the area. • The A60 bounds the eastern edge of the area, and the A453 crosses from south-west to north-east, linking the M1 to the A52. The Midland Main Line runs south-north near the western edge of the area, and the disused railway line running from Ruddington to the south has been restored, now running heritage trains. There are some areas of mineral extraction within the area, and Rushcliffe Country Park in the north-east is a former Ministry of Defence ordnance site. Ratcliffe-on-Soar power station is a notable feature of the north-western corner. • Factors which contribute to the landscape value include: the relatively quiet, rural character, the presence of historic settlements such as Kingston-on-Soar and Thrumpton. • Factors which increase the landscape susceptibility include: the intactness of historic settlements such as Thrumpton and the presence of smaller-scale fields around settlements such as Sutton Bonington and Gotham.

	<ul style="list-style-type: none"> Factors which decrease the landscape susceptibility include: the relatively simplistic topography combined with the medium- and large-scale of the land cover, additionally, the influence of the A453 and A60 as major transport routes and the influence of the Ratcliffe-on-Soar power station, associated pylons, and mineral extraction activity as detractors.
Heritage considerations	<ul style="list-style-type: none"> Conservation areas at Bradmore, Bunny, Costock, East Leake, Ruddington (part), Sutton Bonington, Thrumpton, and West Leake. Registered Parks and Gardens at Clifton Hall (part, grade II) along the western edge of Clifton and eastern edge of the River Trent, Kingston Park Pleasure Gardens (grade II) on eastern edge of Kingston on Soar, and Stanford Hall (grade II) south of the A6006. Scheduled monuments at Barton in Fabis (2), and Ratcliffe on Soar. 27 listed buildings in Sutton Bonington including the grade II* Churches of St Michael and St Anne and The Hall. 19 listed buildings in Ruddington, all grade II. 12 listed buildings in East Leake including the grade I Church of St Mary. Designated heritage assets in the area are mainly clustered in the settlements which are for the most part located on the boundary. This leaves a considerable area in the central eastern part of the area which is devoid of designated heritage assets. This area is bounded to the north by Ruddington, to the south by East Leake, to the east by Bunny and to the west by Gotham. There are further areas between Gotham and West Leake and south of West Leake that are similarly devoid of assets and may provide opportunities for growth.
Housing demand	<ul style="list-style-type: none"> House Prices: The average house price paid in Rushcliffe West in June 2019 was £193,874. This is higher than in Nottingham City (£156,741) but below the average for the seven areas combined (£223,866). While prices are above the average to the south of Rushcliffe West, they are significantly lower in the north of the area directly bordering Nottingham City. The average has increased by 53% between 2009 and 2019, which is the highest rate observed across all seven study areas. However, in the last five years, prices have increased by a mere 27%, which is the lowest rate observed across all seven areas. Sales: The houses sold in Rushcliffe West are almost equally split between detached, semi-detached and terraced houses. A mere 5% of the properties sold were flats, one of the lowest proportions observed. Affordability: Rushcliffe West has relatively average levels of affordability, with a house price to income ratio roughly between 6 and 8). Tenure Balance: According to Census data 2011, 67% of households own their house, 20% occupy a social rented dwelling and 10% rent in the private sector. Rushcliffe has the lowest levels of home ownership and private rent and the highest levels of social rent. IMD Housing Deprivation: Of the 25 LSOAs that make up the area, 11.3% are among the 30% most deprived areas in the country and 21.3% are among the 10% least deprived in terms of barriers to housing and services. This represents the highest levels of deprivation observed among all seven areas.
Regeneration potential	<ul style="list-style-type: none"> The 2019 Index of Multiple Deprivation (IMD) provides relative deprivation rankings for every Lower Super Output Area (LSOA) in England. 40.7% of the LSOAs, mostly in Clifton, in Rushcliffe West Assessment Area are in the top 30% most deprived areas in the country. 18.5% of the LSOAs in Rushcliffe West are in the 30-70% most deprived areas in the country. 40.7% of the LSOAs are in the 30% least deprived areas in the country. The residential area to the south of Wilford suffer from high levels of deprivation. Most of the LSOAs in this area are ranked in the top 30% most deprived areas of the country. There is some disparity in deprivation levels in this assessment area as other areas, such as the adjacent Ruddington and the rural East Leake, are in the top 20% least deprived LSOAs. Overall, there is potential for regeneration in much of the assessment area.

Economic development potential	<ul style="list-style-type: none"> • Census 2011 data shows a similar jobs density of employment in Rushcliffe West to the average across the county of Nottinghamshire. • The businesses in the area attract workers with strong qualifications that can occupy high-level jobs. • The presence of the Nottingham Trent University in Clifton is a key asset for the area. • The investment into the Science and Technology Centre and the new Medical Innovation Facility is likely to bring further benefits in the core sector of life sciences. • Workers do not tend to live close to their place of work, however, do travel more sustainably than the county average. • The area is likely to benefit from the HS2 Hub in the nearby Toton and the huge opportunities that would be created, facilitated by a potential East Midlands Development Corporation.
Spatial opportunities and constraints	<ul style="list-style-type: none"> • Need to avoid coalescence between Clifton and Ruddington. • A453 could have potential to act as an anchor for new settlement or as a defensible boundary at Clifton South.

Conclusion- Key Strategic Constraints identified for Area 5

Pros

- The A453 corridor has been upgraded to a dual carriageway from the M1 junction 24 to the A52. This includes junction upgrades, improved bus facilities and shared footway/cycleways. As part of this scheme, the M1 Junction 24 has also been recently upgraded.
- High frequency bus services are available in district centres and along the A453 to East Midlands Airport.
- At present, there is adequate capacity in secondary education and primary healthcare to support existing and future communities. In September 2019, Nottinghamshire County Council has approved in principle the provision of new primary schools at East Leake.
- The overall sensitivity of the landscape in this area to housing development is medium, based on factors such as the quality of the generally rural landscape. This is locally reduced in the north of the area based on the influence of detractors such as highways and power infrastructure and mineral extraction activity, the large-scale of the land cover and relative simplicity of the landform. The sensitivity is also reduced around the larger settlements in the area, such as East Leake, Gotham and Ruddington. There is capacity for small- and medium-scale developments. There may also be capacity for large-scale developments, although smaller scale developments would be more appropriate adjacent to the more historic and intact settlements (e.g. Thrumpton).
- The 2019 Index of Multiple Deprivation suggests that overall there is potential for regeneration in much of the assessment area.
- Workers do not tend to live close to their place of work, however, do travel more sustainably than the county average.
- The area is likely to benefit from the HS2 Hub in the nearby Toton and the huge opportunities that would be created.
- Need to avoid coalescence between Clifton and Ruddington and the Greater Nottingham area of Wilford.
- A453 could have potential to act as an anchor for new settlement or as a defensible boundary at Clifton South.
- Mixed housing demand improving further from the City and generally strong house price growth; relatively higher levels of renting could be balanced by additional housing with better mix; opportunity to improve housing deprivation levels through new development.
- Housing Demand Summary: Mixed demand improving further from the City and generally strong house price growth; relatively higher levels of renting could be balanced by additional housing with better mix; opportunity to improve housing deprivation levels through new development.

Cons

- There are existing areas of congestion such as at Ruddington. There is need to assess the transport implications using the East Midlands Gateway multi-modal transport model.
- Areas of high fluvial flood risk (Flood Zone 3) exist throughout the growth area. The River Trent and its tributaries the Fairham Brook and Kingston Brook affect the northern area. River Soar runs along the western boundary of the Borough.
- Gotham, Radcliffe on Soar and Kingston on Soar have flood risk issues due to underlying geology.
- There are three Sites of Special Scientific Interest in the area, including Wilwell Cutting (in West Bridgford), Gotham Hill Pasture (south west of Ruddington), and Rushcliffe Golf Course in the centre of the area.

- River to the north limits expansion and contributes to poor orbital and cross-river connectivity.
- Registered Parks and Gardens at Clifton Hall (part, grade II) along the western edge of Clifton and eastern edge of the River Trent, Kingston Park Pleasure Gardens (grade II) on eastern edge of Kingston on Soar, and Stanford Hall (grade II) south of the A6006.

Area 6: Erewash / Broxtowe South

Criterion	Considerations
Environmental constraints	<ul style="list-style-type: none"> The majority of the broad area of search is at high risk of fluvial flooding (Flood Zone 3) associated with the River Derwent, River Erewash (and Erewash Canal) which all feed into the River Trent. Areas at risk include Sandiacre, Stapleford, Long Eaton, Sawley and Beeston, however areas around Beeston and Long Eaton benefit from the River Trent Left Bank Flood Alleviation Scheme. This scheme, which provides improved flood defences for the Beeston, Chilwell and Attenborough areas, has now been completed and provides a level of protection against the probability of a 1:100 year event occurring. 1 in 100 year protection provided by the Left Bank Flood Alleviation Scheme should be considered for areas within Flood Zone 3 of the River Trent and Tinkers Leen. This area however remains at flood risk during a climate change and 1 in 1000 year flood, post completion of the Nottingham Left Bank Flood Alleviation Scheme. Areas of high fluvial flood risk are likely to increase with climate change. High surface water flood risk is widespread across the area. The underlying geology across most of the growth area makes it susceptible to groundwater flooding. There are large Sites of Special Scientific Interest in the area, Attenborough Gravel Pits (also Local Nature Reserves) east of Long Eaton, additionally Holme Pit is located immediately east of this area. There are sections of Grade 3 good to moderate quality agricultural land to the west of the M1, additionally there are small areas of Grade 2 land very good quality agricultural land in Stapleford.
Transport and accessibility	<ul style="list-style-type: none"> Access to the M1 is available via Junction 25. Widening of the M1 (from 3 to 4 lanes) has taken place between Junctions 23A and 34. The A52 major east-west corridor is congested in peak hours, especially near Wollaton Park and the QMC. Localised congestion occurs on the B6002, B6003 and A6005. Capacity analysis likely to be needed using highway network model, such as SATURN. The recent NET 2 Tram extension to Bardills Island is in place and has a Park and Ride facility. Associated footway/cycleways are provided along the NET2 extension. Cycle provision is also available along the River Trent. Heavy rail is available at Long Eaton, Attenborough and Beeston stations. There are plans for an HS2 station at Toton, with masterplanning underway for improved connectivity by road and local accessibility improvements. High frequency bus services run along the Nottingham-Derby bus corridor.
Geo-environmental considerations	<ul style="list-style-type: none"> 27 no. historic landfills are located within the Erewash/Broxtowe South area in various locations. There is a particular concentration of landfills in the south-west of this area, south of Draycott. The northern area around Stapleford and Beeston is located in a Source Protection Zone (SPZ) 3 Total Catchment. There is an SPZ 1 Inner Protection Zone (IPZ) and an SPZ 2 Outer Protection Zone (OPZ) located at Trent College in Long Eaton. Groundwater vulnerability to pollution is high or medium – high for most areas. Occasional, isolated areas of Erewash/Broxtowe South have medium or low groundwater vulnerability. Geology comprises superficial deposits (approximately 75% coverage) of alluvium, head, river terrace deposits, diamicton and glaciofluvial deposits. Bedrock geology within the Erewash/Broxtowe South area mostly includes the Mercia Mudstone Group. The Sherwood Sandstone Group and Pennine Coal Measures Group are located in the north of the Erewash/Broxtowe South area. The bedrock is mostly designated as a Secondary B aquifer (approximately 80% of the Erewash/Broxtowe South area). Secondary A aquifers occupy the approximately 10% of the area and a Principal aquifer is located in the north (approximately 10% coverage of the total area). Very small, isolated areas are occupied by Secondary (Undifferentiated) aquifers.

	<p>The superficial deposits are mostly designated as Secondary A aquifers, with some Secondary (Undifferentiated) aquifers.</p> <ul style="list-style-type: none"> • The western third of the Erewash/Broxtowe South area is located within a drinking water protected area/ drinking water safeguard zone for surface water. The eastern two-thirds of the Erewash/Broxtowe South area is located within a Nitrate Vulnerable Zone (NVZ). The Derby and Derbyshire Minerals Local Plan allocates the southern and western area of Erewash/Broxtowe South as a Mineral Consultation Area (MCA) for sand and gravel. The draft Minerals Local Plan (Publication Version October 2019) identifies a new sand and gravel quarry at Mill Hill near Barton in Fabis, a greenfield site that is located 6km west of Nottingham and to the north of Barton in Fabis, however a planning application for a larger site that also covers an area within the Nottingham City administrative area has been received by both the County and City Councils and is currently being determined. MSA for small exposed coal field region in this area (based on Part 2 Local Plans). • Substantial urbanised areas, including industrial developments, are present in the Erewash/Broxtowe South area east of the M1 (Long Eaton, Toton, Stapleford, Sandiacre and Beeston). Made ground is likely to be present, particularly in the eastern area and around villages in the west of the Erewash/Broxtowe South area. Some areas of artificial ground are recorded around Erewash/Broxtowe South based on British Geological Survey (BGS) mapping, with significant areas west of Sawley and east of Long Eaton. Made ground may also be present in areas occupied by road networks (including the M1 motorway) and current railways. • There are occasional areas where 1%-3% of homes are above the action level for radon. In the Borrowash village area, 3%-5% of homes are above the action level for radon. Protection measures would be required within new buildings in these areas. Elsewhere, the area is not in an area affected by radon. • Areas of thick and variable made ground and superficial deposits may pose a constraint on the use of shallow foundations and which therefore may require ground improvement or a deeper foundation solution. These areas may also pose ground stability constraints. • Small isolated areas along the southern boundary of Erewash/Broxtowe South is classified as having a soluble rock risk.
Infrastructure capacity and potential	<ul style="list-style-type: none"> • Surplus capacity in education and healthcare at Erewash and Broxtowe in some settlements. • There is no higher education infrastructure available, however the University of Nottingham adjoins the area.
Landscape and topography	<ul style="list-style-type: none"> • The area is largely within Natural England's National Character Area (NCA) 69 Trent Valley Washlands. It also contains NCA 38 Nottinghamshire, Derbyshire and Yorkshire Coalfield and NCA 49 Sherwood. • On a regional scale, the area is largely within East Midlands Councils' Floodplain Valleys LCT. It also contains Village Farmlands LCT and a small area of Sandstone Forests and Heaths LCT. • On a local level, the area is largely within Derbyshire County Council's (DCC's) Trent Valley Washlands LCA (Lowland Village Farmlands LCT and Riverside Meadows LCT). It also contains NCC's Nottinghamshire Coalfields LCA (Coalfields Farmlands LCT and River Meadowlands LCT), NCC's Sherwood LCA (Forest Sandlands LCT), NCC's Trent Washlands LCA (River Valley Wetlands LCT), DCC's Nottinghamshire, Derbyshire and Yorkshire Coalfield LCA (Riverside Meadows LCT) and some urban areas. • Topography is predominantly influenced by the River Trent valley and the River Erewash valley, with relatively flat landform. There is higher ground on the northern edge of the area. Watercourses have a strong influence, including the River Trent, the River Erewash and the River Soar. The area also contains several canals including the Erewash Canal and the Beeston Canal. • Land cover comprises semi-regular small- and medium-scale mixed farmland, some larger fields within the River Trent Floodplain and between the urban edges of Stapleford and Chilwell. Restored mineral extraction

	<p>sites at Attenborough form a large wetland area, offering recreational and ecological value. There are occasional woodland blocks, but tree cover is more commonly associated with watercourses and highways. There are three golf courses, one in the south near the River Trent, and two adjacent to the edges of Beeston.</p> <ul style="list-style-type: none"> • The south-western edge of the Nottingham conurbation occupies most of the area, linking in to the town of Long Eaton just over the border in Derbyshire. To the west of the area are the villages of Borrowwash, Draycott and Breaston, which roughly follow the course of the River Derwent. There is a university campus at the north-eastern corner of the area, as well as the extensive industrial development associated with Boots. The south-eastern corner of Long Eaton also contains industrial and commercial development, and there is an army barracks at Chilwell. • The A52 runs east-west through the area, meeting the M1 (which runs south to north) at Junction 25 on the northern edge of the area. The A6005 sits to the south of the A52, running broadly parallel with it. The Midland Main Line runs from the south-east to the north-west as it continues towards Derby. At the south of Long Eaton is Trent Junction, where the railway line running east towards Nottingham meets the various freight-only lines which run north-south through the town. Toton Yard (otherwise known as Toton Sidings) in the centre of the area is a substantial piece of rail infrastructure on the Nottinghamshire-Derbyshire border. • Factors which contribute to the landscape value include: the presence of recreational assets such as West Park in Long Eaton and Attenborough Nature Reserve, the separation of settlements by open fields - particularly in an area with a lot of urbanisation, and the rarity of open space in and around settlements. • Factors which increase the landscape susceptibility include: the potential for coalescence of settlements, particularly within the existing urban areas and along the A52 corridor, the presence of extensive urbanisation, the small-scale of the agricultural landscape, particularly around Breaston, and the recreational value along the River Trent. • Factors which decrease the landscape susceptibility include: the influence of large-scale detractors such as the M1 and A52, some degraded areas associated with mineral extraction. • The overall sensitivity of the landscape in this area is high, based on the potential for coalescence of settlements and loss of the small-scale agricultural landscape. There may be capacity for small-scale developments.
Heritage considerations	<ul style="list-style-type: none"> • Conservation areas at Borrowwash, Breaston, Draycott, Long Eaton (4), Sandiacre (3) and Sawley, Nuthall, Stapleford (2), Bramcote, Attenborough (2), Chilwell and Beeston. • There are no Registered Parks and Gardens in the area. • There is one scheduled monument south of Sawley. • Listed buildings are concentrated in Beeston (15, including grade I listed Boots D6 and D10 buildings), Draycott (12, all grade II), Long Eaton (17 including grade II* The Hall, grade II* Church of St Laurence and St James), Beeston (15, all grade II), Bramcote (10, all grade II) and Stapleford (16 including Grade II* Church of St Helen with Grade I Anglo Saxon Cross).
Housing demand	<ul style="list-style-type: none"> • House Prices: The average house price paid in Erewash/Broxtowe South in June 2019 was £198,620. This is higher than in Nottingham City (£156,741) but below the average for the seven areas combined (£223,866). It is also the third highest average of all seven areas. We note significant variation in prices within this area. Prices have increased by 33% in the last five years. • Sales: A large proportion of the houses sold in Broxtowe South were semi-detached (45%). This is the highest rate observed among the seven study areas and Nottingham City. The rest of the sales is split between detached houses (25%), the lowest proportion observed across the seven areas (although it remains higher than the 17% observed in Nottingham City), 22% of terraced houses and 9% of flats. • Affordability: Erewash/Broxtowe South is one of the areas with the lowest house price to income ratio (between 3.1 and 6.9).

	<ul style="list-style-type: none"> • Tenure Balance: According to Census data 2011, 69% of households own their house, 19% occupy a social rented dwelling and 11% rent in the private sector. The tenure distribution is similar to that observed in Rushcliffe West. • IMD Housing Deprivation: Of the 81 LSOAs that make up the area, only 1% are among the 30% most deprived areas in the country in terms of barriers to housing and services while 64.2% are among the 10% least deprived in terms of barriers to housing and services. • Summary: Mixed demand, variation in prices and relatively affordable on average; relatively higher levels of renting could be balanced by additional housing with better mix.
Regeneration potential	<ul style="list-style-type: none"> • The 2019 Index of Multiple Deprivation (IMD) provides relative deprivation rankings for every Lower Super Output Area (LSOA) in England. • 12.5% of the LSOAs in Erewash / Broxtowe South are in the top 30% most deprived areas in the country. • 42.2% of the LSOAs in Erewash / Broxtowe South are in the 30-70% most deprived areas in the country. • 45.3% of the LSOAs are in the 30% least deprived areas in the country. • The residential areas around Long Eaton, Sandiacre and Stapleford suffer from deprivation. LSOAs in these areas are ranked in the top 30% most deprived parts of the country. • The area surrounding Beeston also experiences medium levels of deprivation, with LSOAs in the 30-60% most deprived areas of the country. • The rural parts of the assessment area to the west tend to be less deprived.
Economic development potential	<ul style="list-style-type: none"> • Census 2011 data indicates that Erewash / Broxtowe South has a higher employment density than the average across Nottinghamshire and Derbyshire counties. • The presence of two major key assets, the University of Nottingham and the three sites as part of Nottingham Enterprise Zone, means that international companies with a highly qualified workforce are attracted to this area. • The university has invested in delivering advanced manufacturing capabilities whilst the Enterprise Zone aims to drive growth in the core sector of life sciences. Therefore, the area supports employment in priority sectors of health, scientific and manufacturing. • The workers in the area also tend to live close to their place of work, with over 40% within 5km. • The East Midlands HS2 Hub will be in Toton, providing unrivalled connectivity and significant economic potential for the whole area. The Hub station and campus is likely to create substantial jobs opportunities and positive spill over effects.
Spatial opportunities and constraints	<ul style="list-style-type: none"> • Need to avoid coalescence between Ockbrook and Borrowwash. • Need to avoid coalescence between Breaston and Long Eaton along the A6005. • Coalescence of settlements within the main Greater Nottingham settlement area (e.g. Stapleford and Toton) is less of an issue due to the built-up nature of the area at present. • SHLAA sites to the north-west of Breaston and Draycott– could be growth option – however in Green Belt. • A52 could have potential to act as an anchor for new settlement or as a defensible boundary.
<p>Conclusion- Key Strategic Constraints identified for Area 6</p> <p>Pros</p> <ul style="list-style-type: none"> • The A52 and A6005 run parallel east-west through the area meeting the M1, at junction 25, which runs north-south through the area. The Midland Main Line runs from the south-east to the north-west towards Derby. • The East Midlands HS2 Hub will be in Toton, providing unrivalled strategic connectivity and significant economic potential for the whole area. The Hub station and campus is likely to create substantial jobs opportunities and positive spill over effects. • High frequency bus services run along the Nottingham-Derby bus corridor. 	

- Census 2011 data indicates that Erewash / Broxtowe South has a higher employment density than the average for the county. The area supports employment in priority sectors of health, scientific and manufacturing.
- The A52 could have potential to act as an anchor for new settlement or as a defensible boundary.
- SHLAA sites to the north-west of Breaston and Draycott present an opportunity for growth, however part of the land is Grade 2 very good quality agricultural land.
- Mixed housing demand, variation in prices and relatively affordable on average; relatively higher levels of renting could be balanced by additional housing with better mix.

Cons

- There are traffic capacity constraints on the A52 and A6005 and a need for a supporting Transport Assessment using a strategic transport model.
- The majority of the area is at high risk of fluvial flooding (Flood Zone 3) associated with the River Derwent, River Erewash (and Erewash Canal) which all feed into the River Trent. Areas at risk include Sandiacre, Stapleford, Long Eaton and Beeston, however areas around Beeston and Long Eaton benefit from the River Trent Left Bank Flood Alleviation Scheme.
- High surface water flood risk is widespread across the area. The underlying geology across most of the growth area makes it susceptible to groundwater flooding.
- Need to avoid coalescence between Ockbrook and Borrowash, Borrowash and Draycott, Draycott and Breaston, and Breaston and Long Eaton.
- The overall sensitivity of the landscape in this area is high, based on the potential for coalescence of settlements and loss of the small-scale agricultural landscape. There is likely to be capacity for small-scale and potentially medium-scale developments. This does not preclude larger developments in selected locations, but caution is advised.

Area 7: Erewash / Broxtowe North

Criterion	Considerations
Environmental constraints	<ul style="list-style-type: none"> The centre and north of this growth area are at high fluvial flood risk (Flood Zone 3) associated with the River Erewash and tributaries; this affects Langley Mill. The western part of the growth area is at high fluvial flood risk (Flood Zone 3) associated with the River Derwent. Areas of high fluvial flood risk are likely to increase with climate change. High surface water flood risk is widespread. The underlying geology across most of the growth area does not make it susceptible to groundwater flooding. Areas surrounding the River Derwent have underlying geology that makes them susceptible to groundwater flooding. There is a cluster of ancient woodland to the north of the area west of Hucknall, notably the large High Park Wood, Willey Spring, Watnall Coppice, Eelhole Wood and Starth Wood. There is also scattered ancient woodland to the west of the district west of Ilkeston and north-east of Derby, largest parcels are Spondon Wood, Lady Wood and Morleyhayes Wood. There are several SSSIs to the NE of the area: Robbinetts (east of Ilkeston), Sledder Wood Meadows (east of Eastwood), Kimberley Railway Cutting (in Kimberley), Bulwell Wood and Seller's Wood (both west of Bulwell). Two SSSIs within the west corner of the area, Morley Brick Pits and Breadsall Railway Cutting (both east of Little Eaton). There are numerous Local Nature Reserves, notably Hall Park Eastwood, Colliers Wood (both north of Eastwood), Pewitt Carr and Straws Bridge (both west of Ilkeston) and Pit Lane Trowell (north of Stapleford).
Transport and accessibility	<ul style="list-style-type: none"> Access to the M1 is available via Junction 25 (in the south of the area) and Junction 26 (in the north of the area). Widening of the M1 (from 3 to 4 lanes) has recently taken place between Junctions 25 and 34. Localised congestion occurs in the peak hours on the A610, at M1 Junction 25 & 26, along the A610 and through Ilkeston. Capacity analysis likely to be needed using highway network model, such as SATURN. The tram network extends to Phoenix Park (in the north of the area) with associated park and ride. Trips by road could reach the Bardills tram-based park and ride (in the south of the area) via the A52. Bus service are available to Nottingham city centre, local centres east of the M1 as well and to Kimberley / Giltbrook to the west of the M1. Cycle facilities are available along the A6002 and Broxtowe country park. Also, cycle routes are available into Nottingham via the Erewash Canal and National Cycle Route 67 towards Heanor. Heavy Rail connections are available from Ilkeston railway station. There are plans for an HS2 station at Toton, with masterplanning underway for improved connectivity by road and local accessibility improvements.
Geo-environmental considerations	<ul style="list-style-type: none"> 52 no. historic landfills and 1 no. authorised landfill are located within the Erewash/Broxtowe North area in various locations. These are mostly located in the more urban areas around Ilkeston, Eastwood and Bulwell. Source Protection Zone (SPZ) 3 Total Catchment areas are located south of Trowell (south-east corner of the area), near Breadsall and Little Eaton (western extent) and east of Nuthall (on the eastern boundary). There is an SPZ 1 Inner Protection Zone (IPZ) and an SPZ 2 Outer Protection Zone (OPZ) located near Breadsall and Little Eaton on the western boundary of the Erewash/Broxtowe North area. Groundwater vulnerability to pollution is medium - generally for the north and western areas. Some areas, particularly along the southern and eastern boundaries of Erewash/Broxtowe North have high or medium - high groundwater vulnerability. A small area in the south-west has a medium - low or low groundwater vulnerability. Geology comprises superficial deposits (approximately 30% coverage) of alluvium, head, river terrace deposits, till and glaciofluvial deposits. Bedrock geology within the Erewash/Broxtowe North area includes the

	<p>Pennine Coal Measures Group (in the northern and western areas), the Mercia Mudstone Group (in the southern area), the Zechstein Group (in the eastern area) and some smaller areas of the Sherwood Sandstone Group (in the south).</p> <ul style="list-style-type: none"> • The bedrock is mostly designated as a Secondary A aquifer (approximately 60% of the Erewash/Broxtowe North area). Secondary B aquifers occupy approximately 20% of the area, mostly in the south but also in some locations along the eastern boundary. Principal aquifers also occupy approximately 20% of the area, particularly along the eastern boundary and in some locations in the south. Very small, isolated areas in the south are occupied by Secondary (Undifferentiated) aquifers. The superficial deposits are designated as Secondary A and Secondary (Undifferentiated) aquifers. • The south-west of the Erewash/Broxtowe North area is located within a drinking water protected area/drinking water safeguard zone for surface water. The majority of the Erewash/Broxtowe North area (with the exception of the south-western extent) is located within a Nitrate Vulnerable Zone (NVZ). • There are no active mineral sites within the Erewash/Broxtowe North area based on the currently adopted Nottinghamshire Minerals Local Plan (dated 2005). Based on the currently adopted Derby and Derbyshire Minerals Local Plan (dated 2002), there are two areas in Erewash/Broxtowe North identified as proposed opencast constraints areas. These sites are called Horsley (which slightly overlaps into the area, near Brackley Gate) and Dale. • Based on the Part 2 Local Plans there are mineral safeguarding areas for the exposed coalfield. Urbanised areas, including industrial areas, are present in the Erewash/Broxtowe North area, particularly around Ilkeston and Eastwood. Made ground is likely to be present in these areas and around built up areas of villages. Areas of artificial ground are recorded around Erewash/Broxtowe North based on British Geological Survey (BGS) mapping, with significant areas particularly in the northern half. Made ground may also be present in areas occupied by road networks (including the M1 motorway) and current railways. • The majority of the Erewash/Broxtowe North area is located in an area affected by radon, where between 1%-3% and 5%-10% of homes are above the action level for radon. On the western boundary in the area around Breadsall, 10%-30% of homes are above the action level. Protection measures would be required within new buildings in these areas. Part of the southern area is not in an area affected by radon. • Areas of thick and variable made ground and superficial deposits may pose a constraint on the use of shallow foundations and which therefore may require ground improvement or a deeper foundation solution. These areas may also pose ground stability constraints. • Some areas along the eastern boundary of Erewash/Broxtowe North are classified as having a soluble rock risk.
Infrastructure capacity and potential	<ul style="list-style-type: none"> • Reported shortage in primary school capacity in the Ilkeston area. • There is however no higher education infrastructure available.
Landscape and topography	<ul style="list-style-type: none"> • The area is largely within Natural England's National Character Area (NCA) 38 Nottinghamshire, Derbyshire and Yorkshire Coalfield. It also contains NCA 30 Southern Magnesian Limestone and NCA 50 Derbyshire Peak Fringe and Lower Derwent. • On a regional scale, the area is largely within East Midlands Councils' Settled Coalfield Farmlands LCT. It also contains Village Farmlands LCT, a small area of Wooded Slopes and Valleys LCT and a small area of Floodplain Valleys LCT. • On a local level, the area is largely within Derbyshire County Council's (DCC's) Nottinghamshire, Derbyshire and Yorkshire Coalfield LCA (Coalfield Village Farmlands LCT, Plateau Estate Farmlands LCT and Riverside Meadows LCT). It also contains NCC's Nottinghamshire Coalfields LCA (Coalfields Farmlands LCT and River Meadowlands LCT), NCC's Magnesian Limestone Ridge LCA (Limestone Farmlands LCT and Limestone Fringe

	<p>LCT), DCC's Derbyshire Peak Fringe and Lower Derwent LCA (Wooded Slopes and Valleys LCT, Gritstone Heaths and Commons LCT and Riverside Meadows LCT), NCC's Sherwood LCA (Forest Sandlands LCT),DCC's Trent Valley Washlands LCA (Lowland Village Farmlands LCT and some urban areas.</p> <ul style="list-style-type: none"> • Topography comprises undulating land divided by relatively wide river corridors related to the River Erewash, the River Leen and the River Derwent and their tributaries. • Land cover comprises small- and medium-scale mixed farmland in semi-regular fields, although there are some regular fields in the north-east of the area. Woodland occurs in medium and small blocks, as well as alongside linear features such as watercourses and highways. There is, however, a large block of woodland on the northern edge. Five golf courses are spread across the area, two at the north-western edge, two at the south-eastern corner and one on the north-eastern edge. • The north-western edge of the Nottingham conurbation occupies the south-eastern edge of the area. Ilkeston, Kimberley and Eastwood run parallel along the A610. Awsorth sits between the A610 and Ilkeston, while the village of Brinsley sits to the north of Eastwood. To the west of Ilkeston, villages are sparser and more discrete. These include the villages of Risley, Ockbrook, Breadsall, West Hallam, Little Eaton, Stanton-by-Dale and Dale Abbey. There are several large industrial areas in and around Ilkeston (particularly at the south between it and Stanton-by-Dale), as well as at the north-western edge of Eastwood. • The M1 and the A610 are the main roads running through the area, the former running south-north and the latter east-west, joining the M1 at Junction 26. There are several more A roads in the area, including the A6002 and the A609. The rail line between Nottingham and Chesterfield runs to the east of Ilkeston, and the Midland Main Line runs adjacent to the area's western boundary. To the south-west, the area is influenced by the urban edge of Derby. • Factors which contribute to the landscape value include: the open countryside separating Nottingham from Derby, as well as the rarity of open space in and around settlements, the intactness of landscape, particularly around Little Eaton, Breadsall and Morley • Factors which increase the landscape susceptibility include: the potential for coalescence of settlements, particularly between Ilkeston and Derby, as well as the potential for exacerbation of the coalescence between settlements in the east of the area. Other factors include the medium-scale of the landscape and complexity of some of the landform (particularly west of Ilkeston and in the Derwent valley) and the availability of long views from undulating land. • Factors which decrease the landscape susceptibility include: the presence of degraded industrial areas (particularly around Ilkeston, between Ilkeston and Stanton-by-Dale (that includes the Stanton Regeneration Site) and on the outskirts of Eastwood), the influence of large-scale highway detractors such as the M1 and the A610 and the evidence of previous coal mining activity.
Heritage considerations	<ul style="list-style-type: none"> • Conservation areas at Breadsall, Brinsley, Cossall, Dale Abbey, Eastwood, Eaton Bank, Ilkeston Town Centre, Kimberley, Little Eaton, Morley, Nuthall, Ockbrook Moravian Settlement, Ockbrook Village, Risley, Stanley, Stanton-by-Dale, Strelley, West Hallam. • The Derwent Valley Mills World Heritage Site is located to the west of Little Eaton, the buffer zone comes close to the west of the village. • There is one Registered Park and Garden in the area, Locko Park (160 Ha) which contains ten listed buildings including the grade II* Locko Park, a 17th and 18th century country house. The RPG is located to the east of Derby City and north of Spondon. • Scheduled monuments at Beauvale, Dale Abbey, Greasley, Mapperley Park Wood, Morley, Stanley, Strelley (2), and West Hallam. • 26 listed buildings in Ockbrook including the Moravian Manse, Church of All Saints, the Moravian Chapel/Church, all grade II*.

	<ul style="list-style-type: none"> • 23 buildings in the Ilkeston urban area, including the grade II* Bennerley Viaduct to the northeast. • 18 listed buildings around Little Eaton, 12 in the village itself. • 12 listed buildings in West Hallam, the Church of St Wilfred in the village is grade II*. • 11 listed buildings in Nuthall. • 11 listed buildings in Eastwood. • 8 listed buildings in Strelley, including the grade I Church of All Saints. • 7 listed buildings in Breadsall, these include the grade I Church of All Saints and the grade II* The Old Hall. • The area lies between the eastern suburbs of Derby and the western suburbs of Nottingham with the town of Ilkeston in between and the smaller towns of Kimberley and Eastwood to the north. The rest of the area is rural and, although there may be possibilities for growth, care will need to be taken to avoid urban sprawl changing the settings of assets to the degree that their significance is affected.
Housing demand	<ul style="list-style-type: none"> • House Prices: The average housing price paid in Erewash/Broxtowe North in June 2019 was £173,964. This is the lowest average price across all seven study areas, although we observe that prices are above the average to the west of the area. Prices have increased by 35% in the last five years. • Sales: Broxtowe North has the lowest proportion of flats sold in 2018 (3%) among all seven study areas and Nottingham City. The sales are then relatively equally distributed between detached (34%), semi-detached (38%) and terraced (25%) houses. • Affordability: Erewash/Broxtowe North is one of the areas with the lowest house price to income ratio (between 3.1 and 6.9). • Tenure Balance: According to Census data 2011, 70% of households own their house, 13% occupy a social rented dwelling and 16% rent in the private sector. • IMD Housing Deprivation: Of the 100 LSOAs that make up the area, 4.5% are among the 30% most deprived areas in the country and 44.7% are among the 10% least deprived in terms of barriers to housing and services. • Summary: Relatively weak demand but growth in recent years, relatively good affordability, balanced tenure mix but fewer flats; development in this area could provide more affordable options than other areas in the South if sufficient demand can be stimulated.
Regeneration potential	<ul style="list-style-type: none"> • The 2019 Index of Multiple Deprivation (IMD) provides relative deprivation rankings for every Lower Super Output Area (LSOA) in England. • 42.7% of the LSOAs in Erewash / Broxtowe North are in the top 30% most deprived areas in the country. • 25.0% of the LSOAs in Erewash / Broxtowe North are in the 30-70% most deprived areas in the country. • 32.3% of the LSOAs are in the 30% least deprived areas in the country. • The towns of Eastwood and Ilkeston, and the residential properties in between, suffer from very high levels of deprivation. Most LSOAs in this area are in the top 20% most deprived parts of the country. • The town of Kimberley also experiences deprivation, with LSOAs ranking in the 20-50% most deprived areas of the country. • The rural parts of the assessment area to the west towards Little Eaton tend to be less deprived.
Economic development potential	<ul style="list-style-type: none"> • Census 2011 data shows the density of employment in Erewash / Broxtowe North is similar to the average across the Nottinghamshire county, and marginally above the county of Derbyshire. • There are a number of large employers in transport and food and drink manufacturing – e.g. Aero Fabrications, Hovis, Greene King, Raleigh, DB Cargo, Saint-Gobain PAM UK. The area supports a higher proportion of employment in high-tech manufacturing than the averages for Nottinghamshire and Derbyshire. • Residents find employment close to their home, with nearly 40% of workers living within 5km of their work.

	<ul style="list-style-type: none"> • There is East Midlands Railway connectivity at Ilkeston station. The area also benefits from strong road accessibility, with the M1 and A610 connecting near Kimberley. • However, there are no major employment sites or clusters in the area that drive economic growth or connect to other employment sites, however there some big employers on the A610 corridor and in nearby Nottingham City The workers attracted to the area do not tend to hold strong qualifications or occupy high-level occupations.
Spatial opportunities and constraints	<ul style="list-style-type: none"> • Need to avoid risk of coalescence between the Greater Nottingham area of Bulwell and Snapewood and Nuthall along the M1. • Need to avoid risk of coalescence between the Aldercar / Eastwood and Brinsley. • Need to avoid risk of coalescence between Ockbrook and Spondon. • Need to avoid risk of coalescence between Breadsall and Oakwood, Derby. • Need to avoid risk of coalescence between Stanley, Stanley Common and West Hallam. • Need to avoid risk of coalescence between Kimberley and Giltbrook. • Need to avoid coalescence between Ockbrook and Borrowash. • Stanton Regeneration site identified in the Core Strategy and with SHLAA sites, and is not within the Green Belt. • Ilkeston station reopened – potential to extend Awsworth in close proximity to station. • The A52, A609 and M1 could have potential to act as an anchor for new settlement or as a defensible boundary.

Conclusion- Key Strategic Constraints identified for Area 7

Pros

- There is heavy rail connectivity at the recently reopened Ilkeston station. The area also benefits from strong road accessibility, with the M1 and A610 connecting near Kimberley.
- The A52, A609 and M1 could have potential to act as an anchor for new settlement or as a defensible boundary.
- The tram network extends to Phoenix Park (in the north of the area) with associated park and ride. Trips by road could reach the Toton Lane park and ride (in the south of the area) via the A52.
- Bus service are available to Nottingham city centre, local centres east of the M1 as well and to Kimberley / Giltbrook to the west of the M1.
- There is potential to regenerate the towns of Eastwood Ilkeston and Kimberley, and the residential area in between, as they have very high levels of deprivation.
- The overall sensitivity of the landscape in this area to housing development is medium, based on the potential for coalescence of settlements and loss of the medium-scale landscape and complexity of landform. There is capacity for small-scale developments and also potentially capacity for medium-scale developments, but it will need to be sensitively designed in accordance with its surroundings and the valued characteristics.
- No significant education or health capacity constraints identified, but there is identified shortage in primary school capacity in the Ilkeston area.
- Relatively weak housing demand but growth in recent years, relatively good affordability, balanced tenure mix but fewer flats; development in this area could provide more affordable options than other areas in the South if sufficient demand can be stimulated.

Cons

- The centre of this growth area is at high fluvial flood risk (Flood Zone 3) associated with the River Erewash; this affects Ilkeston, Eastwood. The western part of the growth area is at high fluvial flood risk (Flood Zone 3) associated with the River Derwent.
- Need to avoid risk of coalescence between settlements especially with the conurbation of Nottingham and nearby settlements.
- There are no major employment sites or clusters in the area that drive economic growth or connect to other employment sites. There is one Registered Park and Garden in the area, Locko Park (160 Ha), located to the east of Derby City and north of Spondon.
- There is a cluster of ancient woodland to the north of the area west of Hucknall and also scattered ancient woodland to the west of the district, west of Ilkeston and north-east of Derby.

Overarching suitability and proximity mapping

2.21 In addition to the thematic review of the constraints and opportunities of the assessment areas presented above, this study uses a GIS-driven area-wide spatial analysis to further help identify the broad areas of search.

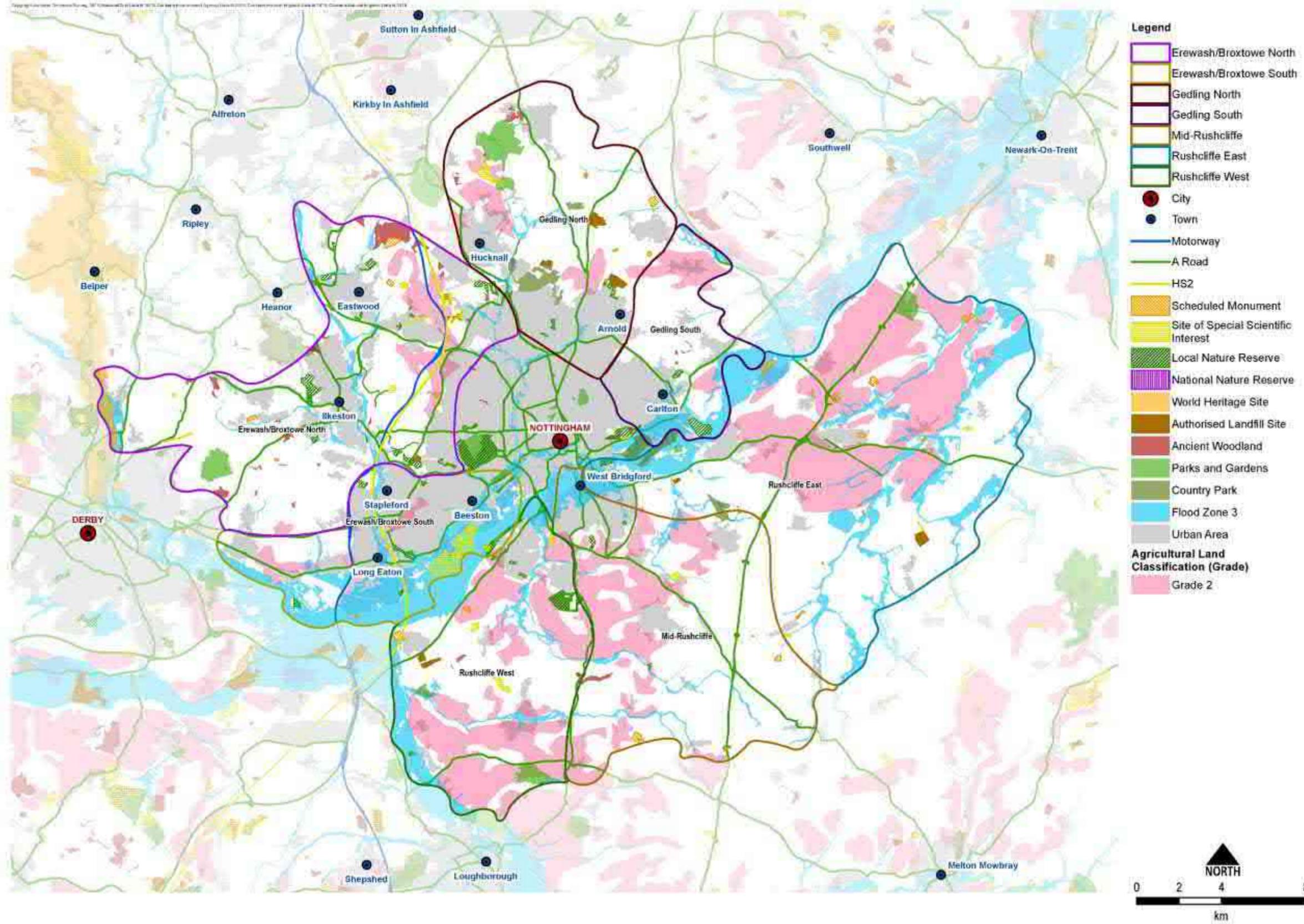
Land suitability

2.22 Land that is subject to significant 'show stopping' environmental, physical and spatial constraints are less suitable for development. Figure 6 (overleaf) shows a synthesis of the designations to highlight relative land suitability at the study area level:

- Ancient Woodland
- Flood Zone 3
- Grade 2 Agricultural Land³⁰
- Site of Special Scientific Interest (SSSI)
- Local Nature Reserve
- National Nature Reserve
- Country Parks
- Scheduled Monuments
- World Heritage Sites
- Registered Parks and Gardens
- Authorised Landfill Site
- HS2 route

³⁰ There is no Grade 1 quality agricultural land across study area, hence why only Grade 2 layer is shown in Figure 6

Figure 6 Constraints map



Proximity to transport and access to services

2.23 Proximity to settlements (and their social infrastructure) is a determinant of the likely settlement typology. For example, a smaller urban extension is highly likely to utilise the services and facilities available in a nearby town where it is within easy commuting distance, whereas a large autonomous settlement will need to provide their own services and facilities, especially if located in great distance from a nearby town. Differing buffer sizes have been applied to existing settlements according to their level of social infrastructure to demonstrate the distances that residents would be willing to travel to access services.

2.24 In addition, proximity to transport infrastructure (including rail line, stations and strategic road networks) and proposed transport infrastructure improvements (HS2) are also shown to identify areas that benefits or will benefit from transport links.

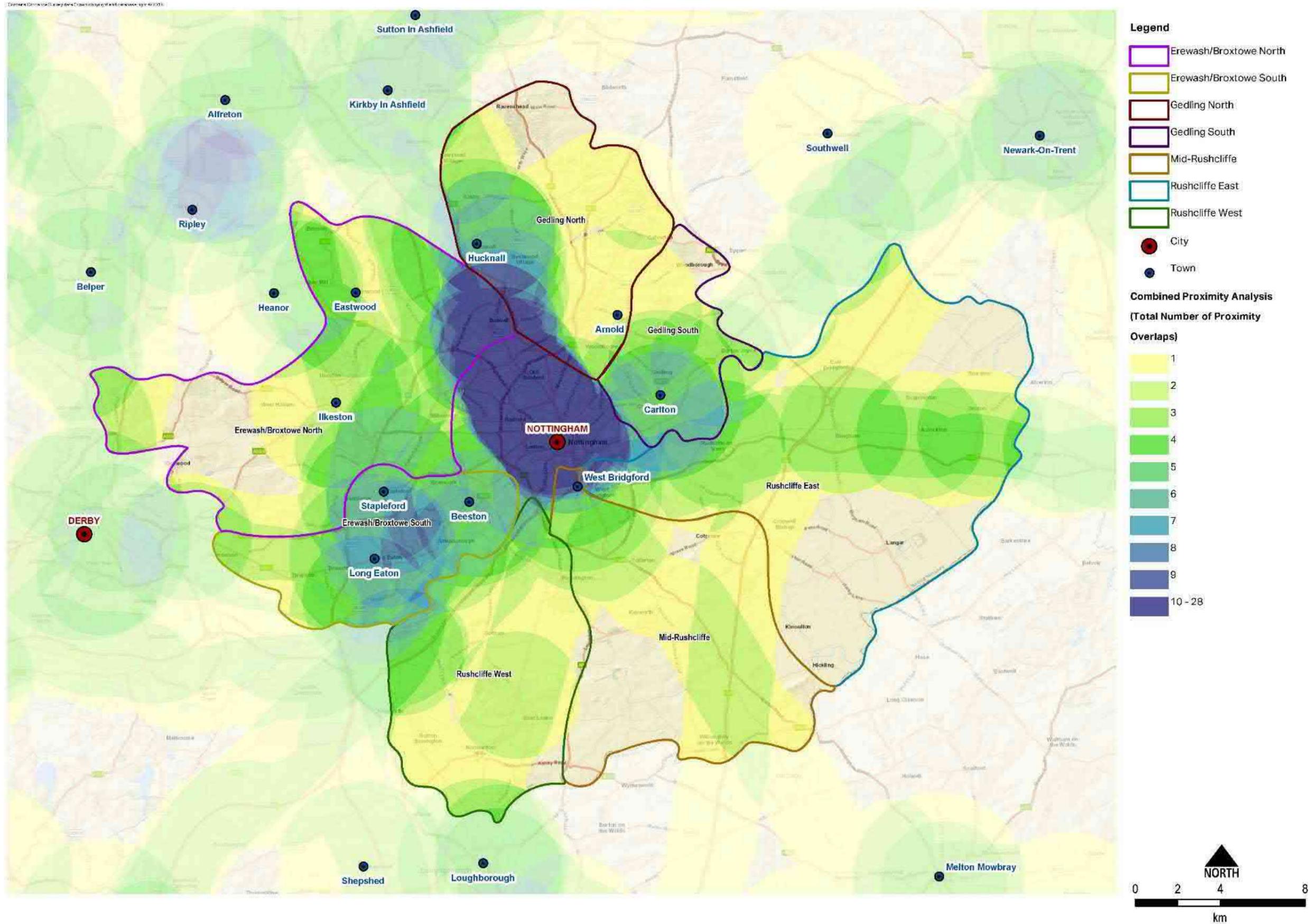
2.25 Table 2 below indicates the respective buffer levels and assumptions applied:

Table 2 Proximity model inputs and assumptions

Feature	Buffer	Assumption
Urban Centres		
City	5 km	Catchment to access services
Large Town	4 km	
Town	3 km	
Large Village	2 km	
Existing Transport		
Rail Line	2 km	Ensure local resident accessibility to public transport network to limit travel times
Rail Station	3 km	
SRN Line	2 km	Ensure local resident accessibility to road network to limit travel times
Proposed Strategic Transport Projects		
Rail Line (HS2 only)	2 km	Ensure local resident accessibility to public transport network to limit travel times
Rail Station	3 km	

2.26 Figure 7 shows the outcomes of the proximity analysis. Note that a more in-depth accessibility analysis for existing settlements is presented in chapter 3 below.

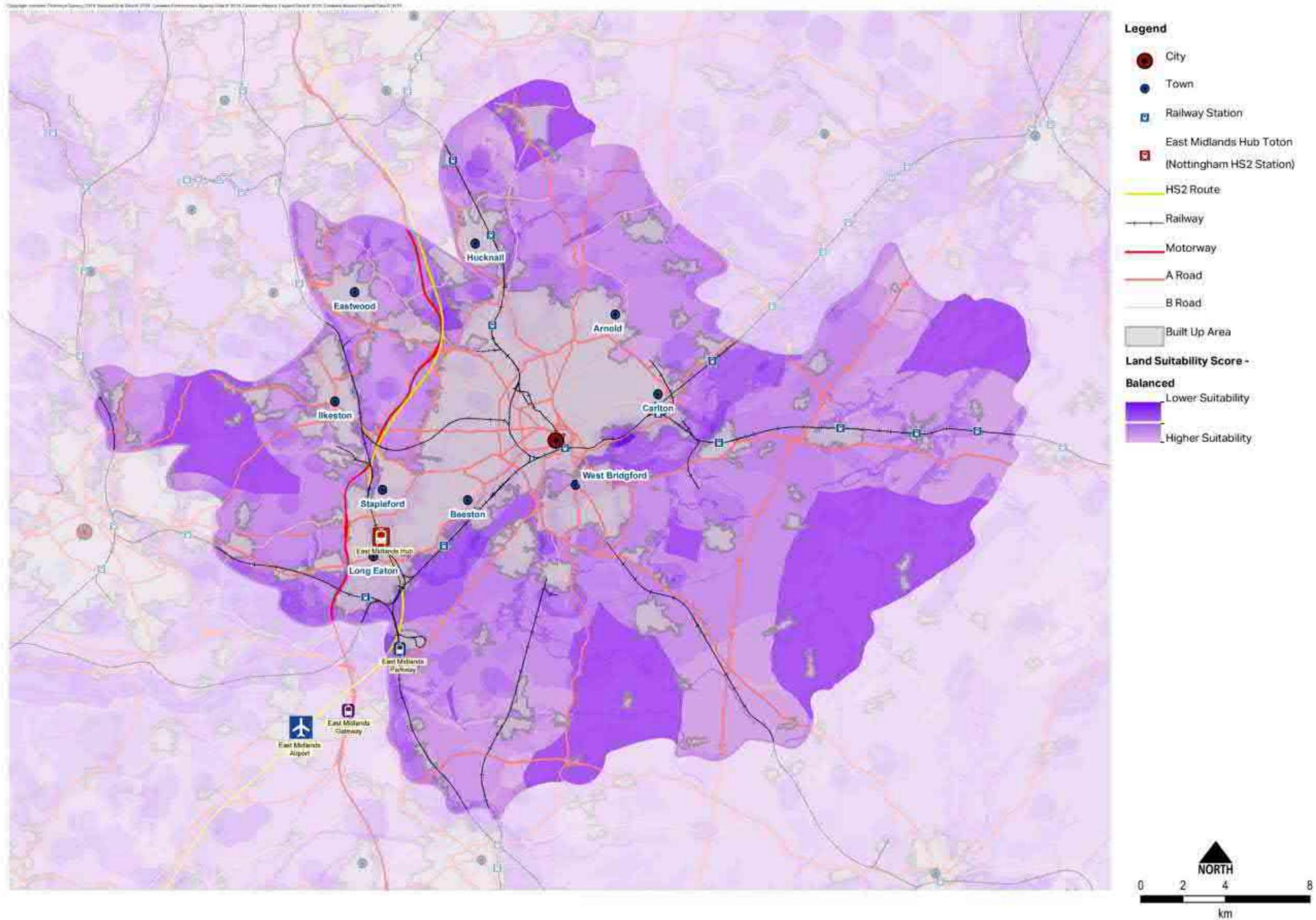
Figure 7 Proximity analysis



Combined land suitability and proximity analysis

2.27 The combined Land Suitability and Proximity Analysis map (Figure 8 overleaf) shows the composite findings of the above analysis and constitutes an initial step toward defining the broad areas of search. Lighter coloured areas are generally well connected to transport and services and a lower incidence of environmental features or physical/spatial constraints. This combination makes them potentially more suitable for strategic growth (pending further assessment). The darkest blocks on the map denote areas that scored lowest in the existing proximity analysis (Figure 7). Areas such as this have not been screened out at this stage as it is possible that strategic infrastructure improvements can improve their proximity to sustainable transport modes, services and overall accessibility. Chapter 3 explores factors such as accessibility and service provision in more detail. Whilst the proximity analysis includes proximity to the strategic road network, it does not include an analysis of the bus network. The proximity analysis is deployed as a high-level measure alongside land suitability in order to help identify possible areas of potential growth. As can be observed from Figure 8 (overleaf) existing key settlements and settlements along rail corridors typically have the greatest proximity overlaps.

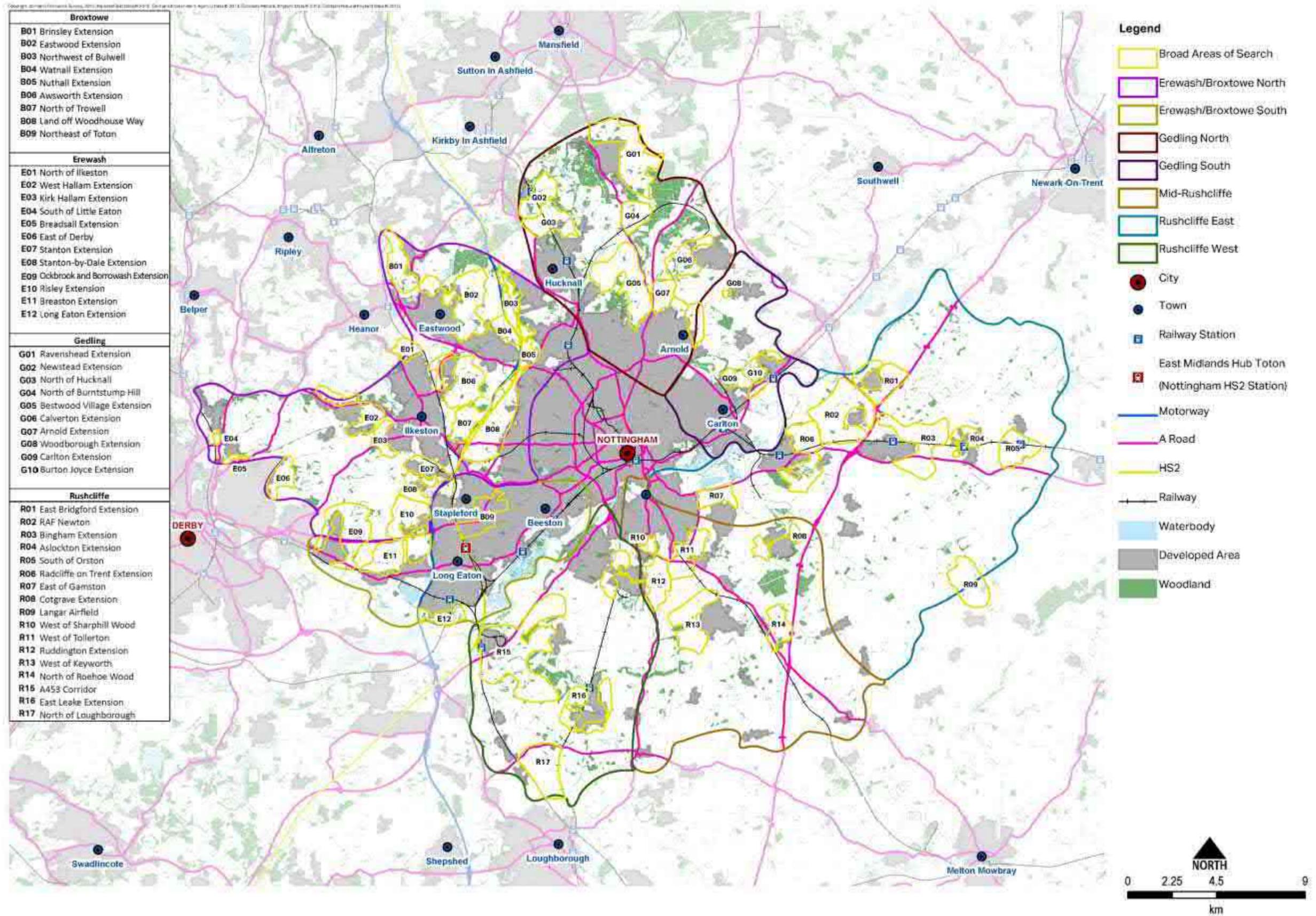
Figure 8 Suitability including proximity



Broad areas of search for Stage 2

- 2.28 The analysis above, including the outcomes of the call for strategic sites, has led to the identification of broad areas of search for more detailed consideration in stage 2 of the study. These are shown in Figure 9 (overleaf).
- 2.29 The areas of search are free of 'showstopping' or absolute constraints and are, or have the potential to be, connected to existing places and services. However, it should be noted that the ability to connect must be considered in the context of sustainable modes of transportation and the need to avoid isolated car dependent locations wherever possible. The next section considers this in more detail by assessing the accessibility and sustainability of existing larger settlements in the study area. The outputs of stage 1b are then applied in the overall assessment of the broad areas of search and submitted site assessments.

Figure 9 Broad areas of search



3. Stage 1b: Assessment of sustainability of existing settlements

- 3.1 Part of the study brief is to assess the suitability of existing settlements to accommodate growth. This is in addition to the identification of specific broad areas of search and potential locations for strategic growth.
- 3.2 The settlements (listed below) have been assessed for sustainability, in terms of services and facilities alongside size, population and character and whether they are readily identified as key settlements. The information can be used to inform a new settlement hierarchy as part of future plan making in the study area.

Table 3 Accessibility Assessment Settlement List

Borough	Settlement/ Area
Broxtowe	Brinsley
	Eastwood (including Newthorpe, Beauvaule and Giltbrook)
	Kimberley (including Nuthall and Watnall)
	Awsworth
	Trowell
Erewash	Breaston
	Borrowash (including Ockbrook)
	Draycott
	Little Eaton
	West Hallam
	Long Eaton (including Sawley & Sandiacre)
Gedling	Ilkeston (including Kirk Hallam, Cotmanhay and Hallam Fields)
	Bestwood
	Calverton
	Ravenshead
	Burton Joyce
	Woodborough
	Lambley
	Newstead
	Rushcliffe
Cotgrave	
East Leake	
Keyworth	
Radcliffe on Trent	
Ruddington	
Aslockton	
Cropwell Bishop	
East Bridgford	
Gotham	
Sutton Bonington	
Tollerton	

- 3.3 The analysis of the settlements includes a review of the following criteria:
- Size
 - Population
 - Existing position in the Local Plan settlement hierarchy
 - Level of services and facilities (social infrastructure, employment, retail, open spaces/play/pitches etc.)
 - Settlement character
 - Changes that may warrant the reconsideration of their 'sustainability' since they were last assessed in 2010 e.g. new developments post-2010, transport improvements etc.

- 3.4 In order to address the final criterion, Nottinghamshire County Council's Performance, Intelligence & Policy Team prepared an accessibility analysis that followed the general approach employed as part of the Greater Nottingham Accessible Settlements Study (Nottinghamshire County Council, February 2010)³¹.

Accessibility Assessment

- 3.5 The analysis below differs from the 2010 study as it is: focused on a smaller number of settlements; applies amended settlement boundaries (to account for recent developments); and has provided scoring and transport modelling based on a narrower set of facilities/services.
- 3.6 Most development should be concentrated within those settlements with the largest range of shops and services with more limited development within smaller local service centres and villages. Unless strategic infrastructure and development can make a location more sustainable through the delivery of improved service levels or public/active transport links.
- 3.7 The purpose of the accessibility assessment is to establish a common means of measuring and assessing in general terms the level of accessibility of existing settlements, particularly in terms of their residents' access to jobs, shopping, education and other services by walking, cycling and public transport.
- 3.8 The scope of the work does not extend to other aspects of sustainable development such as impact upon natural resources, capacity, climate change resilience etc. This standalone accessibility assessment does not take account of where new development may play a part in regenerating the area or future growth or might support more services, for example, smaller settlements in rural areas which generally have low levels of accessibility. The detailed assessments (Appendix A) do include a review for potential to aid regeneration or improve areas of deprivation.
- 3.9 The accessibility assessment establishes a measurement for all the settlements in Table 3 (above). All origin points in a range of locations within and beyond the built-up areas were assessed on their accessibility in terms of travelling time (by walking, cycling and public transport) to a range of facilities and services, and an overall average score for the settlement as a whole was calculated.
- 3.10 There are a series of steps that the methodology has taken:
1. Establish the boundaries of the settlements to be assessed.
 2. Within each settlement identify the geographic points to represent the origin of travel for residents.
 3. Draw up the selection of facilities and services that represent those that residents would require for a high quality and sustainable life.
 4. A form of weighting given to the facilities, for example essential facilities such as doctors' surgeries, Post Offices to be given more weight than access to leisure facilities, and more frequent travelling more than occasional visits.
 5. Establish measures that represent a scale of accessibility for the facilities and services, and a travel time threshold that represents what people would consider to be a reasonable travel time by sustainable means. They consist of the accessibility (usually related to travelling time) to the nearest facility using walking, cycling or the public transport network (bus/heavy rail/light rail).
 6. Using the data obtained from steps 1-4, carry out accessibility analysis using TRACC accessibility modelling software. The TRACC model provides public transport analysis using imported data to run multi-modal journey time calculations, including walking, cycling, public transport and car.
 7. Once an assessment has been made of all the geographic points across the study area, derive a score for each settlement by averaging all the scores from within that settlement to give a comparable and consistent rating.
- 3.11 As an additional measure of accessibility NCC has provided an analysis of the bus network to supplement the high-level proximity analysis prepared under stage 1a (see Figure 7) which was limited to analysing proximity to highways, rail and tram networks.

³¹ Accessed at: <https://www.nottinghaminsight.org.uk/d/aAXDyiQ>

Definition of settlements and origin points

- 3.12 The assessment needed to establish a settlement boundary for each of the settlements included in the analysis. The task was ultimately to obtain an accurate source of home address locations within the settlements. Residential postcodes were selected as being most representative of the distribution of addresses. The total number, while large, was useful to generate average scores for the settlement, and could still be handled by the computer software.
- 3.13 AECOM provided NCC with settlement boundaries based upon ONS built-up areas, modified using an aerial survey of each settlement and a review of developments post-2010. The settlement boundaries used influence the final total score. In 2010, the settlement boundaries were drawn more tightly, based solely on the 2010 Ordnance Survey 1:250,000 maps, whereas the 2020 boundaries were adjusted to offer a more up to date position by accommodating all the built-up areas of the settlements. As such some settlements now include additional postcode delivery points over and above the 2010 total numbers. Therefore the 2010 overall scores are higher, having included postcodes closer to the core area of the settlement – which are typically the most accessible areas. Whereas the 2020 boundaries would include more peripheral areas of the settlements and have slightly lower overall scores.
- 3.14 The settlements to be evaluated in the study were identified by the relevant Local Planning Authorities. The whole settlement was included because in non-residential areas there would be no residential postcodes, thus automatically accounting for population distribution. Rural locations outside settlements were not included, as the sustainability of settlements with potential to absorb strategic growth is the focus of this study. A ranking comparison is provided to show relative levels of accessibility across the different locations.

Identifying and classifying facilities

- 3.15 The indicators provide several measures of accessibility by public transport, walking and (where appropriate) cycling to the following:

- Nursery schools
- Primary schools
- Secondary schools
- FE
- Libraries
- Leisure
- Greenspace
- Public Transport Interchange
- Hospitals
- GP surgeries
- Dentists
- Opticians
- Retail Centres
- Superstores
- Convenience stores
- Pharmacies
- Post Offices
- Banks
- Employment

- 3.16 In this study, recognition of the fact that people don't necessarily take their 'nearest' job to their home has led to an additional measure of accessibility to employment has been included, namely access to 5 or more major employment sites within 20 minutes travel time by public transport, walking and cycling.

Weightings for classifications of facilities

- 3.17 The categories have weightings applied to them to reflect how desirable it is for a population to be located within a certain distance / time of the destination. The weightings also reflect the frequency with which the service would be used. These weightings have been derived from best practice and other similar accessibility studies and through consultation with AECOM transport planners. The methodology employed has resulted in access to GP's being weighted as most important, followed by access to primary schools, secondary schools and employment opportunities.

- 3.18 In deciding these weightings, account was also taken of the Indices of Multiple Deprivation (IMD). Certain facilities are included in the IMD to measure accessibility to key essential facilities in the barriers to housing and essential services domain. Access to a primary school, post office, GP surgery and food store were included on the basis that people consider these services to be essential and prefer these facilities to be within a short walking distance (10 mins) from their home.
- 3.19 It is recognised that there will be a close relationship between level of accessibility of an origin and the public transport network for certain origins irrespective of which destination facility is being measured to, therefore access to the public transport network is accounted only in terms of access to the long distance network (as a facility).

Measuring access to facilities

- 3.20 For each origin point in each settlement, typical travelling times by public transport, walking and cycling to its nearest facility were calculated and scored according to whether the time fell within a suitable defined travel time threshold. Suitable travel time thresholds were used for each sub-category. These travel time thresholds have been used in the calculations of the Department for Transport (DfT) accessibility indicators.
- 3.21 The parameters used for the accessibility modelling are in line with those proposed by the DfT and considering good practice; they are as follows:
- maximum walk speed is 4.8 km/h (unless measuring access to nursery and primary schools where walk speed is 3 km/h);
 - maximum cycle speed is 16 km/h (unless measuring access to nursery and primary schools where cycle speed is 10 km/h);
 - maximum walk distance from origin points to joining points on the public transport network (bus stops, tram stops, rail stations) is 400 metres (5 mins walk);
 - maximum walk distance to be used when interchanging between different services of the same mode of public transport and between separate modes of public transport (bus/rail/light rail) is 400 metres;
 - maximum walk distance from alighting point of final public transport journey to final destination is 400 metres;
 - calculations for public transport travel times to include all timetabled services (bus/heavy rail/light rail) scheduled to operate on a Monday between 07:00 and 09:00 hrs. Only journeys beginning and ending in this time frame are applicable;
 - the sampling interval for the assessments is 10 minutes. This is the frequency which the modelling software calculates the fastest total journey time between each origin/destination pair in the time period window above. The fastest total journey time out of the sampled times is then used in the accessibility calculations.

TRACC model and scoring system

- 3.22 Accessibility is calculated from origins to destinations using an accessibility modelling package called 'TRACC'. For each origin point, the typical travelling time by a selected mode of transport to a destination point can be calculated. A weighted method has been used as this takes into account journey times, the full range of facilities in an area and allows different weightings to be applied to different types of facility.
- 3.23 Some way of reflecting a choice of means of access is used, for example using a mix of bus and walking. Also, the method accounts for people being generally prepared to travel some distance to work, and not necessarily take their 'nearest job' to their home.
- 3.24 Travel times by walking, cycling and public transport are calculated using a detailed digitised road network and the latest public transport timetable data for a Local Authority (bus, tram & heavy rail) with timings down to individual bus stop level to calculate the fastest travel times for travel for a specified mode of transport between any pair of origin/destination points for any given time period during a specified day of the week. For this work the time period of 07:00 hrs to 09:00 hrs on a weekday was used. A cycling speed of 16 km/h is assumed (10 km/h for trips to primary schools and nurseries) and a walking speed of 4.8 km/h (3km/h for trips to primary schools and nurseries).

3.25 The process used to provide a score for each settlement is as follows:

- for each destination facility dataset and mode of travel, calculate travel times from each origin point to each destination point in the set, and establish the shortest time from each origin point (in other words the nearest facility);
- for each set of results for each mode score each origin point as to whether it falls within the specified travel time threshold to its nearest destination;
- repeat this for the three modes to be assessed (walk, cycle, public transport);
- calculate the total score for every origin point using the three specified modes and multiply this by the total number of domestic delivery points attached to each origin point;
- repeat the above process for all the destination facility datasets;
- sum for each origin point the total scores;
- calculate a total score for each settlement based on the sum of the total final score for every origin point within the settlement;
- divide by the total number of domestic delivery points in the settlement to give an average score for that settlement.

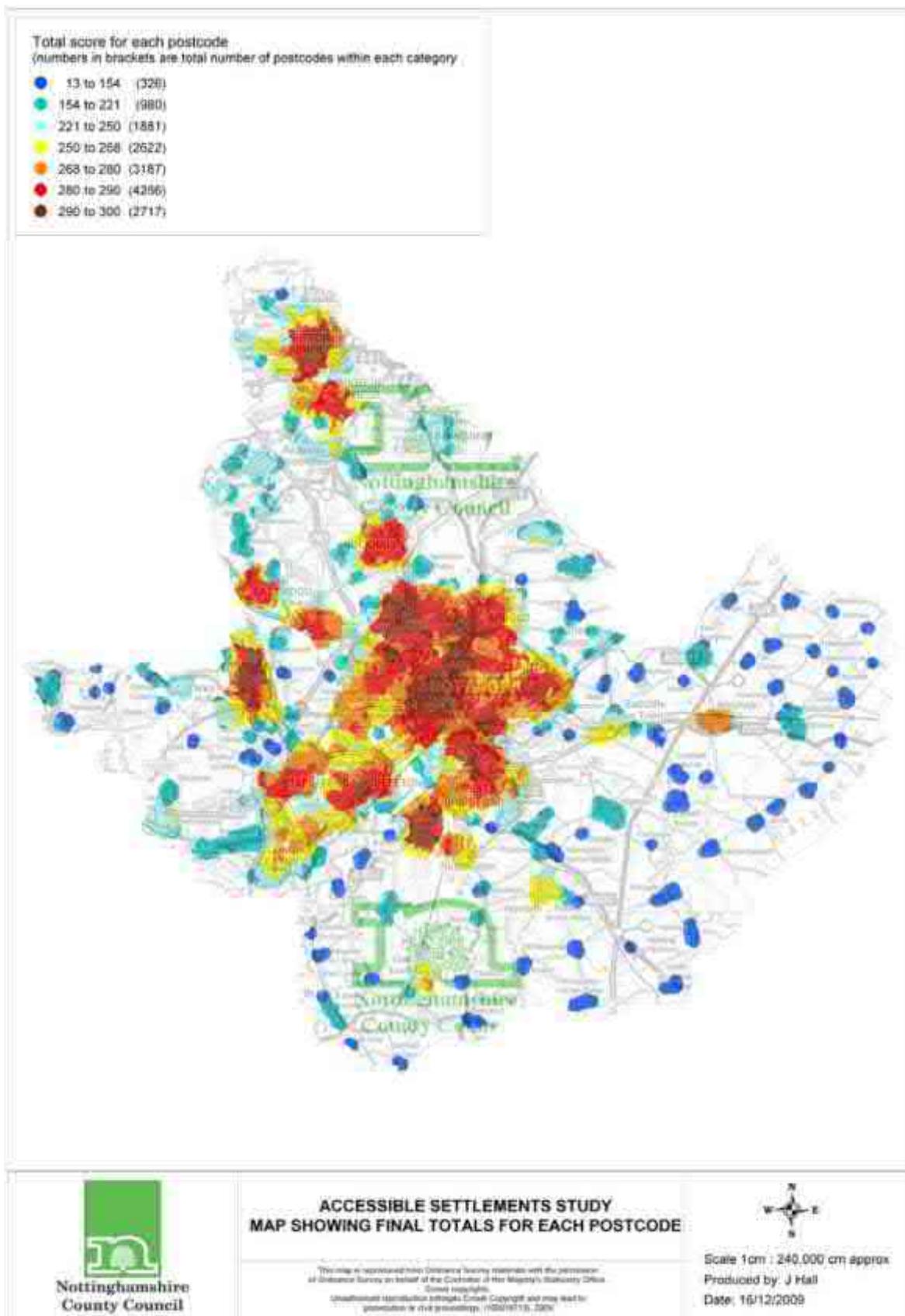
Results

3.26 The results from the work are contained in a separate spreadsheet. They give total scores plus those related to each theme (for example employment) for accessibility in the locations and settlements of the study area. While it is not appropriate to analyse specific settlement results here, some general points may be made.

3.27 There is a very large range of average scores for the settlements studied (scores ranging from 65-220). A maximum score would be 300, achieving the threshold for all three of the means of access each having a total score of 100. There is not a minimum score which in itself indicates an 'accessible location', the scores for locations show relative levels of accessibility.

3.28 Figure 10 (2010 accessibility assessment total scores by postcode) indicates that higher scores were achieved by larger settlements and areas in close proximity to the Main Built-up Area of Nottingham and the larger urban settlements. For those scoring better the location may benefit from being close to larger places, this is apparent looking at the better scores, for size of settlement, where these are clustered closer together in the eastern part of the study area. However, some locations score less well than might be expected. One reason for this may be because origin points are beyond the 400 metre maximum walking distance to a bus stop and therefore score zero in the assessment.

Figure 10 2010 accessibility assessment total score for each postcode

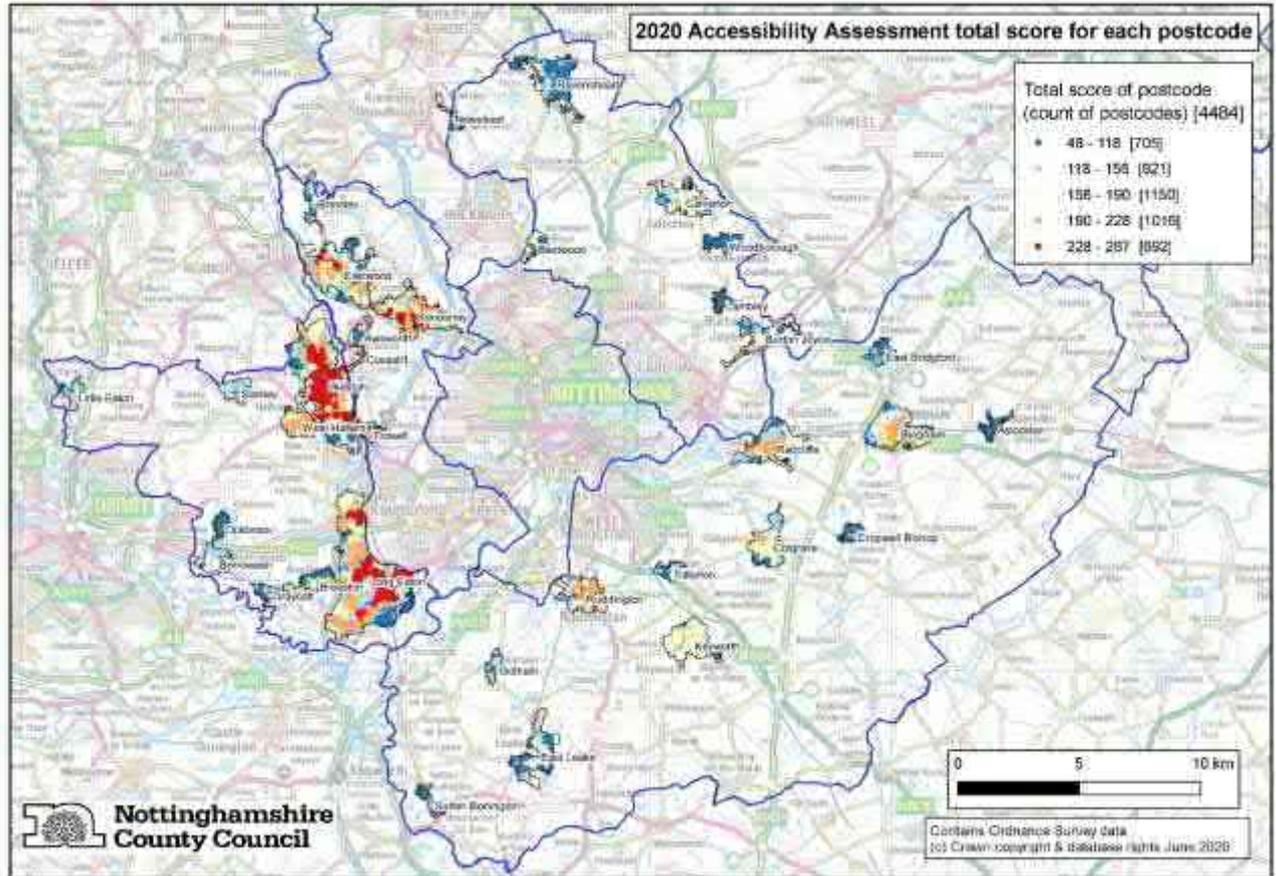


3.29 The low scores in 2010 were mainly found in Rushcliffe and were small villages. In 2010, only one village, Cropwell Bishop, had more than 20 postcode counts (approximately 500 delivery points). The 2010 assessment found the strongest correlation is in employment, principally because of very poor results for smaller settlements. For other themes, especially for health, community and education provision accessibility is stronger in smaller settlements probably due in part to the provision of

facilities in small villages to address the very issue of access to services. It appears that the correlation of score with size builds up for all themes together, i.e. where settlements may be weak in one area, this is compensated for in another theme, rather than reinforced.

3.30 The 2020 results (Figure 11) demonstrate limited movement in terms of the settlement accessibility scores from 2010 to 2020. Overall, larger settlements or settlements adjoining the main built up area continue to have higher accessibility scores than the more remote villages.

Figure 11 2020 accessibility assessment total score for each postcode



3.31 Ranking the settlement scores for both 2010 and 2020 shows which settlements may have experienced improvements in accessibility in the past decade (see Table 4).

Table 4 2010-2020 settlement accessibility assessment ranking

Rank	2010			2020		
	District	Settlement	Total score	District	Settlement	Total score
1	Erewash	Ilkeston	273.5	Broxtowe	Cossall	213.29
2	Rushcliffe	Bingham	269.6	Erewash	Ilkeston	208.34
3	Broxtowe	Eastwood	269.4	Erewash	Long Eaton	199.68
4	Rushcliffe	Ruddington	268.5	Broxtowe	Trowell	195.66
5	Broxtowe	Kimberley	268.1	Erewash	West Hallam	192.90
6	Erewash	Long Eaton	258.0	Broxtowe	Kimberley	191.45
7	Rushcliffe	Keyworth	253.7	Rushcliffe	Ruddington	189.37
8	Rushcliffe	Radcliffe	250.9	Broxtowe	Eastwood	176.06
9	Rushcliffe	East Leake	248.6	Rushcliffe	Keyworth	167.54
10	Erewash	Borrowwash	239.1	Rushcliffe	Bingham	166.10
11	Broxtowe	Trowell	238.4	Rushcliffe	Cotgrave	160.84
12	Gedling	Burton Joyce	231.7	Gedling	Calverton	160.77
13	Erewash	West Hallam	229.7	Rushcliffe	Radcliffe	159.50
14	Broxtowe	Awsworth	226.1	Broxtowe	Awsworth	158.70
15	Gedling	Calverton	224.3	Erewash	Breaston	157.98
16	Gedling	Ravenshead	222.0	Gedling	Burton Joyce	153.34
17	Rushcliffe	Gotham	217.3	Erewash	Stanley	149.70
18	Erewash	Draycott	214.7	Rushcliffe	Gotham	142.24
19	Erewash	Breaston	208.3	Rushcliffe	Tollerton	141.05
20	Broxtowe	Brinsley	207.9	Erewash	Borrowwash	140.13
21	Gedling	Bestwood	204.7	Gedling	Bestwood	138.65
22	Rushcliffe	Cotgrave	201.8	Broxtowe	Brinsley	137.16
23	Erewash	Ockbrook	194.7	Rushcliffe	East Leake	135.36
24	Rushcliffe	Tollerton	194.4	Erewash	Draycott	128.18
25	Rushcliffe	Aslockton	186.2	Erewash	Little Eaton	122.23
26	Rushcliffe	East Bridgford	179.6	Gedling	Newstead	119.03
27	Rushcliffe	Sutton Bonington	175.0	Rushcliffe	East Bridgford	114.79
28	Gedling	Woodborough	174.4	Rushcliffe	Sutton Bonington	114.48
29	Erewash	Stanley	173.7	Gedling	Ravenshead	99.58
30	Gedling	Newstead	167.5	Rushcliffe	Aslockton	97.48
31	Erewash	Little Eaton	163.5	Gedling	Lambley	92.64
32	Gedling	Lambley	143.0	Gedling	Woodborough	91.33
33	Rushcliffe	Cropwell Bishop	135.5	Rushcliffe	Cropwell Bishop	89.40
34	Broxtowe	Cossall	111.4	Erewash	Ockbrook	82.63

- 3.32 It's important to recognise that in some instances small changes can make big changes to the overall score and final ranking and this has resulted in a number of outliers. For example, Cossall benefited from the reopening of the rail station at Ilkeston but remains a comparatively small settlement that would not be suitable for largescale strategic expansion.
- 3.33 In other instances, we can see settlements such as Ockbrook and Borrowwash that are displaying lower overall accessibility compared to comparable settlements of a similar size. However, settlements along the A52 corridor may benefit from future strategic infrastructure improvements making them more accessible in the long term and so this present-day ('snapshot in time') measure needs to be considered alongside other factors before concluding whether a location is ultimately suitable for strategic growth in the medium to long term.
- 3.34 Another notable result is the accessibility score for Ravenshead. Despite being in relative close proximity to Mansfield, Kirkby in Ashfield and the smaller village of Blidworth it still does not perform well in accessibility terms primarily due to the inaccessibility of a large proportion of the village to the

regular bus services along the main A60 and the low frequency of bus services between Ravenshead and nearby settlements. In addition, the village lacks major destinations such as a large supermarket and there are a relatively low number of accessible employment destinations.

3.35 The 2020 scores have been classified into the following categories for accessibility based on the ranking of the assessed settlements: High; Medium-High; Medium; Medium-Low; and Low accessibility.

3.36 Bus contour mapping was also produced by NCC to supplement the above analysis and earlier proximity analysis and models the following (below and overleaf):

- Areas within 10 mins walk/800 metres of bus stops with 10 mins and better service frequency Mondays-Saturdays 0600-1800 hrs
- Areas within 10 mins walk/800 metres of bus stops with hourly and better service frequency Mondays-Saturdays 0600-1800 hrs
- Areas within 10 mins walk/800 metres of bus stops with hourly and better service frequency Mondays-Saturdays evenings 1800-2400 hrs
- Areas within 10 mins walk/800 metres of bus stops with hourly and better service frequency Sundays 1000-1700 hrs

3.37 The mapping shows that a number of areas to the west and north of the study area benefit from good bus services, whereas as the east and south east constitute less well-served areas.

Figure 12 Areas within 10 mins walk/800 metres of bus stops with 10 mins and better service frequency Mondays-Saturdays 0600-1800 hrs

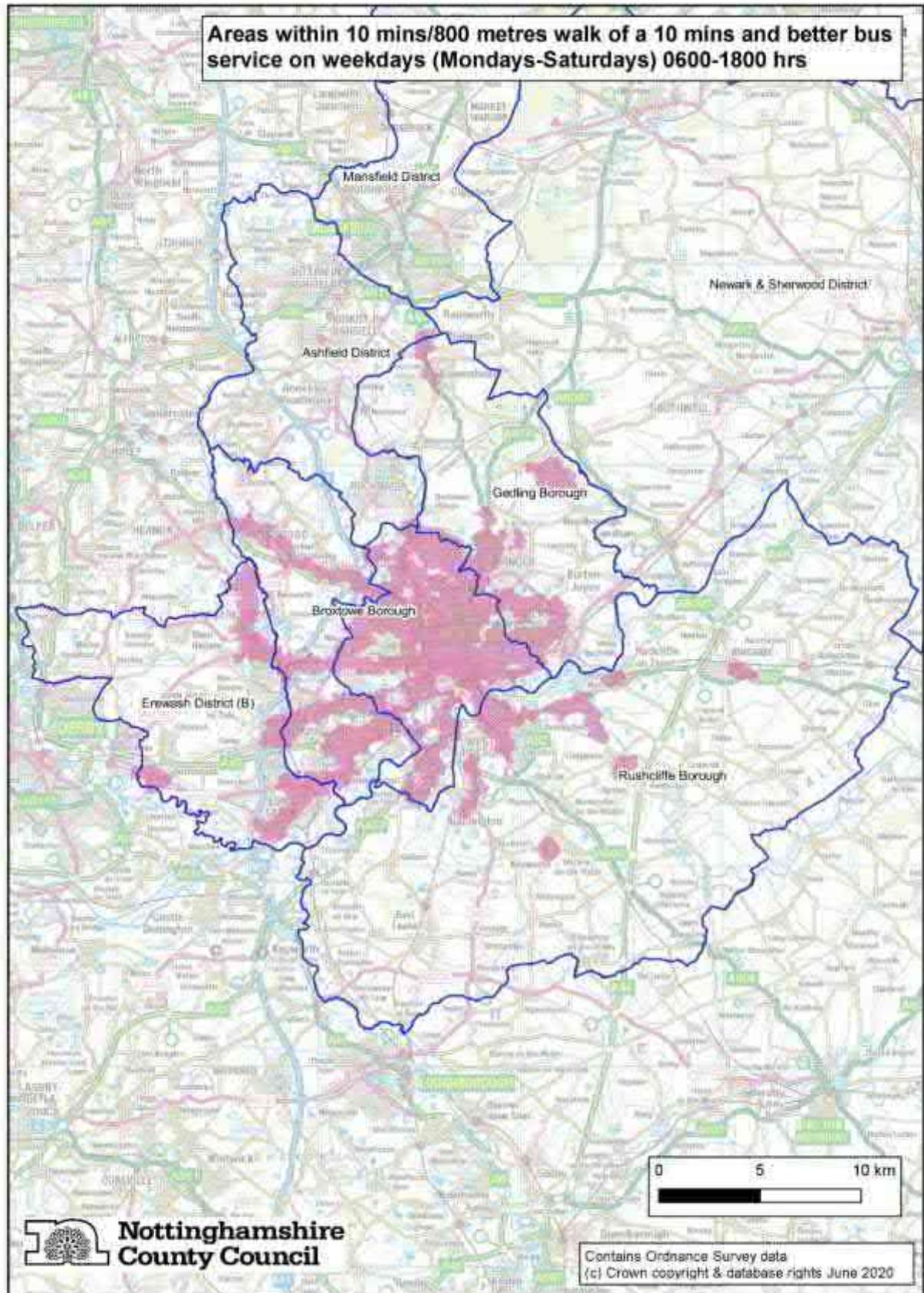


Figure 13 Areas within 10 mins walk/800 metres of bus stops with hourly and better service frequency Mondays-Saturdays 0600-1800 hrs

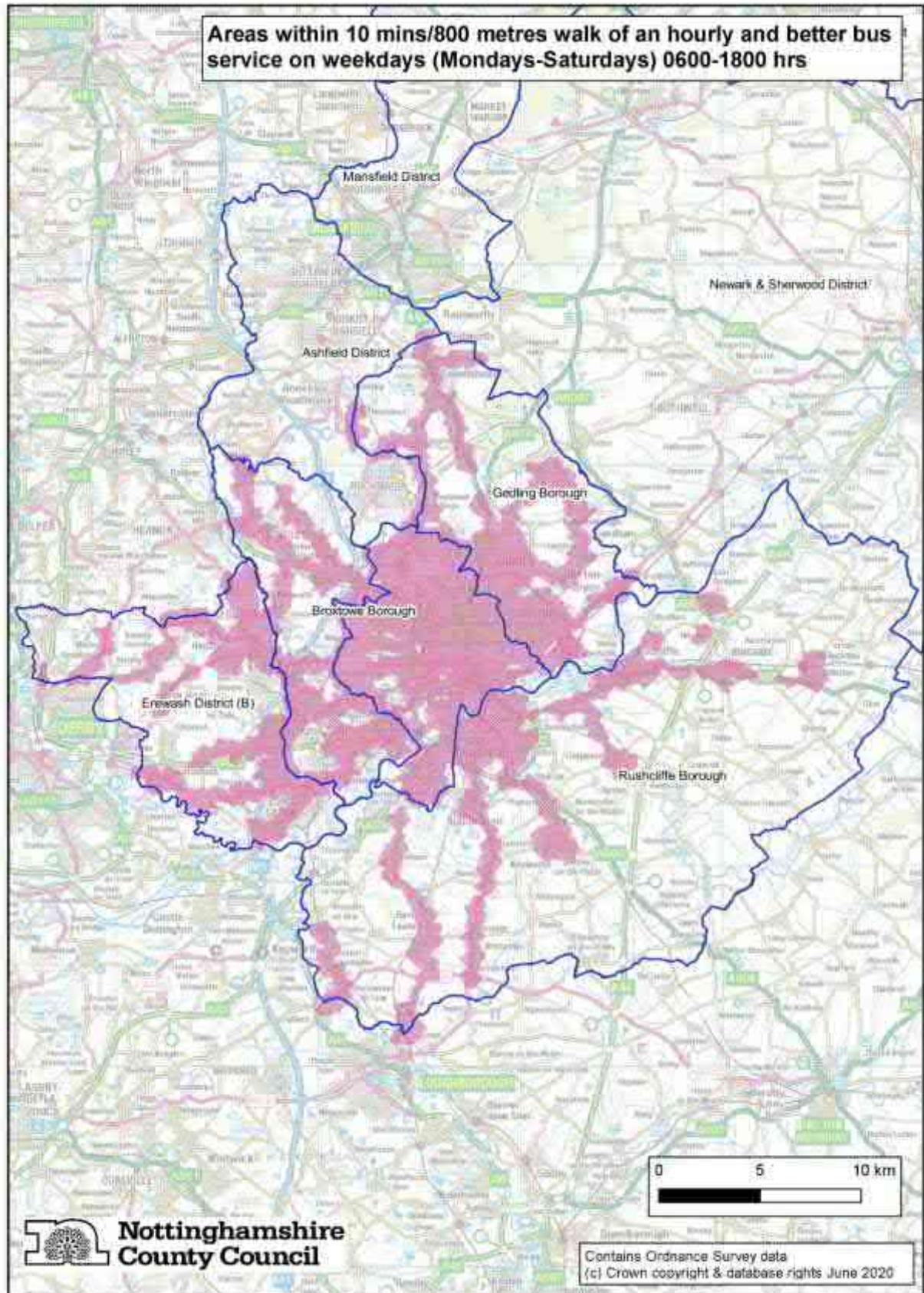


Figure 14 Areas within 10 mins walk/800 metres of bus stops with hourly and better service frequency Mondays-Saturdays evenings 1800-2400 hrs

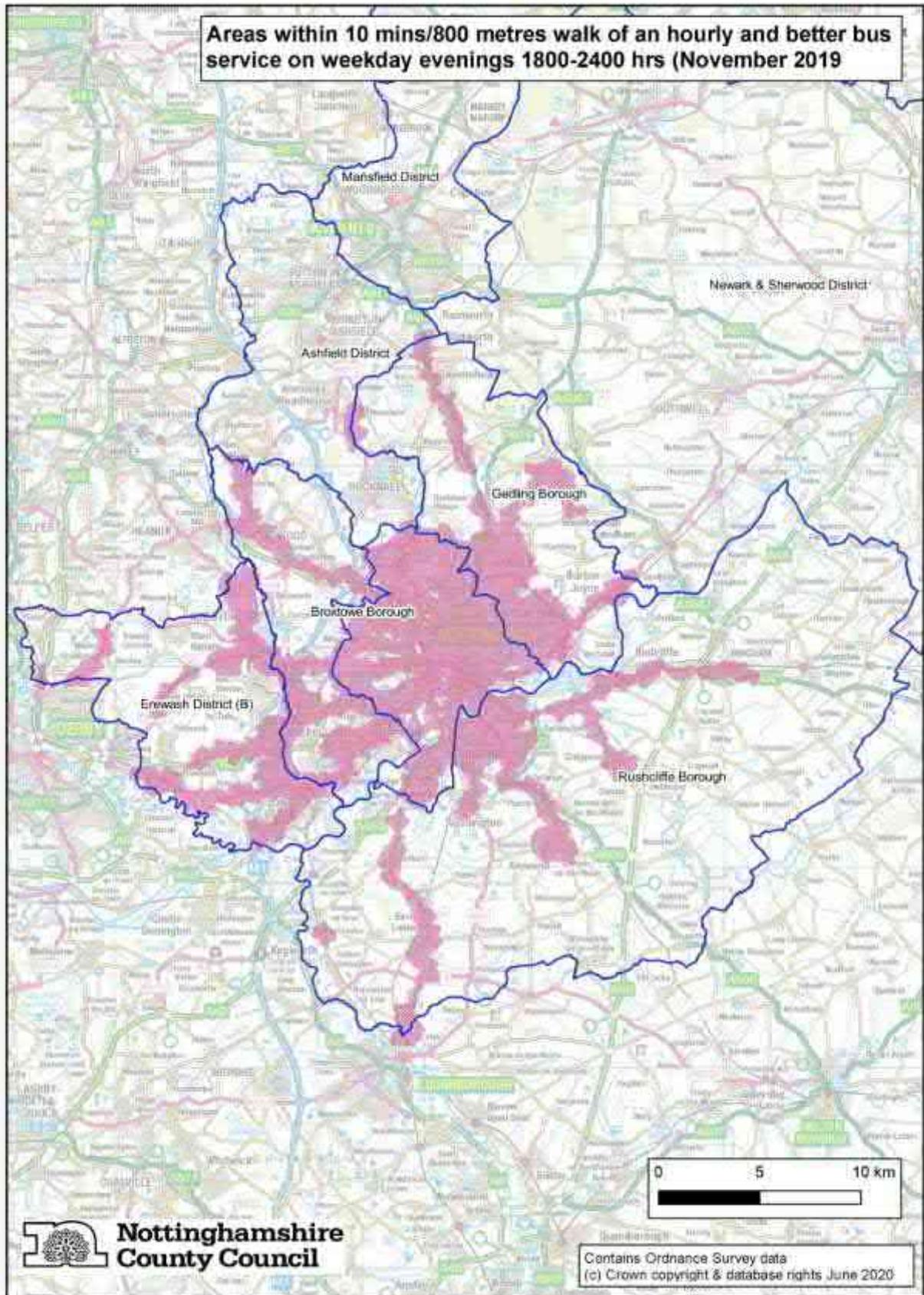
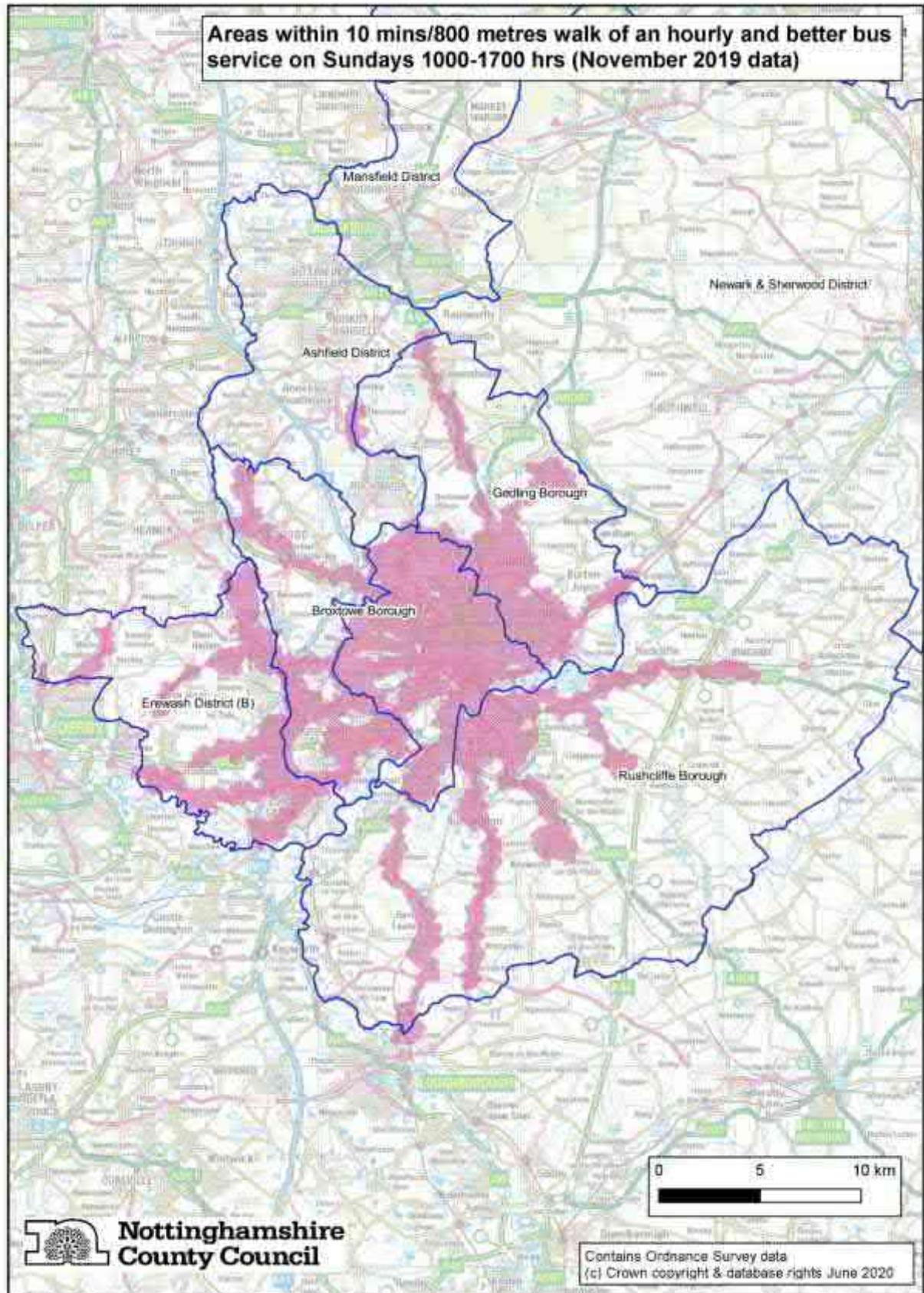


Figure 15 Areas within 10 mins walk/800 metres of bus stops with hourly and better service frequency Sundays 1000-1700 hrs.



Limitations to the accessibility assessment

- 3.38 Outside the scope of the study are the quality of facilities, and the accessibility of individual sites, e.g. whether disabled access is provided, or the range of shops provided by a shopping centre. Neither is the cost (or nature) of the journey accounted for.
- 3.39 Another aspect not reflected is the element of choice exercised in peoples' decisions on where to access the facilities. For example, people may wish to exercise choice of schools, and while a primary school may be reasonably accessible, this may not be the school of choice. Similar considerations enter into many decisions where free access by car opens up more choice.
- 3.40 The work rests on the currency of information about bus services, roads and paths, facility provision, etc. This has been obtained as up to date as possible, and details are in the data sources (overleaf).

Table 5 Accessibility assessment data sources

Destination	Datasets
Day Nurseries	Notts- Registered Nurseries from Notts CC – excludes childcare providers Derbyshire – Registered nurseries downloaded from Derbyshire.gov.uk website
Primary Schools	Notts – Primary Schools from Notts CC Derbyshire – downloaded from Derbyshire.gov.uk website
Secondary Schools	Notts – Primary Schools from Notts CC Derbyshire – downloaded from Derbyshire.gov.uk website
FE Colleges	Web search and online mapping
GP Surgeries & Health Centres	PHE Shape tool
Hospitals	PHE Shape tool – General Acute Hospitals
Opticians	Web search & https://www.nhs.uk/service-search
Dentists	Web search & https://www.nhs.uk/service-search
Pharmacies	PHE Shape tool
Leisure Centres	District Council websites
Greenspace	OS Greenspace Open data set – includes bowling green, golf course, other sports facility, play space, playing field, public park or garden, tennis court
Major public transport interchange	Major rail stations, Coach stations, Bus stations, interchange points between bus & tram
Libraries	Notts County website, Derbyshire County website
Major Superstores	Web search of major 5 supermarket chains – Tesco, Sainsburys, Asda, Morrisons, Co-op – only superstores included
Local Convenience Stores	Web search of major supermarket chains – Tesco, Sainsburys, Co-op, Aldi, Lidl etc.
Major Retail centres	DfT National Core Accessibility Indicators destination set – from RTP1
Banks	Web search of major banks – HSBC, Natwest, Barclays, Lloyds, TSB, Santander
Post Offices	Post Office branch locator tool
Major Employment Centres	2011 census workplace zones with a workplace population >500 persons
Origin data	Royal Mail Codepoint file November 2010 for Nottinghamshire & Derbyshire - postcodes with domestic delivery points
Public transport data	Downloaded from Traveline National Open data - East Midlands network November 2010
Digitised road network	Downloaded from Ordnance Survey Open Data

3.41 Capturing data for destination points can be difficult to obtain where incomplete data exists, or definitions may differ from one authority to another. The work has some other limitations which should be spelt out. The methodology takes fastest overall travelling time, so a train-linked village can score well, even though the train service may have a lower frequency than a (slower) bus service. It is recognised that the choice and value of parameters may influence the value of the final results, particularly walking distances to bus stops and time periods chosen. In addition, the work measures accessibility by public transport for a short time period (7-9am) during the day.

3.42 One aspect where the study does not, as it stands, reflect accessibility as accurately as possible is in the area of secondary education. Rural secondary schools, and some primary schools are particularly subject to the provision of free home-to-school transport to transport pupils and students living more than 2 miles from their designated primary school and more than 3 miles from their designated secondary school. These services are not included in the analysis. Consequently, for some villages which score poorly in terms of education this does not reflect poor accessibility in practical terms for students.

3.43 A further limitation lies in the comparison of different locations because of their different sizes and contexts. Clearly, an area adjoining/within the main built-up area draws on a range of facilities from

adjoining areas. Indeed, the value of being part of a conurbation is important to areas' sustainability and accessibility. Consequently, any conclusions relating to size for those locations should recognise this. However, it is a valid conclusion to recognise how those locations may be weak in relation to other areas.

National core accessibility indicators for Greater Nottingham

3.44 To supplement the settlement analysis, national indicators for core accessibility were prepared for Broxtowe, Erewash, Gedling and Rushcliffe (using data from November 2019):

3.45 The core indicators include the following:

- % of economically active population within 20 mins PT journey time of employment opportunity
- % of economically active population claiming jobseekers' allowance within 20 mins PT journey time of employment opportunity
- % of 11-15 year olds within 20 mins PT journey time of secondary school
- % of 11-15 year olds within 40 mins PT journey time of secondary school
- % of 16-19 year olds within 30 mins PT journey time of further education college
- % of 16-19 year olds within 60 mins PT journey time of further education college
- % of households without a car within 15 mins PT journey time of GP surgery
- % of households without a car within 30 mins PT journey time of GP surgery
- % of households without a car within 30 mins PT journey time of hospital
- % of households without a car within 60 mins PT journey time of hospital
- % of households without a car within 30 mins PT journey time of major retail centre
- % of households without a car within 30 mins PT journey time of supermarket

3.46 The national indicators are broken down for a series of destination points assessing the accessibility for the target and 'at risk' populations of each location,

Destination	Target population	At risk population
Primary School	% of total population 5-10 years within 15/30 mins travelling time by public transport of a Primary School	Data not available
Secondary School	% of total population aged 11-15 years within 15/30 mins travelling time by public transport of a Secondary School	Data not available
FE College	% of total population aged 16-19 years within 30/60 mins travelling time by public transport of a Further Education College	
GP Surgery/Health Centre	% of total households within 15/30 mins travelling time by public transport of a GP Surgery/Health Centre	% of households with no car within 15/30 mins travelling time by public transport of a GP Surgery/Health Centre
Hospital	% of total households within 30/60 mins travelling time by public transport of a main Hospital	% of households with no car within 30/60 mins travelling time by public transport of a main Hospital
Major Supermarket	% of total households within 15/30 mins travelling time by public transport of a major supermarket	% of households with no car within 15/30 mins travelling time by public transport of a major supermarket
Major Employment site	% of total population aged 16-74 years within 20/40 mins travelling time by public transport of a major employment site	% of total population claiming Jobseeker's Allowance within 20/40 mins travelling time of a major employment site

3.47 The data sources used are as follows:

- All population (5-10 years, 11-15 years, 16-19 years and 16-74 years) from 2018 Mid-year population estimates from ONS
- Jobseekers Allowance/Claimant count – obtained from NOMIS website, November 2019
- % of households with no cars – 2011 census

3.48 The results are broken down into the following categories: education; health; food shopping; and employment.

Table 6 Education national indicators

Destination	District	Target population (%)	
		15 mins	30 mins
Primary School		15 mins	30 mins
	Broxtowe	95%	99%
	Erewash	92%	96%
	Gedling	95%	99%
	Rushcliffe	92%	96%
Secondary School		20 mins	40 mins
	Broxtowe	73%	97%
	Erewash	81%	95%
	Gedling	65%	98%
	Rushcliffe	77%	95%
FE College		30 mins	60 mins
	Broxtowe	89%	98%
	Erewash	82%	95%
	Gedling	81%	97%
	Rushcliffe	56%	88%

Table 7 Health national indicators

Destination	District	Target population (%)		At risk population (%)	
		15 mins	30 mins	15 mins	30 mins
GP Surgery		15 mins	30 mins	15 mins	30 mins
	Broxtowe	93%	99%	94%	99%
	Erewash	92%	97%	94%	97%
	Gedling	82%	96%	86%	97%
	Rushcliffe	84%	93%	90%	96%
Main Hospital		30 mins	60 mins	30 mins	60 mins
	Broxtowe	51%	95%	58%	96%
	Erewash	5%	80%	5%	94%
	Gedling	23%	96%	26%	97%
	Rushcliffe	47%	93%	54%	96%

Table 8 Food shopping national indicators

Destination	District	Target population (%)		At risk population (%)	
		15 mins	30 mins	15 mins	30 mins
Major Supermarket		15 mins	30 mins	15 mins	30 mins
	Broxtowe	67%	96%	69%	96%
	Erewash	58%	96%	67%	96%
	Gedling	61%	94%	68%	97%
	Rushcliffe	26%	67%	32%	73%

Table 9 Employment national indicators

Destination	District	Target population (%)		At risk population (%)	
		20 mins	40 mins	20 mins	40 mins
Major Employment site					
	Broxtowe	98%	99%	98%	99%
	Erewash	94%	98%	96%	99%
	Gedling	89%	98%	91%	98%
	Rushcliffe	90%	94%	90%	94%

- 3.49 The national indicators, although no longer calculated and supplied by DfT, would have been calculated using different software in 2010 and also using slightly different parameters. For example, the journey times from origins and destinations would have been sampled throughout the day, and the average journey time sampled over the period would have been used in the travel time thresholds analysis. However, for this exercise, only the fastest travel time achieved over the time period 0700-0900hrs on Mondays is used in the calculations.
- 3.50 Origin data on 'at risk populations' for primary and secondary schools is not available, as it is the number of children who are currently in receipt of free school meals.
- 3.51 One of the different parameters would be the maximum walking distance assumed from origin points to bus stops. In this analysis a maximum walking distance of 800 metres (10 mins walk) is used, which is in line with national standards, for example as used in the DfT National Travel Survey. In the analysis for each settlement, and in line with the previous Sustainable Settlements study (NCC, 2010), a maximum walking distance of 400 metres (5 mins walk) is used.
- 3.52 DfT national indicators included travel times by walking and cycling, however in this analysis, only travel times by public transport (rail/bus/tram) are included.
- 3.53 The findings demonstrate generally good accessibility levels across the study area. However, shorter journeys to supermarkets, main hospitals, FE colleges and Secondary Schools are not always an option for the target and at-risk populations. Emphasising the need for new strategic growth to be well located and well served by sustainable modes of transport.

Settlement analysis

- 3.54 The table below integrates the preceding accessibility assessment into the overall settlement analysis, incorporating the following factors:
- Size (hectares) – drawn from the ONS Built Up Areas (BUA)³² and adjusted using aerial image survey and inclusion of extant allocations (AECOM, 2020).
 - Population – drawn from the BUA 2011 Census population data
 - Existing position in the Local Plan settlement hierarchy – drawn from extant Local Plans
 - Level of services and facilities – based on a review of GIS; aerial mapping; Data from School and College Register; and Patients data from NHS/GP Practices.
 - Settlement character – based on stage 1 assessment conducted by AECOM heritage and landscape specialists.
 - Changes since 2010 – AECOM review of transport improvements (e.g. Nottingham Express Transit expansion in 2015); strategic highway improvements; growth promoted through the current local plans and opening/closure of other services and facilities.
- 3.55 The settlement analysis (overleaf) feeds into the stage 2 assessment to inform the conclusions and recommendations related to the broad areas of search and potential locations for strategic growth.

³² BUAs have a minimum area of 20 hectares (200,000 m²). Some land cover which is not technically 'built-on' but is associated with buildings (e.g. gardens) is included in this definition. Open space fully surrounded by built-up areas are also included (this normally applies to parks and sports fields but occasionally picks up fields/farmland).

Settlement	Borough	Current Settlement Hierarchy	Size (Ha)	Population (BUA)	Level of Facilities and Services	Character (townscape and landscape)	2020 Accessibility Ranking	Commentary (including notable changes since 2010)
Awsworth	Broxtowe	Key settlement	81	2517	<ul style="list-style-type: none"> The existing primary school within the settlement is over capacity. A new primary school may be required to accommodate school places for both the existing population and new growth. 	<ul style="list-style-type: none"> 3 listed buildings within Awsworth, including the grade II* Benerly Viaduct along a disused railway line which has a largely rural setting and its prominent within the landscape. The viaduct provides a historic remnant of the area's industrial past. 	Medium-High	<ul style="list-style-type: none"> Identified as a strategic location for growth in the adopted Local Plan Part 1 (Key Settlement) for up to 350 dwellings Land west of Awsworth (inside the bypass; 12 Ha) is allocated to deliver 250 homes, enhanced sustainable transport measures and green infrastructure corridor Housing Commitment to the north of Awsworth at Gin Close Way for 71 dwellings Immediate vehicular access to A6096 and in close proximity to Ilkeston rail station, and potential for accessibility to be improved via development Limited development potential to the west of Awsworth (to the west of the Bypass) due to the strong presence of two Local Wildlife Sites Land to the south of Awsworth around Cossall would be less suitable for development due to the need to retain separation between Awsworth and Cossall
Brinsley	Broxtowe	Key settlement	92	5038	<ul style="list-style-type: none"> Various POS within the settlement. 	<ul style="list-style-type: none"> A Conservation Area at the southern part of Brinsley and 2 listed buildings within or near the area Land surrounding the settlement is undulating and of rural character, with prominent hill with steep sides in the south Need to conserve mining heritage at Brinsley Headstocks (to the south of Brinsley) in the landscape 	Medium	<ul style="list-style-type: none"> Identified as a strategic location (key settlement) for growth in the adopted Local Plan Part 1 Policy 2.3c for up to 150 dwellings Land at the East of Church Lane Brinsley (4.2 Ha) is allocated to deliver 110 homes, enhanced bus routes, enhanced green infrastructure and SuDs. Land surrounding Brinsley is mostly in Flood Zone 1 and has a low incidence of absolute natural constraints There is a need to avoid risk of coalescence (or perceived coalescence) with Eastwood and Jacksdale Impacts on Brinsley Conservation Area and local heritage assets, as well as Eastwood Conservation Area should be considered although some screening at present
Eastwood	Broxtowe	Key settlement	501	18422	<ul style="list-style-type: none"> 4 existing GP practices. A new community hub including a health facility (0.4ha, to the south west corner of the site) will be provided as part of Walker Street development. 5 primary schools within the area are mostly at capacity or will exceed their capacity. The Lawrence View Primary and Nursery School was recently redeveloped on the frontage of the strategic development at Walker Street (Policy 6.1). One secondary school is located within the settlement. Various POS within the settlement and the north of the settlement. 	<ul style="list-style-type: none"> Scheduled Monument present at Greasley (to the east of the settlement) A Conservation Area located centrally within the Eastwood urban area. 20 listed buildings present in Eastwood. While the mining influence and relics contributes to the sense of place in the landscape history of the areas surrounding Eastwood, the extensive agricultural land has few distinctive features and is impacted by the sprawled settlement pattern. 	Medium-High	<ul style="list-style-type: none"> Identified as a strategic location for growth in the adopted Local Plan Part 1 (Key Settlement) for up to 1250 dwellings Land at Walker Street (9.2 Ha) is allocated to deliver 200 homes, enhanced transport measures, enhanced green infrastructure, SuDs, retained open space and a new community hub. Various housing commitments within the settlement at the urban fringe for approximately 290 homes. Development around Eastwood will be constrained by watercourses to the north, west and south. There is potential for coalescence with Watnall to the south east and perceived sprawl from Brinsley to the north west.

Settlement	Borough	Current Settlement Hierarchy	Size (Ha)	Population (BUA)	Level of Facilities and Services	Character (townscape and landscape)	2020 Accessibility Ranking	Commentary (including notable changes since 2010)
Kimberley	Broxtowe	Key settlement	342	11353	<ul style="list-style-type: none"> • 1 existing GP practice but overall the settlement (including Nuthall and Watnall) include a good range of town centre facilities • Most primary schools are at capacity or will exceed their capacity, but it is identified that some might have potential to expand (further review required with NCC). One secondary school is located within the settlement. • Various POS within the settlement 	<ul style="list-style-type: none"> • Two Conservation Areas (one located centrally and another to the southeast at Nuthall) are present, along with 13 listed buildings • The area has an urban fringe character influenced by the M1 and the existing settlements although pockets of agricultural land and woodland with uninterrupted rural character exist 	High	<ul style="list-style-type: none"> • Identified as a strategic location for growth in the adopted Local Plan Part 1 (Key Settlement) for up to 600 dwellings • Land south of Kimberley including Kimberley Depot (7.4 Ha) is allocated to deliver 118 homes, enhanced bus routes and enhanced green infrastructure corridors. Land south Eastwood Road in close proximity is also allocated for 25 homes (1.1 Ha) • Various housing commitments within the settlement, particularly at Hardy Street to deliver approximately 125 dwellings. • Development at Kimberley is constrained by various SSSIs within and surrounding the settlement (to the east and north) • There are potential for development to the western part of the Watnall but there is a risk of coalescence with Bulwell and Nuthall • Impacts on surrounding Conservation Areas at Nuthall and Kimberley Centre will need to be considered.
Trowell	Broxtowe	Other settlements	47	953	<ul style="list-style-type: none"> • No existing GP practices • One existing primary school within the settlement which is at capacity or will exceed its capacity in the near future. No secondary schools are within the settlement. • POS in the village centre and to its north 	<ul style="list-style-type: none"> • A small group of Grade II and Grade II* listed buildings are located in Trowell's village centre 	High	<ul style="list-style-type: none"> • Trowell has excellent accessibility to the reopened Ilkeston rail station
Borrowwash (& Ockbrook)	Erewash	Local Centres	174	7335	<ul style="list-style-type: none"> • 1 existing GP practice. Overall the settlement includes a good range of facilities serving local needs • Existing primary schools in Borrowwash and Ockbrook are nearing capacity or over capacity. No secondary schools are within the settlement at present. 	<ul style="list-style-type: none"> • Two Conservation Areas at the southern part of Ockbrook. Approximately 36 listed buildings are present, particularly at the Conservation Areas in Ockbrook and to the south of Borrowwash. • Ockbrook is a relatively historical settlement, with remnant historical field patterns on its periphery, especially to the north. There are several conservation interest. The A52 locally reduces tranquillity. • Whilst the settlements of Ockbrook and Borrowwash are linked along two roads, with houses either side, they still feel like separate settlements at present. There is a risk that development of the entire site would result in a perceived coalescence of the two settlements. 	Medium-Low (Borrowwash) / Low (Ockbrook)	<ul style="list-style-type: none"> • Development is limited to the south of Borrowwash as it is largely in Flood Zone 3 • Land adjacent and around Ockbrook and Borrowwash are partly Grade 2 Very Good Agricultural Land and contains part of the ancient woodland of Piggan Wood, which should be considered. • A number of designated heritage assets, particularly at the Conservation Areas in Ockbrook and its setting should be considered. • There is a risk that development would result in a perceived coalescence of the two settlements.

Settlement	Borough	Current Settlement Hierarchy	Size (Ha)	Population (BUA)	Level of Facilities and Services	Character (townscape and landscape)	2020 Accessibility Ranking	Commentary (including notable changes since 2010)
Breaston	Erewash	Other settlements	123	7545	<ul style="list-style-type: none"> No existing GP practices but overall the settlement includes a good range of facilities serving local needs such as dentists, pharmacists and opticians. Existing primary school in Breaston is nearing capacity. There are no secondary schools within the settlement. 	<ul style="list-style-type: none"> 1 Conservation Area is at the historic core of Breaston with a high concentration of listed buildings Land surrounding the settlement comprises agricultural land in the Trent Valley Scenic quality is however limited, particularly near the A52 and M1. 	Medium-High	<ul style="list-style-type: none"> Located in relatively close proximity to the HS2 EMH, with master-planning underway at the EMH for road and accessibility improvements. Proposed NET Route Extension to Long Eaton square for connection to HS2 EMH and Nottingham. A large area surrounding Breaston has low incidence of absolute natural constraints. With its accessible location in proximity to the HS2 East Midlands Hub and associated accessibility improvements, as well as to the proposed NET Route Extension to Long Eaton Square, there are high potential for strategic growth at land to the north of Breaston. There is potential for perceived coalescence with the existing edges of Long Eaton and Draycott, despite road / rail infrastructure respectively separating the settlements. The settlements are currently surrounded by countryside. Developments of a strategic scale will change the setting of the surrounding Conservation Areas at Breaston and Draycott considerably.
Draycott	Erewash	Other settlements	54	1057	<ul style="list-style-type: none"> No existing GP practices One existing primary school within the settlement which is over capacity at present. No secondary schools are within the settlement. 	<ul style="list-style-type: none"> 1 Conservation Area is at the historic core of Draycott with a high concentration of listed buildings Land surrounding the settlement comprises agricultural land in the Trent Valley 	Medium	<ul style="list-style-type: none"> Land to the south of Draycott is mostly in Flood Zone 2 and 3 which limits potential for development. There is potential for development surrounding Draycott, but care needs to be taken to avoid coalescence with adjacent settlements, including Breaston and further into Long Eaton.
Ilkeston	Erewash	Town Centres	839	TBC	<ul style="list-style-type: none"> 4 existing GP practices. Overall the settlement includes a wider range of town centre facilities supporting both local needs and those of surrounding villages. Existing primary schools are mostly at capacity or over capacity. Two secondary schools are present. There are plans for extending Ilkeston Primary School and to provide a new Stanton Primary School as part of the regeneration. A Local Nature Reserve is located at the western boundary of Ilkeston, along with a Country Park to the north. 	<ul style="list-style-type: none"> 1 Conservation Area is located centrally in Ilkeston with a high concentration of Grade II* and Grade II listed buildings The settlement is of urban nature. 	High	<ul style="list-style-type: none"> Reopening of Ilkeston Station and enhanced bus connectivity to and from Ilkeston Ilkeston urban area is identified as an area for growth in the Erewash Local Plan for approximately 4500 homes (including 2000 homes at the Stanton Regeneration Site). It is envisaged to maximise opportunities for regeneration and economic development of the town. Stanton Regeneration Site (to the south of Ilkeston) is allocated to deliver a 10 Ha business park, at least 10 ha of land for general industry, a centre of neighbourhood importance including a new primary school, a strategic area of green infrastructure (including a wildlife corridor linking the Nut Brook Valley with the Erewash Valley and at least 20ha of land to provide for destination wild space and information recreation) and enhanced sustainable transport links. Land to the south, east and west of Ilkeston is mostly in Flood Zone 2 and 3 which limits potential for development.

Settlement	Borough	Current Settlement Hierarchy	Size (Ha)	Population (BUA)	Level of Facilities and Services	Character (townscape and landscape)	2020 Accessibility Ranking	Commentary (including notable changes since 2010)
Little Eaton	Erewash	Other settlements	61	1920	<ul style="list-style-type: none"> No existing GP practices The only existing primary school within the settlement is over capacity. There are no secondary schools within Little Eaton. 	<ul style="list-style-type: none"> A Conservation Area located centrally in the settlement. 12 listed buildings are present with one Grade II listed building in close proximity. The settlement is adjacent to the World Heritage Site of Derwent Valley Mills to its west. To the south of Little Eaton are brownfield sites influenced by the village, the A38 dual carriageway and the River Derwent. 	Medium-Low	<ul style="list-style-type: none"> A DCO has been submitted for A38 Derby Junctions improvement, including the construction of two new bridges to carry the A38 over the new roundabout at Little Eaton Junction and associated works. It is currently under examination which is anticipated to close by 8 September 2020. Development around Little Eaton will be largely constrained by the flooding. The existing settlement is largely within Flood Zone 3. Little Eaton is also bounded by the World Heritage Site of Derwent Village Mills to the west. It contributes to the separation between Nottingham and Derby.
Long Eaton	Erewash	Town Centres	1116	TBC	<ul style="list-style-type: none"> 5 existing GP practices. Overall the settlement includes a wider range of town centre facilities supporting both local needs and those of surrounding villages. Existing primary schools are mostly at capacity or over capacity. Two secondary schools are present. To the north of Sandiacre is a Local Nature Reserve. 	<ul style="list-style-type: none"> 6 conservation areas and associated heritage including listed buildings are within and around Long Eaton and Sandiacre The settlement is mostly built-up and is bounded by the M1 to the west and north. 	High	<ul style="list-style-type: none"> Long Eaton urban area is identified as an area for development in the Erewash Local Plan to meet the needs of existing communities for approximately 1,450 dwellings It is in close proximity to Toton where the HS2 East Midlands Hub would be located. It is also adjacent to various associated strategic allocations and transport improvements. Proposed NET Route Extension to Long Eaton square for connection to HS2 EMH and Nottingham. Its close proximity to HS2 EMH and the proposed NET route extension to Long Eaton square improves accessibility of Long Eaton significantly. However development potential to the south and east of Long Eaton is constrained due to flooding (land are mostly in Flood Zone 3). The settlement is also bounded by the M1 to the north and west.
West Hallam	Erewash	Other settlements	93		<ul style="list-style-type: none"> 1 existing GP practice Existing primary schools within or near the settlement is nearing capacity. There are no secondary schools within West Hallam. 	<ul style="list-style-type: none"> A Conservation Area at the south of the settlement. 6 listed buildings are present including a Grade II* listed heritage asset. Land surrounding West Hallam are primarily agricultural land including a few small squares of woodland, as well as an industrial estate to the far south. Overall it has a relatively rural character. 	High	<ul style="list-style-type: none"> Land immediately adjacent to the settlement of West Hallam a low incidence of absolute natural constraints Potential for perception of sprawl as development crosses A609 on the ridgeline to the north. Limit development to south of A609 to prevent perception of sprawl from locations further north.
Bestwood Village	Gedling	Key settlement	71	2208	<ul style="list-style-type: none"> No existing GP practices A new primary school was opened in 2019. Various POS within the settlement. Bestwood Village is also adjacent to a Country Park to its east. 	<ul style="list-style-type: none"> A Conservation Area, Scheduled Monument and a few listed buildings and locally listed buildings are present in and around Bestwood Village. To the south of Bestwood Village is a Country Park which separates the settlement with Bestwood and acts as an industrial legacy to the area as valuable landscape assets. Land to the west of Bestwood Village are mostly in Flood Zone 2 and 3 	Medium	<ul style="list-style-type: none"> Proximity to NET line 1 Identified as a key settlement for growth in the adopted Local Plan. Three sites are either allocated or have existing planning commitments, at The Sycamores (25 homes), Westhouse Farm (210 homes including a new primary school) and Bestwood Business Park (220 homes).

Settlement	Borough	Current Settlement Hierarchy	Size (Ha)	Population (BUA)	Level of Facilities and Services	Character (townscape and landscape)	2020 Accessibility Ranking	Commentary (including notable changes since 2010)
						and designated as a local wildlife corridor. <ul style="list-style-type: none"> Surrounding Bestwood Village are steeply sloping land and arable fields which are generally medium in size, enclosed by hedgerows and hedgerow trees. 		
Burton Joyce	Gedling	Other settlements	176	3752	<ul style="list-style-type: none"> Burton Joyce is identified as 'other village' in the Gedling Local Plan settlement hierarchy Two GP practices within the settlement The existing primary school is over capacity. A new primary school may be required to accommodate school places for both the existing population and new growth. 	<ul style="list-style-type: none"> There are no Conservation Areas, Registered Parks and Gardens, Scheduled Monuments. The settlement contains a number of listed and locally listed buildings. The setting of these assets is the semi-urban context of the large village and development on the site will not change their setting or affect their significance. Land surrounding the settlement are characterised by the steep slope and elevated ridgeline, which has potential for adverse visual impacts as well as perceived sprawl. 	Medium	<ul style="list-style-type: none"> Two small sites are allocated in the Gedling Local Plan for about 35 homes There is potential for there to be a perceived coalescence between Burton Joyce and the edge of Gedling along the A612.
Calverton	Gedling	Key settlement	219	6868	<ul style="list-style-type: none"> Calverton is identified as a Local Centre in the Gedling Local Plan based on its existing retail hierarchy. Calverton is considered to have a good range of facilities including a secondary school, an industrial estate, three primary schools and a local centre (including a library, small supermarket, doctors surgery and post office). Identified potential capacity for expansion of existing primary and secondary school within Calverton but will require further analysis. 	<ul style="list-style-type: none"> A Conservation Area at the southern part of Calverton along Main Street. The scheduled Cockpit Hill, Ramsdale Park (NHLE 1006397) is located on Calverton Hill, the highest point in the area at 157m. There are also two scheduled monuments to the north and south of Calverton. The former colliery in Calverton offers a heritage context. Land surrounding the settlement forms the rural context to the village of Calverton, comprising agricultural land, woodland and a golf course. 	Medium-High	<ul style="list-style-type: none"> Identified as a key settlement for growth in the adopted Local Plan (Key Settlement) for up to 1,055 dwellings. Four sites are allocated in Local Plan Part 2 for about 600 homes. About 30.7 h at Oxtan Road/Flatts Lane, Calverton is removed from the Green Belt and designated as Safeguarded Land and protected from development for the plan period up to 2028 to meet longer term development needs. Minerals Railway Robin Hood Line to Calverton (currently operating as a recreational route)
Lambley	Gedling	Other settlements	40	857	<ul style="list-style-type: none"> The village includes limited facilities. One primary school is within the settlement. No GP practices within the settlement 	<ul style="list-style-type: none"> Lambley village is largely designated as a Conservation Area. 	Low	<ul style="list-style-type: none"> Low accessibility

Settlement	Borough	Current Settlement Hierarchy	Size (Ha)	Population (BUA)	Level of Facilities and Services	Character (townscape and landscape)	2020 Accessibility Ranking	Commentary (including notable changes since 2010)
Newstead	Gedling	Other settlements	47	1768	<ul style="list-style-type: none"> The village includes limited facilities. One primary school is within the settlement. No GP practices within the settlement Country Park to the east 	<ul style="list-style-type: none"> In close proximity to Newstead Abbey (Registered Parks and Gardens, Scheduled Monument and Listed Buildings). Land surrounding the settlement is of rural landscape context including both woodland and agricultural land. Woodland including ancient woodland adds scenic quality and conservation interest. Perceptions of tranquillity are high. 	Medium-Low	<ul style="list-style-type: none"> Medium-Low accessibility (Newstead Railway Station)
Ravenshead	Gedling	Key settlement	303	5759	<ul style="list-style-type: none"> Ravenshead is identified as a Local Centre in the Gedling Local Plan based on its existing retail hierarchy. It includes a library, small supermarket, pharmacy and post office. There are two GP practices within the settlement at or over capacity. 	<ul style="list-style-type: none"> Bounded by woodland to its east No designated heritage assets within the settlement but in close proximity to Newstead Abbey and the grade II listed Blidworth Dale House Character of Ravenshead is divided between the areas to the west of A60 which is of a rural setting associating with Newstead Abbey Park and to the east of A60 which is of urban form. Land surrounding Ravenshead is within Sherwood Forest provides an opportunity to tie in with development to create a unique place, as well as the area's coal mining heritage. 	Low	<ul style="list-style-type: none"> Identified as a key settlement for growth in the adopted Local Plan (Key Settlement) for up to 330 homes dwellings. Five sites are allocated to the south of the settlement (in Part II of the Local Plan) for about 180 homes.
Woodborough	Gedling	Other settlements	83	1659	<ul style="list-style-type: none"> The village has limited facilities. One primary school is within the settlement which is at capacity. No GP practices within the settlement 	<ul style="list-style-type: none"> Land surrounding Woodborough is of a rural context Most parts of the village of Woodborough is designated as a Conservation Area. 	Medium-Low	<ul style="list-style-type: none"> Two small sites are allocated in the Gedling Local Plan for about 25 homes (Ash Grove – 10 homes, and Broad Close – 15 homes).
Aslockton	Rushcliffe	Other settlements	51	974	<ul style="list-style-type: none"> The village includes limited facilities. One primary school is within the settlement. No GP practices within the settlement 	<ul style="list-style-type: none"> The centre of the village is taken up by the Aslockton Conservation Area either side of Main Street. Two scheduled monuments within the settlement. The landscape is typical of the surrounding rural area with a railway line. Perceptions of tranquillity vary. 	Medium-Low	<ul style="list-style-type: none"> Medium-Low accessibility

Settlement	Borough	Current Settlement Hierarchy	Size (Ha)	Population (BUA)	Level of Facilities and Services	Character (townscape and landscape)	2020 Accessibility Ranking	Commentary (including notable changes since 2010)
Bingham	Rushcliffe	Key settlement	327	9131	<ul style="list-style-type: none"> Within Rushcliffe Bingham is identified as a District Centre in the adopted Local Plan. The settlement includes as an excellent range of facilities, including three primary schools, two secondary schools and a GP surgery. It also includes a library and a pharmacy. Most of the existing schools are at or over capacity. 	<ul style="list-style-type: none"> The historic core of Bingham is taken by a Conservation Area with a high number of listed buildings. The scheduled Bingham medieval settlement is located to the eastern part of the settlement. The settlement is of an urban and historic character. 	Medium-High	<ul style="list-style-type: none"> A469(T) improvements between Newark and Widmerpool (2012) Identified as a key settlement in Local Plan - 1000 homes allocated for North of Bingham (including employment uses), and around 550 homes for Former RAF Newton (including employment uses)
Cotgrave	Rushcliffe	Key settlement	208	7203	<ul style="list-style-type: none"> There are two primary schools in the village, but both of them are over capacity. The village also includes a library and medical/GP practice. 	<ul style="list-style-type: none"> The village does not have a conservation area but contains ten listed buildings, all grade II apart from the grade I listed Church of All Saints. Developments at Cotgrave Country Park on the former colliery alongside Grantham Canal offers the potential to tie in with new development to create a distinct character with reference to its mining heritage. 	Medium-High	<ul style="list-style-type: none"> A469(T) improvements between Newark and Widmerpool Identified as a key settlement in the Local Plan - 550 homes allocated for Former Cotgrave Colliery
Cropwell Bishop	Rushcliffe	Other settlements	53	1853	<ul style="list-style-type: none"> There are limited services at Cropwell Bishop, a medical/GP Practice and one primary school which is at capacity. 	<ul style="list-style-type: none"> The village does not have a conservation area but contains twelve listed buildings along Nottingham Road. 	Low	<ul style="list-style-type: none"> A469(T) improvements between Newark and Widmerpool Land east of Church Street is allocated in the adopted Local Plan to provide for around 70 homes. It will also provide an on-site multi-functional green infrastructure and a new junction.
East Bridgford	Rushcliffe	Other settlements	84	1814	<ul style="list-style-type: none"> There are limited services at East Bridgford. One primary school is located in East Bridgford but is significantly over capacity. A GP practice is located at Butt Lane. 	<ul style="list-style-type: none"> The village is mostly designated as the East Bridgford Conservation Area which contains 17 listed buildings, all grade II apart from the grade I listed Church of St Peter. Land surrounding East Bridgford is of a rural character. The location south of the River Trent means that perceptions of tranquillity are high, although the A46 on the eastern boundary of the site adds movement and noise. A network of PRoW including the Trent Valley Way brings recreational value. 	Medium-Low	<ul style="list-style-type: none"> A469(T) improvements between Newark and Widmerpool Two sites are allocated in East Bridgford to provide for around 125 dwellings to the southeast of East Bridgford.
East Leake	Rushcliffe	Key settlement	249	6337	<ul style="list-style-type: none"> Within Rushcliffe East Leake is identified as a Local Centre in the adopted Local Plan. It includes a good range of facilities and services, including two primary schools, a secondary school and a library. 	<ul style="list-style-type: none"> The East Leake Conservation Area is centred on Main Street and Station Road. The conservation area contains 13 listed buildings including the grade I listed Church of St Mary (NHLE 1260244). The conservation area has become subsumed by modern 	Medium	<ul style="list-style-type: none"> Identified as a key settlement in the Local Plan, for a minimum of 400 homes. Part 2 of the Local Plan has allocated two sites at East Leake to provide for about 425 homes, green infrastructure and road improvements. A serviced site within the north of the Land North of Rempstone Road may be provided for a new primary school

Settlement	Borough	Current Settlement Hierarchy	Size (Ha)	Population (BUA)	Level of Facilities and Services	Character (townscape and landscape)	2020 Accessibility Ranking	Commentary (including notable changes since 2010)
						development. • The village is of an urban context.		
Gotham	Rushcliffe	Other settlements	59	1563	• There are some but limited facilities at Gotham. At present there is a primary school, library and a part-time GP/Medical practice.	• The village of Gotham contains five listed buildings including the grade I listed Church of St Lawrence. The asset is located in the centre of the village. • Land surrounding Gotham is of a rural context. • Transport corridors including the A453 road, Midland Mainline and a network of minor roads, alongside industrial land uses including mineral extraction and Ratcliffe on Soar Power Station detract from perceptions of tranquillity. Overall landscape quality is low.	Medium	• A453 widening from M1 to A52 (T) Clifton • Part 2 of the Local Plan has designated one site at Gotham for around 70 dwellings.
Keyworth	Rushcliffe	Key settlement	265	6733	• Within Rushcliffe Keyworth is identified as a Local Centre in the adopted Local Plan. It includes a good range of facilities including three primary schools, a secondary school, a library and a new health centre.	• Keyworth Conservation Area which is centred on Main Street and contains seven listed buildings including the grade I listed Church of St Mary Magdalene • Land surrounding Keyworth is of a rural character. There is little scenic quality, or features of note apart from a small block of woodland and Fairham Brook in the south of the site	Medium-High	• A453 widening from M1 to A52 (T) Clifton • A469(T) improvements between Newark and Widmerpool Identified as a key settlement in the Local Plan, for a minimum of 450 homes. Four sites are allocated in Part 2 of the adopted Local Plan.
Radcliffe on Trent	Rushcliffe	Key settlement	285	7510	• Within Rushcliffe Radcliffe-on-Trent is identified as a Local Centre in the adopted Local Plan. It includes a good range of facilities including two primary schools, a secondary school, a library and a GP practice.	• The historic core of the village contains seven listed buildings. The rest of the village is mostly formed by modern extensions. • Land surrounding the village are mostly agricultural (apart from Radcliffe-on-Trent Golf Club) and of a rural character.	Medium-High	• Identified as a key settlement in the Local Plan, for a minimum of 400 homes. Six sites are allocated in Part 2 of the Local Plan for around 1000 dwellings.
Ruddington	Rushcliffe	Key settlement	213	7020	• Within Rushcliffe Ruddington is identified as a Local Centre in the adopted Local Plan. There is one primary school, library, two GP practices and an optician.	• The core of Ruddington is given up to the Ruddington Conservation Area which contains 19 grade II listed buildings. The conservation area also contains a large number positive buildings identified by the Ruddington Townscape Appraisal.	High	• Identified as a key settlement in the Local Plan, for a minimum of 250 homes, Four sites are allocated in Part 2 of the Local Plan for 525 dwellings.

Settlement	Borough	Current Settlement Hierarchy	Size (Ha)	Population (BUA)	Level of Facilities and Services	Character (townscape and landscape)	2020 Accessibility Ranking	Commentary (including notable changes since 2010)
						<ul style="list-style-type: none"> Land to the south of the village is as Local Nature Reserve and a Country Park. To the north of the village are mostly agricultural land of rural context. 		
Sutton Bonington	Rushcliffe	Other settlements	50	1210	<ul style="list-style-type: none"> There are some but limited services at Sutton Bonington including a primary school, library and part-time GP practice. 	<ul style="list-style-type: none"> Most of Sutton Bonington is designated as a Conservation Area which contains many listed buildings. 	Medium-Low	<ul style="list-style-type: none"> Medium-Low accessibility
Tollerton	Rushcliffe	Other settlements	58	1544	<ul style="list-style-type: none"> There are limited services in Tollerton, including one primary school. There are no GP practices. 	<ul style="list-style-type: none"> Land surrounding Tollerton is of a rural character but with some urban influence. The railway, A52 and A606 Melton Road transport corridors locally reduce perceptions of tranquillity. 	Medium	<ul style="list-style-type: none"> East of Gamston is allocated for up to 4000 homes, around 20 hectares of employment development, a neighbourhood centre and other community facilities

4. Stage 2: Assessment of broad areas of search

- 4.1 The broad areas of search (see Figure 9) were identified utilising the preceding analysis: overarching suitability and proximity mapping (a GIS model prepared to help aid the identification of broad areas of search); identification and analysis of assessment areas (building in inputs from technical specialists); consultation with specific consultees (see Appendix B); and workshops held with the Local Planning Authorities to verify and test emerging findings (in order to help inform the selection of broad areas of search).
- 4.2 The 2010 assessments of land outside the settlements and Main Built Up Area of Nottingham followed a similar process to the stage 1 area assessment. For example, in this section we have identified potential areas of growth within some of the broad areas of search. This is based on local, as well as strategic, factors. A key aspect of the broad areas of search assessment stage has been site visits undertaken by the project team to analyse conditions on the ground (in particular for access, environmental, heritage, landscape and spatial aspects). This has fed into a detailed thematic-based analysis for each broad area of search, having appropriate regard to relevant policy and evidence and the local knowledge, experience and professional judgement of the AECOM project team (in liaison with the Local Planning Authorities).
- 4.3 A new proforma-based assessment was used for this stage (see Appendix A). The proforma assessment was undertaken for 48 broad areas of search (as identified in Figure 9). As part of this process the potential for new settlements was considered, alongside an assessment for the potential for village/settlement expansion (beyond the Main Built Up Area of Nottingham) and the suitability for further sustainable Urban Extensions (see Typology Classification p7).
- 4.4 Alongside this proforma assessment we have prepared plans setting out approximate areas within the Broad Areas of Search that appear to have potential for future growth and can be investigated in greater detail as the plan making process of the Local Planning Authorities evolves. Each area has been classified based on whether it is deemed to be a:
 - High potential area for strategic growth;
 - Potential area for strategic growth; or
 - Low Potential for strategic growth³³.
- 4.5 The detailed proformas for all broad areas of search are included in Appendix A. All areas deemed to have potential for strategic growth are summarised in the Conclusions section alongside a plan of each location.
- 4.6 Another element of this study is to consider the call for sites submissions and other strategic sites put forward to the Local Planning Authorities. Submitted sites have been assessed using the following criteria: suitable; potentially suitable; and potentially unsuitable. This assessment has been based on the project team's professional judgement, incorporating applicable policies from the National Planning Policy Framework and all relevant guidance from the Planning Practice Guidance e.g. the housing and economic land availability assessment section.
- 4.7 For each broad area of search, technical specialists have undertaken an assessment against each criterion and supplied a RAG rating (red, amber, green). Each broad area of search and submitted site includes a composite professional judgement made by the project team. The composite judgement is not arrived at via a quantitative process based on the number of reds or greens. In some cases, one red, if a severe enough impediment, could be enough on its own to render an area unsuitable for growth.
- 4.8 This simple 'traffic-light' system colour-codes the assessment in order to aid the presentation of the assessment. Red indicates the presence of immovable, absolute constraints or circumstances that

³³ This does not mean that the location is suitable or is not suitable for growth. This will be assessed in subsequent stages of the Local Plan process.

would render development less suitable or deliverable. Amber indicates constraints or circumstances that may need to be overcome (ranging from the easily overcome to the more difficult) before development becomes suitable or deliverable. Green indicates that, for a specific criterion, most or all of the land in question is suitable for development. Inevitably, in all locations, some constraints are present, and it is important to note that a green assessment (either 'high potential for strategic growth' for broad areas of search or a 'suitable' submitted site) does not indicate a total lack of constraints; rather, fewer or less serious constraints than an amber assessment would indicate.

- 4.9 The relativity of all traffic-light judgements also means that a red assessment does not necessarily mean 'no development under any circumstances whatsoever' in any location. As so many different constraints to development exist, especially across large geographical areas, the RAG approach has been deployed in order to try and classify the risks and opportunities.
- 4.10 Areas deemed to have potential for 'strategic growth' are defined as being capable of supporting the smallest typology (i.e. an urban extension/village expansion or new garden village) with the requisite social, green and physical infrastructure. In order to deliver, as a minimum, school and medical facilities this study assumes a minimum of >1,000 new homes alongside necessary employment land, community facilities and public transport.
- 4.11 The threshold for 'strategic growth' is high and there will be many large 'strategic sites' that may fall below 1,000 homes. Generally, sites yielding approximately 500 dwellings³⁴ have been deemed strategic in the context of the Nottinghamshire HMA. Sites below the 'strategic growth area' threshold will continue to come forward and will continue to be considered for the purposes of plan making in the study area.
- 4.12 A summary of the stage 2 assessment is set out below with a high-level indication of the approximate land area (hectares) and likely typologies associated with the potential strategic growth areas. Appendix A includes the full assessments for all broad areas of search (including where they include submitted sites and extant allocations without full planning permission).

³⁴ For example, the Erewash Core Strategy Review Draft Options For Growth (January 2020) proposes a strategic allocation of 300 homes.

Table 10 Stage 2 Assessment Summary

Ref	Broad Areas of Search	Area (Ha)	Typology Option(s)	Broad Area of Search Summary	Ref	Site Name	Site Size (Ha)	Site Summary
BROXTOWE								
B01	Brinsley Extension	150	Village expansion	Potential area for strategic growth	B01.1	East of Church Lane (Phase 2), Brinsley	6.8	Suitable
B02	Eastwood Extension	210	Urban extension(s)	Potential area for strategic growth	B02.1	Walker Street, Eastwood	6	Suitable
					B02.2	West of Moorgreen	32.8	Suitable
B03	Northwest of Bulwell	0	Non-strategic	Low potential for strategic growth	B03.1	Stubbingwood Farm, Watnall Road, Hucknall	12.4	Potentially Suitable
B04	Watnall Extension	120	Urban extension	Potential area for strategic growth	B04.1	Land at Common Farm, Watnall	100	Potentially Suitable
B05	Nuthall Extension	0	Non-strategic	Low potential for strategic growth	B05.1	Land off Low Wood Road Nuthall	40	Potentially Unsuitable
					B05.2	Land South of Nottingham Road Nuthall	16	Potentially Unsuitable
B06	Awsorth Extension	170	Village expansion	Potential area for strategic growth	n/a	n/a	n/a	n/a
B07	North of Trowell	70	Village expansion	Potential area for strategic growth	B07.1	East of Cossall Road - Trowell	50	Suitable
					B07.2	Land west of Cossall Road – Trowell	7.68	Suitable
					B07.3	Land To The Rear Of Acorn Cottage Cossall Road, Trowell	3.27	Suitable
B08	Land off Woodhouse Way	300	Urban extension(s)	High potential area for strategic growth	B08.1	Land west of Bilborough Road - between Trowell Moor and Strelley village	90	Suitable
					B08.2	Land at Spring Farm Bilborough Road	65	Suitable
					B08.3	Corner of Nottingham Road and Coventry Lane rear of Balloon Woods	9.31	Suitable
					B08.4	Land to the West of Bilborough Road Strelley	27.1	Potentially Suitable
					B08.5	Extension to Woodhouse Park	7.9	Potentially Suitable
					B08.6	Land west of Woodhouse Way	32.55	Potentially Suitable
					B08.07	Moor Farm, Trowell Moor	18.2	Suitable
B09	Northeast of Toton	140	Urban extension(s)	High potential area for strategic growth	B09.1	Land at Hill Top Farm Stapleford	30	Suitable

Ref	Broad Areas of Search	Area (Ha)	Typology Option(s)	Broad Area of Search Summary	Ref	Site Name	Site Size (Ha)	Site Summary
					B09.2	Land East of Toton Lane	58	Suitable
Total		1160						
EREWASH								
E01	North of Ilkeston	0	Non-strategic	Low potential for strategic growth	n/a	n/a	n/a	n/a
E02	West Hallam Extension	160	Village expansion	Potential area for strategic growth	n/a	n/a	n/a	n/a
E03	Kirk Hallam Extension	70	Village expansion	Potential area for strategic growth	E03.1	Ladywood Road South, Kirk Hallam	21.7	Suitable
E04	South of Little Eaton	0	Non-strategic	Low potential for strategic growth	n/a	n/a	n/a	n/a
E05	Breadsall Extension	0	Non-strategic	Low potential for strategic growth	n/a	n/a	n/a	n/a
E06	East of Derby	140	Urban extension	Potential area for strategic growth	E06.1	Land West of Acorn Way	25	Suitable
E07	Stanton Extension	170	Urban extension	Potential area for strategic growth	Policy 20	Stanton Regeneration Site	131	Suitable
E08	Stanton-by-Dale Extension	0	Non-strategic	Low potential for strategic growth	n/a	n/a	n/a	n/a
E09	Ockbrook and Borrowwash Extension	320	Village expansion	Potential area for strategic growth	E09.1	Land west of Hopwell Hall	170	Suitable
E10	Risley Extension	70	Village expansion	Potential area for strategic growth	E10.1	Maywood Golf Club	60	Potentially Suitable
					E10.2	Land to the west of Bostock's Lane	16.6	Potentially Suitable
E11	Breaston Extension	270	Co-dependent/Village expansion	High potential area for strategic growth	E11.1	North of Draycott and Breaston	90	Potentially Suitable
E12	Long Eaton Extension	0	Non-strategic	Low potential for strategic growth	E12.1	Land north of Lock Lane, Sawley	13	Potentially Suitable
Total		1200						
GEDLING								
G01	Ravenshead Extension	270	Village expansion	Potential area for strategic growth	G01.1	Silverland Farm Ricket Lane - Site A	9.55	Suitable
					G01.2	Silverland Farm Ricket Lane - Site B	34.4	Suitable
G02	Newstead Extension	0	Non-strategic	Low potential for strategic growth	n/a	n/a	n/a	n/a

Ref	Broad Areas of Search	Area (Ha)	Typology Option(s)	Broad Area of Search Summary	Ref	Site Name	Site Size (Ha)	Site Summary
G03	North of Hucknall	150	Urban extension	Potential area for strategic growth	G03.1	Top Wighay Farm east	29.5	Suitable
					G03.2	Top Wighay Farm north	63	Suitable
					ACS Policy 2	Top Wighay Farm	43.6	Suitable
G04	North of Burntstump Hill	0	Non-strategic	Low potential for strategic growth	G04.1	North of Burntstump, Mansfield Road	168	Potentially Unsuitable
G05	Bestwood Village/Redhill Extension(s)	310	Urban extension	Potential area for strategic growth	G05.1	Land to the west of the A60, Redhill	24	Suitable
					G05.2	Land to the north of Bestwood Lodge Drive	291	Suitable
					G05.3	Land at Westhouse Farm, Bestwood Village	12	Suitable
					G05.4	Broad Valley Farm, Park Road	10.9	Suitable
G06	Calverton Extension	140	Village expansion	Potential area for strategic growth	G06.1	Land off Oxtan Road	27.7	Suitable
					G06.2	Ramsdale Park Golf Centre Site A	13	Potentially Suitable
					G06.3	Ramsdale Park Golf Centre Site B	105	Potentially Suitable
G07	Arnold Extension	110	Urban extension	Potential area for strategic growth	G07.1	Land at Stockings Farm, Redhill	40	Suitable
					G07.2	Land at Middlebeck Farm, Mapperley	37	Potentially Unsuitable
G08	Woodborough Extension	0	Non-strategic	Low potential for strategic growth	G08.1	Land North of Bank Hill	8.2	Suitable
G09	Carlton Extension	0	Non-strategic	Low potential for strategic growth	G09.1	Land off Lambley Lane	15	Potentially Suitable
G10	Burton Joyce Extension	0	Non-strategic	Low potential for strategic growth	n/a	n/a	n/a	n/a
Total		980						
RUSHCLIFFE								
R01	East Bridgford Extension	0	Non-strategic	Low potential for strategic growth	n/a	n/a	n/a	n/a
R02	RAF Newton	320	Co-dependent	High potential area for strategic growth	R02.1	East of RAF Newton	6.7	Suitable

Ref	Broad Areas of Search	Area (Ha)	Typology Option(s)	Broad Area of Search Summary	Ref	Site Name	Site Size (Ha)	Site Summary
					R02.2	West of RAF Newton	130	Suitable
R03	Bingham Extension	420	Village expansion	High potential area for strategic growth	R03.1	North of Bingham 1	47.7	Suitable
					R03.2	North of Bingham Option 2a	176.1	Suitable
					R03.3	North of Bingham Option 2b	200.6	Suitable
R04	Aslockton Extension	0	Non-strategic	Low potential for strategic growth	n/a	n/a	n/a	n/a
R05	South of Orston	180	Co-dependent	Potential area for strategic growth	n/a	n/a	n/a	n/a
R06	Radcliffe on Trent Extension	280	Village expansion	High potential area for strategic growth	R06.1	North of Shelford Road, Radcliffe on Trent	12.6	Potentially Unsuitable
					R06.2	Hall Farm Grantham Road, Radcliffe on Trent	47	Suitable
R07	East of Gamston	160	Urban extension	Potential area for strategic growth	R07.1	Regatta Way	45.6	Potentially Unsuitable
					R07.2	Gamston East	22.2	Suitable
					R07.3	Gamston West	150	Suitable
					Policy 25	East of Gamston/North of Tollerton	244	Suitable
R08	Cotgrave Extension	90	Village expansion	Potential area for strategic growth	R08.1	Cotgrave East	13.9	Suitable
					R08.2	Cotgrave West	17.1	Suitable
R09	Langar Airfield	0	Non-strategic	Low potential for strategic growth	R09.1	Langar Airfield	202	Potentially Unsuitable
R10	West of Sharphill Wood	0	Non-strategic	Low potential for strategic growth	R10.1	West of Sharphill Wood	34.2	Potentially Unsuitable
R11	West of Tollerton	130	Urban extension/Village expansion	Potential area for strategic growth	R11.1	Edwalton Golf Course	37	Suitable
					R11.2	North of Tollerton	75	Suitable
					R11.3	Burnside Grove, Tollerton	9.1	Suitable
					R11.4	Land south of Wheatcroft Island, Flawforth Lane	112	Potentially Unsuitable

Ref	Broad Areas of Search	Area (Ha)	Typology Option(s)	Broad Area of Search Summary	Ref	Site Name	Site Size (Ha)	Site Summary
R12	Ruddington Extension	310	Village expansion	Potential area for strategic growth	R12.1	West of Pasture Lane Ruddington	35	Potentially Unsuitable
					R12.2	North Road Ruddington	10.14	Potentially Unsuitable
					R12.3	East of Loughborough Road Ruddington	58.6	Suitable
					R12.4	Land south of Wheatcroft Island, Flawforth Lane	112	Suitable
R13	West of Keyworth	300	Village expansion	Potential area for strategic growth	R13.1	North of Debdale Lane, Keyworth	12.89	Suitable
					R13.2	North of Bunny Lane, Keyworth	13.2	Suitable
					R13.3	South of Bunny Lane, Keyworth	30.19	Suitable
R14	East of Stanton on Wolds	0	Non-strategic	Low potential for strategic growth	R14.1	East of Stanton on the Wolds	118	Potentially Unsuitable
R15	A453 Corridor	1050	Autonomous/Co-dependent	High potential area for strategic growth	R15.1	East of A453	230.5	Suitable
					R15.2	Ratcliffe on Soar Power Station	270	Suitable
					R15.3	East of Kingston on Soar	355	Suitable
R16	East Leake Extension	160	Village expansion	Potential area for strategic growth	n/a	n/a	n/a	n/a
R17	North of Loughborough	430	Autonomous/Co-dependent	Potential area for strategic growth	n/a	n/a	n/a	n/a
Total		3830						
OVERALL TOTAL		7170						

5. Conclusions

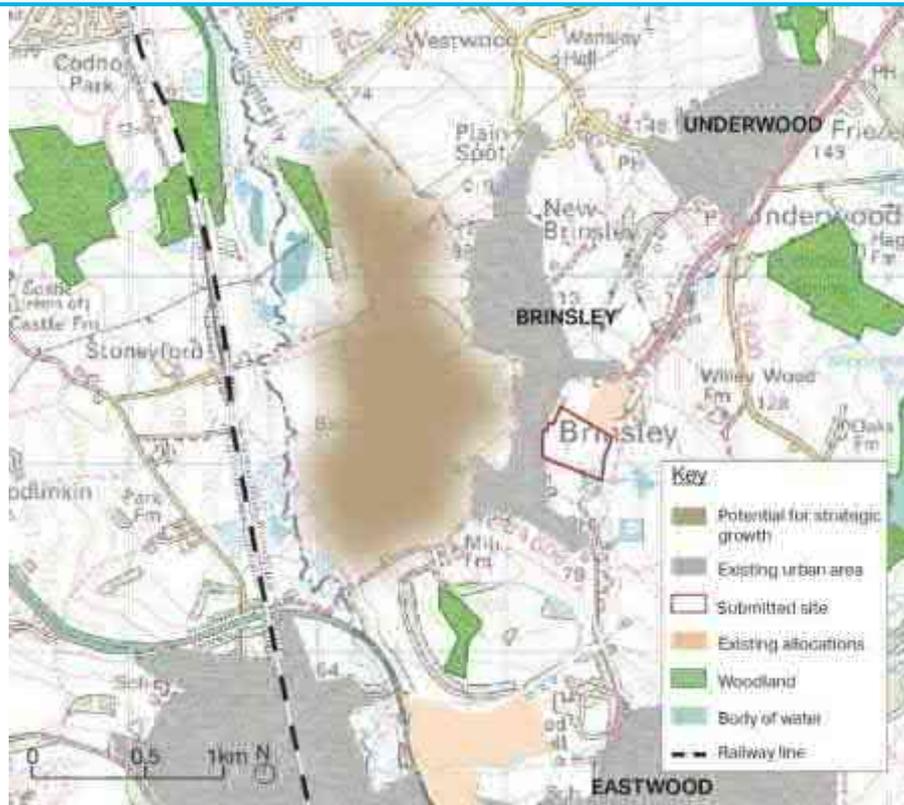
- 5.1 The stage 2 assessment summary (Table 3) reveals potential for over 7,000 hectares of strategic development, well over the requirements for development land for the coming plan period to meet housing and employment need. This demonstrates that there are significant opportunities within each of the Local Authorities, therefore choices over where the growth should go can be informed by this report and other technical evidence base documents as part of the next plan making phase.
- 5.2 For those locations deemed non-strategic, their assessments are included in full within Appendix A. Whilst these locations are not summarised in the conclusions section, this does not denote that they are unsuitable for development. Rather, it demonstrates that they are not capable of meeting the size threshold for this strategic growth options study (when all constraints are factored into their likely developable area).
- 5.3 The suitability of call for sites submissions that fall within the broad areas of search are also summarised. At this stage it is difficult to quantify the precise mitigation and reinforcements that may be required for each individual call for site. Further site-specific investigations and evidence will be required as part of the local plan making activities e.g. including future updates to the relevant Housing and Economic Land Availability Assessments and Infrastructure Delivery Plans.

Potential Areas for Strategic Growth

- 5.4 In the following pages a summary of the major opportunities and constraints³⁵ are included for each location identified as having potential for strategic growth.

³⁵ Major constraints include, but are not limited to, criteria listed in footnote 9 of the NPPF. For example: policies relating to sites protected under the Birds and Habitats Directives and/or designated as Sites of Special Scientific Interest; Local Green Space, an Area of Outstanding Natural Beauty, Heritage Coast or within a National Park (or the Broads Authority); designated heritage assets; and locations at risk of flooding or coastal erosion. This report treats Green Belt as 'policy off' i.e. spatial and landscape constraints are incorporated but designation as Green Belt does not automatically rule out a site from the suitability assessments that follow. Other factors may be deemed a major constraint based on site-specific circumstances and the ability of the site to be developed for housing and employment.

B01	Brinsley Extension	150 Ha	Village expansion
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The western fringe of the area is in Flood Zone 2 and 3 of the River Erewash and four smaller unmodelled watercourses flow from east to west through the area. These floodplains are likely to increase in the future due to climate change. The area is within a mineral safeguarding area for the exposed coalfield.

A prominent hill with steep sides is located in the south, there is undulating land elsewhere due to the presence of watercourses. There is potential for coalescence between Brinsley and Eastwood, and also perceived sprawl of the settlement as viewed from the west. In addition, there is a risk of perceived coalescence with Jacksdale. Some defensible boundaries exist, such as A610 to the south-west. Areas in the south are unsuitable for development due to a hill and coalescence risk. There would be a need for a landscape buffer adjacent to River Erewash, which could present opportunities to connect to the green infrastructure here.

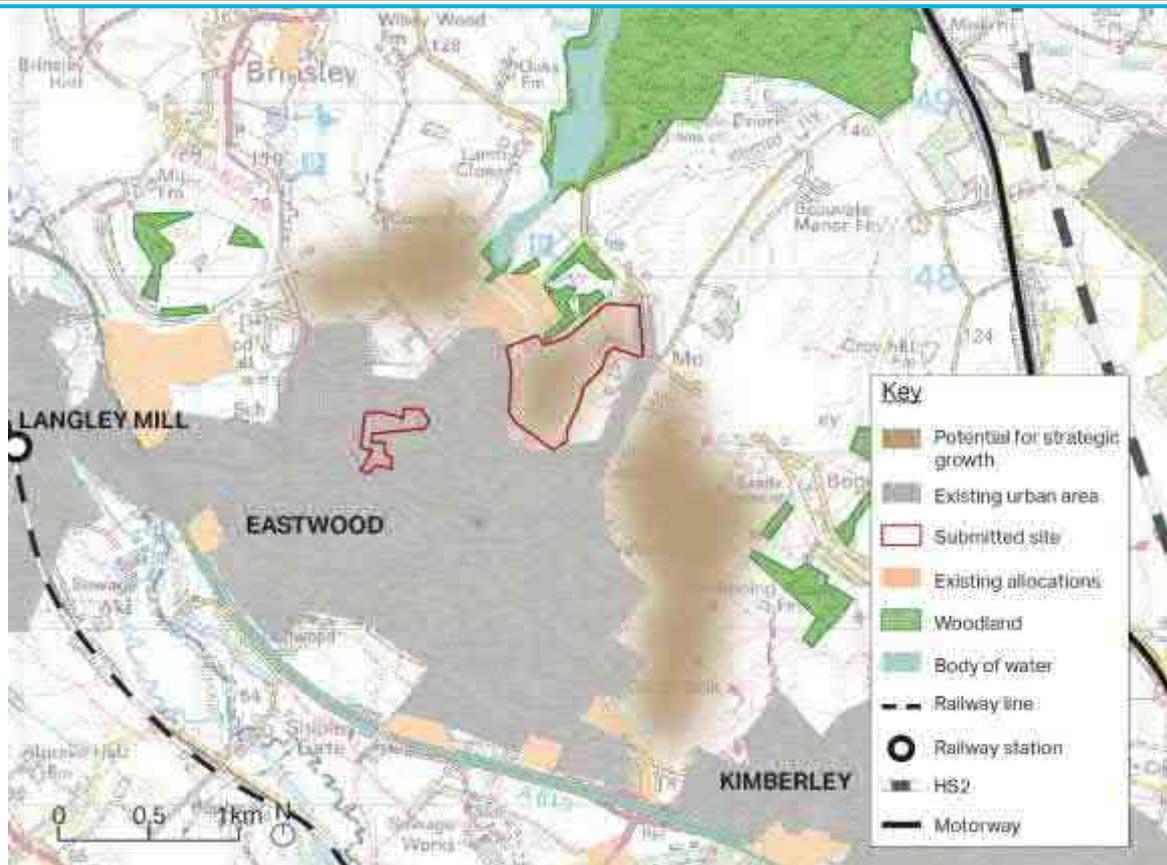
The area is mostly surrounded by countryside, apart from the built-up area of Brinsley to the east. There is some screening between the area and some of the local heritage assets (Conservation Area/listed buildings), however their setting, including key views will need to be considered. Views towards and from the Eastwood Conservation Area to the south should also be considered.

The area is judged to have medium accessibility levels. The area is located within 500m of bus stops, served by three bus services connecting to Nottingham and Derby. Vehicle access is from the south of the area towards the M1 motorway and Nottingham via the A610. It is approximately 1.7km walking distance to Langley Mill rail station, although access on foot is challenging due to topography and A610. Highway Capacity improvements identified at M1 J27, however support for additional eastbound movements through nearby villages is unlikely. Localised congestion occurs in the peak hours along the A610, largescale development here could exacerbate this. The assessment area currently supports fairly low levels of employment, with an employment density below the average for the county.

Submitted site: East of Church Lane (Phase 2) (6.8Ha), is located to the east of Brinsley. To the north of the site is an extant allocation and to the south is the Brinsley Headstocks Local Nature Reserve. The site is free from major constraints and **suitable** for development pending further site-specific investigation.

Potential area for strategic growth: Developing the entirety of the identified area (brown shading) would represent a doubling of Brinsley and this would not represent sustainable development (based on current accessibility levels and services). However, the area's proximity to Langley Mill station, Eastwood and Heanor presents opportunities to encourage improved linkages for any new development. The submitted site and identified area provide sufficient land capable of delivering the smallest strategic growth typology (village expansion).

B02	Eastwood Extension	210 Ha	Urban extension(s)
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The area is adjacent to Sledder Wood Meadows SSSI. Beauvale Brook runs along northwest border and Gilt Brook to the south constrain the area. The Moorgreen Reservoir is upstream of Beauvale Brook. Development of the area will be constrained by watercourses. The area is within a mineral safeguarding area for the exposed coalfield.

There is potential for coalescence with Kimberley/Watnall to the south east and perceived sprawl from Brinsley to the north west. The road network including the B600 acts as a defensive barrier, along with existing field boundaries. Development would need to be steered away from the steep slopes. Generally, the areas adjacent to Eastwood are more suitable for development from a landscape perspective. Areas within the broad area of search to East, North and North West should be discounted on landscape grounds.

There are nine listed buildings, one scheduled monument and seven buildings of local interest within the area; and a number of designated and non-designated heritage assets outside of the area that could be impacted by its development.

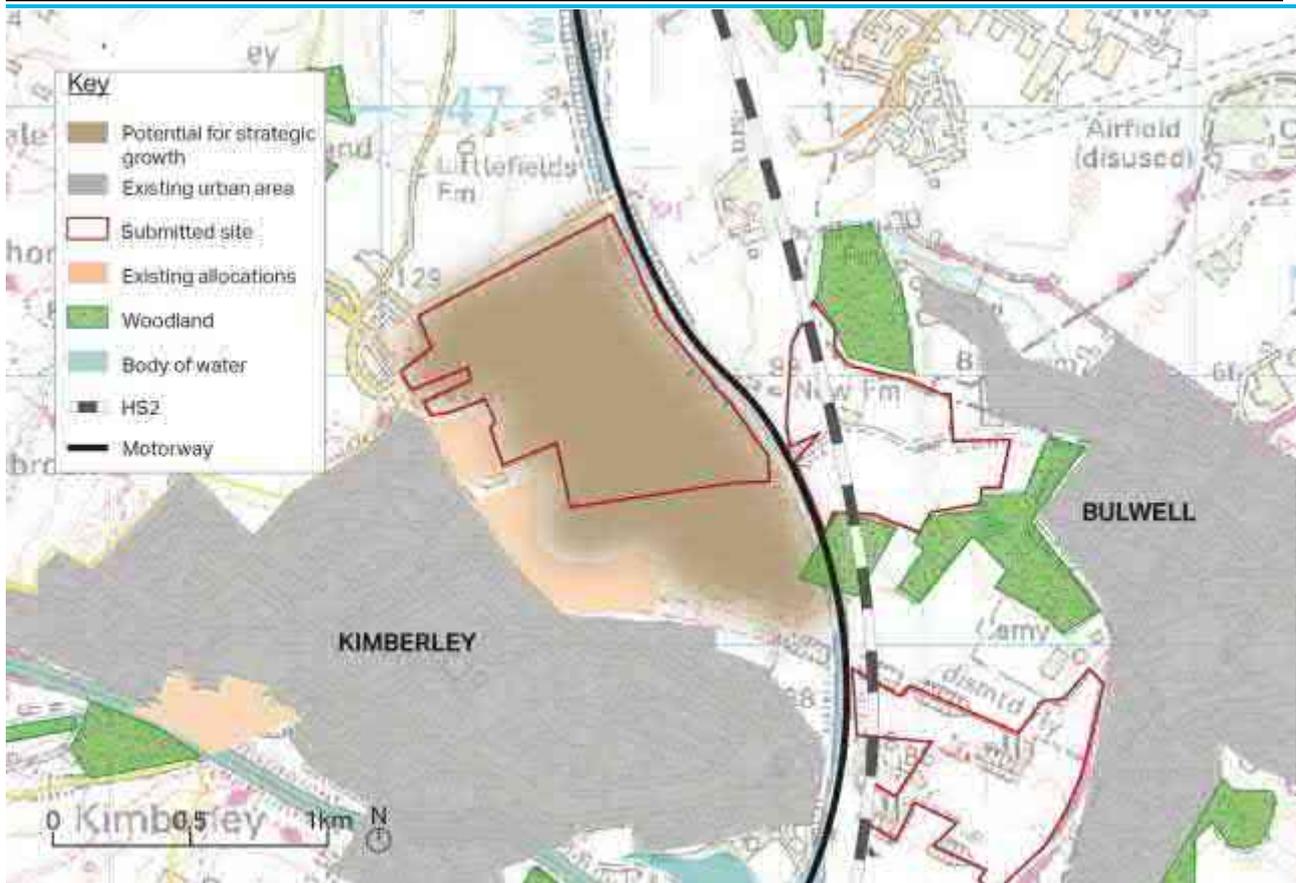
The area is judged to have Medium-High accessibility levels. Access to frequent local bus services to the south including to Nottingham, Hucknall and Mansfield. There is a lack of bus services around the northern portion of area. Localised congestion occurs during the peak hours at M1 J26 and A610. Highway Capacity improvements identified at M1 J27, however support for additional eastbound movements through nearby villages is unlikely. Largescale development here could exacerbate this.

The employment density is slightly above the county average. The area also benefits from strong access to the A610 and to the existing facilities in Eastwood and Newthorpe, as well as the retail and leisure offering at Giltbrook Retail Park.

Submitted sites: Two submitted sites are within this location. Firstly, Walker Street site within the built up area of Eastwood. Secondly, the West of Moorgreen site (32.8Ha) located to the north east of Eastwood. Both sites are free from major constraints. Proximity to Moorgreen (and its heritage assets) would benefit from site-specific appraisals. Both sites are **suitable** for development pending further site-specific investigations.

Potential area for strategic growth: Accessibility levels (including proximity to Langley Mill station) would help to support new strategic growth in this location. The submitted sites and identified area provide sufficient land capable of delivering the smallest strategic growth typology (urban extensions). However, any such urban extensions would need to carefully consider the landscape constraints identified.

B04	Watnall Extension	120 Ha	Urban extension
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The area is adjacent to the Kimberley Railway Cutting SSSI and contains two Local Wildlife Sites. The western part of the area is potentially more suitable, from a landscape perspective, due to its proximity to the existing settlement and distance from the M1. There is risk of coalescence with Bulwell and Nuthall if all submitted sites in these locations (including submitted sites around Bulwell) were to come forward. The setting of Nuthall Conservation Area including key views towards and from the area will need to be taken into account.

The area is judged to have High accessibility levels. The area is located immediately east of Watnall and 800m north of the centre of Kimberley. The area is located approximately 4km west of Bulwell Tram stop & rail station.

Nearly 11% of employment in the area is delivered in the priority food and drink manufacturing sector, significantly above the county average. This employment is led by the presence of Hovis near Kimberley, adjacent to the area. The health sector in Nuthall/Kimberley also plays an important role for employment, supporting over 20% of jobs.

Submitted site: Land at Common Farm Watnall (100Ha), makes up the majority of the land in this location and is **potentially suitable** for development pending further site-specific investigation. In particular, the site's relationship with the M1 and potential for coalescence with neighbouring settlements.

Potential area for strategic growth: The identified area and submitted site would represent an infilling of the land between Watnall/Kimberley and the M1. The area has potential for extending the development of Kimberley as a housing and employment location. The submitted sites and identified area provide sufficient land capable of delivering the smallest typology (urban extensions). However, any such urban extensions would need to carefully consider the landscape constraints identified and relationship with M1.

B06	Awsorth Extension	170 Ha	Village expansion
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The area has a low incidence of absolute natural constraints; however it is adjacent to the Robbinetts SSSI to the south. Development potential to the west of Awsorth is limited due to the significant presence of two Local Wildlife Sites, Bennerley Coal Processing Plant and Grassland and Bennerley Wet Grassland. The area is partially within a mineral safeguarding area for the exposed coalfield.

New development should be located away from elevated ground. Land in the south of the area around Cossall would be less suitable for development due to the need to retain separation between Awsorth and Cossall.

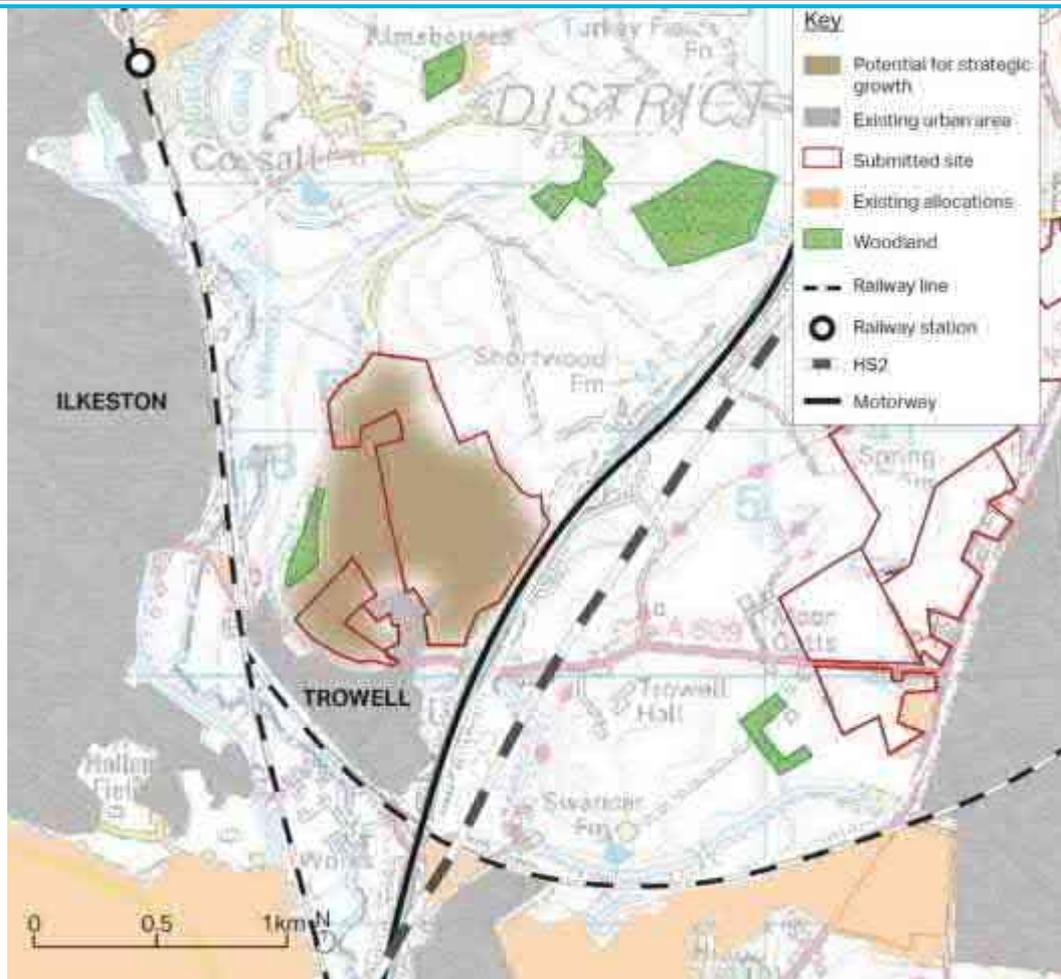
The Cossall Conservation Area and associated assets are located within the southern part of the area and recommended to be excluded from future development with a suitable buffer provided.

The area is judged to have Medium-High accessibility. There is immediate vehicular access to the A6096 Shilo Way, for access to the A610 and connection to the M1 J26, 3km driving distance east of the area. Ilkeston rail station is located approximately 500m west of the area. New developments in the area will likely benefit from strong road accessibility via the M1 and A610 as well as rail connectivity. The identified area surrounds Awsorth and is located immediately west of Swingate and north of Cossall (with a scattering of community facilities).

The surrounding area supports the broad industry of wholesale, retail trade and repair of motor vehicles accounting for nearly 30% of employment in the area. However, no major assets stand out as driving growth. The scale and location of the area means there is real potential for new employment development. However, demand may need to be stimulated as there is a lack of major employers and facilities in the immediate surroundings.

Potential area for strategic growth –The identified area provides sufficient land capable of delivering the smallest typology (village expansion). However, any such expansion of Awsorth would need to provide new social infrastructure and improved linkages to Ilkeston rail station. In addition, any new development would need to carefully consider its relationship with neighbouring Cossall and Swingate.

B07	North of Trowell	80 Ha	Urban extension
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The area of search has a low incidence of absolute natural constraints, however it is adjacent to the Robbinetts SSSI and an ancient woodland. It also contains scattered Local Wildlife Sites and deciduous woodland. An unmodelled watercourse flowing from Oldmoor Pond crosses the northern boundary and another unmodelled watercourse crosses the southeast of the area. Areas of identified surface water flooding where the watercourses cross the area of search especially in the southeast. The area is within a mineral safeguarding area for the exposed coalfield.

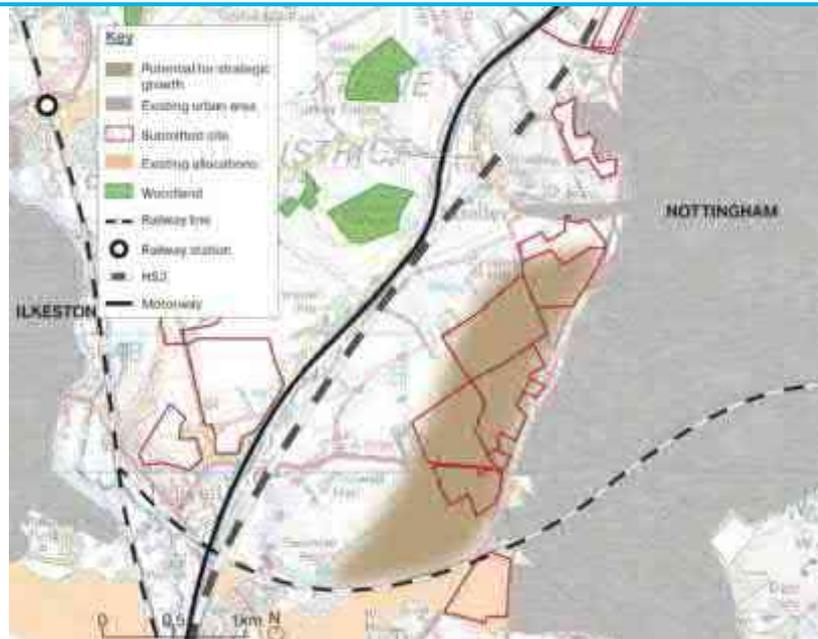
The area has a sloping topography, with localised ridges and undulations. There is a high point to the east running into ridgeline to the south-west, some steep slopes in south-western corner. There is potential for perceived coalescence with Cossall and Ilkeston. Defensible boundaries to east and west (M1 and Nottingham Canal respectively). From a landscape perspective, the area adjacent to northern edge of Trowell is more suitable, but development would need to be kept away from the ridgeline to reduce risk of perceived sprawl.

Ilkeston rail station is located approximately 1.8km walking distance northwest of the area of search. Direct and regular bus services to Nottingham and Ilkeston operate in the south of the area of search along Ilkeston Road.

Submitted sites: Three call for sites submission sites, East of Cossall Road - Trowell (50Ha), Land west of Cossall Road – Trowell (7.68Ha) and Land to The Rear Of Acorn Cottage Cossall Road – Trowell (3.27Ha), are located in this area. The East of Cossall Road site is largely free from major constraints except landscape constraints identified in the north of the site, and is **suitable** for development pending further site investigation. Land west of Cossall Road and Land to The Rear Of Acorn Cottage Cossall Road are free from major constraints and **suitable** for development pending further site investigation.

Potential area for strategic growth – The identified area and submitted sites would represent a substantial extension to Trowell. The submitted sites and identified area provide sufficient land capable of delivering the smallest typology (urban extension). However, any such urban extension would need to carefully consider the landscape constraints identified and relationship with M1. In addition, social infrastructure and improved linkages to public transport would be required.

B08	Land off Woodhouse Way	190 Ha	Urban extension(s)
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The Tottle Brook, Nottingham Canal and Boundary Brook along with some unknown watercourses are located in the south of the area. There is a residual risk of flooding from a reservoir in the north. Development in the south of the area will be constrained by the watercourses. The area is partially within a mineral safeguarding area for the exposed coalfield.

Undulating terrain contained by the A6002 and M1 motorway with steeply sloping land at Catstone Hill south of Strelley. The topography means that development would be best located in the south east and east of the broad area of search. Development should be avoided on high ground around Strelley and Trowell Hall. A landscape buffer would be required between development and disused Nottingham Canal. Development of the area would impact on Strelley Conservation Area, which falls within the area boundaries, either directly or due to changes to its setting.

The area is judged to have High accessibility. Access to the M1 provided at J26 to the north of the area, and Trowell Services immediately southwest of the area. There is no nearby rail station connection (3.7km walking distance to Ilkeston train station from western edge of the area), however nearest tram stop is Phoenix Park located approx. 1.3km east of the northernmost point of the area across the A610. HS2 route is located to the western edge of the area along the M1.

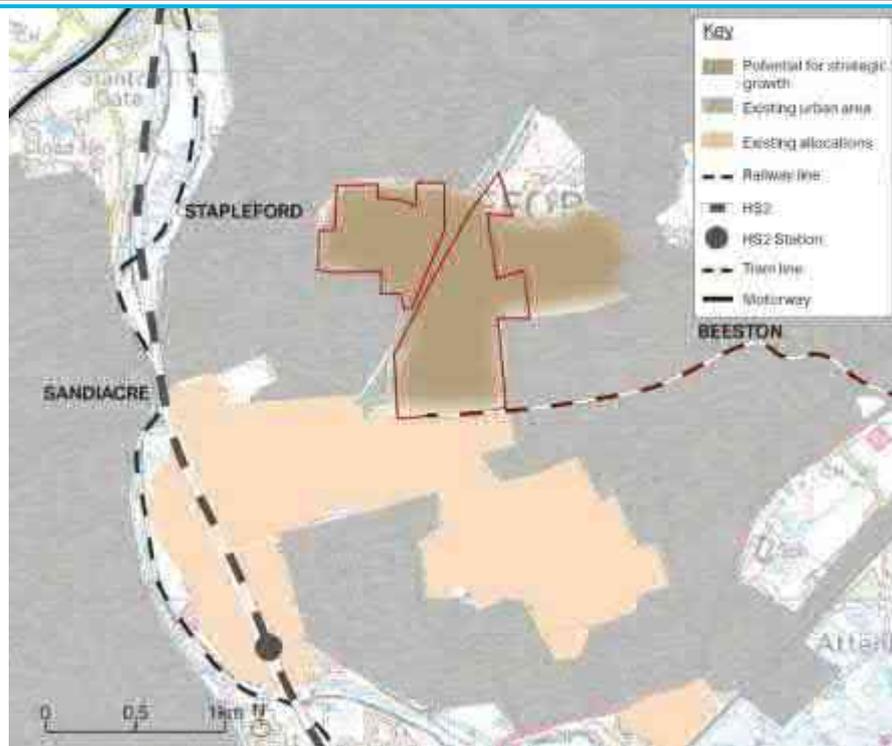
There are well-established businesses in the area, particularly in the Nottingham Business Park with key assets in the priority life sciences industry. Further facilities in the Business Park include Highways England and East Midlands Ambulance Service.

Submitted sites: Four submission sites are within the identified area: Land west of Bilborough Road - between Trowell Moor and Strelley village (90Ha); Land at Spring Farm Bilborough Road (65Ha); Corner of Nottingham Road and Coventry Lane rear of Balloon Woods (9.31Ha); and Moor Farm, Trowell (18.2Ha). These four sites are free from major constraints and **suitable** for development pending further site investigations. Two submitted sites: Land to the West of Bilborough Road Strelley (27.1Ha); and Land off Woodhouse Way (7.9Ha)³⁶ are adjacent/nearby to Strelley (and the Conservation Area and Listed Buildings) and are **potentially suitable** for development. Whilst the two sites are free from major constraints, further appraisals would be required to understand impacts on heritage assets and the coalescence risk with the Woodhouse Park development to the north and the wider strategic opportunity to the south. A further call for sites submission, Land west of Woodhouse Way (32.55Ha), is located north of the Nottingham Business Park near junction 26 of the M1, this site is free from major constraints and is **potentially suitable** for employment development pending further investigations.

High potential area for strategic growth – The identified area represents a significant opportunity to extend the MBUA of Nottingham. There are key assets to build upon, and some existing facilities in Bilborough to assist in servicing new development. The area benefits from existing high accessibility levels and has potential to provide improved linkages to Ilkeston station and Toton. The submitted sites and identified area provide sufficient land capable of delivering a large urban extension(s).

³⁶ Located in Nottingham City Council's administrative area.

B09	Northeast of Toton	140 Ha	Urban extension(s)
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The area is in close proximity to nature reserves and the Attenborough Gravel Pits SSSI. About half of the area is Grade 2 Very Good Agricultural Land. The southwestern boundary of the area lies within Flood Zones 2 and 3 of the River Erewash. Development should be steered away from the south-western edge of the area. The area is partially within a mineral safeguarding area for the exposed coalfield.

There is a gentle slope from north to south, with some localised gentle undulations in east. There is potential for coalescence between Stapleford, Bramcote and Toton. A key factor would be to maintain the green buffer between north and south, preventing coalescence. More can be made of the green corridor connections. Bramcote Conservation Area falls partly within the north of the site. Stapleford Nottingham Road Conservation Area is located adjacent to the north-western boundary of the site. Both conservation areas have a semi-rural setting that contributes to their significance. Development of the site has the potential to affect their significance.

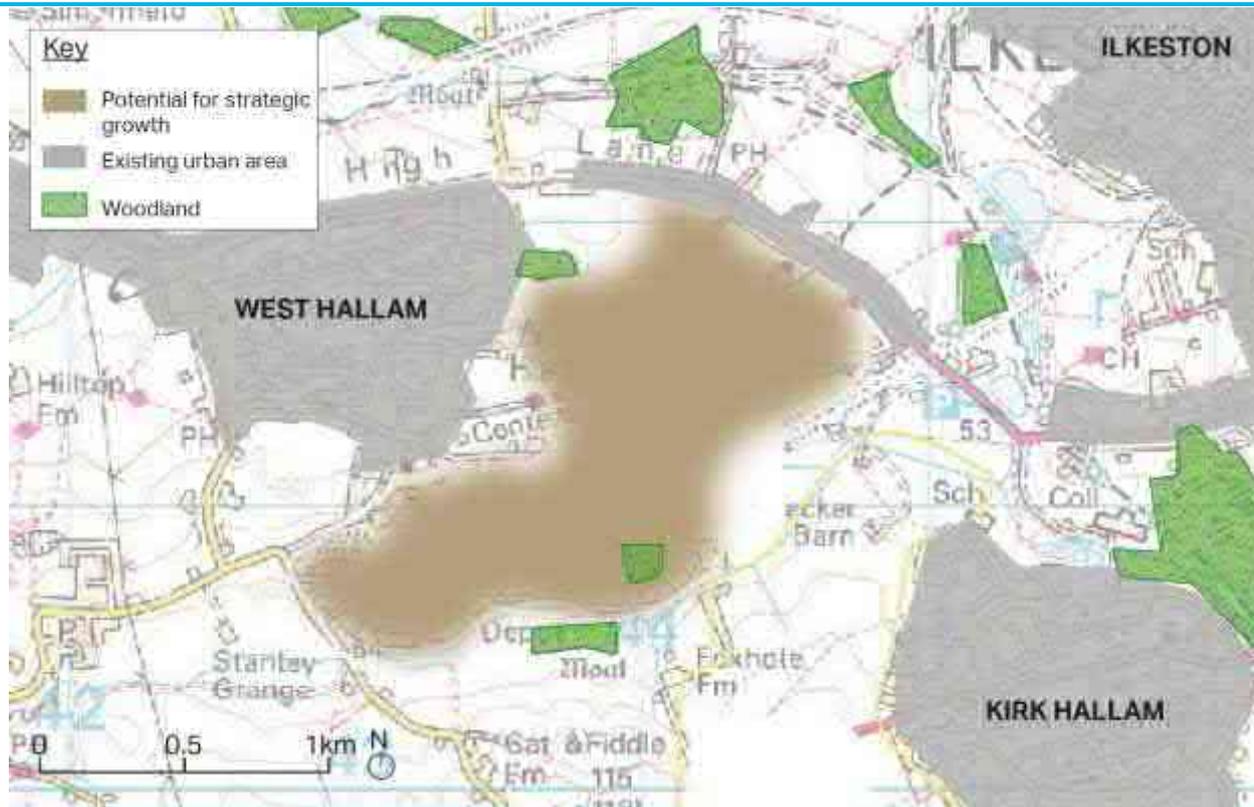
The area is judged to have High accessibility. In close proximity to centres in Stapleford and Sandiacre. A52 Brian Clough Way runs centrally through the site, with access provided to the north at Bramcote and south at Bardills island. The Toton Lane Nottingham Express Transit (NET) 2 Tram Extension is contained within the area of search and includes associated Park and Ride Facilities. In close proximity to the HS2 East Midlands Hub at Toton. Southern part of the area is a mixed-use allocation.

The surrounding area contains considerable employment opportunities with the presence of major businesses. The area benefits from strong road accessibility and Tram Stops at Toton Lane and Inham Road. The East Midlands HS2 Hub will be in Toton, providing unrivalled connectivity and significant economic potential for the whole area. The Hub station and campus is likely to create substantial jobs opportunities and positive spill over effects. The immediate surrounding area contains major wholesale and transport businesses, whilst high-tech companies are located in Toton. The access to the M1 and East Midlands Airport, has helped develop numerous industrial areas within Chilwell and Long Eaton. HS2 will provide further benefits to these logistics and industrial sectors. The area also benefits from its proximity to Nottingham University and the Enterprise Zones.

Submitted sites: Two call for sites submissions, Land at Hill Top Farm Stapleford (30Ha) and Land East of Toton Lane (58Ha), make up the majority of the land in this location and are **suitable** for development pending further site-specific investigations (including impact on heritage assets located to the north of both sites).

High potential area for strategic growth – The submitted sites and identified area represent a significant opportunity to provide new urban communities within the MBUA of Nottingham, with close links to the proposed HS2 station at Toton. The area benefits from existing high accessibility levels and has potential to provide improved linkages to Stapleford and Beeston. The submitted sites and identified area provide sufficient land capable of delivering a large urban extension(s).

E02	West Hallam Extension	160 Ha	Village expansion
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The area of search is in close proximity to the ancient woodland of Moat Wood, and contains a number of priority habitats (totalling approx. 8 Ha). The southern portion of the area of search (south of West Hallam storage depot) is within Flood Zones 2 and 3 of the Stanley Brook and there are several tributaries of the Stanley Brook across the area. Development of the area will need to be steered away from the floodplains of these watercourses. The area is within a proposed surface coal safeguarding area.

Key defensible boundaries along A609, and disused railway lines to far north and south. Potential for perception of sprawl as development crosses A609 on the ridgeline to the north. Some potential for perceived coalescence with Kirk Hallam if area of search E3 is also considered for development. Limit development to south of A609 to prevent perception of sprawl from locations further north.

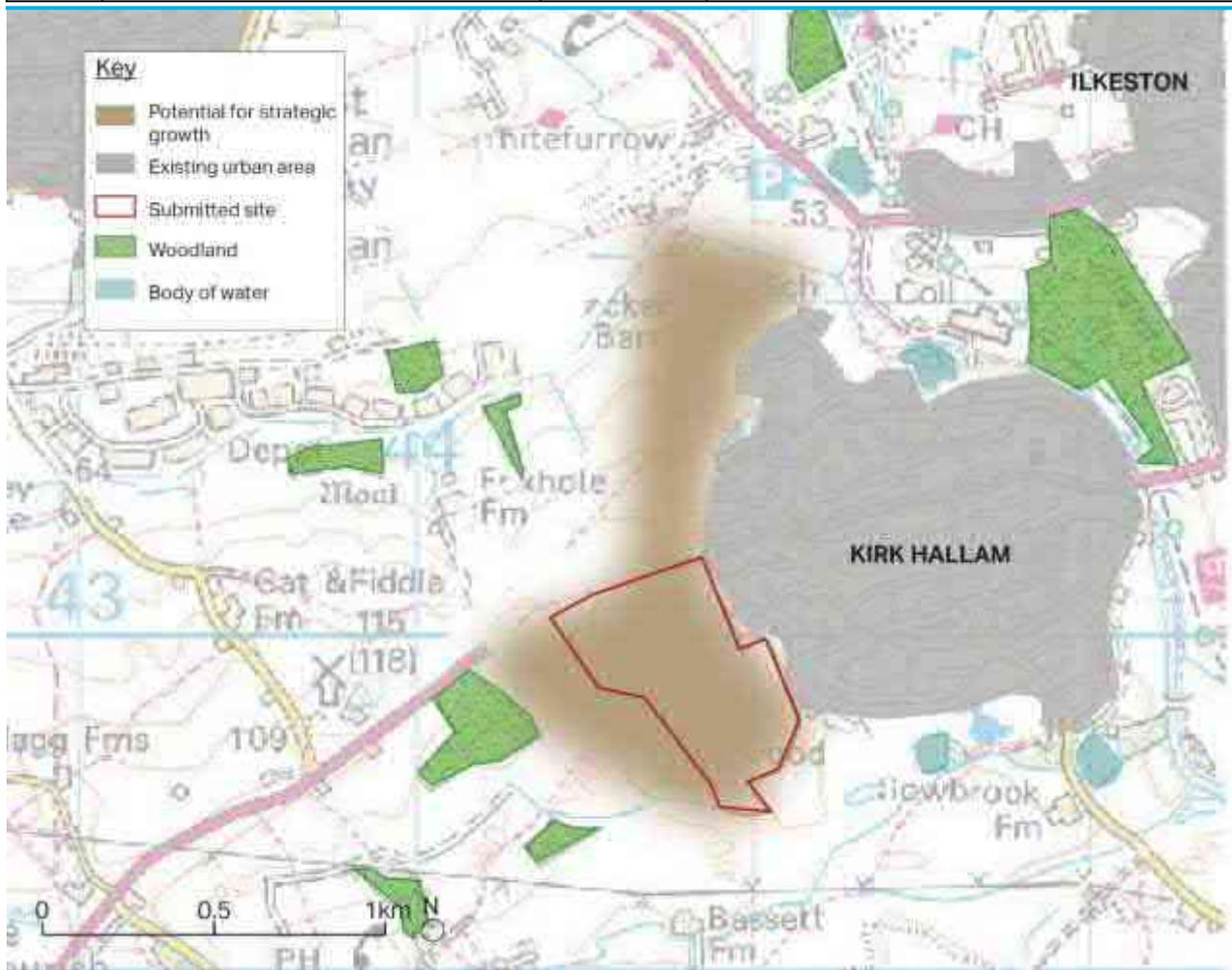
High accessibility. Several Local bus services provided along A609 High Lane towards Derby and local town centres, but the area is not in close proximity to rail and tram stations.

The West Hallam Conservation Area and associated assets are also located just adjacent to the boundary of the area, to the west. The setting of these assets is likely to be impacted as a result of the development of the area.

The area does offer employment opportunities within multiple businesses located in the West Hallam Storage Depot employment site in the south-west of the area. Combined with the local businesses in West Hallam, the area has a higher employment density than average for both the counties of Nottinghamshire and Derbyshire.

Potential area for strategic growth - The identified area and submitted sites would represent a substantial village expansion to West Hallam. Development in this location would need to consider the landscape constraints identified and relationship with Kirk Hallam. In addition, social infrastructure and improved linkages to public transport would be required (including links to both Derby and Ilkeston).

E03	Kirk Hallam Extension	50 Ha	Urban extension
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The area is located immediately to the west of Kirk Hallam, with A6096 running centrally through the area of search, providing access to Ilkeston and Spondon and Derby. The area is adjacent to the Pioneer Meadows Local Nature Reserve and the ancient woodland of Lady Wood. The area contains about 1.15 Ha of deciduous woodland. The northern portion of the area of search is within Flood Zones 2 and 3 associated with the Stanley Brook. The southern boundary is also within Flood Zones 2 and 3 associated with the Sow Brook. A tributary of the Sow Brook runs along the southwestern boundary of the area of search. A tributary of the Stanley Brook runs north west of the area of search boundary. Areas of surface water flooding are found where the watercourses cross the area of search, particularly around the northern area.

There is a sloping topography down to the north and south from A6096 road on a ridgeline, with some localised undulations in south of area of search. The area would form an extension of Kirk Hallam, but there is potential for perceived coalescence with West Hallam if this area were also to come forward for development. There is potential for perceived sprawl in north-west of the area, where houses would cross ridgeline. From a landscape perspective, development should be limited at north-western edge to avoid encroachment over the ridgeline and perceived sprawl.

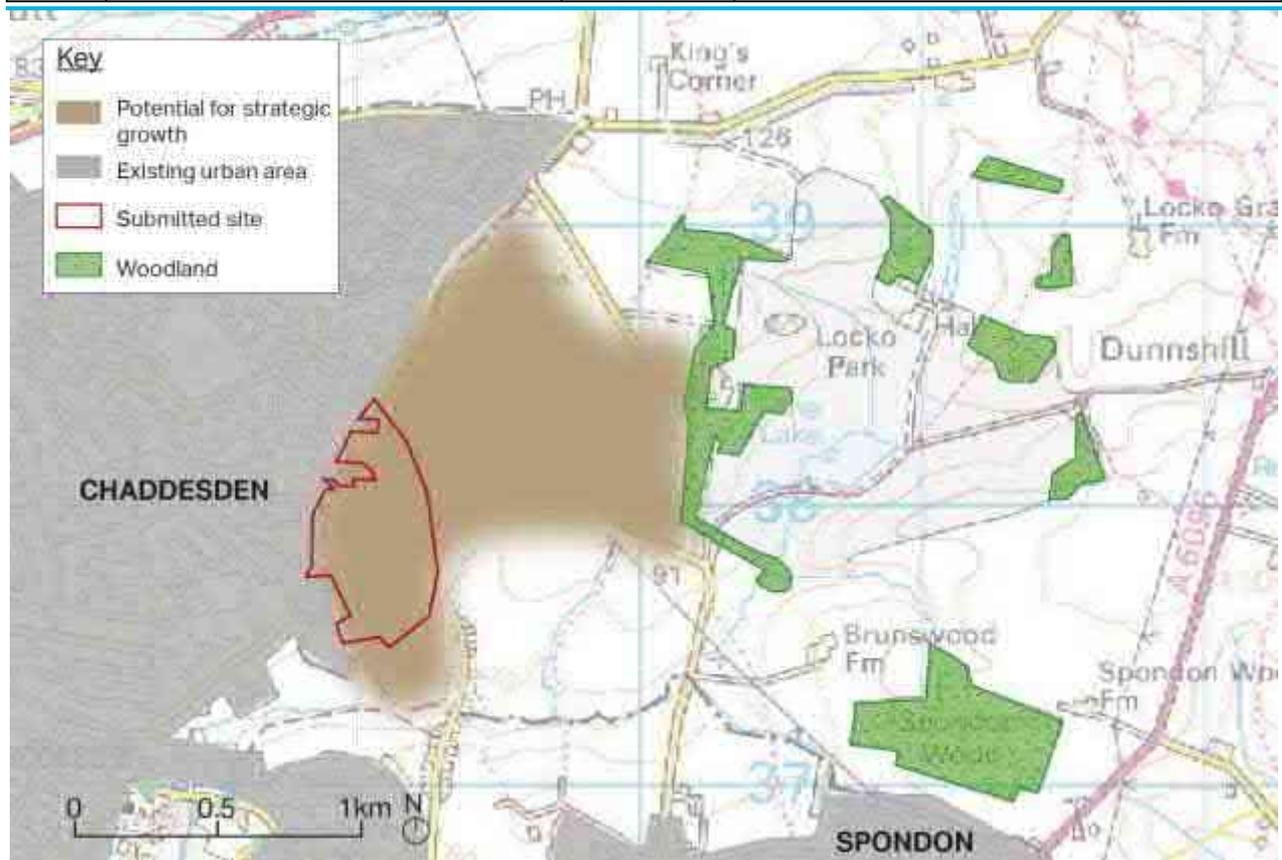
Bus services are infrequent and area of search is not in close proximity to train station.

This location contains very few employment opportunities, with the area of search's MSOA containing just 800 jobs (lowest of any assessment sites) and a very low employment density. This is caused by Kirk Hallam's predominantly residential characteristics and the lack of substantial sites for businesses.

Submitted site: One submitted site, Ladywood Road South - Kirk Hallam (21.7Ha), is located in this broad area of search. The site is free from major constraints and is **suitable** for development pending further site investigation.

Potential area for strategic growth – The submitted sites and identified area provide sufficient land capable of delivering the smallest typology (urban extension). Development in this location would need to consider the landscape constraints identified and relationship with West Hallam. In addition, social infrastructure and improved linkages to public transport would be required (including linkages to Ilkeston).

E06	East of Derby	140 Ha	Urban extension
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Development of the area would result in an extension to the Derby built-up area, protruding into open countryside. Nevertheless, the area has defensible boundaries to the east (Locko Park), south (Lees Brook) and north (Derby Road). Development should be steered away from the south-western fringes of the area due to identified flood risk.

The area would form an extension to the suburbs of Oakwood and Chaddesden and would not constitute a perceived sprawl over existing ridgelines. It would be important to contain new development in the north so that it does not encroach onto the higher ground. The north east of area should be discounted on landscape grounds.

Locko Park grade II Registered Park and Garden, and associated assets, are located adjacent to the area. The park appears to be fairly well screened to the east as it is surrounded by mature belts of trees. The setting of the park and associated assets is likely to be affected by development proposals of the site, due to its location.

The area has good highways access and local bus provision. A future possible NET extension to Derby would be located approximately 1.6km distance (north of potential route corridors). However, economic and commercial viability of potential routes has not yet been undertaken. There is no nearby rail station provision – nearest being Spondon 3km south of the area.

The area benefits from being an extension to the north of Derby, with considerable community facilities and retail offerings in the area to support future developments. However, the area is constrained by its transport connectivity with no major road or rail linkages. These accessibility issues could limit the type of businesses attracted to the area, with a development likely to be an extension rather a hub of activity.

Submitted sites: Acorn Way and Morley Road (25Ha) is located in the south of this area of search and is free from major constraints and **suitable** for development pending further site investigations (including the site's proximity to the flood zones and interface with the built up area of Derby).

Potential area for strategic growth - The submitted site and identified area provide sufficient land capable of delivering the smallest typology (urban extension). Development in this location would need to consider the landscape and heritage constraints identified and relationship with the Derby built up area. In addition, social infrastructure and improved linkages to public transport would be required given current levels of accessibility. Close cooperation with Derby City would be necessary for development to come forward in this location.

E07	Stanton Extension	90 Ha	Urban extension
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Development should be steered away from the northern edge of the area and will be constrained by the floodplain of the watercourses. The area is partially within a proposed surface coal safeguarding area.

Defensible boundary on the area's eastern boundary (the M1), but the other boundaries are more permeable. Development on the site would form an extension to Ilkeston, but would not be perceived as coalescence with the adjacent village of Stanton-by-Dale due to the latter's position higher up the hill.

Extensively underlain by Made Ground (approximately 80% of the area). Mapping suggests a high potential for contamination sources as the majority of the area is used for industrial purposes (concrete production related). A historical, potentially hazardous landfill is located in the south-east of the area, the closest off-site landfill is adjacent. Redevelopment constraints as a result of potentially shallow underlying coal measures beneath the area. The aquifers underlying the area are Secondary A (bedrock and superficial). Consideration should be given to Controlled Waters as a receptor to any potential ground contamination.

Grade II listed New Stanton Cottages that comprises a terrace of twelve workers' cottages built by the Stanton Ironworks in 1848. Conservation Area to the south of the area.

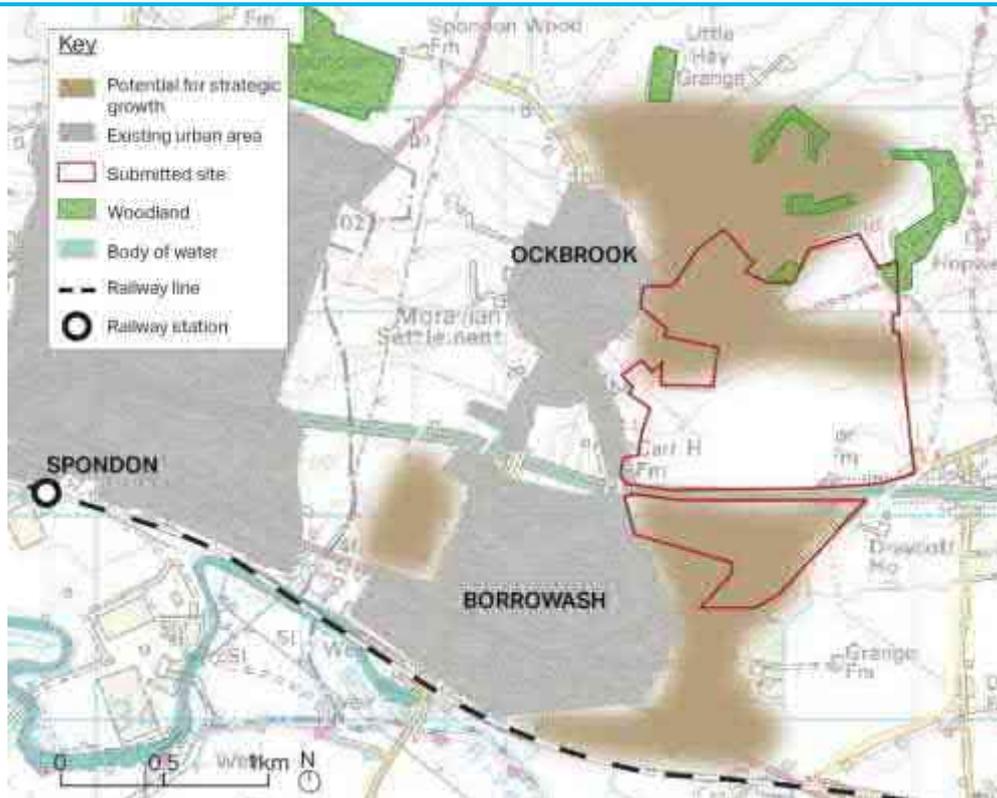
Good highways access, though generally poor access to services and public transport. Located in proximity to the HS2 EMH. Lack of provision to a rail station – nearest being Ilkeston 4km to the north.

The area contains substantial employment opportunities with an employment density considerably above the average for the county. The businesses in the area, particularly within Langham Park and Quarry Hill, are within vital high-tech and transport manufacturing industries which have been promoted in the SEP.

Allocated site: The extant Stanton Regeneration Site allocation (Policy 20 in the Core Strategy) and adopted SPD envisage ~2,000 homes, ~10ha of employment land (for B1a and b uses) and ~10ha of land for general industry (B1c and B2). The site does not benefit from a planning permission. However, the site remains **suitable** for redevelopment (where proposals are in accordance with guidance on location, scale and phasing of development types).

Potential area for strategic growth - The extant allocation and additional identified areas provide sufficient land capable of delivering the smallest typology (urban extension). Development in this location would need to carefully consider the ground conditions and heritage assets (including the approach to place making utilising guidance in the SPD).

E09	Ockbrook and Borrowwash Extension	320 Ha	Village expansion
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Land adjacent and around Ockbrook and Borrowwash. Area has defensible boundaries to the south (railway) but otherwise there is a need to identify a defensible boundary to the north and east.

The area contains part of the ancient woodland of Piggin Wood (approx. 2.7 Ha). Part of the area to the south and east is Grade 2 Very Good Quality Agricultural Land. Development of the area will need to take account of the Ock Brook running through the area.

Whilst the settlements of Ockbrook and Borrowwash are linked along two roads, with houses either side, they still feel like separate settlements at present. There is a risk that development of the entire area would result in a perceived coalescence of the two settlements. There are not very many defensible boundaries, mostly just field boundaries.

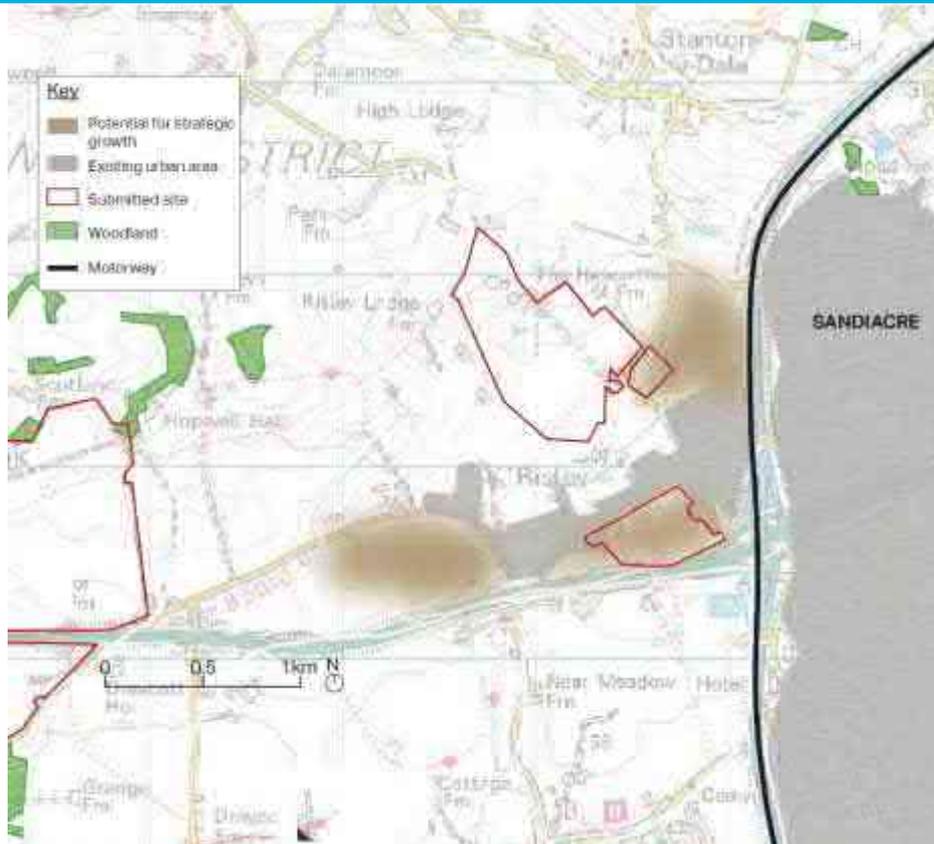
There are a number of designated heritage assets mainly concentrated on the western part of the area and include the Ockbrook Moravian Settlement Conservation Area and the Ockbrook Village Conservation Area and associated heritage assets. We recommend that these areas are excluded from the area of search and that their setting, including the setting of the individual heritage assets is considered in any development proposals.

Medium-Low accessibility. Located within close proximity to the A52, providing direct access to Nottingham and Derby and the M1 Motorway J25. Local bus services provided within and south of the area provide for direct access into Derby city centre. Large site area with capacity for large scale growth, located in relatively close proximity to the HS2 EMH. Further possible future NET Extension to Derby – area located along potential route corridors. Spondon Rail station located approx. 2km walking distance from area; and Eastern portion of the area has little highway network, with vehicular access mostly provided from Ockbrook to the west.

Submitted site: Land west of Hopwell Hall (170Ha), is located in the east of this area of search and is free from major constraints and **suitable** for development pending further site investigations. The site includes a number of woodland blocks and the heritage and landscape impacts in the vicinity of Hopwell Hall and land north of the A50 between Ockbrook and Risley would require detailed investigations and appraisal.

Potential area for strategic growth - The submitted site and identified areas provide sufficient land capable of delivering the smallest typology (village expansion(s)). There are two possible options in this location: village expansion of Borrowwash; and village expansion of Ockbrook. Development in this area would need to consider the landscape and heritage constraints identified and relationship with the Derby built up area. It would not be appropriate to develop all of the identified area (brown shading). Strategic infrastructure improvements would be required for highways, public transport and social infrastructure.

E10	Risley Extension	80 Ha	Village expansion
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The area of search has a low incidence of absolute natural constraints but contains some priority habitats along the M1. The Golden Brook flows along the western boundary of the area towards the south. Several unknown watercourses and ditches are presented on the area of search. Areas of surface water flooding are found along the western extent of the area. Development of the site will need to be sensitive to the floodplains of the smaller watercourses. The area is partially within a proposed sand and gravel safeguarding area. .

There is potential to increase perceptions of sprawl within the Trent Valley, due to the development bringing the settlement edge up the hill towards the ridgeline. There is also potential for coalescence if development at Breaston was also brought forward. There are defensible boundaries to the south and east, but less so elsewhere. There are large parts of the areas of search that should remain undeveloped on landscape grounds.

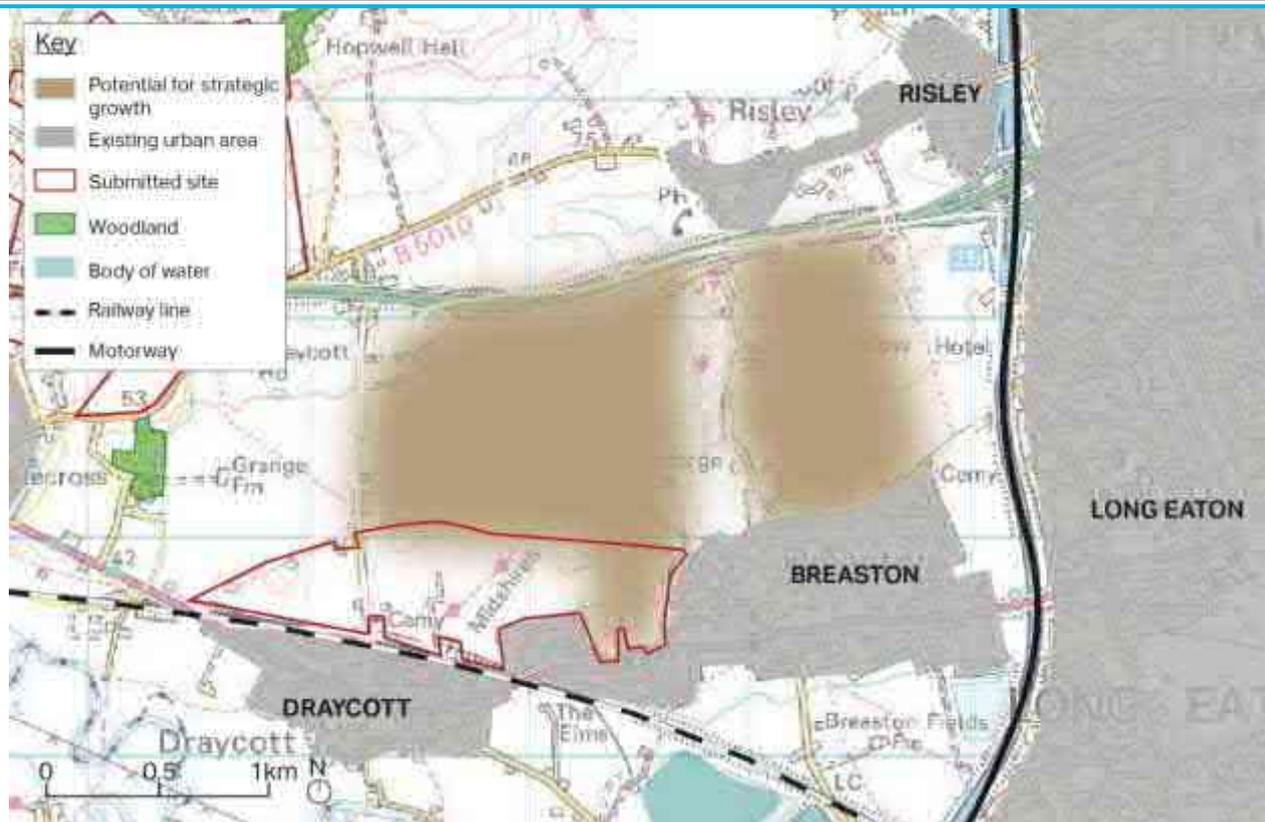
The Risley Conservation Area falls within the area. Currently the conservation area has a rural setting that contributes to its significance. Development of the area has the potential to affect the significance of the conservation area and associated assets.

Located immediately to the west of Sandiacre and north of Risley village centre and bounded to the east by the M1 motorway and located directly to the northwest of J25. Bounded to the south by the A52 with immediate access to it for routes to Nottingham and Derby. Located in close proximity to the proposed HS2 East Midlands Hub. However, the area of search is located approximately 3km walking distance from Long Eaton rail station and congestion can occur during the peak hours at M1 J25.

Submitted site: Two submitted sites, Maywood Golf Club (60Ha) and Land to the west of Bostock's Lane (13Ha), are located in this area. Identified landscape constraints to the Maywood Golf Club site would limit development to the parcel east of Rushy Lane which is **potentially suitable** pending further site investigation (particularly in respect of landscape impacts). Land to the west of Bostock's Lane includes part of the Conservation Area and woodland blocks, the site is **potentially suitable** for development pending further site investigation (particularly in respect of heritage impacts).

Potential area for strategic growth – The submitted site and identified areas provide sufficient land capable of delivering the smallest typology (village expansion). The area's proximity to the proposed HS2 hub would help to support new development in this location. Development in this area would need to consider the landscape and heritage constraints identified and relationship with the MBUA of Nottingham and Breaston.

E11	Breaston Extension	270 Ha	Co-dependent/Village expansion
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Relatively flat area in the Trent Valley, with a localised high point along the northern boundary. The area comprises agricultural land around the village of Breaston in the Trent Valley. There is potential for perceived coalescence with the existing edges of Long Eaton and Draycott, despite road / rail infrastructure respectively separating the settlements. The A52 and M1 form strong defensible boundaries to the north and east, as does the Midland Mainline in the south. There is potential for development on the area, but care needs to be taken to avoid coalescence with adjacent settlements. From a landscape perspective, development should be steered away from the east and south of the area.

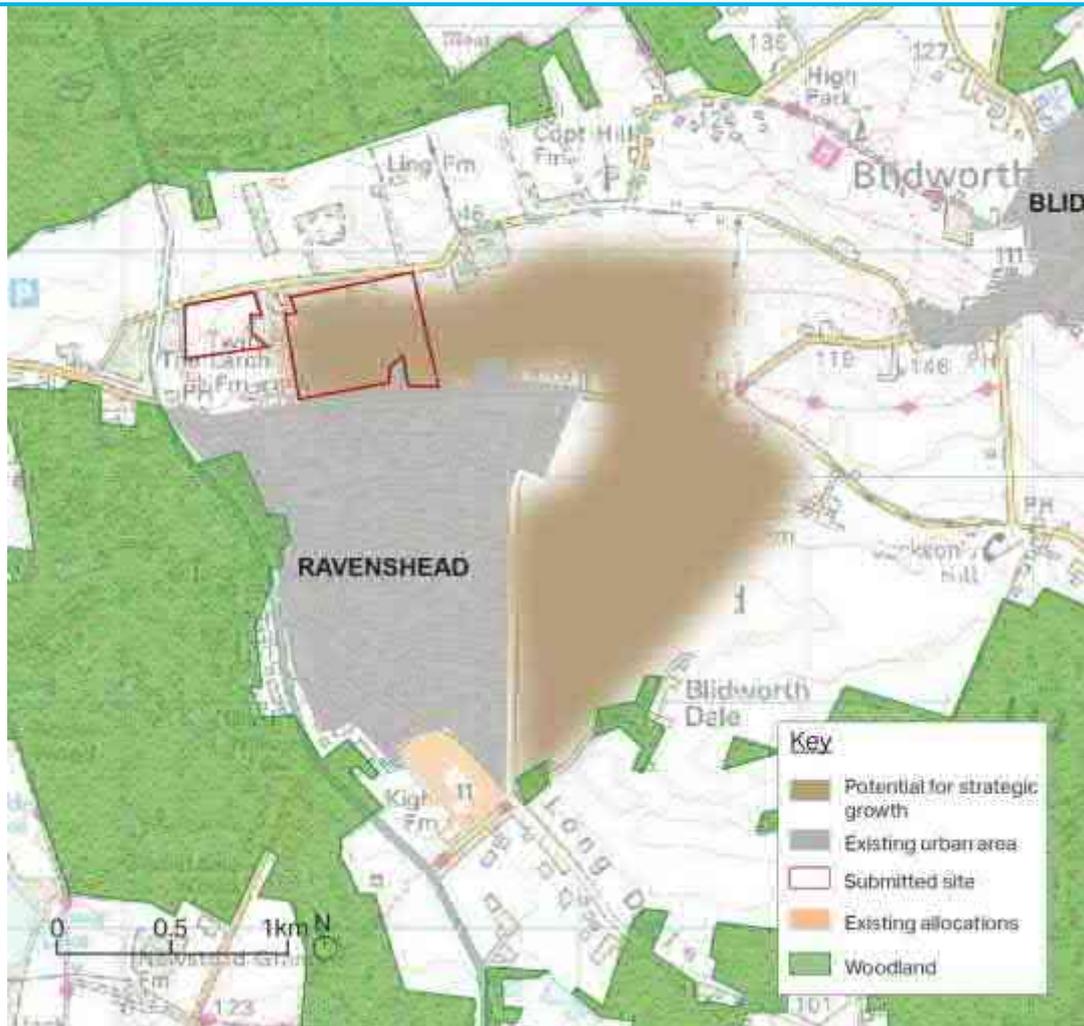
The Breaston Conservation Area and Draycott Conservation Area encompass the historic cores of the settlements of Breaston and Draycott. The settlements are currently surrounded by countryside and development of the area, due to its extent and location, is going to change that setting considerably.

The area is judged to have Medium-High accessibility. Local bus service provision is located along the A6005 with access to Nottingham and Derby city centres. The area is located in relatively close proximity to the proposed HS2 East Midlands Hubs. In addition, a proposed NET Route Extension to Long Eaton square for connection to HS2 EMH and Nottingham, is located approximately 2.4km walking distance southeast of the area. Further possible future NET Extension to Derby – area located along potential route corridors in the vicinity. However, economic and commercial viability of potential routes have not yet undertaken. The area is located approximately 2.6km walking distance from Long Eaton rail station and congestion occurs during the peak hours at M1 J25.

Submitted site: North of Draycott and Breaston (90Ha), is located in the south of this area. The site is **potentially suitable** for limited development (related to Breaston) pending further site investigations, due to the presence of constraints related to flood risk and landscape impacts in the south west of the area.

High potential area for strategic growth - The submitted site and identified areas provide sufficient land capable of delivering the smallest typology (village expansion or new garden village – focussed in the north of the area and separate from Breaston). The area's proximity to the proposed HS2 hub would help to support new development in this location. Development in this area would need to consider the landscape and heritage constraints identified and relationship with the MBUA of Nottingham and Draycott. It would not be sustainable to develop all of the identified area, landscape buffers would be required for both options (village/garden village).

G01	Ravenshead Extension	270 Ha	Village expansion
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The area is within the RSPB Important Bird Area Boundary 5km Buffer for the ppSPA Sherwood Forest and the existing built up area of Ravenshead is adjacent to designated RSPB IBA Site. The area is partially within a proposed mineral safeguarding and consultation area for sandstone. Development of the area will need to be sensitive to the floodplains of the watercourses on the northern and southern fringes.

Woodland is external to the area, the built edge of Ravenshead and topography largely limit views to within the area, with the exception of views east towards Blidworth. From a landscape perspective, development is potentially suitable away from high ground north of Ricket Lane.

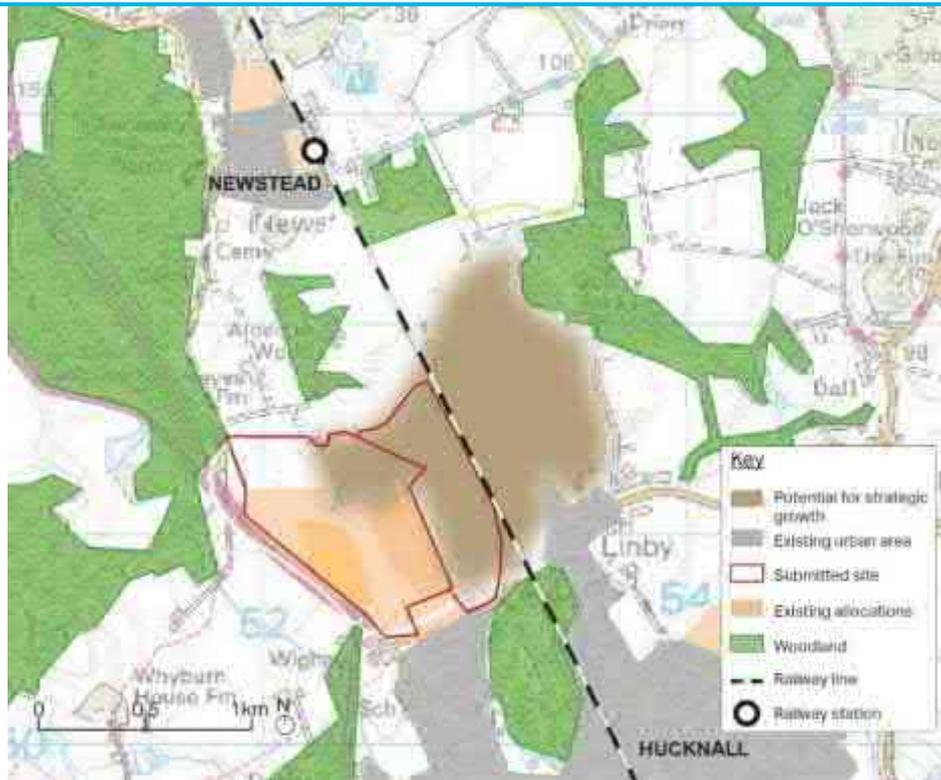
The area is judged to have Medium-Low accessibility. The area is bounded by a network of local roads including the A60, providing a direct route into Nottingham and Mansfield city centres. Frequent and direct local bus services are provided along the B6020 Main Road and Longdale Lane for access to Nottingham and Mansfield city centres. Bus Priority found on parts of the A60 towards Nottingham. A60 into Nottingham can experience heavy congestion. The area has direct access to the A60 but the lack of rail connectivity results in unsustainable modes of travel.

The community facilities in Ravenshead will help to support new development. There is a lack of major employment assets in the priority or opportunity sectors in the SEP.

Submitted sites: Two submitted sites, Silverland Farm Ricket Lane - Site A (9.55Ha) and Site B (34.44Ha), are located in the north of this area of search. The sites are **suitable** for development pending further investigations (which should consider landscape impacts and proximity to the ppSPA Sherwood Forest).

Potential area for strategic growth - The submitted sites and identified areas provide sufficient land capable of delivering the smallest typology (village expansion). Development in this area would need to consider the landscape and ecology constraints identified. Growth to the west and south of the settlement is constrained due to the presence of extensive woodland (including Ancient Woodland) and RSPB Important Bird Area Boundary. In addition, ribbon development along Mansfield Road and Longdale Lane should be avoided due to the low levels of accessibility in the location.

G03	North of Hucknall	140 Ha	Urban extension
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There are identified areas of surface water flooding where the watercourses cross the area. There is also risk to the south and the southeast of the area where the River Leen runs. There is also a high risk of Groundwater flooding. Development of the area will need to be sensitive to the floodplains of the watercourses and could be constrained by groundwater flooding.

From a landscape perspective, development is potentially suitable for development to the west of the Robin Hood line. Landscape buffer should prevent coalescence with Newstead to the north of the site. Land east of the site should not be developed to prevent coalescence with Linby. Potential for further extension to Hucknall at Top Wighay Farm, however it should not lead to coalescence with Newstead or Linby.

The Linby Conservation Area is located within the southern part of the area, but is screened from the land to the north by modern agricultural buildings and residential development and associated planting to the north of Linby Lane. Papplewick Conservation Area is located approximately 450m east of the area of search and covers the area of the Papplewick Hall RPG and land either side of Main Street and Blidworth Way. While the settings of the designated and non-designated assets of the Conservation Area would not be affected there would be impact on the Conservation Area from development to the west and to the north of Linby Lane. Development should be avoided in these areas. A buffer extending to the east side of Quarry Lane would mitigate this effect.

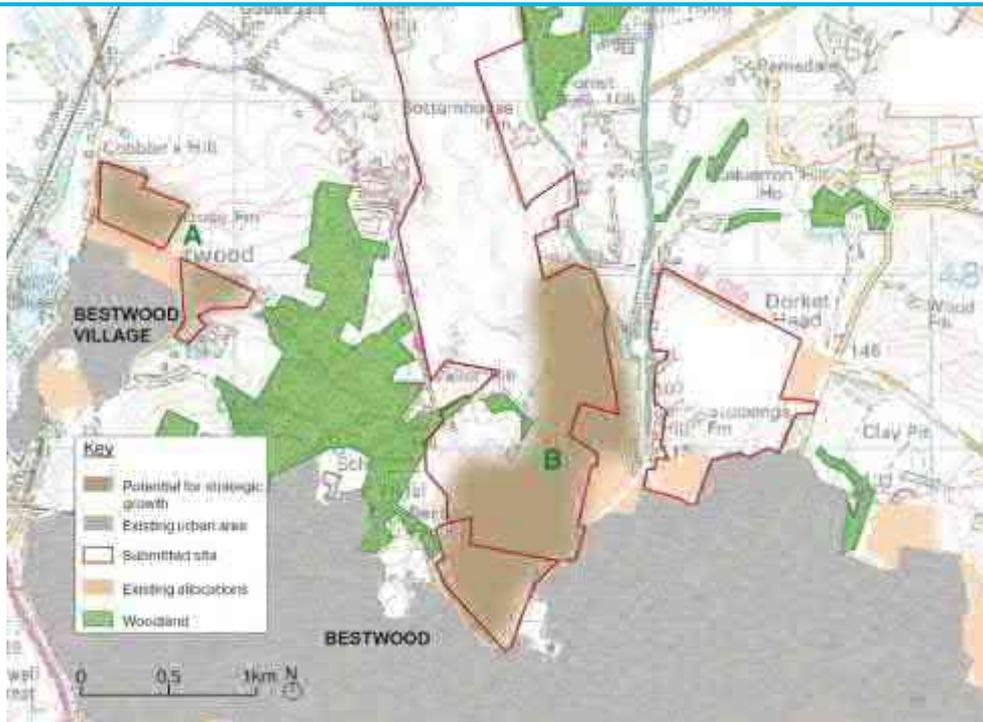
The area is judged to have Medium-Low accessibility. The presence of a large Rolls-Royce employment site in the south west of Hucknall enhances the potential for high-tech uses and spill over effects. The identified area is located on the north side of Hucknall and is close to the employment allocation within the Top Wighay Farm site. Sherwood Business Park, to the north-west of the area, is an advantage for future logistics and transport businesses.

Allocated site and submitted sites: Land at Top Wighay Farm east (29.5Ha) and Top Wighay Farm west (63Ha), are located in the west of this area of search (north of Hucknall). The sites are free from major constraints and **suitable** for development pending further site investigations.

The extant allocation at Top Wighay Farm includes some remaining elements that do not benefit from full planning permission. These residual areas remain **suitable** for development (where development is brought forward in accordance with the guidance in the adopted SPD).

Potential area for strategic growth - The extant allocation, submitted sites and identified areas provide sufficient land capable of delivering the smallest typology (urban extension). The area is well located for: existing services and employment in Hucknall; and Hucknall rail station. Development in this area would need to consider carefully the landscape, heritage and flooding constraints identified.

G05	Bestwood Village/Redhill Extension	120 Ha	Urban extension
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Areas in northeast and northwest cross Flood Zones 2 and 3. There is steeply sloping land forming high ground in the centre of the area. The area is composed of arable fields which are generally medium in size, enclosed by hedgerows and hedgerow trees. Defensive boundaries are limited to farm tracks and existing field boundaries. There is a risk of perceived sprawl. Development should be steered away from ridgelines in the centre of the area. Green buffers should be maintained to prevent coalescence between Redhill and Bestwood.

The Bestwood Village Conservation Area is located approximately 150m southwest of the area. The Conservation Area contains two listed buildings and the scheduled Bestwood Colliery Engine House and a number of locally listed buildings. While development within the area would not cause an unacceptable impact on the Conservation Area or the designated and non-designated assets within it, development to the north of Park Road would be within their setting and design would need to be sensitively handled to preserve character and significance.

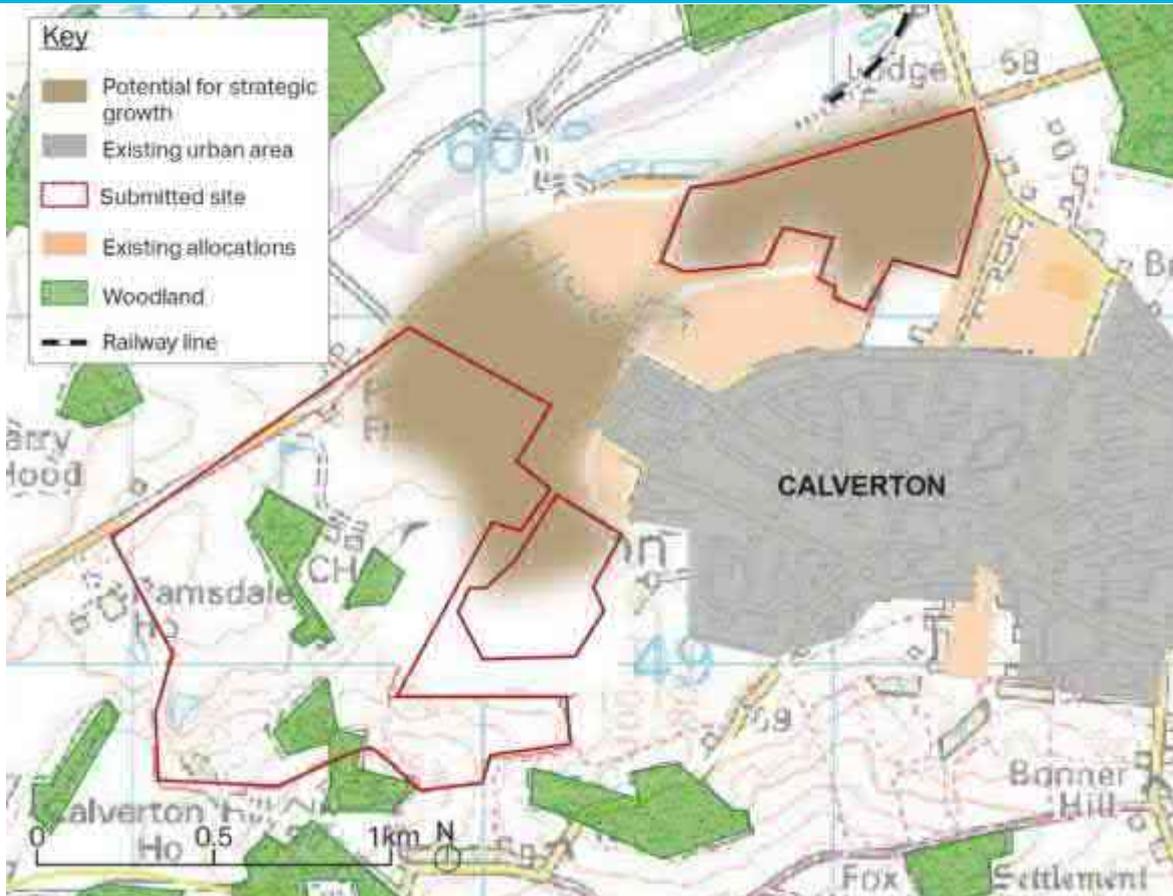
The area is judged to have Medium accessibility. Bounded by the A60 Mansfield Road to the east and Moor Road to the west, providing direct routes into Bulwell and Nottingham and Mansfield city centres. The western part of the area is located within 1km walking distance of Butler's Hill tram stop for services to Nottingham city centre. Frequent and direct bus service are provided along the A60 Mansfield Road. Ongoing development of a potential cycle corridor along Mansfield Road. The A60 into Nottingham can experience heavy congestion.

There are assets in the surrounding areas to assist future employment sites as well as the A60 access. Southglade Food Park, to the south of Bestwood, is an important facility that creates opportunities in the priority sector of food manufacturing. The Bestwood Business Centre and employment in and around Daybrook and edge of the Greater Nottingham conurbation offer some scope for local employment.

Submitted sites: Four submitted sites are concentrated on Redhill and Bestwood Village: (A) Land at Westhouse Farm, Bestwood Village (12Ha) and Broad Valley Farm, Park Road (10.9Ha); and (B) Land to the north of Bestwood Lodge Drive (291Ha) and Land to the west of the A60, Redhill (24Ha). The sites north of Bestwood Village are free from major constraints and **suitable** for development pending further site investigation (including landscape impacts). The Land at New Farm site includes woodland blocks but is otherwise free from major constraints and is **suitable** for development pending further site investigations. The Red Hill Farm site is extensive, the presence of a gas pipeline and landscape constraints to the north limit the scope for development of the whole site. The south east of the site (adjoining the A60 and Redhill) is free from major constraints and **suitable** for development pending further site investigations.

Potential area for strategic growth - The submitted sites and identified areas provide sufficient land capable of delivering the smallest typologies (village expansion and/or urban extension). The area is well located for existing services/employment and Butler's Hill tram stop. Both locations offer scope for strategic growth through expansion of Bestwood Village and an urban extension to Redhill.

G06	Calverton Extension	90 Ha	Village expansion
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Areas along northern fringe include Flood Zones 2 and 3 and should be avoided. The area is partially within a proposed mineral safeguarding and consultation area for sandstone and brick clay.

There are opportunities to develop this area, in particular to utilise the historical context of the former colliery. The area is relatively well contained, but development needs to be kept off the ridgeline in the south to prevent perceived sprawl.

The area is judged to have Medium-High accessibility. Local bus service to Nottingham provided to the south of the area. Though the area lacks access to rail/tram services, with the nearest station being at Hucknall, approx. 8km walking distance to the west.

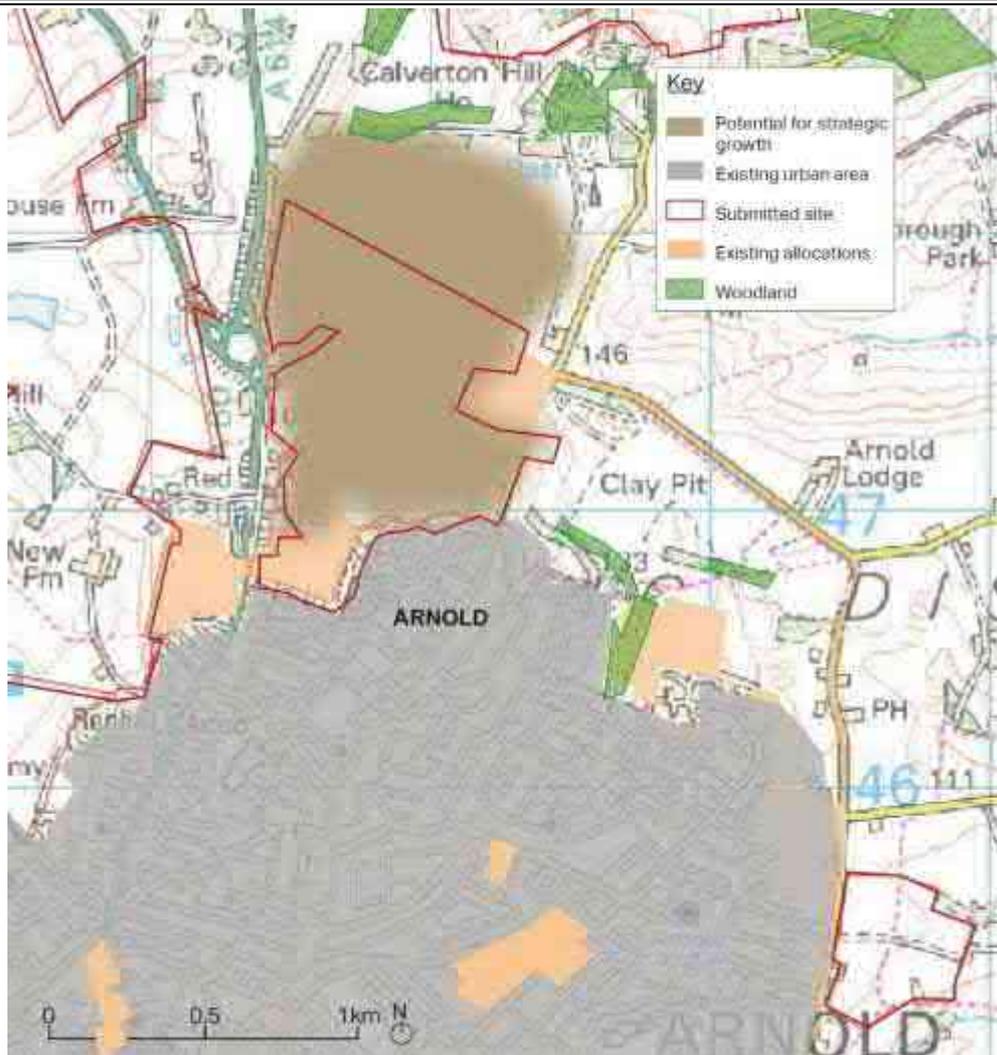
The immediate surrounding area has an employment density slightly below the county average. The area benefits from good road access on the A614 and A6097 but lacks rail connectivity. There is a cluster of facilities in Calverton Business Park, with a focus in the transport and vehicle repair sectors. There is a slight lack of existing assets for future developments to link to. Additionally, there are some amenities in Calverton, but this would need to be supplemented. There is some potential for a future employment development, but it is likely to be an extension of the existing activity.

Housing allocations are in close proximity to the assessed area and cumulative impact on highways should be considered alongside these existing sites. There are a number of publicly accessible open spaces associated with this area which may limit potential.

Submitted sites: Three submitted sites, Land off Oxtan Road (27.7Ha), Ramsdale Park Golf Centre Site A (13Ha) and Ramsdale Park Golf Centre Site B (105Ha) are located in this area. The Land off Oxtan Road site includes a flood zone in the vicinity of Oxtan Road but is otherwise free from major constraints and is **suitable** for development pending further site investigations. Ramsdale Park Golf Centre (Sites A and B) include a number of constraints (woodland blocks, water bodies and landscape constraints). However, the northern areas of both submitted sites, where well-related to Calverton, are **potentially suitable** for development pending further site investigations.

Potential area for strategic growth - The submitted sites and identified areas provide sufficient land capable of delivering the smallest typologies (village expansion). The area benefits from medium-high accessibility and new development in this area has the potential to support additional services and expanded employment in Calverton.

G07	Arnold Extension	110 Ha	Urban extension
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Development of the area will need to be sensitive to the floodplains of the watercourses. The area is partially within a proposed mineral safeguarding and consultation area for brick clay.

The elevated nature of the ridgeline at Dorket Head and around the eastern edge of Arnold means that there are long views towards / away from Dorket Head and from the B684 where it runs parallel to the eastern edge of Arnold in several directions. The A60 detracts from views west from Dorket Head and acts as a defensible boundary for the site. There are some localised areas where vegetation encloses the site, but these are relatively limited. The elevated ridgeline along the B684 east of Arnold means that development in this area would increase perceived sprawl. The part of the site adjoining the A60 is most suitable for development from a landscape perspective.

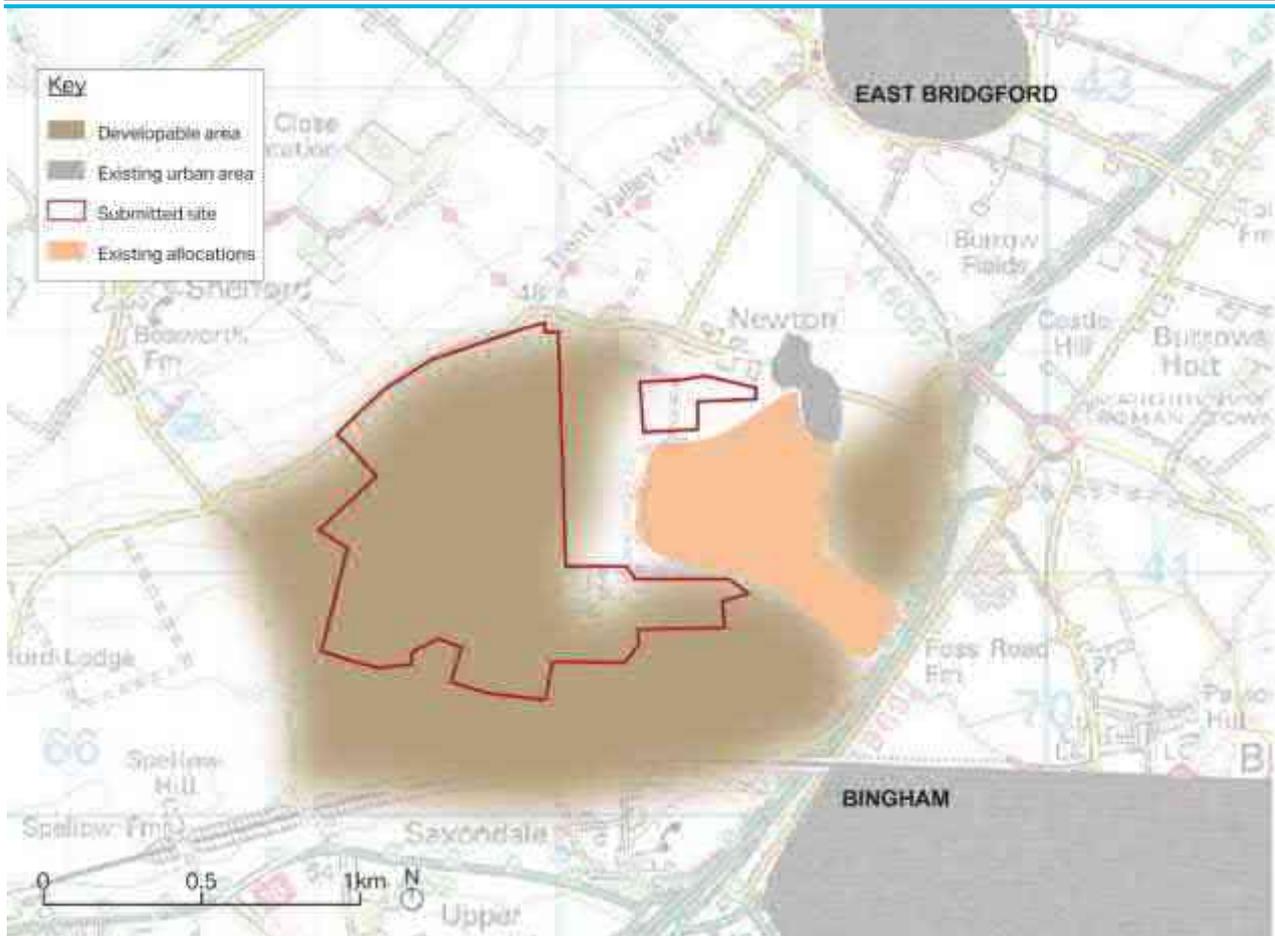
The area is judged to have Medium-High accessibility. The area is located immediately to the north of Arnold, the town centre is well served by bus routes into Nottingham. Several local & direct bus services to Nottingham city centre are identified as running along local roads in the vicinity of the area. However, there is no nearby access to rail/tram services and the A60 into Nottingham can experience heavy congestion.

The area's surrounds are mostly residential with an employment density considerably below the county average. There is a lack of major employment sites in the local area.

Submitted sites: Two submitted sites, Land at Stockings Farm, Redhill (40Ha) and Land at Middlebeck Farm (37Ha), are located in this area of search (north of Arnold and east of Arnold respectively). The Land at Stockings Farm site is free from major constraints and **suitable** for development pending further site investigations. The Land at Middlebeck Farm has greater landscape constraints and is **potentially unsuitable** for development.

Potential area for strategic growth - The submitted site and identified area provide sufficient land capable of delivering the smallest typologies (urban extension). The area benefits from medium-high accessibility and new development in this area has the potential to link with existing services and employment in Arnold.

R02	RAF Newton	320 Ha	Co-dependent
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The northwest boundary of the area lies within Flood Zone 2 and 3 due to a watercourse crossing the area which then joins the River Trent which is slightly north of the area. There are some unknown watercourses to the south of the area. The area is partially within a mineral safeguarding area for sand and gravel.

The area is largely flat composed of medium arable fields with the disused airfield at RAF Newton at its centre. From a landscape perspective, development should be located south of Shelford Road away from visually open ground in the north of the area.

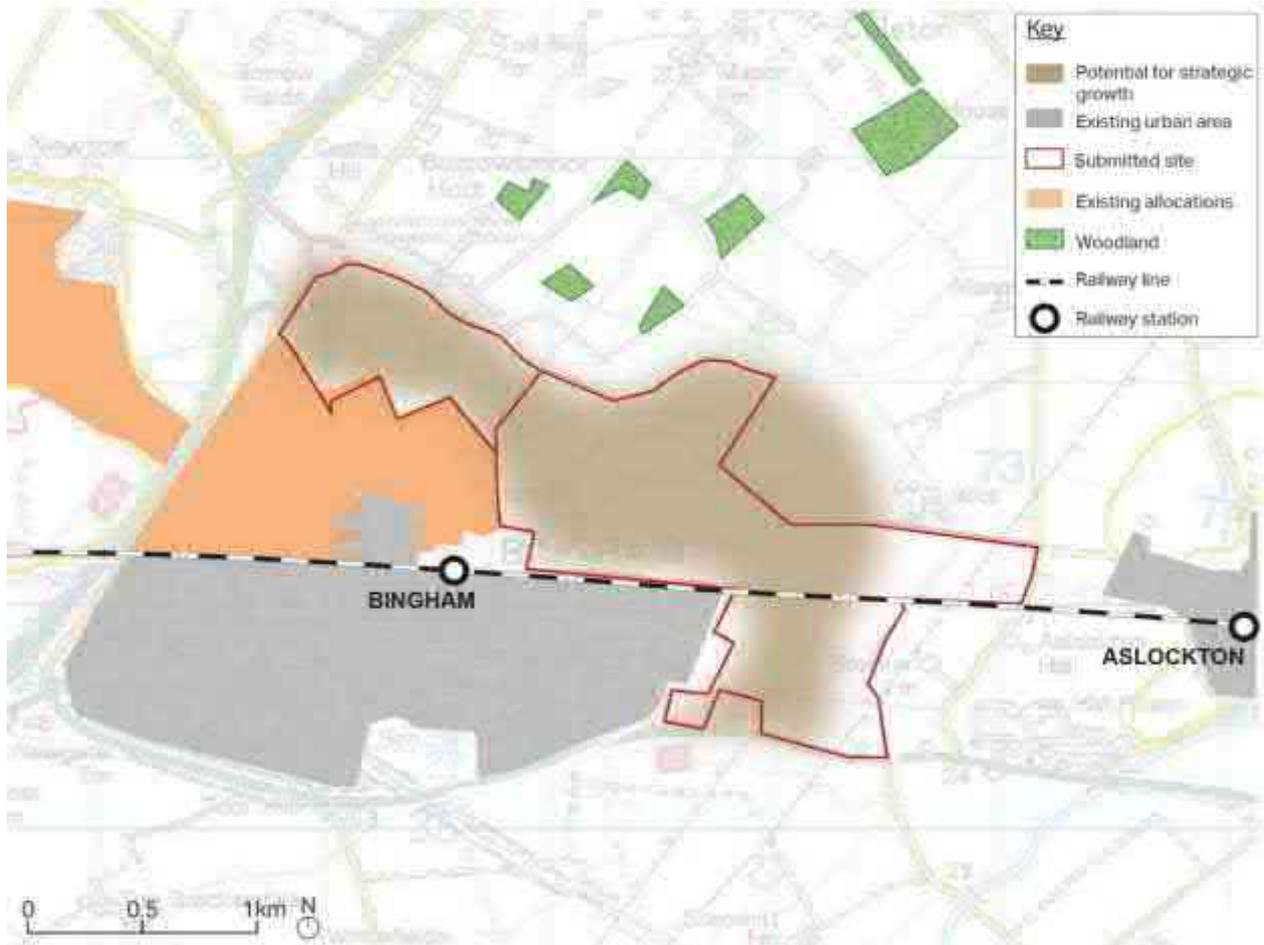
An established local highway network already exists due to previous Airbase land use. The area is bounded by Bridgford Street to the northeast and the A46 to the east, which has undertaken major highway improvements in recent years. The A46 is accessed to the south and east of the area, providing routes south to Leicester and north to Newark-on-Trent. Several local bus services operate through the area due to the continued use of Newton. The nearest rail station Bingham is located approximately 3km walking distance.

The area is substantial, increasing its potential to host a critical mass of employment activities. There is an opportunity for future developments to complement the existing operations at Newton Business Park, with the area's location next to the junctions for the A46 and A6097 advantageous for the logistics industry.

Submitted sites: Two call for sites submissions, East of RAF Newton (6.7Ha) north of the extant allocation and West of RAF (130Ha). Both sites are largely free from constraints except the flood risk to the north west and four listed buildings in the north of the area. The two call for sites would be **suitable** for development pending further investigations.

High potential area for strategic growth - The submitted sites and identified areas provide sufficient land capable of delivering a co-dependent new settlement. Parts of the RAF Newton site (particularly its western extent) are some distance away from central Bingham and its existing services and rail station, with the A46 forming a physical barrier between the two. As such provision of new social infrastructure and improved linkages with Bingham are required in the location.

R03	Bingham Extension	250 Ha	Village expansion
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Large areas in the north and centre of the area, as well as a small area in the south, lie in Flood Zones 2 and 3. There is a reservoir in the south of the area that puts the area at higher risk of flooding.

A green landscape buffer should be maintained in the north east to prevent perceptions of sprawl and coalescence with Scarrington and Aslockton. Development on land south of the A52 would introduce perceptions of sprawl from the south and should be avoided.

The Bingham Conservation Area takes up the historic core of the town and contains 24 listed building. Three Scheduled Monuments are in close proximity to Bingham.

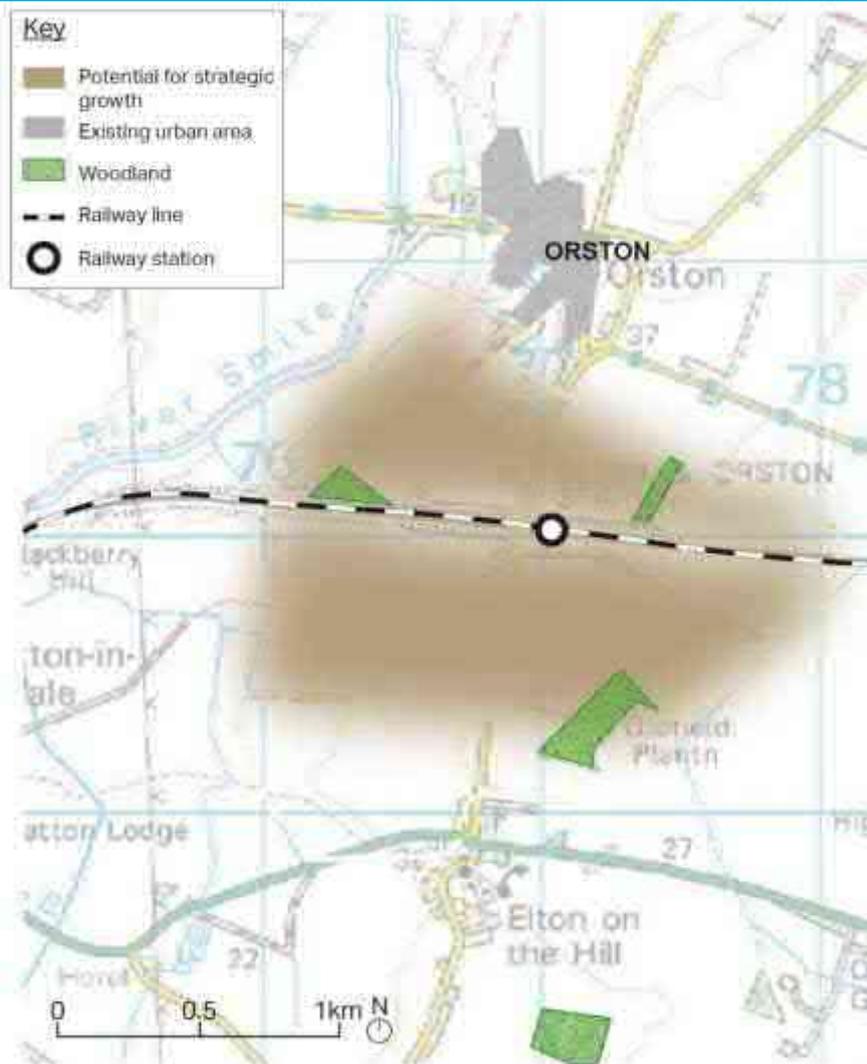
The area is judged to have Medium-High accessibility. The A52 Bingham Bypass / Grantham Road runs centrally through the area, providing direct routes west towards the A46 and Nottingham and east towards Grantham. Rail travel provision provided at Bingham and Aslockton rail stations located approx. 2.5km west and 950m east of the area respectively, although service frequency is limited at present. A possible extension of the Robin Hood Railway line to Bingham, and connection with Bingham Park and Ride would help to serve any new development in this location. There is a lack of bus services operating within the area, with the nearest services operating within Bingham to the west.

Bingham is mainly a residential area with fairly low employment density, but some employment opportunities are provided by local businesses, wholesale companies or nearby HM Prison Whatton.

Submitted sites: Three submitted sites, North of Bingham 1 (47.7Ha), 2a (176.1Ha) and 2b (200.6Ha), are located in this broad area of search. All three options include flood zones to a greater and lesser degree but are otherwise free from major constraints and **suitable** for development pending further site investigation(s).

High potential area for strategic growth - The submitted sites and identified areas provide sufficient land capable of delivering the smallest typology (village expansion). The area identified would represent a near doubling of the village's footprint and would need to be delivered alongside a package of new social infrastructure and transport improvements. The presence of the rail station will help to support sustainable development in this location.

R05	South of Orston	190 Ha	Co-dependent
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The area has a medium incidence of absolute natural constraints, containing a SSSI and Local Wildlife Site adjacent to the rail line to the northwest and along the rail line embankments. The north, west and south-eastern boundaries of the area lie within Flood Zones 2 and 3. There is also flood risk along the railway line that runs from east to west across the area. The area is within a proposed mineral safeguarding area for gypsum.

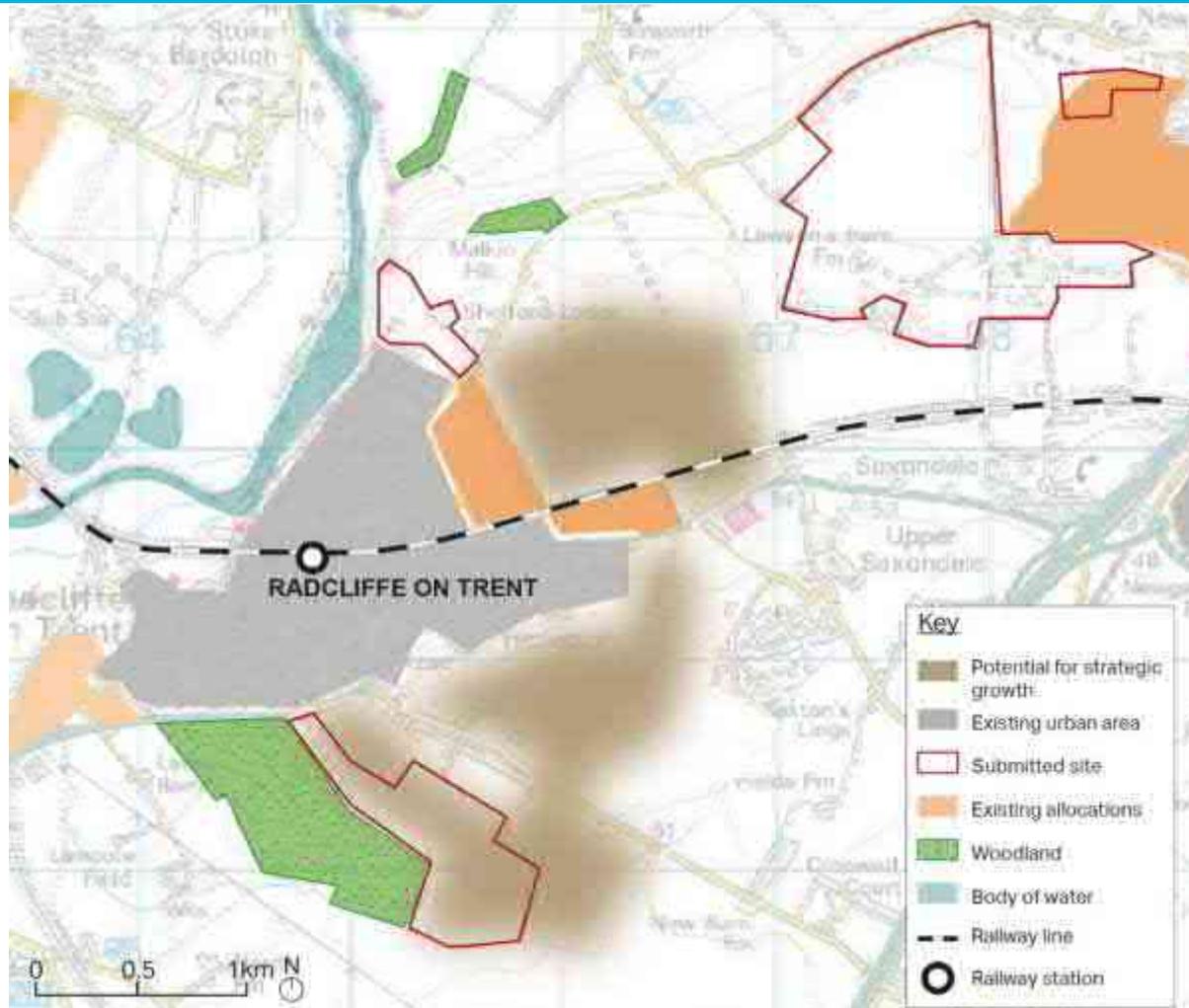
The area is visually enclosed due to the flat topography and field boundaries. Small blocks of woodland and vegetation associated with the railway line offer potential for development to be tied in with the local landscape. A green buffer should be maintained in the south to prevent coalescence with Elton on the Hill. Much of the southern edge of the Orston conservation area is divided from the area by open spaces and planting and development of the area would not have an unacceptable effect. The village approach would need to be sensitively handled. The area extends as far south as the A52 north of the village of Elton where sensitive design would be required to lessen impacts on Elton.

Elton & Orston rail station is located centrally within the area, providing for easy rail connection. There are infrequent bus services at present. A possible future NET extension to the east of Nottingham, encompassing a connection to Park and Ride facilities at the A52 Radcliffe on Trent would benefit this area, being located nearby to the possible route corridor.

The location between Nottingham and Grantham would make the area attractive to workers in those locations. But any employment growth would have to be generated with no potential for agglomeration or economic productivity benefits from existing clusters to assist this development.

Potential area for strategic growth - The identified area provides sufficient land capable of delivering the smallest typology (garden village). However, the area's location in close proximity to Orston and Eton on the Hill would need to be carefully considered. A new settlement would be required to provide new social infrastructure and transport improvements. The presence of the rail station would help to support sustainable development in this location, especially if service frequency were to be increased.

R06	Radcliffe on Trent Extension	290 Ha	Village expansion
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The area is largely Grade 2 very good quality agricultural land. Development should avoid areas close to Flood Zones 2 and 3 in the northwest and areas of high groundwater flooding in the north.

Defensible boundaries could be formed by the road and rail network. There is a risk of coalescence with Upper Saxondale. The southern part of the area is best suited for development due to the topography, with the northern area around Maikin Hill remaining undeveloped. A green buffer should be left to prevent coalescence with Upper Saxondale to the east.

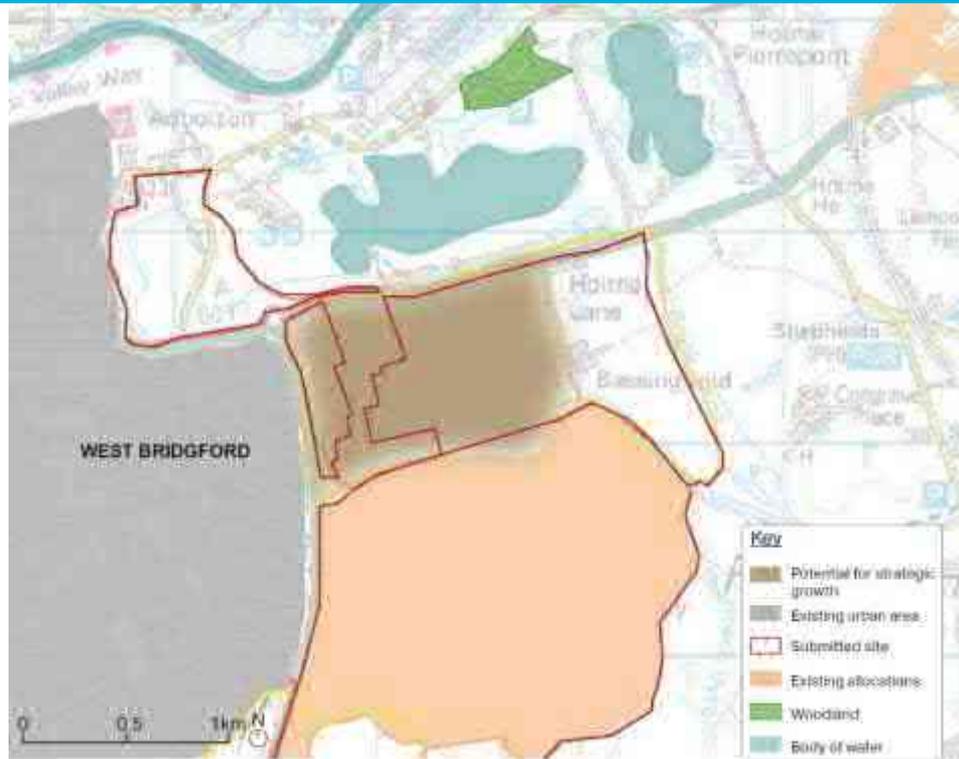
The area is judged to have Medium-High accessibility. The A52 runs centrally through the area, providing for direct routes to Nottingham, Bingham and Grantham. Radcliffe rail station is situated 800m from the area, enabling good connection to rail services although at present service frequency is limited. A variety of bus services operating on the A52 and within Radcliffe-on-Trent provides for good accessibility by bus. Restricted connectivity to Nottingham due to limited river crossings.

The area also benefits from multiple factors: access to the A52 and A46, rail connectivity from Radcliffe, strong community facilities available in Radcliffe and proximity to major employment sites in opportunity sectors identified in the SEP.

Submitted sites: Two submitted sites, North of Shelford Road (12.6Ha) and Hall Farm Grantham Road (47Ha), are located in this area. The Hall Farm Grantham Road site is free from major constraints and **suitable** for development pending further site investigations. The North of Shelford Road site is **potentially unsuitable** for development due to landscape constraints in the north of the area.

High potential area for strategic growth - The submitted site and identified areas provide sufficient land capable of delivering the smallest typology (village expansion). The railway line and A52 act as a severance between the areas in the north and south. As such place making and improvements to access would need to be carefully considered. The presence of the rail station would help to support sustainable development in this location, especially if service frequency were to be increased.

R07	East of Gamston	110 Ha	Urban extension
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The northwest and the southeast of the area is within Flood Zones 2 and 3. Grantham Canal runs across the southern boundary and the southeast of the area. Development should be sensitive to the floodplains of the watercourses surrounding the area.

The minor road network and existing field boundaries provide defensible boundaries for development. The area is suitable for development due to largely flat topography, medium landscape sensitivity offering potential for distinctive development and views being largely contained to within the area. Development of the area would result in an extension to the Nottingham main built-up area, protruding into open countryside along the A52 however the area is located to the north of the strategic allocation East of Gamston/North of Tollerton. The hamlet of Bassingfield is located within the area and contains a number of non-designated built heritage assets, mainly farm houses and agricultural buildings. It is likely that buffers will need to be employed to preserve the hamlet's character.

A good range of frequent bus service operate along the A52, providing good accessibility to bus travel. However, there is a lack of access to rail/tram services restricted connectivity to Nottingham due to limited river crossings. There is also congestion on the A52 Gamston Lings Bar Road and within West Bridgford.

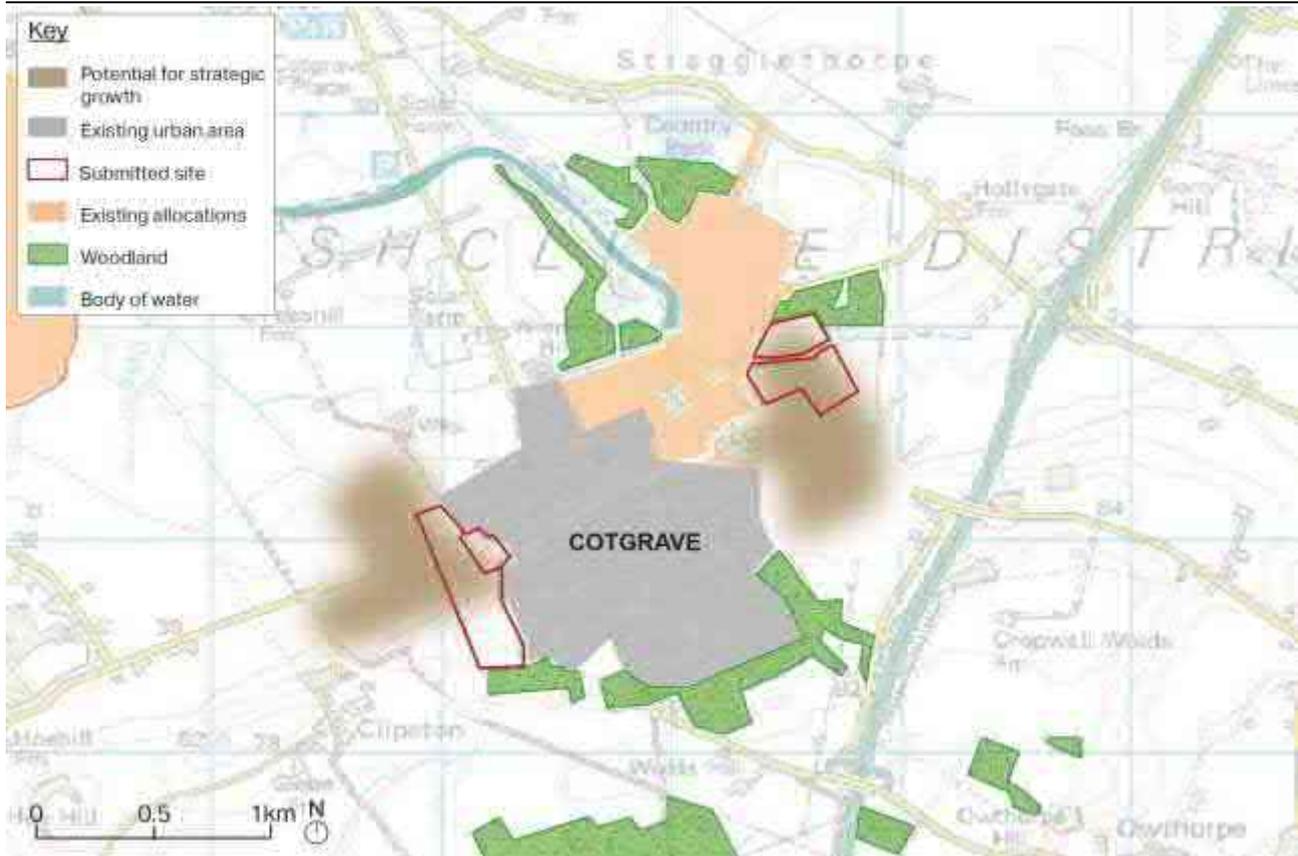
There are modest employment sites in the immediate vicinity, however, there is a clear strength in the wholesale, retail trade and motor vehicles industry which accounts for over 32% of employment. This employment is delivered through small clusters such as at Aeros Nottingham, along Bassingfield lane and in Gamston. Additionally, there are key assets in the leisure and visitor economy in the local area (Nottingham Racecourse, the National Water Sports Centre and many lakes and nature reserves).

Allocated and submitted sites: Three call for sites submission sites, Regatta Way (45.6Ha), Land at Gamston (22.2Ha) and North of Gamston (150Ha), are located in this broad area of search. The Regatta Way site is within a flood zone and **potentially unsuitable** for development. The Land at Gamston site is generally free from major constraints (except a portion to the north that lies within a flood zone) and is **suitable** for development pending further site investigations. The North of Gamston site is generally free from major constraints (except a portion to the east that lies within a flood zone and could introduce the risk of coalescence with Bassingfield) and is **suitable** for development pending further site investigations.

The extant East of Gamston/North of Tollerton allocation (Policy 25) makes provision for ~2,500 homes, ~20 hectares of employment land and Neighbourhood centre by 2028. The allocation does not benefit from planning permission (as at June 2020). The allocation remains a **suitable** location for growth.

Potential area for strategic growth - The submitted sites and identified areas provide sufficient land capable of delivering the smallest typology (urban extension). The location offers the option to expand upon the extant allocation East of Gamston/North of Tollerton. This would represent a sizeable increase to the main built up area of Nottingham and would require transport and social infrastructure improvements.

R08	Cotgrave Extension	90 Ha	Village expansion
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An area to the northeast lies within Flood Zones 2 and 3 where Grantham Canal flows through. Large areas free from flood risk.

Plumtree Road west of Cotgrave and Colston Gate east of the village act as defensible boundaries to potential development in this location, alongside existing field boundaries. Development should avoid sloping land south of Plumtree Road.

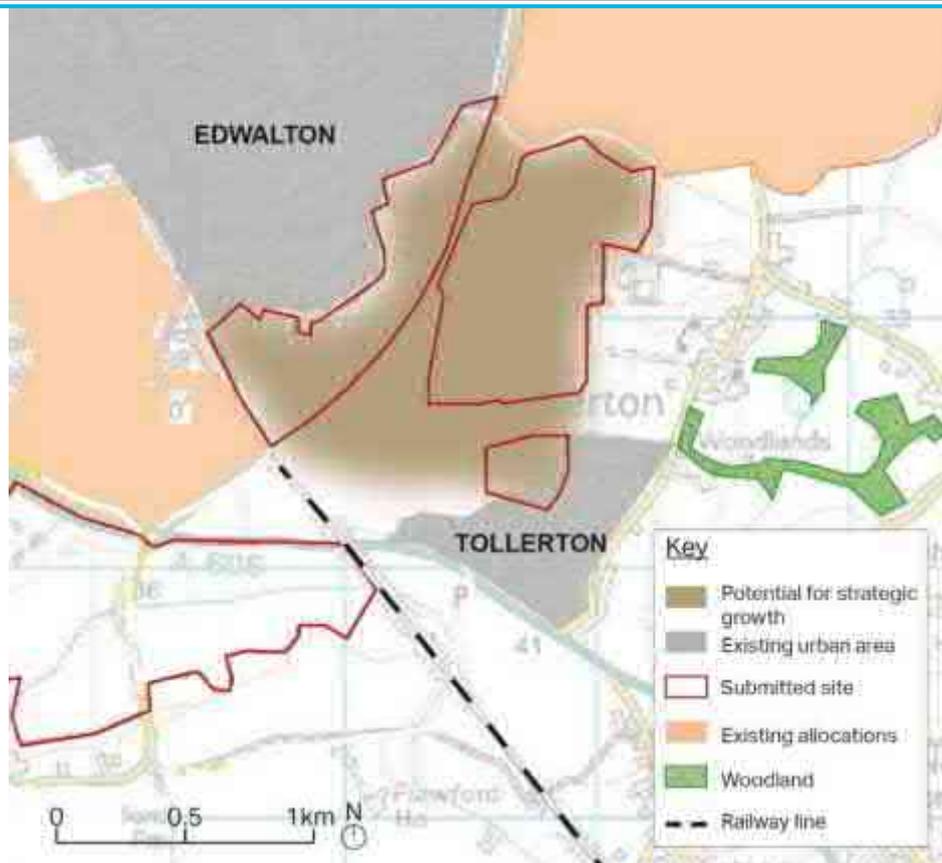
The area is judged to have Medium-High accessibility. A range of bus services operating through Cotgrave transverse the area and provide for good opportunities for bus travel. The area lacks access to rail services/tram services. There is also restricted connectivity to Nottingham due to limited river crossings.

There are limited employment opportunities in Cotgrave, with an employment density considerably below the county average. The area lacks major employment sites, with the most significant appearing to be the small cluster of wholesale facilities on High Hazles Road. Demand in the area would have to be stimulated and the only major accessibility benefit is the proximity to the A46.

Submitted sites: Four submitted sites, Cotgrave West (17.1Ha), Cotgrave East (13.9Ha), are located in this area. Cotgrave West 1 is free from major constraints and **suitable** for development pending further site investigations. Cotgrave West 2 has landscape constraints to the south of the site. The north of Cotgrave West 2 is free from major constraints and is **suitable** for development pending further site investigations. Cotgrave East 1 & 2 are generally free from major constraints, though a flood zone bisects the two sites. The sites are **suitable** for development pending further site investigations.

Potential area for strategic growth - The submitted sites and identified areas provide sufficient land capable of delivering the smallest typology (village expansion). The area is fairly remote from the MUA of Nottingham and so any strategic growth would need to be delivered alongside new social infrastructure and transport improvements.

R11	West of Tollerton	170 Ha	Urban extension/Village expansion
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The area is largely Grade 2 very good quality agricultural land. There is a small area in the southwest within Flood Zones 2 and 3 where an unknown watercourse flows through the area and this is likely to extend along the watercourse once modelled. There is another unmodelled watercourse in the north of the area. Development will be constrained by the floodplains of the watercourses (not yet modelled).

Defensible boundaries include the A52, Melton Road and railway line. Risk of coalescence with Edwalton and Tollerton, as well as Ruddington to the west if both areas are developed. A green landscape buffer should be retained to prevent coalescence between Edwalton and Tollerton. If land south of the railway line and A606 is developed this will reduce openness. The area to the north could act as a village expansion to Tollerton or alternatively further urban extensions beyond the existing allocation to the Main Built Up Area.

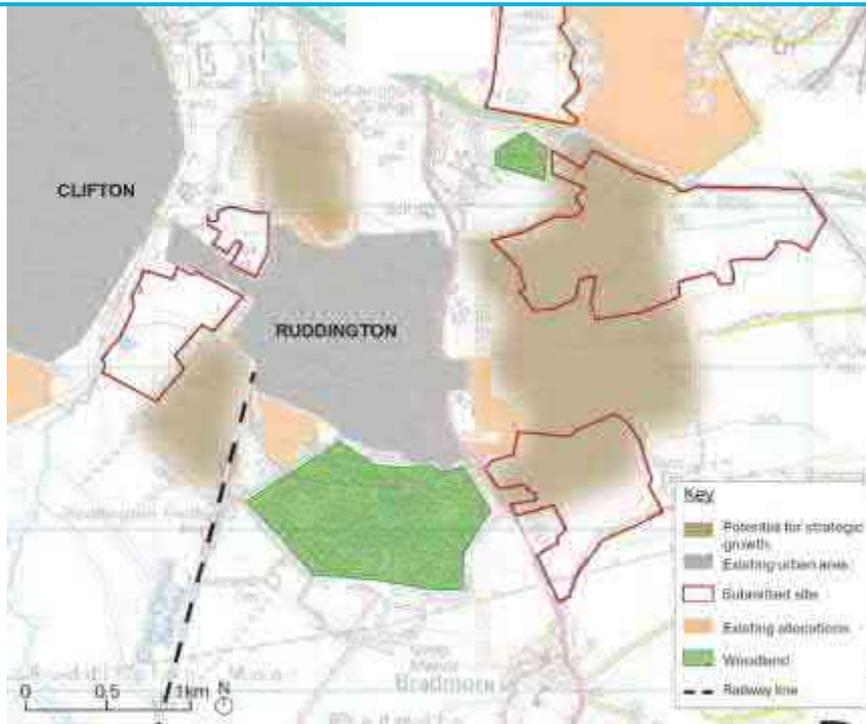
Medium accessibility. There is one main employment development in the area, Wheatcroft Business Park, which is situated immediately to the east of the area. Businesses from various sectors are supported in the cluster, including software, manufacturing and agriculture. The Park, and the assessment area, benefits from access to the A52, the main link road for the area. Further positives for the area include the facilities and potential working population in the local residential settlements.

Submitted sites: Four submitted sites, Burnside Grove Tollerton (9.1Ha), Gamston/Tollerton (75Ha), Edwalton Golf Course (37Ha – safeguarded site) and Land south of Wheatcroft Island, Flawforth Lane (112Ha)³⁷, are located in this broad area of search. Burnside Grove Tollerton, Gamston/Tollerton and Edwalton Golf Course sites are free from major constraints and are **suitable** for development pending further investigations. The land south of Wheatcroft Island (west of the rail line and east of Flawforth Lane) includes landscape constraints and is **potentially unsuitable** for development.

Potential area for strategic growth - The submitted sites and identified areas provide sufficient land capable of delivering the smallest typology (urban extension/village expansion). The location offers the potential to pursue one or more options: expansion of Tollerton; and/or an urban extension to Edwalton. Development in this location would need to carefully consider coalescence between the MBUA and Tollerton. The location also offers the option to expand upon the extant allocation East of Gamston/North of Tollerton. This would represent a sizeable increase to the main built up area of Nottingham and would require transport and social infrastructure improvements.

³⁷ Land south of Wheatcroft Island, Flawforth Lane (call for sites submission) falls within both the R11 and R12 Broad Areas of Search.

R12	Ruddington Extension	320 Ha	Village expansion
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The area is largely Grade 2 very good quality agricultural land. The western area boundary lies within Flood Zones 2 and 3 where the Fairham Brook flows through. There are areas available for development, but development will be constrained by the floodplains of the watercourses, which are likely to increase when factoring in climate change.

There is a risk of coalescence with Bradmore and Clifton, as well as with West of Tollerton to the east if both areas were to be developed. Defensible boundaries are limited to the highways network and existing field boundary. Green landscape buffers should be maintained to prevent coalescence with Bradmore and Clifton.

The Conservation Area is screened from the western part of the area by modern residential development and a buffer of approximately 300m to the east. There is therefore little opportunity for development to impact heritage. The south west part of the area comes within 100m of the Bradmore Conservation Area, a larger buffer would reduce impact on the Conservation Area and the assets within it.

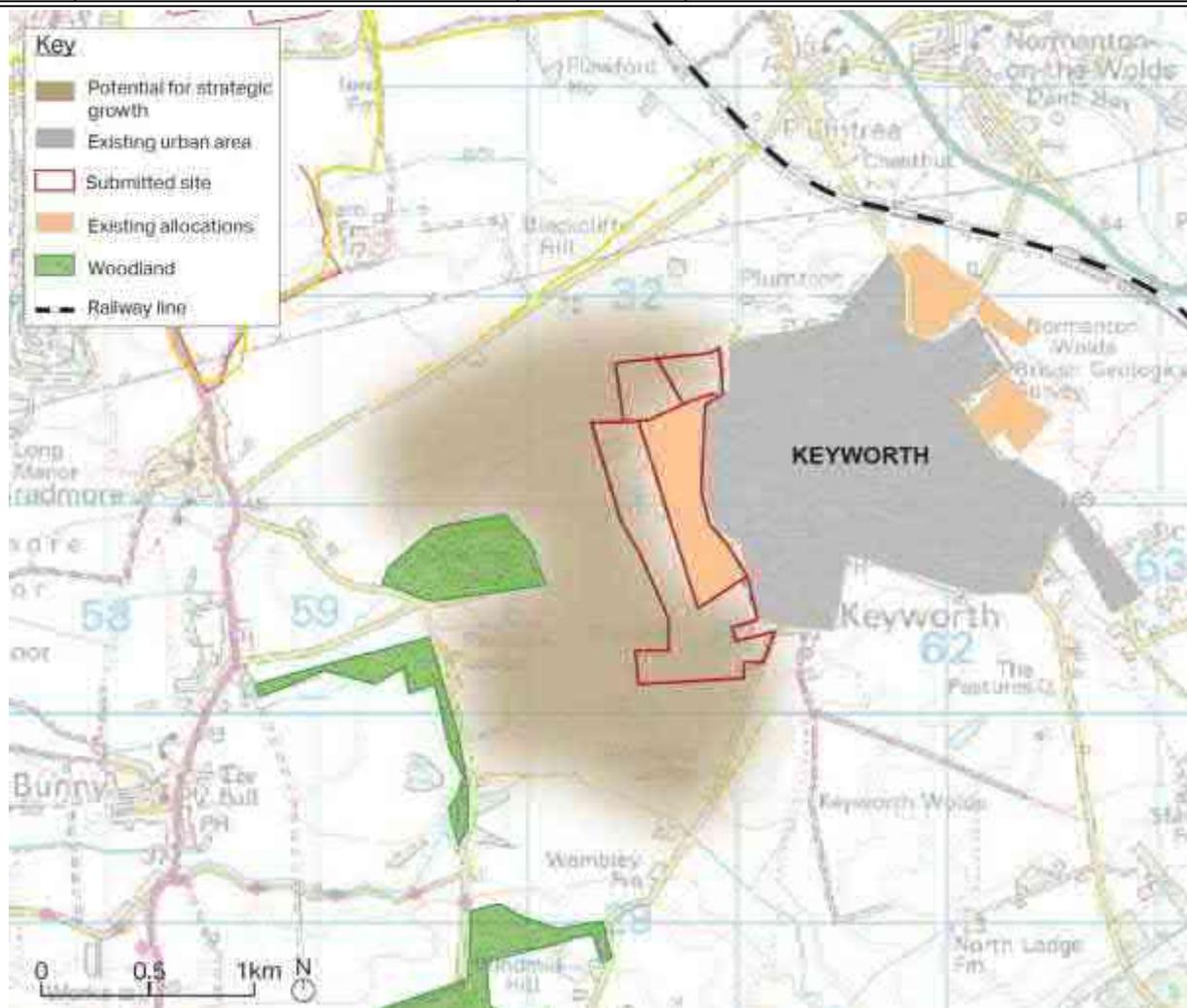
The area is judged to have High accessibility. The Holy Trinity tram stop is located approximately 1.1km walking distance west of the area. There is access to direct and frequent bus services throughout Ruddington, with scope for possible route extensions. The disused Great Central Main Line railway offers future possible development / accessibility improvement potential. However, there is a lack of access to existing rail services within the local area. There are multiple advantages to the area: its access to the A52 and A606; the tram connectivity in Clifton to the east; the presence of Nottingham Trent University; and multiple clusters of businesses in opportunity sectors. These benefits create an opportunity for future developments to benefit from positive agglomeration impacts.

Submitted sites: Four submitted sites, West of Pasture Lane (35Ha), North Road (10.14Ha), East of Loughborough Road (58.6Ha) and Land south of Wheatcroft Island, Flawforth Lane (112Ha)³⁸, are located in this broad area of search. The land south of Wheatcroft Island (west of Flawforth Lane) is free from major constraints and **suitable** for development pending further investigations. The East of Loughborough Road site is generally free from major constraints and **suitable** for development, the southern portion of the site includes landscape constraints and is **potentially unsuitable** for development. The West of Pasture Lane and North Road sites include flood zones and landscape constraints. These sites are **potentially unsuitable** for development.

Potential area for strategic growth - The submitted sites and identified areas provide sufficient land capable of delivering the smallest typology (village expansion). Development in this location would need to carefully consider coalescence risks with Bradmore and Clifton and also coalescence between Ruddington and Edwalton and West Bridgeford. The high accessibility levels would help to support this strategic growth area.

³⁸ Land south of Wheatcroft Island, Flawforth Lane (call for sites submission) falls within both the R11 and R12 Broad Areas of Search

R13	West of Keyworth	300 Ha	Village expansion
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The area is Grade 2 very good quality agricultural land. There is an unmodelled watercourse that passes through the area and the southern boundary of the area lies in Flood Zones 2 and 3 associated with the Fairham Brook. Development will need to be sensitive to floodplains of watercourses. The area is within a proposed mineral safeguarding area for gypsum.

It would be important to maintain a green landscape buffer to prevent coalescence with Plumtree. The area south of Bunny lane would be particularly suitable for development as it is contained by woodland external to the area, with vegetation associated with Fairham Brook and Wysall Lane.

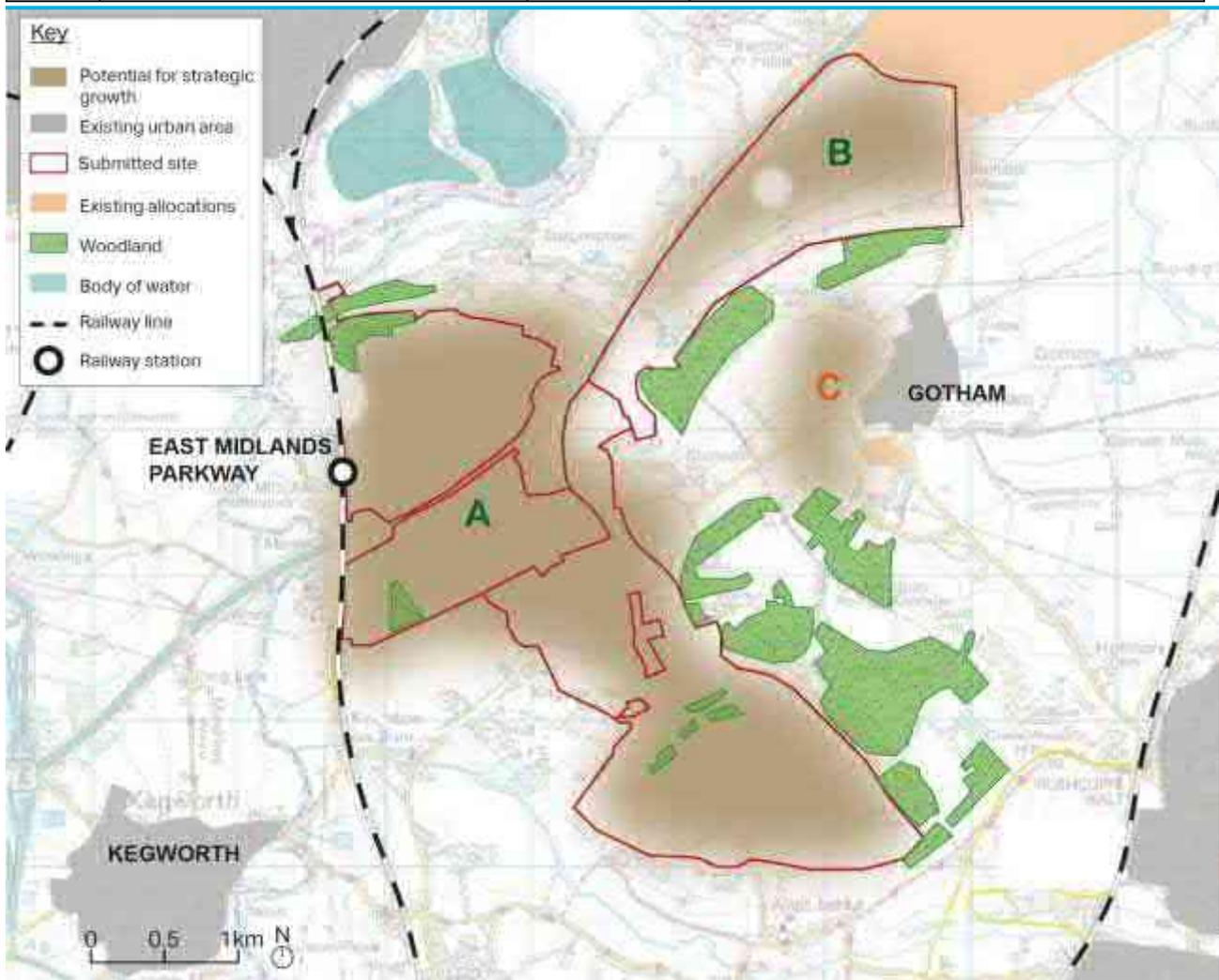
The area is judged to have Medium-High accessibility. The area is located immediately to the west of Keyworth and south of Plumtree. A range of bus services operate along Station Road to the northern extent of the area for access to Nottingham. There is a lack of access to rail services/tram within the local area, though a railway line runs along the north-eastern extent of the area. No access to bus services in the southern portion of the area.

The surrounding area contains some vital economic assets driving growth in a variety of sectors. The British Geological Survey has its headquarters in Keyworth, a key research facility for the LEP. A cluster of companies are positioned to the south of Ruddington, with access to the A60. This cluster has a specialisation in the digital and creative sector. These facilities provide future businesses an opportunity to complement a variety of sectors.

Submitted sites: Three submitted sites, North of Debdale Lane, Keyworth (13Ha) North of Bunny Lane, Keyworth (13.2Ha) and South of Bunny Lane (27Ha), are located in this broad area of search. The sites are free from major constraints and **suitable** for development pending further site investigations.

Potential area for strategic growth - The submitted sites and identified areas provide sufficient land capable of delivering the smallest typology (village expansion). Development in this location would need to consider coalescence risks with Plumtree.

R15	A453 Corridor	970 Ha	Autonomous/Co-dependent/Village expansion
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The area has a low incidence of absolute natural constraints, however clusters of Local Wildlife Sites along the northern edges. The area is surrounded by Flood Zone 3 to the west and north which is likely to increase due to climate change. Unmodelled watercourses in the area may also constrain future development. The area is partially within a mineral safeguarding area for sand and gravel and within a proposed mineral safeguarding area for gypsum.

Overall landscape quality is low, but in the east and south there is scenic quality and conservation interest related to Kingston Pleasure Grounds Registered Park and Gardens south of the area boundary at Kingston on Soar. The flat topography means the area is visually open and has high intervisibility with the surrounding landscape. Winking Hill is prominent in local views and the power station is a landmark in long distance views from Nottingham and the south. Woodland south of the A453 offers the potential to create a distinctive place based on an existing green infrastructure network. Defensible boundaries are largely limited to the transport network, although woodland offers the opportunity to screen development. If the area north of Kingston Pleasure Grounds is developed this may have an adverse impact on the setting of the Registered Park and Garden. Development on high ground at Winking Hill would introduce visual sprawl.

There are two Scheduled Monuments within the area, Romano-British nucleated enclosed settlement and Roman villa complex at Glebe Farm and Roman site on Red Hill. There are also multiple Conservation Areas and Listed Buildings in close proximity of the areas assessed.

The area encompasses Kingston on Soar and Ratcliffe Power Station and includes the established local highway network associated with these developments. The A453 provides direct routes northeast into Nottingham and southwest to the M1 J24. There have been recent junction, bus and foot/cycleway provision upgrades undertaken on the A453 Corridor and M1 J24. The area is bounded to the west by the proposed HS2 route, with access to HS2 available at the proposed East Midlands Hub approximately 4km distance north of the area. The area encompasses East Midlands Parkway rail station and future connection to HS2. Local bus services operate around the area, including high frequency services along the A453 to East Midlands Airport. There is a lack of access to tram services within the local area. Tram

extensions to the north of the area should be investigated further should development be pursued in this location.

The area surrounds the important, well-connected East Midlands Parkway and its associated employment facilities. Additionally, the area is likely to feel the spill over and productivity benefits from the future HS2 Hub at Toton. The area is also attractive to businesses due to its strategic position near to the East Midlands Airport and accessibility to A453 and M1. The presence of the Nottingham Trent University in Clifton and Sutton Bonington are a key asset for the area. The investment into the Science and Technology Centre and the new Medical Innovation Facility is likely to bring further benefits in the core sector of life sciences. The John van Geest Cancer Research Centre is a specialised facility for the whole D2N2 LEP area. Together with NTU's facilities, this establishes a real strength in the priority life sciences sector.

Submitted sites: Three submitted sites, Radcliffe Power Station (~270Ha), SW Nottingham - South of A453 (230.5Ha); and Kingston on Soar Energy Village (355Ha) are located in this broad area of search. All three sites are deemed to be **suitable**, pending further investigations (see below).

High potential area for strategic growth – The submitted sites and identified areas provide sufficient land capable of delivering the largest strategic growth typologies (autonomous and/or co-dependent new settlements). The options in this location offer significant opportunities for new settlements with the potential to be served by East Midlands Parkway. Delivery of new settlements in this location would require provision of new strategic infrastructure and employment land in order to encourage self-contained new settlements.

(A) Radcliffe Power Station and Kingston on Soar Energy Village include a number of constraints within and adjoining the sites: a Scheduled Monument (Roman site on Red Hill); Thrumpton Conservation Area; an authorised landfill site; waterbodies; woodland; flood zones and landscape constraints (in the vicinity of Gotham Hill Wood and Kingston on Soar). However, there are a number of strategic opportunities and locational advantages (East Midlands Parkway, East Midlands Airport, University of Nottingham, access to the A453 and River Trent, previously developed land etc.) that make the site suitable for development pending further investigations.

(B) The SW Nottingham – South of A453 site is a large tract of land and generally free from major constraints except for: a Scheduled Monument (Romano-British nucleated enclosed settlement and Roman villa complex at Glebe Farm); Thrumpton Conservation Area; a gas pipeline; woodland blocks; and landscape constraints in the southern portion of the site. Access to the A453 and potential to create links to the tram network and East Midlands Parkway make the site suitable for development pending further site investigations.

(C) Gotham Village expansion – whilst this locality is generally free from major constraints, the relatively small size of the settlement and its more limited accessibility make it only potentially suitable for the smallest strategic growth typology (village expansion). Options (A) and (B) offer greater potential as strategic growth areas.

R16	East Leake Extension	160 Ha	Village expansion
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The north-eastern edge of the area is adjacent to a SSSI and Local Nature Reserve (Rushcliffe District Golf Course). Part of the area is Grade 2 very good quality agricultural land. Flood Zones 2 and 3 run across the centre of the area from the east to the west along the Kingston Brook. Flood Zones 2 and 3 also extend into the southern area where the Sheepwash Brook flows. Development will be constrained by the floodplains of the watercourses, which are likely to increase when considering climate change. The area is within a proposed mineral safeguarding area for gypsum.

Development should be steered away from areas of higher ground in the north west, north east and south.

The area is judged to have Medium accessibility. There is good access to the existing & established local highway network surrounding East Leake. Gotham Road runs northward from the area for access towards Nottingham. The former Great Central Main Line railway runs centrally through the area, with possibility for future development / accessibility. Bus services operate through the centre of East Leake for regular access between Loughborough and Nottingham city centre. There is a lack of access to existing rail/tram services within the local area, the nearest station being East Midlands Parkway.

There is a lack of employment sites in the immediate vicinity, apart from an important site in the SEP's opportunity sector of exploration industries. This employment site includes British Gypsum headquarters. However, the majority of industries do not tend to receive productivity gains or agglomeration benefits from proximity to exploration sites.

Potential area for strategic growth - The identified areas provide sufficient land capable of delivering the smallest typology (village expansion). Development in this location would represent a substantial increase to East Leake and would need to carefully consider the public transport and social infrastructure requirements for strategic growth of this scale. Developing all of the identified area would not represent a sustainable pattern of development.

R17	North of Loughborough	430 Ha	Autonomous/Co-dependent
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The area has a low incidence of absolute natural constraints, but is in close proximity to the River Soar flood plain and associated SSSI and Local Nature Reserve. The area is Grade 2 very good quality agricultural land. The southern boundary of the areas is in Flood Zones 2 and 3 associated with the River Soar. Development should be avoided in the south, and along the floodplain of the unmodelled watercourse. The area is partially within a mineral safeguarding area for sand and gravel and proposed mineral safeguarding area for gypsum.

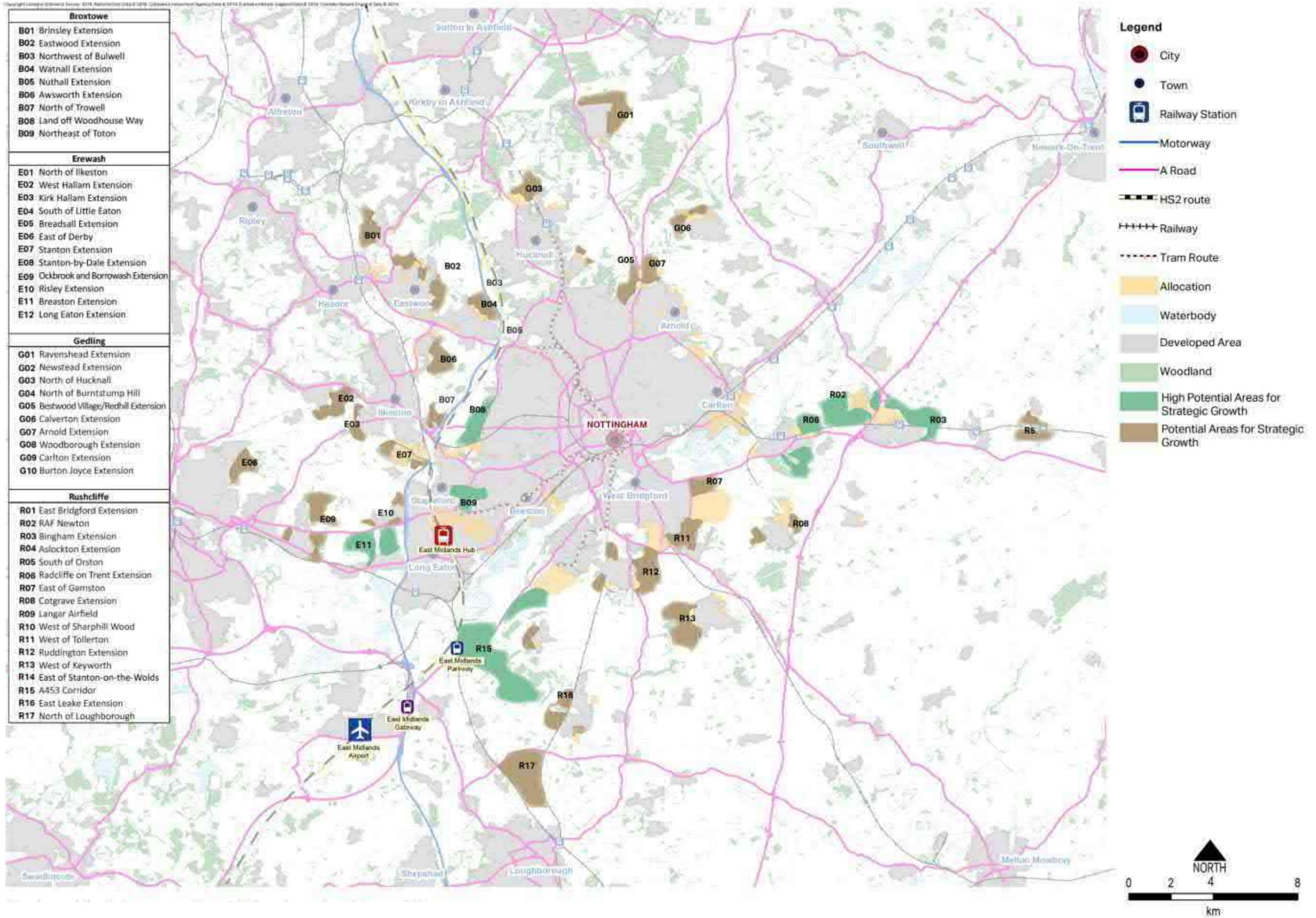
Two belts of trees following tributaries of the River Soar provide defensive boundaries in addition to the highway network and existing field boundaries. A landscape buffer between the River Soar and proposed development would be required.

The area is bounded to the north by the A6006 Rempstone Road, which provides connection westward to the A6 for routes to the M1 motorway. The area is bounded to the west by the Midland Main Line which in a local context connects East Midlands Parkway, Long Eaton and Loughborough. The western boundary of the area comprises a railway line that connects to the nearest rail station at Loughborough, approx. 2.5km walking distance south of the area. Bus services could not be identified within the area; however, several frequent services operate along Park Lane to west of the area, connecting Loughborough to Nottingham.

The areas in the vicinity of this area of search contain strong employment, with a density above the county average. Major economic assets in the area include the University of Nottingham Sutton Bonnington Campus and the significant business or industrial parks to the north of Loughborough. The Sutton Bonnington Campus contains vital assets in the life sciences priority sector identified in the SEP, such as the School of Veterinary Sciences and School of Biosciences. These facilities produce an opportunity for future developments to utilise qualified graduates in a priority sector and benefit from any further spill over effects. The area also benefits from strong connectivity, with direct access to the A6 and M1. The location can also be considered attractive to businesses due to its strategic position near to the East Midlands Airport – an advantage for the majority of sectors.

Potential area for strategic growth - The identified area provides sufficient land capable of delivering the largest strategic growth typologies (autonomous or co-dependent new settlement). The option in this location would represent a Loughborough-facing option with the potential to create linkages to Loughborough rail station. The location is detached from the main built up area of Nottingham and would require significant improvements to strategic infrastructure, such as highways and public transport. This option would require cooperation with Charnwood for it to be feasible.

Figure 16 Potential Areas for Strategic Growth



Implementation

Indicative infrastructure requirements by potential area for strategic growth

- 5.5 This study has identified potential areas for strategic growth but not the sites within them. These will be identified and consulted upon throughout the remainder of the Local Plan process. As such, it is only possible to provide an indicative assessment of the infrastructure that may be required for each.
- 5.6 This is done in [Table 11](#) below by using AECOM's Social Infrastructure Framework model. The analysis is undertaken for each potential area for strategic growth, assuming that each is developed to its fullest extent (at net 35 dwellings per hectare, having calculated a net developable area of between 40% and 60% of the potential area, depending on size – see table 1). The table also includes an indication of potential strategic public transport opportunities that would do much to enable sustainable transport choices to be made.

Table 11 Selected approximate social infrastructure requirements and strategic public transport opportunities if broad areas of search is developed to assumed maximum capacity

Name	Nurseries	Primary schools	Secondary school forms	GPs	Dentists	Outdoor sports	Strategic public transport improvement opportunities
Broxtowe							
B01: Brinsley Extension	2	1 x 3-form entry	3	3	3	7	NET extension and/or bus rapid transit
B02: Eastwood Extension	2	1 x 3-form entry	3	4	4	8	NET extension and/or bus rapid transit
B04: Watnall Extension	2	1 x 2-form entry	2	2	2	5	NET extension and/or bus rapid transit
B06: Awsworth Extension	2	1 x 3-form entry	3	3	3	7	High quality bus
B07: North of Trowell	1	1 x 1-form entry	1	1	2	3	High quality bus
B08: Land off Woodhouse Way	2	1 x 3-form entry	3	3	3	7	High quality bus
B09: Northeast of Toton	2	1 x 3-form entry	3	3	3	7	High quality bus
Erewash							
E02: West Hallam Extension	2	1 x 2-form entry	2	3	3	6	High quality bus
E03: Kirk Hallam Extension	1	1 x 1-form entry	1	1	2	3	High quality bus
E06: East of Derby	2	1 x 3-form entry	3	3	3	6	High quality bus
E07: Stanton Extension	2	1 x 2-form entry	2	2	2	5	NET extension and/or bus rapid transit
E09: Ockbrook and Borrowash Extension	4	1 x 2-form entry + 1 x 3-form entry	5	5	5	12	NET extension and/or bus rapid transit
E10: Rislely Extension	1	1 x 1-form entry	1	1	2	3	NET extension and/or bus rapid transit
E11: Breaston Extension	3	2 x 2-form entry	4	4	5	10	NET extension and/or bus rapid transit
Gedling							
G01: Ravenshead Extension	3	2 x 2-form entry	4	4	4	10	High quality bus
G03: North of Hucknall	2	1 x 3-form entry	3	3	3	6	NET extension

Name	Nurseries	Primary schools	Secondary school forms	GPs	Dentists	Outdoor sports	Strategic public transport improvement opportunities
G05: Bestwood Village/ Redhill Extension	2	1 x 3-form entry	3	3	3	7	High quality bus
G06: Calverton Extension	2	1 x 2-form entry	2	2	2	5	High quality bus
G07: Arnold Extension	2	1 x 2-form entry	2	2	2	5	High quality bus
Rushcliffe							
R02: RAF Newton	4	1 x 2-form entry + 1 x 3-form entry	5	5	5	11	Rail upgrades
R03: Bingham Extension	3	2 x 2-form entry	4	4	4	9	Rail upgrades
R05: South of Orston	2	1 x 3-form entry	3	3	3	7	Rail upgrades
R06: Radcliffe on Trent Extension	3	2 x 2-form entry	4	5	5	10	Rail upgrades
R07: East of Gamston	2	1 x 2-form entry	2	2	2	5	High quality bus
R08: Cotgrave Extension	2	1 x 2- form entry	1	1	1	5	High quality bus
R11: West of Tollerton	2	1 x 3-form entry	3	3	3	6	High quality bus
R12: Ruddington Extension	4	1 x 2-form entry + 1 x 3-form entry	5	5	5	11	High quality bus
R13: West of Keyworth	4	2 x 2-form entry	5	5	5	11	High quality bus
R15: A453 Corridor	11	7 x 2-form entry	14	15	16	33	NET extension and/or bus rapid transit
R16: East Leake Extension	2	1 x 2-form entry	2	3	3	6	High quality bus
R17: North of Loughborough	5	3 x 2-form entry	6	7	7	15	High quality bus
<i>Notes & assumptions:</i>	<i>50 places each</i>		<i>Forms, not schools</i>	<i>GPs, not practices</i>	<i>Dentists, not practices</i>	<i>Hectares</i>	<i>Transformative walking & cycling for all</i>

Potential clusters and strategic infrastructure

5.7 Figure 17 shows that the potential areas for strategic growth can be grouped into clusters or corridors, such as:

- Redhill to Calverton
- Nottingham-Grantham Line (or A52 west of Nottingham) corridor;
- Southern fringe of the MBUA;
- East Midlands Parkway
- Nottingham MBUA infill and extension
- Brian Clough Way
- Around Ilkeston
- North and East of Eastwood

Figure 17 Potential Strategic Growth Corridors and Clusters

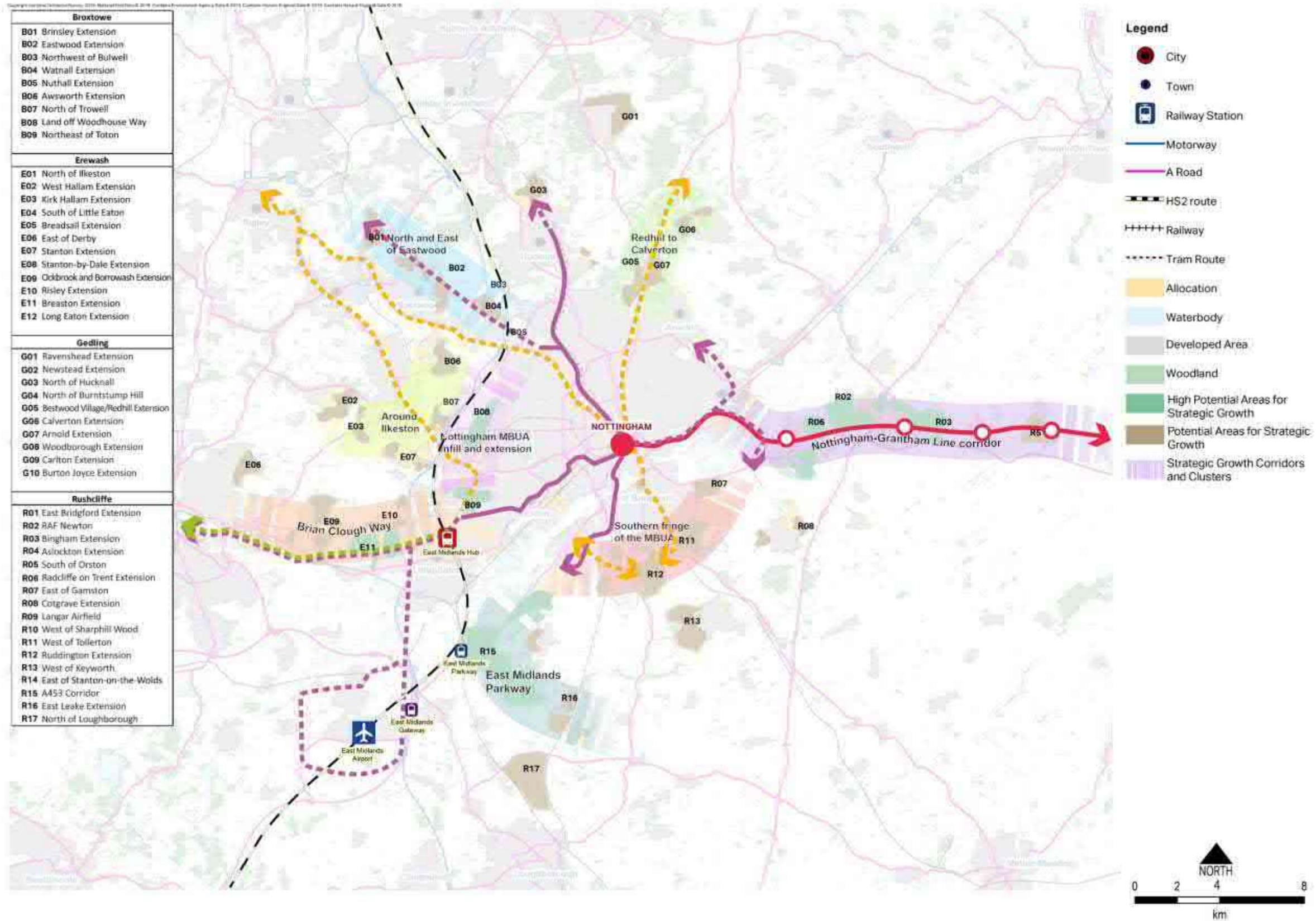
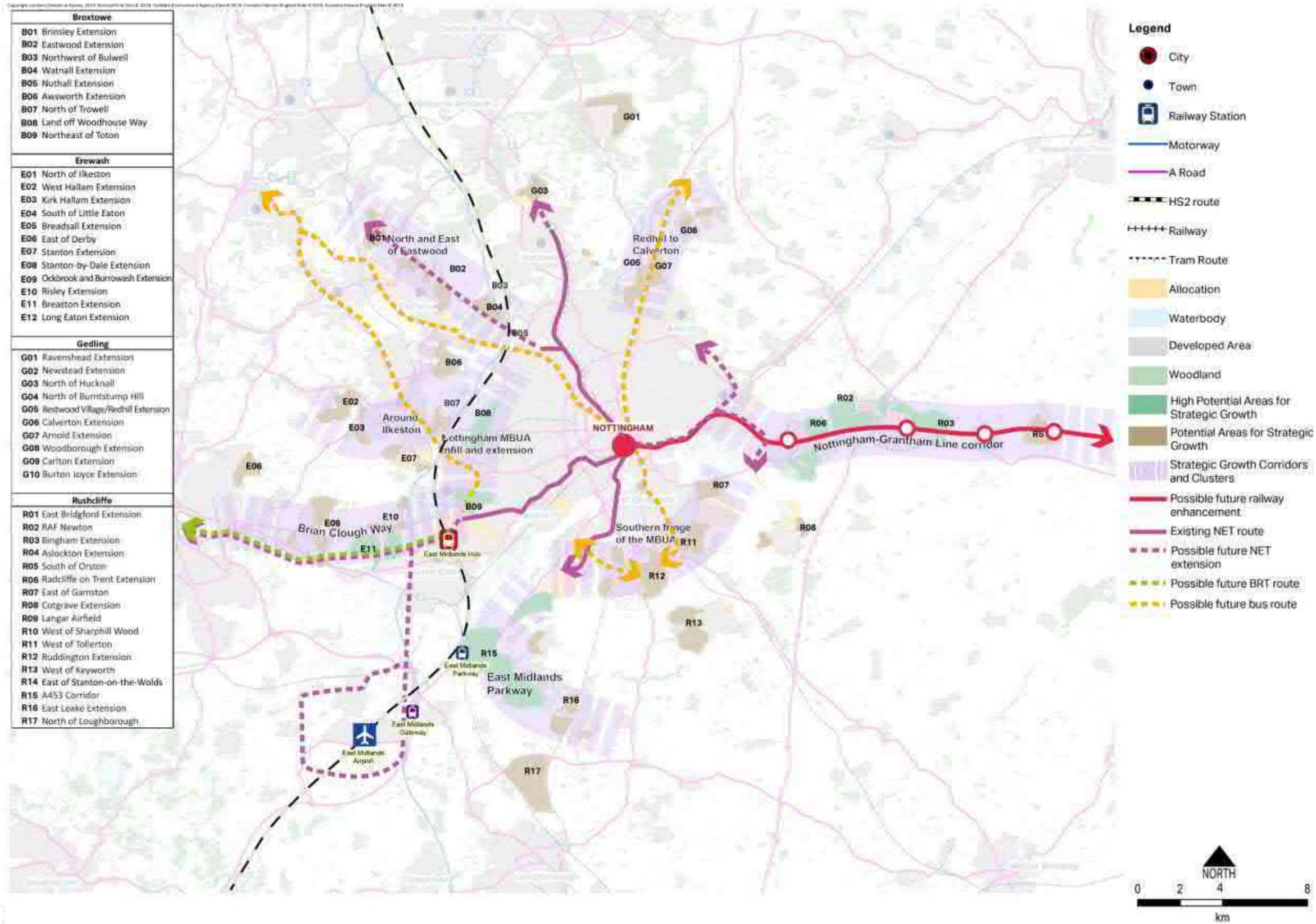


Figure 18 Indicative potential public transport network linked to potential areas for strategic growth



- 5.8 Although we are not assuming that all the potential areas for strategic growth in any cluster or corridor will be built, it is possible to reflect on the strategic infrastructure that would likely be required to enable growth in these locations. As illustrated in [Figure 18](#), this includes:
- A significant upgrading of existing rail services (Nottingham-Grantham Line);
 - NET extensions and/or Bus Rapid Transit (East Midlands Parkway, Brian Clough Way, Around Ilkeston);
 - High quality bus services (all clusters); and
 - Transformative improvements in walking and cycling infrastructure, and green infrastructure (all clusters).
- 5.9 It should also be noted that some of these clusters and corridors, such as to the west of Nottingham, are in areas where services are already stretched. Assessment of the cumulative impact of development will be required as the plan making process progresses.

Deliverability

- 5.10 Paragraph 67 of the National Planning Policy Framework (NPPF), states that planning policies should identify a sufficient supply and mix of sites, taking account of their 'likely economic viability'. Further, paragraph 72 of the NPPF requires local authorities to make a realistic assessment of likely rates of delivery, given the lead-in times for large scale sites, and identify opportunities for supporting rapid implementation (such as through joint ventures or locally-led development corporations). Footnote 35 recognises that the delivery of large scale developments may need to extend beyond an individual plan period, and the associated infrastructure requirements may not be capable of being identified fully at the outset. As such, anticipated rates of delivery and infrastructure requirements should, therefore, be kept under review and reflected as policies are updated.

Funding infrastructure

- 5.11 Land value capture can be used to fund community benefits in strategic scale development. Autonomous or freestanding new settlements offer the greatest scope for land value capture where the existing use value is based on agricultural land values. Urban extensions directly adjacent to urban areas will typically provide less scope for land value capture as land adjacent to settlements is more likely to be optioned or have an existing use value reflecting its potential for urban extensions. Similarly, if land is low value (such as industrial brownfield land requiring remediation) with existing low development potential then more uplift can be captured if comprehensively redeveloped as part of a new settlement.
- 5.12 Overall strategic infrastructure needs and upfront costs will be influenced by the size and typology of the development. Autonomous settlements provide the necessary scale and critical mass but are also likely to require greater investment in strategic infrastructure, whereas an urban extension or co-dependent settlement is more reliant on larger nearby settlement and so may require less new infrastructure.
- 5.13 As well as increasing the potential for sustainable travel, settlements accessible by rail and tram have the potential to generate greater land value uplift as they guarantee that fixed infrastructure is in place for future private sector investment. Settlements solely reliant on traditional local buses for public transport will not experience the same land value capture results.

Prioritisation

- 5.14 This study has identified significantly more land that is potentially suitable than will be required for strategic-scale development in the next plan period. It is an early stage in the process; the forthcoming stages of plan making will select the potential areas for strategic growth that will eventually be allocated.
- 5.15 Whilst an element of sieving has been a necessary part of this study, development should not simply seek out the land with the fewest physical constraints, in the poorest landscape

condition or with the weakest character. Well-designed development can help to enhance areas with weak character and repair landscapes in a poor condition. Locating new settlements within distinctive landscapes will help to create a sense of place and these areas typically offer strong placemaking potential.

- 5.16 With responding to the climate emergency a priority for policy, the most suitable of the potential locations may well be those that allow as many trips as possible to be made by non-car modes. It is also assumed that the all development at this scale (and all scales) will be designed to be walkable, with employment opportunities provided locally and shops and services found in strong local and district centres.
- 5.17 Ultimately, this study has indicated that there may be suitable land for around 100,000 new homes. The study's findings will provide the basis of the policy decisions to be taken, which in turn will be informed by the views of local people and other stakeholders.

Appendix A Broad Areas of Search Assessments

PLEASE NOTE: Broad Areas of Search boundaries are for illustration purposes only and provide an indication of the search area. They do not represent development boundaries nor precise assessment areas. Technical specialists were asked to assess the wider area context as part of all Broad Area of Search assessments.

B01: Brinsley Extension



Criterion	Considerations	Rating
Environmental considerations	<p>The area of search has a low incidence of absolute natural constraints, however it includes part of the New Brinsley Grassland Local Wildlife Site and clusters of deciduous woodland, particularly to the north of Eastwood.</p> <p>Largely Flood Zone 1 BUT western fringe of area of search in Flood Zone 2 and 3 of River Erewash AND four smaller unmodelled watercourses flow from east to west through the area of search. These floodplains are likely to increase in the future due to climate change.</p> <p>Areas of SW flooding where the watercourses cross the area of search.</p> <p>Low Risk of GW flooding, no data for the north of the area of search.</p> <p>Development of the area of search will be constrained by watercourses.</p>	G
Geo-environmental considerations	<p>The area of search is mapped extensively to be underlain by Made Ground (approximately 50% of the area of search, mostly in the west). Made Ground could impact redevelopment options depending on thickness and composition. Current OS mapping suggests a generally very low potential for contamination sources. No landfills are recorded on area of search, the closest is within 50m from the boundary. Landfills are considered to be a potential source of contamination that could impact redevelopment options.</p>	A

	<p>Across the majority of the area of search, there is a 1-3% chance of a house having a radon concentration at or above the Action Level; in smaller areas, there is a 10-30% chance.</p> <p>Redevelopment constraints as a result of potentially shallow underlying coal measures beneath the area of search. Approximately 90% of the area of search is within an area determined as a 'development high risk area' by the Coal Authority.</p> <p>The most sensitive aquifer underlying the area of search is considered to be Secondary A (bedrock and superficial geology on the western boundary). Consideration should be given to Controlled Waters as a receptor to any potential ground contamination.</p> <p>The area is within a mineral safeguarding area for the exposed coalfield.</p>	
Landscape and topography	<p>Prominent hill with steep sides in the south, undulating land elsewhere due to presence of watercourses. The area of search comprises agricultural land with occasional blocks of woodland, and the hill in the south is a spoil heap as a result of former coal-mining activity.</p> <p>The area of search is fairly representative of the rural context, with a varied condition and scenic quality. It has a good network of PRow and some features of conservation interest. Varied levels of positive perceptual aspects, A610 is detractor.</p> <p>The area of search is somewhat enclosed by topography and vegetation, but there are several long views to / from it.</p> <p>There is potential to tie the area of search in with the coal-mining heritage of the area, as well as with the landscape of the River Erewash / the Aldercarr Flash Nature Reserve.</p> <p>Potential for coalescence between Brinsley and Eastwood, also potential for perceived sprawl of settlement as viewed from the west. In addition, risk of perceived coalescence with Jacksdale. Some defensible boundaries such as A610 to the south-west.</p> <p>Area near Brinsley settlement edge on east is more suitable. Area in south unsuitable due to hill and potential for coalescence. Need landscape buffer adjacent to River Erewash, opportunities to connect to the green infrastructure here.</p>	A
Heritage considerations	<p>There is one grade II listed building within the area of search associated with Brinsley Hall. This comprises the Hall Farmhouse (NHLE 1247950), a late 17th century farmhouse of rubble and brick that was altered and extended c. 1875. Brinsley Conservation Area falls partly within the area of search and includes three buildings of local interest. Development of the area of search is likely to have an impact on the Hall Farmhouse and the Brinsley Conservation Area and associated assets.</p> <p>There are three Grade II listed buildings located within 300m from the area of search: the Church of St James the Great (NHLE 1247949; approximately 110m, east); Eastwood Hall (NHLE 1247954; approximately 300m south) and Hall Farm Buildings (NHLE 1248001; approximately 140m south).</p> <p>Additional designated heritage assets within 1km from the area of search include the Codnor Park Conservation Area (approximately 500m to the north-west of the area of search); and the Lower Bagthorpe Conservation Area (approximately 935m to the north-east).</p> <p>The area of search is mostly surrounded by countryside, apart from the built-up area of Brinsley to the east. There is some screening between the area of search and some of the assets mentioned above, however their setting, including key views from and towards the area of search will need to be considered. Views towards and from the Eastwood Conservation Area to the south should also be considered.</p>	A

<p>Transport and accessibility</p>	<p>Pros</p> <p>Located immediately to the west of Brinsley for access to village / shops / services.</p> <p>Local highway network comprises Stoney Lane, Hall Lane and Brinsley Hill, providing scope for vehicular and sustainable access across the area of search and connection to Brinsley.</p> <p>Area of search located within 500m of bus stops served by three bus services connecting to Nottingham and Derby.</p> <p>Green space located at Erewash Meadows Nature Reserve, Brinsley Recreation ground & surrounding greenbelt land immediately west of the area of search.</p> <p>Vehicle access from the south of the area of search towards the M1 motorway and Nottingham via the A610.</p> <p>Public Footpaths present across the area of search.</p> <p>Some Primary & Secondary schools provision located within Brinsley, with more further afield in Langley Mill.</p> <p>Cons</p> <p>Approx. 1.7km walking distance to Langley Mill rail station.</p> <p>Local roads through area of search are single Lane tracks w/ no footways – upgrades needed for largescale development.</p> <p>No designated National Cycle (NCN) routes in the local area.</p> <p>Approx. 4km driving distance to M1 J27.</p> <p>Not in proximity to HS2 East Midlands Hub (EMH).</p> <p>Highway Capacity improvements identified at M1 J27, however support for additional eastbound movements through nearby villages unlikely.</p> <p>Localised congestion occurs in the peak hours along the A610, largescale development here could exacerbate this.</p>	<p>A</p>
<p>Infrastructure capacity and potential</p>	<p>The area of search is favourably located to existing primary schools and secondary schools.</p> <p>Primary schools within 400m of the area of search are at limited capacity at present, while secondary schools within 1600m of the area of search may have some capacity to support existing growth subject to consultations with NCC. Additional or extensions to existing education facilities are likely to be required to support growth generated from the area of search's development.</p> <p>The area of search is wholly within existing catchment areas of registered GPs. The nearest primary healthcare practice is located approximately 1.6km and may have some capacity to support existing and future growth.</p> <p>The nearest medical centre which provides acute healthcare is Ilkeston Community Hospital, which is located approximately 4 km away from the area of search. Across Greater Nottinghamshire, acute healthcare provision is generally highly occupied and additional services may be required to support existing and future needs.</p> <p>A gas pipeline passes through the middle section of area of search (East-West). Further investigations will be required from NCC to confirm its location. It may have some impacts to development costs and developable areas.</p>	<p>A</p>
<p>Housing considerations</p>	<p>Low house prices; good affordability; relatively high levels of home ownership; limited affordable housing; risk of lower demand/ sales rates</p>	<p>A</p>
<p>Economic Development</p>	<p>The assessment area currently supports fairly low levels of employment, with an employment density below the average for the county. According to the 2011 Census, around 65% of the residents in the area are contained within Nottinghamshire for work (below average for the county), with 29% remaining in Broxtowe (above average for the borough)</p> <p>Workers in the area do not tend to travel sustainably as the main accessibility is provided by car along the A610. This road link however, does provide future</p>	<p>A</p>

	<p>developments with connectivity, while the Langley Mill train station provides some form of rail accessibility.</p> <p>Over 6% of workers in the local area operate in the crucial high-tech manufacturing industry, this is comfortably above the average for the county. Important assets in the area, which provide a basis to build upon, include Microlise in the digital opportunity sector and both Warbutons and Greene King in the food and drink priority sector.</p> <p>The area suffers from some deprivation, with LSOAs in the 5th to 8th deciles (1st is most deprived) therefore, any future development has some potential for regeneration.</p>	
Regeneration	<p>Around half of the area of search falls in the Broxtowe 001B LSOA, with the rest split between the Broxtowe 001A and Broxtowe 003C LSOAs. The 2019 Index of Multiple of Deprivation (IMD) ranks the LSOAs as follows (1st decile is most deprived):</p> <p>The Broxtowe 001B LSOA is in the 8th deprivation decile, meaning it is amongst the 30% least deprived parts of the country;</p> <p>The Broxtowe 001A LSOA is in the 5th deprivation decile, meaning it is amongst the 50% most deprived parts of the country; and</p> <p>The Broxtowe 001C LSOA is in the 7th deprivation decile, meaning it is amongst the 40% least deprived parts of the country.</p> <p>These rankings show that the area suffers from some form of deprivation therefore, there is some potential for regeneration in the Brinsley Extension assessment area.</p>	A
Spatial Planning considerations	<p>Land adjacent to New Brinsley with strong defensible boundaries to the west with existing railway line.</p> <p>There is a need to avoid risk of coalescence between Brinsley and Eastwood.</p>	G
<p>Summary: The western fringe of the area is in Flood Zone 2 and 3 of the River Erewash and four smaller unmodelled watercourses flow from east to west through the area. These floodplains are likely to increase in the future due to climate change. The area is within a mineral safeguarding area for the exposed coalfield.</p> <p>A prominent hill with steep sides is located in the south, there is undulating land elsewhere due to the presence of watercourses. There is potential for coalescence between Brinsley and Eastwood, and also perceived sprawl of the settlement as viewed from the west. In addition, there is a risk of perceived coalescence with Jacksdale. Some defensible boundaries exist, such as A610 to the south-west. Areas in the south are unsuitable for development due to a hill and coalescence risk. There would be a need for a landscape buffer adjacent to River Erewash, which could present opportunities to connect to the green infrastructure here.</p> <p>The area is mostly surrounded by countryside, apart from the built-up area of Brinsley to the east. There is some screening between the area and some of the local heritage assets (Conservation Area/listed buildings), however their setting, including key views will need to be considered. Views towards and from the Eastwood Conservation Area to the south should also be considered.</p> <p>The area is judged to have medium accessibility levels. The area is located within 500m of bus stops, served by three bus services connecting to Nottingham and Derby. Vehicle access is from the south of the area towards the M1 motorway and Nottingham via the A610. It is approximately 1.7km walking distance to Langley Mill rail station, although access on foot is challenging due to topography and A610. Highway Capacity improvements identified at M1 J27, however support for additional eastbound movements through nearby villages is unlikely. Localised congestion occurs in the peak hours along the A610, largescale development here could exacerbate this. The assessment area currently supports fairly low levels of employment, with an employment density below the average for the county.</p>		
<p>Submitted site: East of Church Lane (Phase 2) (6.8Ha), is located to the east of Brinsley. To the north of the site is an extant allocation and to the south is the Brinsley Headstocks Local Nature Reserve. The site is free from major constraints and suitable for development pending further site-specific investigation.</p>		
<p>Potential area for strategic growth – Developing the entirety of the identified area (brown shading in the main body of the report) would represent a doubling of Brinsley and this would not represent sustainable development (based on current accessibility levels and services). However, the area's proximity to Langley Mill station, Eastwood and Heanor presents opportunities to encourage improved linkages for any new</p>		

development. The submitted site and identified area provide sufficient land capable of delivering the smallest strategic growth typology (village expansion).

B02: Eastwood Extension



Criterion	Considerations	Rating
Environmental considerations	<p>The area of search is adjacent to Sledger Wood Meadows SSSI, Watnall Spinney LNR and Colliers Wood LNR.</p> <p>The northern part of the area of search (approx 45 Ha) is within the RSPB Important Bird Area Boundary with 5km Buffer for the ppSPA Sherwood Forest. It contains some Local Wildlife Sites, particularly at Watnall Wood.</p> <p>Part of the area of search is Grade 2 very good quality agricultural land. Currently largely Flood Zone 1, but Beauvale Brook along northwest border and Gilt Brook through south constrain the area of search.</p> <p>Moorgreen Reservoir upstream of Beauvale Brook.</p> <p>Areas of SW flooding where the watercourses cross the area of search.</p> <p>Low Risk of GW flooding, no data for the tip in the southeast.</p> <p>Development of the area of search will be constrained by watercourses.</p>	A
Geo-environmental considerations	<p>The area of search is partially mapped to be underlain by Made Ground. Made Ground could impact redevelopment options depending on composition and extent.</p> <p>Current OS mapping suggests a generally low potential for contamination sources. No landfills are recorded on area of search or within 250m.</p> <p>There is a 5-10% chance of a house having a radon concentration at or above the Action Level.</p> <p>Redevelopment constraints as a result of potentially shallow underlying coal measures beneath the area of search. Approximately 70% of the area of search is within an area determined as a 'development high risk area' by the Coal Authority.</p> <p>The most sensitive aquifer underlying the area of search is considered to be Principal (bedrock). Secondary A (bedrock) and Secondary (undifferentiated) (superficial) also underly the area of search. Consideration should be given to Controlled Waters as a receptor to any potential ground contamination.</p>	A

	The area is partially within a mineral safeguarding area for the exposed coalfield.	
Landscape and topography	<p>The terrain is undulating, rising to a high point north of the B600. Small to medium arable fields are enclosed by hedgerows with some woodland. The area of search is representative of the surrounding rural area. There is scenic value typical of the rural context away from roads and the urban edge of Eastwood. In these areas perceptions of tranquillity are high. A network of PROW including long distance footpaths indicate recreation value. The scheduled monument at Greasley Castle adds conservation value.</p> <p>In places the area of search is enclosed by topography and vegetation, although there are areas where open views are available.</p> <p>Existing blocks of woodland, links to Sherwood Forest, coal mining, DH Lawrence and the Midland Railway all provide opportunities to create a distinct sense of place in a new settlement.</p> <p>There is potential for coalescence with Greasley and Watnall to the east and south east. Additionally there is a risk of perceived sprawl from Greasley, Watnall and Brinsley to the north west. The road network including the B600 acts as a defensive barrier, along with existing field boundaries.</p> <p>Potentially suitable for development away from steep slopes. Generally the areas adjacent to Eastwood are most suitable for development.</p>	A
Heritage considerations	<p>There are nine listed buildings, one scheduled monument and seven buildings of local interest within the area of search.</p> <p>Beauvale Manor Farmhouse, gatehouse and boundary wall (Grade II, NHLE 1248105) is located to the north of the area of search, in a rural setting.</p> <p>Beauvale Carthusian Priory (SM, NHLE 1002920) is located adjacent to the area of search, to the north, and includes four listed buildings. The Priory is located at the southern edge of the High Park Wood which provides some screening while the asset currently has a rural setting.</p> <p>There are three listed properties in the northern part of the village of Moorgreen. These properties although part of a settlement, are located at the edge of the village therefore have a semi-rural setting.</p> <p>Approximately in the middle of the area of search the Church of St Mary (Grade II, NHLE 1263847) and the Sexton's House (Grade II, NHLE 1248058) are located just south of Church Road. Greasley Castle (SM, NHLE 1020943) and associated listed buildings are located just east of the Church of St Mary. The monument survives as a series of standing, buried and earthwork remains surrounding Greasley Castle Farm. The remains of the castle are incorporated into the north, west and east ranges of the farm buildings to the east of Greasley Castle Farm. Development of the area of search is likely to have a significant impact on these assets.</p> <p>There are a number of designated and non-designated heritage assets outside of the area of search that could be impacted by its development. These include assets with rural settings such as the Grade II listed Lamb Close House (NHLE 1248107) and associated buildings approximately 500m to the north of the area of search; the also Grade II listed Eastwood Hall (NHLE 1247954) and Hall Farm Buildings (NHLE 1248001), approximately 85m to the north-west of the area of search; and Hall Farmhouse and adjoining Pigeoncote (NHLE 1248102) approximately 260m to the south-east of the area of search. The rural setting of the village of Moorgreen that includes a number of listed buildings that fall within and outside the area of search would also need to be considered.</p> <p>In terms of non-designated heritage assets, the setting of Brooksbreasting Farm and Crowhill Farm to the east of the area of search will need to be considered.</p> <p>Medium to low suitability</p>	A
Transport and accessibility	Pros	A

	<p>Largescale area of search located immediately north of Giltbrook Shopping Park, immediately north & east of Eastwood and northwest of Watnall. Surrounded by Beauvale, Newthorpe and Moorgreen. Access to frequent local bus services to the south including to Nottingham, Hucknall and Mansfield.</p> <p>Area of search area located on Greasley-Giltbrook-Kimberley Walking fields (network of PROW) and southwest of Colliers Wood Nature Reserve. Bounded to the west by the A608 for connection to the A610 to the west. Further connection to the A610 to the south via Giltbrook Shopping Park for access towards Nottingham and the M1 J26.</p> <p>Southern portion of area of search surrounded by primary schools. B600 Church Road and New Road provide scope for vehicular and sustainable access through the area of search.</p> <p>Cons</p> <p>Lack of bus services around the northern portion of the area of search. Localised congestion occurs during the peak hours at M1 J26. Northern portion of area of search has little accessibility to amenities. No designated National Cycle Network (NCN) routes in the local area. Part-located within HS2 2km buffer zone but not in proximity to HS2 EMH. Highway Capacity improvements identified at M1 J27, however support for additional eastbound movements through nearby villages unlikely. Localised congestion occurs in the peak hours along the A610, largescale development here could exacerbate this.</p>	
<p>Infrastructure capacity and potential</p>	<p>The area of search is favourably located to existing primary schools and secondary schools (mostly in the settlements of Eastwood and Nuthall). Primary schools within 400m of the area of search have some but limited surplus capacity (approx. 50 places) at present to support existing and planned needs. Secondary schools within 1600m of the area of search have some capacity (approx. 550 places) to support existing and future growth. Additional or extensions to existing education facilities are likely to be required to support growth generated from the area of search's development.</p> <p>The area of search is wholly within existing catchment areas of registered GPs. The nearest primary healthcare practice is located approximately 2.6km and may have some capacity to support existing and future growth.</p> <p>The nearest medical centre which provides acute healthcare is Ilkeston Community Hospital, which is located approximately 3.2km away from the area of search. Across Greater Nottinghamshire, acute healthcare provision is generally highly occupied and additional services may be required to support existing and future needs.</p> <p>The area of search includes the settlement of Greasley and its associated facilities including the St Mary's Church.</p> <p>A gas pipeline runs through the site from High Park Wood to Greasley (North-South). Further investigations will be required from NCC to confirm its location. It may have some impacts to development costs and developable areas.</p>	<p>G</p>
<p>Housing considerations</p>	<p>Higher house prices; good affordability; relatively high levels of home ownership; limited affordable housing</p>	<p>G</p>
<p>Economic Development</p>	<p>The area of search is a substantial extension to Eastwood, with the surrounding area containing an employment density slightly above the county average. The area has a similar retention rate to the county average and borough, demonstrating some ability to keep its residents in the area for employment. Workers travel to work sustainably for the study area, likely assisted by the proportion of workers living within 5km of their work</p> <p>The area of search also benefits from strong access to the A610 and to the existing facilities in Eastwood and Newthorpe, as well as the retail and leisure offering at Giltbrook Retail Park.</p> <p>The local assets in Eastwood, such as Microlise, Blue Monkey Brewing and Greene King, are established in priority industries identified in the D2N2 SEP.</p>	<p>G</p>

	<p>This has allowed the proportion of employment delivered by the food and drink sector to be comfortably above average for the county. Additionally, the area has a strength in broad industry of wholesale, retail trade and repair of motor vehicles accounting for over a quarter of employment in the area.</p> <p>Although it should be noted the low levels of deprivation in the area means any future developments only have some regeneration potential, the economic conditions enable the area of search to be well-suited for a development of substantial scale.</p>	
Regeneration	<p>The majority of the area of search is within the Broxtowe 003E and Broxtowe 004E LSOAs. Parts of the assessment area also cross into the Broxtowe 003C and Broxtowe 001C LSOAs. The 2019 Index of Multiple Deprivation (IMD) ranks the LSOAs as follows (1st decile is most deprived):</p> <p>The Broxtowe 003E LSOA is in the 8th deprivation decile, meaning it is amongst the 30% least deprived parts of the country;</p> <p>The Broxtowe 004E LSOA is in the 9th deprivation decile, meaning it is amongst the 20% least deprived parts of the country;</p> <p>The Broxtowe 003C LSOA is in the 8th deprivation decile, meaning it is amongst the 30% least deprived parts of the country; and</p> <p>The Broxtowe 001C LSOA is in the 7th deprivation decile, meaning it is amongst the 40% least deprived parts of the country.</p> <p>These figures indicate that there are low levels of deprivation across the area of search, however adjoining areas of Eastwood have high levels of deprivation in need of regeneration. Therefore, there is some regeneration potential in the Eastwood Extension assessment area.</p>	A
Spatial Planning considerations	<p>Land adjacent to Eastwood.</p> <p>There is a need to avoid coalescence between Eastwood and Watnall, however the defensible boundary of Giltbrook exists between the two settlements.</p>	G
<p>Summary: The area is adjacent to Sledder Wood Meadows SSSI. Beauvale Brook runs along northwest border and Gilt Brook to the south constrain the area. The Moorgreen Reservoir is upstream of Beauvale Brook. Development of the area will be constrained by watercourses. The area is within a mineral safeguarding area for the exposed coalfield.</p> <p>There is potential for coalescence with Kimberley/Watnall to the south east and perceived sprawl from Brinsley to the north west. The road network including the B600 acts as a defensive barrier, along with existing field boundaries. Development would need to be steered away from the steep slopes. Generally, the areas adjacent to Eastwood are more suitable for development from a landscape perspective. Areas to East, North and North West should be discounted on landscape grounds.</p> <p>There are nine listed buildings, one scheduled monument and seven buildings of local interest within the area; and a number of designated and non-designated heritage assets outside of the area that could be impacted by its development.</p> <p>The area is judged to have Medium-High accessibility levels. Access to frequent local bus services to the south including to Nottingham, Hucknall and Mansfield. There is a lack of bus services around the northern portion of area. Localised congestion occurs during the peak hours at M1 J26 and A610. Highway Capacity improvements identified at M1 J27, however support for additional eastbound movements through nearby villages is unlikely. Largescale development here could exacerbate this.</p> <p>The employment density is slightly above the county average. The area also benefits from strong access to the A610 and to the existing facilities in Eastwood and Newthorpe, as well as the retail and leisure offering at Giltbrook Retail Park.</p>		
<p>Submitted sites: Two submitted sites are within this location. Firstly, Walker Street (6Ha) within the built up area of Eastwood. Secondly, the West of Moorgreen site (32.8Ha) located to the north east of Eastwood. Both sites are free from major constraints. Proximity to Moorgreen (and its heritage assets) would benefit from site-specific appraisals. Both sites are suitable for development pending further site-specific investigations.</p>		
<p>Potential area for strategic growth - Accessibility levels (including proximity to Langley Mill station) would help to support new strategic growth in this location. The submitted sites and identified area provide sufficient land capable of delivering the smallest strategic growth typology (urban extensions). However, any such urban extensions would need to carefully consider the landscape constraints identified.</p>		

B03: Northwest of Bulwell



Criterion	Considerations	Rating
Environmental considerations	<p>The area of search contains an ancient woodland (approx 6.04 Ha). It is adjacent to Bulwell Wood SSSI and in close proximity to Seller's Wood SSSI, and may be required to provide relevant SANGs mitigation.</p> <p>The northern part of the area of search (approx 85.9 Ha) falls within the 5km buffer of the Sherwood Forest Important Bird Area (identified by RSPB).</p> <p>The southern part of the area of search consists of Grade 2 very good quality agricultural land.</p> <p>Flood Zone 1 Tributary of River Leen to east.</p> <p>Small areas at risk of SW flooding at the north and southeast of the area of search.</p> <p>Low to Medium Risk of GW flooding.</p>	A
Geo-environmental considerations	<p>Potential for Made Ground is considered to be unlikely/insignificant according to available geological and current land use mapping.</p> <p>Current OS mapping suggests a generally very low potential for contamination sources. No landfills are recorded on area of search, the closest landfill is adjacent. Landfills are considered to be a potential source of contamination that could impact redevelopment options.</p> <p>There is a 5-10% chance of a house having a radon concentration at or above the Action Level.</p> <p>The most sensitive aquifer underlying the area of search is considered to be Principal (bedrock). Secondary B (bedrock) also underlies the north of the area of search. Consideration should be given to Controlled Waters as a receptor to any potential ground contamination.</p> <p>No MSA/MCA on currently adopted or proposed mineral plans.</p>	A

Landscape and topography	<p>Relatively flat arable land east of the M1 motorway and west of Bulwell.</p> <p>This is a typical rural landscape with low scenic quality. the presence of the M1 motorway is a detractor and locally detracts from perceptions of tranquillity. The area of search contains a limited network of PROW indicative of recreational value. Woodland includes ancient woodland which has conservation value. Fields are enclosed by hedgerows, limiting long views in this relatively flat landscape</p> <p>There are opportunities to tie in existing woodland including ancient woodland on the area of search boundaries.</p> <p>The B6009 to the south is the only defensive barrier within the area of search, otherwise development would be constrained by field boundaries. The area north of the B6009 would be more suitable for development due to it's proximity to the existing settlement. There is risk of coalescence with Watnall and Nuthall if all of the area is developed. This should be avoided.</p> <p>Suitable for development, if coalescence with Watnall and Nuthall is avoided.</p>	G
Heritage considerations	<p>There are no designated heritage assets or buildings of local interest within the area of search. However, there are a number of assets in close proximity to it that could be impacted as a result of the development of the area of search.</p> <p>The setting of designated and non-designated heritage assets around the area of search will need to be considered in any development proposals. These include the setting of Hall Farmhouse and adjoining Pigeoncote (grade II, NHLE 1248102; approximately 940m south-west), the setting of Beauvale Manor Farmhouse, gatehouse and boundary wall (grade II, NHLE 1248105; approximately 1km north-west) as well as the setting of the Beauvale Carthusian Priory (SM, NHLE 1002920; 930m north-west) and Greasley Castle (SM, NHLE 1020943; 1.5 km) and associated assets.</p> <p>The setting of Brooksbreasting Farm and Crowhill Farm approximately 500m to the west of the area of search and New Farm, approximately 220m to the south-east will need to be considered.</p>	G
Transport and accessibility	<p>Pros</p> <p>Located 600m west of Westville and 2km southwest of Hucknall.</p> <p>Green space immediately west of ancient woodland (Eelhole Wood).</p> <p>Immediately north of B6009 Long Lane, providing access to Hucknall and Watnall.</p> <p>Access to some local school provision within Westville, with more further afield within Hucknall.</p> <p>500m northwest of Rolls Royce Plc employment centre.</p> <p>Public Rights of Way & footways through the area of search.</p> <p>Nearby local bus services to Hucknall.</p> <p>Improvements to sustainable accessibility within Hucknall town centre recently taken place.</p> <p>Cons</p> <p>2.8km southwest of Hucknall rail station and tram network.</p> <p>Western edge of area of search fronts the M1 motorway but approx. 4km driving distance from J26.</p> <p>3km west of the National Cycle Network (NCN) Route 6.</p> <p>Local Highway network in need of upgrades from the east.</p> <p>Located within HS2 2km buffer zone, but not in proximity to HS2 EMH.</p> <p>Highway Capacity improvements identified at M1 J27, however support for additional eastbound movements through nearby villages unlikely.</p>	A
Infrastructure capacity and potential	<p>The area of search is favourably located to existing primary schools and secondary schools (mostly in Hucknall and Nuthall).</p> <p>There is a small deficit in primary school places (approx 20 places) within 400m of the area of search at present. Additional or extensions to existing education facilities are likely to be required to support growth generated from the area of</p>	G

	<p>search's development. Secondary schools within 1600m of the area of search have some capacity (approx. 670 places) to support existing and future growth. The area of search is wholly within existing catchment areas of registered GPs. The nearest primary healthcare practice is located approximately 6km and may have some capacity to support existing and future growth.</p> <p>The nearest medical centre which provides acute healthcare is Highbury Hospital, which is located approximately 3.2km away from the area of search. Across Greater Nottinghamshire, acute healthcare provision is generally highly occupied and additional services may be required to support existing and future needs.</p>	
Housing considerations	Higher house prices; good affordability; relatively high levels of home ownership; limited affordable housing	G
Economic Development	<p>The surrounding area contains an employment density marginally below the county average. The retention rate for local residents remaining in Nottinghamshire is slightly below the average for the county, whilst the retention rate for local residents working in Broxtowe is similar to the county average. Workers manage to travel to work sustainably for the study area, whilst new developments on area of search will also be assisted by accessibility to the A610 and M1, as well as existing facilities in Hucknall to the north-east.</p> <p>The proportion of employment delivered by the food and drink sector is comfortably above average for the county. The area has a real strength in the sector due to the presence of vital assets such as Blue Monkey Brewing and Hovis, aligning with the food/drink manufacturing priority sector in the D2N2 SEP. The area of search is also located near to the important Rolls-Royce development in Hucknall, creating potential future agglomeration opportunities in the high-tech transport sector.</p> <p>The area of search is suitable for development, although the size of the area of search may slightly limit the scale of developments. The area immediately to the east of the area of search suffers from high levels of deprivation therefore, new developments have regeneration potential.</p>	G
Regeneration	<p>The assessment area almost entirely falls within the Broxtowe 004E LSOA, with a small portion crossing into the Broxtowe 003E LSOA. The 2019 Index of Multiple Deprivation (IMD) ranks the area of search's LSOAs as follows (1st decile is most deprived):</p> <p>The Broxtowe 004E LSOA is in the 9th deprivation decile, meaning it is amongst the 20% least deprived parts of the country; and</p> <p>The Broxtowe 003E LSOA is in the 8th deprivation decile, meaning it is amongst the 30% least deprived parts of the country.</p> <p>However, the area of search borders Ashfield 016E to the east. This LSOA is in the 2nd deprivation decile, meaning it is amongst the 20% most deprived parts of the country.</p> <p>These figures indicate that there are low levels of deprivation across the area of search however, the immediate area to the east is extremely deprived and in need of regeneration. Therefore, there is regeneration potential in the Northwest of Bulwell assessment area, particularly to the east of the area of search.</p>	A
Spatial Planning considerations	<p>Land adjacent to Hucknall.</p> <p>Area of search has defensible boundaries to the west (M1) and north (woodland).</p> <p>There is a need to avoid coalescence between Hucknall and Bulwell, however the defensible boundary of B6009 exists between the two settlements.</p>	G

	The areas of search as drawn adjoins B4 and B5. A strategic gap may be required.	
•		
<p>Submitted Site: Stubbingwood Farm Watnall Road – Hucknall (12.4Ha) is located in this broad area of search. The site includes woodland to the north but is otherwise free from major constraints and potentially suitable for development pending further site investigations.</p>		
<p>Summary:</p> <ul style="list-style-type: none"> • Low Potential for strategic growth • Located 600m west of Westville and 2km southwest of Hucknall. • The area of search contains an ancient woodland (approx 6.04 Ha), is adjacent to Bulwell Wood SSSI and in close proximity to Seller's Wood SSSI. • Relatively flat arable land east of the M1 motorway and west of Bulwell. Potentially suitable for development, if coalescence with Watnall and Nuthall is avoided. • HS2 bissects the area of search from north to south, reducing the developable area of area of search closest to the urban edge of Bulwell. Area of search is potentially suitable for non-strategic development of a smaller scale. 		

B04: Watnall Extension



Criterion	Considerations	Rating
Environmental considerations	<p>The area of search is adjacent to the Kimberley Railway Cutting SSSI and may be required to provide relevant SANGs mitigation.</p> <p>It contains two Local Wildlife Sites Kimberley Cutting and New Farm Wood and some deciduous woodland which forms green corridors in linking the Kimberley Railway SSSI and other wildlife sites.</p> <p>The area of search is Grade 2 very good quality agricultural land.</p> <p>Flood Zone 1</p> <p>Small areas at risk of SW flooding east across the area of search to the M1.</p> <p>Low risk of GW flooding in the north and east, no data in the southwest.</p>	A
Geo-environmental considerations	<p>Potential for Made Ground is considered to be unlikely/insignificant according to available geological and current land use mapping.</p> <p>Current OS mapping suggests a generally low potential for contamination sources. No landfills are recorded on area of search, the closest landfill is within 50m. Landfills are considered to be a potential source of contamination that could impact redevelopment options.</p> <p>There is a 5-10% chance of a house having a radon concentration at or above the Action Level.</p> <p>The aquifer underlying the area of search is Principal (bedrock). Consideration should be given to Controlled Waters as a receptor to any potential ground contamination.</p> <p>No MSA/MCA on currently adopted or proposed mineral plans.</p>	A
Landscape and topography	<p>Relatively flat arable land, composed of medium to large size fields enclosed by hedges west of the M1 motorway.</p> <p>The presence of the M1 motorway is a detractor introducing noise and movement. Elsewhere this is a typical rural landscape with low scenic quality.</p>	G

	<p>Ancient woodland is indicative of conservation value. Limited PRoW network includes the Robin Hood Way which is indicative of recreational value. Views are limited to the extent of fields by hedgerows.</p> <p>Small blocks of woodland, including linear vegetation along a dismantled railway which provides an opportunity for development to tie into this as the basis for a strong green infrastructure network. The dismantled railway provides a defensible boundary, as do the field boundaries within the area of search.</p> <p>The western part of the area would be more suitable for development due to its proximity to the existing settlement and distance from the M1. There is risk of coalescence with Bulwell and Nuthall if all the area of search is developed. This should be avoided.</p> <p>Suitable for development, if coalescence with Bulwell and Nuthall is avoided.</p>	
Heritage considerations	<p>There are two grade II listed buildings within this area of search, The Hollies (NHLE 1247956) and associated barn and stable (NHLE 1263848). A building of local interest, a Lodge to Watnall Hall, is also located within the area of search.</p> <p>Assets immediately outside of the area of search include the Stone Cottage (1248072) which is located within a built-up area and Hall Farmhouse and adjoining Pigeoncote (grade II, NHLE 1248102) that have a more rural setting. There are a number of buildings of local interest within Watnall but also of local interest are the buildings associated with New Farm to the east of the area of search. However, the M1 that runs along the eastern boundary of the site provides some separation between the area of search and New Farm.</p> <p>The setting of Nuthall Conservation Area including key views towards and from the area of search will need to be taken into account.</p> <p>The historic landscape and archaeology of the area will also need to be taken into consideration</p> <p>Medium to High suitability</p>	A
Transport and accessibility	<p>Pros</p> <p>Located immediately east of Watnall, and 800m north of Kimberley town centre and Nuthall.</p> <p>800m northwest of Primary and Secondary school provision within Kimberley. B6009 Long Lane fronts the area of search's northern boundary, and Common Lane and New Farm Lane run centrally through the area of search providing scope for vehicular and sustainable access.</p> <p>Local bus services run immediately northwest of area of search along Main Road.</p> <p>Public Footpaths present within the area of search.</p> <p>Opportunities for vehicle and sustainable access from B6009 and Main Road.</p> <p>Cons</p> <p>Located approx. 4km west of Bulwell Tram stop & rail station.</p> <p>Eastern edge of area of search fronts M1 motorway, but area of search is approx. 2km driving distance north of J26.</p> <p>Located 2km from National Cycle Network (NCN) Route 6, no designated cycle routes in close proximity.</p> <p>Located within HS2 2km buffer zone, but not in proximity to HS2 EMH.</p>	A
Infrastructure capacity and potential	<p>The area of search is moderately located to existing primary schools and favourably located to existing secondary schools.</p> <p>There is a small deficit (approx 20 places) in primary school places within 1200m of the area of search at present. Additional or extensions to existing education facilities are likely to be required to support growth generated from the site's development. Secondary schools within 1600m of the area of search have some capacity (approx. 100 places) to support existing and future needs.</p>	A

	<p>The area of search is wholly within existing catchment areas of registered GPs. The nearest primary healthcare practice is located approximately 5km and may have some capacity to support existing and future growth.</p> <p>The nearest medical centre which provides acute healthcare is Highbury Hospital, which is located approximately 2.7km away from the area of search. Across Greater Nottinghamshire, acute healthcare provision is generally highly occupied and additional services may be required to support existing and future needs.</p> <p>A gas pipeline runs along the area of search along the northern fringe of Nuthall (North-South). Further investigations will be required from NCC to confirm its location. It may have some impacts to development costs and developable areas.</p>	
Housing considerations	Higher house prices; good affordability; relatively higher levels of social renting; risk of lower demand/ sales rates	A
Economic Development	<p>The employment density in the surrounding area is marginally below the county average. The retention rate of local residents remaining in Nottinghamshire for work broadly in line with the county, but higher compared to the majority of areas in Broxtowe. This demonstrates the strong transport links via the M1/A610, local employment sites and facilities close to the area of search. Nearly 11% of employment in the area is delivered in the priority food and drink manufacturing sector, significantly above the county average. This employment is led by the presence of Hovis near Kimberley, adjacent to the area of search. The health sector in Nuthall/Kimberley plays an important role for employment, supporting over 20% of jobs.</p> <p>The area of search appears to have potential for development, extending the development of Kimberley as a housing and employment location. However, the size of the area of search could limit on the scale of development in this specific location. In addition, the area of search experiences low levels of deprivation, with LSOAs in the 7th and 9th deprivation decile (1st is most deprived) therefore, there is some regeneration potential from future developments.</p>	A
Regeneration	<p>Around two-thirds of the assessment area falls within the Broxtowe 004E LSOA and one-third lies within the Broxtowe 004F LSOA. The 2019 Index of Multiple Deprivation (IMD) ranks the area of search's LSOAs as follows (1st decile is most deprived):</p> <p>The Broxtowe 004E LSOA is in the 9th deprivation decile, meaning it is amongst the 20% least deprived parts of the country; and</p> <p>The Broxtowe 004F LSOA is in the 7th deprivation decile, meaning it is amongst the 40% least deprived parts of the country.</p> <p>These scores in the IMD demonstrate that although there is fairly limited deprivation in the area compared to the country as a whole, but there is some potential for regeneration for around a third of the assessment area.</p>	A
Spatial Planning considerations	<p>Land adjacent to Watnall.</p> <p>Area of search has defensible boundaries to the north (B6009) and east (M1). The areas of search as drawn adjoins B2 and B5. A strategic gap may be required.</p>	G
<p>Summary: The area is adjacent to the Kimberley Railway Cutting SSSI and contains two Local Wildlife Sites. The western part of the area is potentially more suitable, from a landscape perspective, due to its proximity to the existing settlement and distance from the M1. There is risk of coalescence with Bulwell and Nuthall if all submitted sites in these locations (including submitted sites around Bulwell) were to come forward. The setting of Nuthall Conservation Area including key views towards and from the area will need to be taken into account.</p>		

The area is judged to have High accessibility levels. The area is located immediately east of Watnall and 800m north of the centre of Kimberley. The area is located approximately 4km west of Bulwell Tram stop & rail station. Nearly 11% of employment in the area is delivered in the priority food and drink manufacturing sector, significantly above the county average. This employment is led by the presence of Hovis near Kimberley, adjacent to the area. The health sector in Nuthall/Kimberley also plays an important role for employment, supporting over 20% of jobs.

Submitted site: Land at Common Farm Watnall (100Ha), makes up the majority of the land in this location and is **potentially suitable** for development pending further site-specific investigation. In particular, the site's relationship with the M1 and potential for coalescence with neighbouring settlements.

Potential area for strategic growth: The identified area and submitted site would represent an infilling of the land between Watnall/Kimberley and the M1. The area has potential for extending the development of Kimberley as a housing and employment location. The submitted sites and identified area provide sufficient land capable of delivering the smallest typology (urban extensions). However, any such urban extensions would need to carefully consider the landscape constraints identified and relationship with M1.

B05: Nuthall Extension



Criterion	Considerations	Rating
Environmental considerations	<p>The area of search has a high incidence of absolute natural constraints, is adjacent to the Seller's Wood SSSI to the east and Bulwell Wood SSSI to the north, and may be required to provide relevant SANGs mitigation. It is also directly adjacent to the an ancient woodland, New Farm Wood, to the west. Area of search contains the Priority Habitat and Local Wildlife Sites of Nuthall Cutting.</p> <p>Part of the area of search is Grade 2 very good quality agricultural land.</p> <p>Largely Flood Zone 1 but two unmodelled tributaries of the River Leen flows west to east through the area of search.</p> <p>Risk of SW flooding along the watercourses, also risk flowing from north west to the south east along dismantled railway.</p> <p>Low Risk of GW flooding in the north, no data in the south.</p> <p>At residual risk of reservoir flooding.</p> <p>Development of the area of search will be constrained by watercourses.</p>	R
Geo-environmental considerations	<p>Although not mapped on available geological maps, the potential for Made Ground is considered to be likely/expected. Made Ground could impact redevelopment options depending on extent and composition.</p> <p>Current OS mapping suggests a generally low potential for contamination sources. A historical and potentially hazardous landfill overlaps slightly onto the northern boundary of the area of search, there are no other landfills within 250m. Landfills are considered to be a potential source of contamination that could impact redevelopment options.</p> <p>There is a 5-10% chance of a house having a radon concentration at or above the Action Level.</p> <p>Although the area of search has not been identified in an area with potentially shallow underlying coal measures, a very small area in the southern extent has</p>	A

	<p>been determined as a 'development high risk area' by the Coal Authority; this potentially relates to mine shafts.</p> <p>The most sensitive aquifer underlying the area of search is considered to be Principal (bedrock) in the north and south. Secondary B (bedrock) also underlies the central part of the area of search. Consideration should be given to Controlled Waters as a receptor to any potential ground contamination.</p> <p>No MSA/MCA on currently adopted or proposed mineral plans.</p>	
Landscape and topography	<p>This is a relatively flat area of search, largely contained to the west by the M1 motorway and to the east by Bulwell. The area of search is largely composed of medium to large arable fields, with a ribbon of housing in the south along the B600.</p> <p>A limited network of PRoW provides recreational value. The landscape is typically rural, but with the urban fringe of Bulwell and Nuthall as well as the M1 which detracts from perceptions of tranquillity. Ancient woodland on the edges of the site and vegetation associated with the dismantled railway are indicative of conservation value.</p> <p>Views are limited to field extents by hedgerows.</p> <p>Woodland within the area of search along the route of a dismantled railway has potential to be tied into development. There are also blocks of woodland adjacent to the area of search's eastern and western boundaries north of this would could form the basis for a strong green infrastructure network.</p> <p>Existing field boundaries form defensible boundaries to development. The land between the B600 and the dismantled railway is particularly well defined.</p> <p>There is however potential for the coalescence of Nuthall and Bulwell if all of the area of search is developed which should be avoided.</p> <p>Suitable for development, but development should avoid coalescence with Nuthall and Bulwell.</p>	G
Heritage considerations	<p>There are no designated heritage assets within the area of search. However, the New Farm, incorporating building(s) of local interest, is located within the area of search. The setting of this asset remains rural, therefore development of the area of search is likely to affect the significance of this asset.</p> <p>Bulwell Wood, Seller's Wood and New Farm Wood screen the northern part of the area of search. Also, the M1 that runs parallel to the site, to the west, acts as a physical barrier between the area of search and the urban and rural landscape to the west.</p> <p>The Nuthall Conservation Area is located just west of the M1, to the south-west of the area of search. Despite the M1 acting as a physical barrier between the area of search and the asset, key views towards and from the area of search will still need to be considered during any development proposals.</p> <p>Three grade II listed buildings associated with Hempshill Hall (NHLE 1248187) are located at the edge of Hempshill Vale, approximately 170m to the south-east of the area of search. The setting of these assets is semi-rural and it should be taken into consideration in any development proposals. The A6002 however provides some separation between the area of search and the assets.</p>	G
Transport and accessibility	<p>Pros</p> <p>Area of search located immediately west of Snapewood and Blenheim Court Business centre, 1km East of Nuthall and 1km west of Bulwell.</p> <p>Green space located in surrounding woodland.</p> <p>Located immediately north of the A610, M1 Motorway J26 and Nuthall Interchange.</p> <p>Direct bus services to Nottingham located within the area of search area along B600 Nottingham Road.</p> <p>Public footpaths and cycle paths run centrally through the area of search, connecting to Low Wood Road to the east.</p> <p>Access to nearby schools within Nuthall and Bulwell.</p> <p>Provision for vehicular and sustainable access to area of search area via the B600, Low Wood Road and New Farm Lane.</p>	G

	<p>Cons</p> <p>Northern Portion of the area of search has limited accessibility to facilities and access points.</p> <p>Located approx. 1.5km west of National Cycle Network (NCN) Route 6.</p> <p>Located within HS2 2km buffer zone, but not in proximity to HS2 EMH.</p> <p>Localised congestion occurs in the peak hours along the A610, largescale development here could exacerbate this.</p> <p>Localised congestion occurs during the peak hours at the M1 J26.</p>	
Infrastructure capacity and potential	<p>The area of search is favourably located to existing primary schools and secondary schools (at Nuthall)</p> <p>There is a moderate deficit (approx. 50 places) in primary school places within 400m of the area of search at present. Additional or extensions to existing education facilities are likely to be required to support growth generated from the area of search's development. Secondary schools within 1600m of the area of search have some capacity (approx. 100 places) to support existing and future growth.</p> <p>The area of search is wholly within existing catchment areas of registered GPs. The nearest primary healthcare practice is located approximately 5.5km and may have some capacity to support existing and future growth.</p> <p>The nearest medical centre which provides acute healthcare is Highbury Hospital, which is located approximately 1.6km away from the site. Across Greater Nottinghamshire, acute healthcare provision is generally highly occupied and additional services may be required to support existing and future needs.</p> <p>The area of search includes the Nuthall Parish Council Temple Centre.</p> <p>A gas pipeline runs diagonally through the area of search from Nuthall to Nottingham City (Northwest-Southeast). Further investigations will be required from NCC to confirm its location. It may have some impacts to development costs and developable areas.</p>	A
Housing considerations	<p>Low house prices; good affordability; relatively high levels of home ownership; limited affordable housing; risk of lower demand/ sales rates</p>	A
Economic Development	<p>The assessment area currently supports fairly low levels of employment, with an employment density below the average for the county. According to the 2011 Census, around 71% of the residents in the area are retained within Nottinghamshire for work (below average for the county), with 21% remaining in Broxtowe (below borough average)</p> <p>The area of search has very strong road accessibility, located at the junction between the M1 and the A610. These linkages are likely to be a real benefit for future developments. However, as is the current situation, workers commuting to the area are likely to travel unsustainably.</p> <p>The wholesale, retail and motor vehicles sector provides employment opportunities in the area, marginally above the county average. However, there are no major assets driving growth in priority sectors in the immediate vicinity.</p> <p>There are low levels of deprivation across the area of search, with the LSOA ranked in the 9th deprivation decile. However, the surrounding area (Ashfield 016E LSOA) is within the 2nd deprivation decile, meaning it is in the top 20% most deprived parts of the country. Therefore, new developments do have some regeneration potential.</p>	A
Regeneration	<p>The entire assessment area lies within Broxtowe 016C LSOA. The 2019 Index of Multiple of Deprivation (IMD) ranks the Broxtowe 016C LSOA (1st decile is most deprived) in the 9th deprivation decile, meaning it is amongst the 20% least deprived parts of the country.</p>	A

	<p>The area of search is adjacent to the Ashfield 016E LSOA. This LSOA in the 2nd deprivation decile, meaning it is amongst the 20% most deprived parts of the country.</p> <p>Therefore, although there is low levels of deprivation across the assessment area itself, new developments on the Nuthall Extension area of search have potential for regeneration in the immediate surrounding area.</p>	
Spatial Planning considerations	<p>Area of search currently acts as a gap between Nuthall and the main built up area of Nottingham City (Bulwell).</p> <p>While it has defensible boundaries to the east (A6002), west (M1) and south (Junction and B600), its development is likely to lead to coalescence between Nutall and Bulwell.</p>	A
<p>Submitted sites: Two submitted sites, Land off Low Wood Road Nuthall (40Ha) and Land South of Nottingham Road Nuthall (16Ha), are located in this broad area of search. The area includes ancient woodland, the proposed route of HS2 and landscape constraints (including risk of coalescence) and are therefore potentially unsuitable for development.</p>		
<p>Summary:</p> <ul style="list-style-type: none"> • Low Potential for strategic growth • The area of search has a high incidence of absolute natural constraints, is adjacent to the Seller's Wood SSSI to the east and Bulwell Wood SSSI to the north • Area of search currently acts as a gap between Nuthall and the main built up area of Nottingham City (Bulwell). • While it has defensible boundaries to the east (A6002), west (M1) and south (Junction and B600), its development is likely to lead to coalescence between Nutall and Bulwell. 		

B06: Awsworth Extension



Criterion	Considerations	Rating
Environmental considerations	<p>The area of search has a low incidence of absolute natural constraints, however is adjacent to the Robbinetts SSSI to the south.</p> <p>Development potential to the west of Awsworth is limited due to the significant presence of two Local Wildlife Sites, Bennerley Coal Processing Plant and Grassland and Bennerley Wet Grassland.</p> <p>The area of search contains patches of priority habitats surrounding Babbington.</p> <p>A small part of the area of search is Grade 2 Very Good Agricultural Land.</p> <p>Largely Flood Zone 1 , BUT western boundary within Zones 2 and 3 of River Erewash AND network of unknown watercourses drains from the north, east and west towards the southwest and to the Nottingham Canal and/or River Erewash.</p> <p>Risk of SW flooding where the watercourses cross the area of search with increased risk where the watercourses meet at a confluence.</p> <p>Low to Medium Risk of GW flooding.</p> <p>Development of the area of search will be constrained by the network of watercourses.</p>	A
Geo-environmental considerations	<p>The area of search is partially mapped to be underlain by Made Ground. Made Ground could impact redevelopment options depending on extent and composition.</p> <p>Current OS mapping suggests a generally low potential for contamination sources. Historical, potentially hazardous landfills are located on the western 'spur' of the area of search, the closest off-site landfill is adjacent. Landfills are considered to be a potential source of contamination that could impact redevelopment options.</p> <p>There is a 5-10% chance of a house having a radon concentration at or above the Action Level.</p>	A

	<p>Redevelopment constraints as a result of potentially shallow underlying coal measures beneath the area of search. Approximately 90% of the area of search is within an area determined as a 'development high risk area' by the Coal Authority.</p> <p>The most sensitive aquifer underlying the area of search is considered to be Principal (bedrock) in the north-eastern extent. Secondary A (both bedrock and superficial) underly the majority of the area of search. Consideration should be given to Controlled Waters as a receptor to any potential ground contamination. The area is partially within a mineral safeguarding area for the exposed coalfield.</p>	
<p>Landscape and topography</p>	<p>The terrain is undulating, rising from the River Erewash floodplain to the west of the area of search. Agricultural land comprises fields which are generally medium sized and enclosed by hedgerows.</p> <p>A network of PRow provide recreational value. In the south of the area Cossall's conservation area is indicative of heritage value. Away from Awsworth and Cossall, the landscape is typically rural and perceptions of tranquillity are high.</p> <p>Locally fields are enclosed by hedgerows, however undulating topography means that the area of search is relatively open with long views across the area of search.</p> <p>There are a number of small blocks of woodland which could provide the framework for a green infrastructure network. The area's coal mining heritage provides an opportunity for a unique development.</p> <p>Woodland blocks, linear tree belts (e.g. around Babbington) and field boundaries south-east of Awsworth and north of Cossall could provide defensible boundaries to development to the south-east of Awsworth. Development in the north-east of the site on elevated ground to the north and east of Babbington should be avoided. A landscape buffer would be required for any development close to the Nottingham Canal, River Erewash and Gilt Brook in the western part of the site.</p> <p>Potentially suitable for development away from elevated ground to the north and east of Babbington. Land in the south of the site around Cossall would be less suitable for development due to the need to retain separation between Awsworth and Cossall</p>	<p>A</p>
<p>Heritage considerations</p>	<p>There are a number of designated heritage assets and buildings of local interest within the area of search. These include the grade II* Bennerley Viaduct (NHLE 1140437), located to the north-western part of the area of search. The Viaduct has a largely rural setting and is prominent within the landscape. Development of the area of search is likely to have an adverse impact on its setting.</p> <p>The Cossall Conservation Area and associated assets, including two grade II* listed buildings, are located within the southern part of the area of search. We recommend that the conservation area is excluded from the area of search and a suitable buffer is provided. Development of the remaining area of search will need to take into consideration the setting of the Cossall Conservation Area and associated assets.</p> <p>There are three listed buildings and two buildings of local interest in the village of Awsworth, that fall within the area of search. The setting of these assets as well as the rural setting of the village of Awsworth is likely to be affected and will need to be taken into consideration in any future proposals.</p> <p>There are three buildings of local interest within the area of search, two of which are located within the hamlet of Babbington as well as the Strelley Park Farm, located just south of it. The setting of the hamlet and the farm is rural therefore it is expected that development of the area of search is likely to have an impact on their significance due to changes to their setting.</p> <p>Turkey Fields Farm, an asset of local interest, is located just outside of the area of search, to the south-east. The rural setting of the farm will need to be taken</p>	<p>A</p>

	<p>into consideration in any development proposals. There are three additional buildings of local interest located at Cossall Marsh, the setting of which will also need to be considered.</p> <p>Kimberley Conservation Area is located approximately 360m to the north of the area of search. Most of the conservation area has an urban setting and A610 separates the area of search and the conservation area. However, key views towards and from the area of search will need to be considered.</p> <p>Strelley Conservation Area is located approximately 700m to the south-east of the site. The M1 acts as a physical barrier between the area of search and the conservation area however, key views from and towards the asset should be considered.</p> <p>Similarly, Nuthall Conservation Area is located just over 1km to the north-east of the site, to the north of the A610. Key views from and towards the area of search will need to be considered.</p>	
Transport and accessibility	<p>Pros</p> <p>Area of search surrounds Awsworth and Cossall and located immediately west of Swingate.</p> <p>Public footpath & cycle path along Nottinghamshire Canal, which forms part of the site's western boundary.</p> <p>Erewash Valley Cycle Trail located 800m west of the area of search.</p> <p>Immediate vehicular access to the A6096 Shilo Way, for access to the A610 and connection to the M1 J26, 3km driving distance east of the area of search.</p> <p>School provision in Awsworth and Kimberley which flank the area of search.</p> <p>Green space found within the area of search on Cossall Marsh, west of site area in Pocket Park, and east of site in Spring Wood.</p> <p>Ilkeston rail station located approx. 500m west of the area of search.</p> <p>Local roads run central through the area of search, including Westby Lane, Babbington Lane and Church Lane – providing scope for vehicle access.</p> <p>Cons</p> <p>Located 1.7km east of National Cycle Network (NCN) Route 67.</p> <p>Located within HS2 2km buffer zone, but not in proximity to HS2 EMH.</p>	G
Infrastructure capacity and potential	<p>The area of search is favourably located to existing primary schools and secondary schools (in Kimberley and Awsworth)</p> <p>There is a small deficit (approx. 10 places) in primary school places within 400m of the site at present. Secondary schools within 1600m of the area of search have some capacity (approx. 100 places) to support existing and future growth. Additional or extensions to existing education facilities are likely to be required to support growth generated from the site's development.</p> <p>The area of search is wholly within existing catchment areas of registered GPs.</p> <p>The area of search is favourably located to primary healthcare practice, which is located approximately 1.2km from the area of search and may have some capacity to support existing and future growth.</p> <p>The nearest medical centre which provides acute healthcare is Ilkeston Community Hospital, which is located approximately 1.3km away from the area of search. Across Greater Nottinghamshire, acute healthcare provision is generally highly occupied and additional services may be required to support existing and future needs.</p> <p>The area of search includes the village of Cosall and Babbington, but they have limited facilities.</p>	G
Housing considerations	<p>Low house prices; good affordability; relatively high levels of home ownership; limited affordable housing; risk of lower demand/ sales rates</p>	A
Economic Development	<p>The area of search is substantial around Awsworth. The surrounding area has a employment density in line with the county average. Around 72% of the residents in the local area are retained in the county for employment (slightly</p>	A

	<p>below county average), with 24% working within Broxtowe itself (marginally below average).</p> <p>New developments at the site will likely benefit from strong road accessibility via the M1 and A610 as well as rail connectivity from the station in Ilkeston. As the site does not have many local facilities in the area, with the nearest being located in Ilkeston or Kimberley, local centres and community facilities will need to be developed to support new communities. The surrounding area supports the broad industry of wholesale, retail trade and repair of motor vehicles accounting for nearly 30% of employment in the area. However, no major assets stand out as driving growth.</p> <p>The scale and location of the site means there is real potential for a new development of size however, demand may need to be stimulated as there is a slight lack of major assets and facilities in the immediate surroundings.</p> <p>The site experiences medium levels of deprivation, with site's LSOAs ranked mostly in the 6th and 7th deprivation decile, therefore there is some regeneration potential.</p>	
Regeneration	<p>The majority of the area of search is within the Broxtowe 016B and Broxtowe 016G LSOAs. The assessment area also crosses into the Broxtwee 016C and Broxtowe 016A LSOAs. The 2019 Index of Multiple Deprivation (IMD) ranks the area of search's LSOAs as follows (1st decile is most deprived):</p> <p>The Broxtowe 016B LSOA is in the 7th deprivation decile, meaning it is amongst the 40% least deprived parts of the country;</p> <p>The Broxtowe 016G LSOA is in the 6th deprivation decile, meaning it is amongst the 50% least deprived parts of the country;</p> <p>The Broxtowe 016C LSOA is in the 9th deprivation decile, meaning it is amongst the 20% least deprived parts of the country; and</p> <p>The Broxtowe 016A LSOA is in the 6th deprivation decile, meaning it is amongst the 50% least deprived parts of the country.</p> <p>These rankings illustrate that some form of deprivation exists across the assessment area, particularly within certain pockets. Therefore, there is some potential for regeneration within the Awsworth Extension assessment area.</p>	A
Spatial Planning considerations	<p>Land adjacent Awsworth.</p> <p>The area of search is bisected by the A6096 to the west. There are no strong defensible boundaries to the east and south.</p> <p>The area of search as drawn adjoins B7. A strategic gap may be required.</p>	A
<p>Summary: The area has a low incidence of absolute natural constraints; however it is adjacent to the Robbinetts SSSI to the south. Development potential to the west of Awsworth is limited due to the significant presence of two Local Wildlife Sites, Bennerley Coal Processing Plant and Grassland and Bennerley Wet Grassland. The area is partially within a mineral safeguarding area for the exposed coalfield.</p> <p>New development should be located away from elevated ground. Land in the south of the area around Cossall would be less suitable for development due to the need to retain separation between Awsworth and Cossall.</p> <p>The Cossall Conservation Area and associated assets are located within the southern part of the area and recommended to be excluded from future development with a suitable buffer provided.</p> <p>The area is judged to have Medium-High accessibility. There is immediate vehicular access to the A6096 Shilo Way, for access to the A610 and connection to the M1 J26, 3km driving distance east of the area. Ilkeston rail station is located approximately 500m west of the area. New developments in the area will likely benefit from strong road accessibility via the M1 and A610 as well as rail connectivity. The identified area surrounds Awsworth and is located immediately west of Swingate and north of Cossall (with a scattering of community facilities).</p> <p>The surrounding area supports the broad industry of wholesale, retail trade and repair of motor vehicles accounting for nearly 30% of employment in the area. However, no major assets stand out as driving growth. The scale and location of the area means there is real potential for new employment development. However, demand may need to be stimulated as there is a lack of major employers and facilities in the immediate surroundings.</p>		
<p>Potential area for strategic growth –The identified area provides sufficient land capable of delivering the smallest typology (village expansion). However, any such expansion of Awsworth would need to provide new</p>		

social infrastructure and improved linkages to Ilkeston rail station. In addition, any new development would need to carefully consider its relationship with neighbouring Cossall and Swingate.

B07: North of Trowell



Criterion	Considerations	Rating
Environmental considerations	<p>The area of search has a low incidence of absolute natural constraints, however adjacent to the Robinetts SSSI and an ancient woodland. It also contains scattered Local Wildlife Sites and deciduous woodland.</p> <p>Flood Zone 1, BUT an unmodelled watercourse flowing from Oldmoor Pond crosses the northern boundary and another unmodelled watercourse crosses the southeast of the area of search.</p> <p>Areas of SW flooding where the watercourses cross the area of search especially in the southeast.</p> <p>Low Risk of GW flooding.</p> <p>Development of the area of search will need to be steered away from the floodplains of these watercourses.</p>	A
Geo-environmental considerations	<p>The area of search is partially mapped to be underlain by Made Ground. Made Ground could impact redevelopment options depending on extent and composition.</p> <p>Current OS mapping suggests a generally low potential for contamination sources. An inert historical landfill overlaps slightly onto the western boundary of the area of search, there are no other landfills within 250m. Landfills are considered to be a potential source of contamination that could impact redevelopment options.</p> <p>There is a 1-3% chance of a house having a radon concentration at or above the Action Level.</p> <p>Redevelopment constraints as a result of potentially shallow underlying coal measures beneath the area of search. Approximately 90% of the area of search is within an area determined as a 'development high risk area' by the Coal Authority.</p> <p>The aquifer underlying the area of search is Secondary A (bedrock).</p> <p>Consideration should be given to Controlled Waters as a receptor to any potential ground contamination.</p>	A

	The area is within a mineral safeguarding area for the exposed coalfield.	
Landscape and topography	<p>This is a sloping area of search, with localised ridges and undulations. There is a high point to the east running into ridgeline to the south-west, some steep slopes in south-western corner. The area of search comprises agricultural land and a limited number of woodland blocks.</p> <p>The area of search is representative of the rural context, with elements of scenic quality present. Few PRoW, but some features of conservation interest such as Nottingham Canal LNR on the western boundary. Area feels relatively tranquil despite proximity to Ilkeston and the M1.</p> <p>Views within the area of search tend to be enclosed by vegetation, some intervisibility across Erewash valley.</p> <p>Potential to connect into the Nottingham Canal green corridor, lots of mature vegetation on the area of search forming a green network. Trowell was selected as a 'Festival Village' for the 1951 Festival of Britain.</p> <p>Potential for perceived coalescence with Cossall and Ilkeston. Defensible boundaries to east and west (M1 and Nottingham Canal respectively).</p> <p>Area adjacent to northern edge of Trowell is most suitable, but would need to be kept off ridgeline to reduce risk of perceived sprawl. Canal would be nice feature within the development, but there is a steep slope adjacent to it.</p>	A
Heritage considerations	<p>There are two buildings of local interest within the area of search. These comprise the Field House Farmhouse and the Uplands Farmhouse. Both assets have a rural setting that contributes to their significance. Development of the area of search has potential to impact on that significance due to changes to their setting.</p> <p>Cossall Conservation Area extends adjacent to the area of search, to the north-west. Development of the area of search is likely to have an impact on the significance of the conservation area. The setting of the conservation area including any key views towards and from the area of search will need to be taken into consideration in any development proposals.</p> <p>Strelley Conservation Area is located approximately 460m north-east of the area of search. The M1 runs between the area of search and the conservation area, however the setting of the conservation area and associated assets will need to be considered in any development proposals.</p> <p>A grade II listed pair of cottages, 53 Nottingham Road (NHLE 1248227) that dates from the late 18th century, is located just outside of the area of search, to the south. The asset is located at the edge of the village of Trowell, having a semi-rural setting and is likely that development of the area of search could have an impact on its significance.</p> <p>There are additional listed buildings and buildings of local interest within the village of Trowell. These include the grade II* listed Church of St Helen (NHLE 1278008). The proposals for the development of the area of search will need to take into consideration the setting of these assets.</p>	A
Transport and accessibility	<p>Pros</p> <p>Area of search located immediately north of Trowell village centre.</p> <p>Public footpath & cycle path along the Nottinghamshire Canal which forms the area of search's western boundary.</p> <p>Erewash Valley Cycle Trail located 400m west of the area of search.</p> <p>Green space located Northwest of the area of search in Oldmoor Wood.</p> <p>Public footpaths and Rights of Way available through the area of search.</p> <p>Cossall Road runs centrally through the area of search, providing opportunity for vehicle & sustainable access.</p> <p>School provision available in Trowell and also Ilkeston, approx. 1.1km west of the area of search.</p> <p>Direct and regular bus services to Nottingham and Ilkeston operate south of the area of search along Ilkeston Road.</p> <p>Cons</p>	G

	<p>Ilkeston rail station located approx. 1.8km walking distance northwest of area of search.</p> <p>Located 2.7km cycle distance from National Cycle Network (NCN) Route 67 due to railway line.</p> <p>Access from the west restricted by Railway line and Canal.</p> <p>Located within HS2 2km buffer zone, but not in proximity to HS2 EMH.</p>	
Infrastructure capacity and potential	<p>The area of search is favourably located to existing primary schools (in Trowell) and is moderately located secondary schools (in Ilkeston and Nottingham City). Primary schools within 400m of the area of search have some but limited surplus capacity (approx. 10 places) at present to support existing needs. Secondary schools within 1600m of the site have varying capacities but an overall surplus of approx. 1130 places to meet existing and future needs. The surplus capacity is primarily at Alderman White School in Bramcote. Additional or extensions to existing education facilities are likely to be required to support growth generated from the site's development.</p> <p>The area of search is wholly within existing catchment areas of registered GPs. The area of search is favourably located to primary healthcare practice, which is located approximately 1.1km from the area of search and may have some but limited capacity to support existing and future growth.</p> <p>The nearest medical centre which provides acute healthcare is Ilkeston Community Hospital, which is located approximately 3.3km away from the area of search. Across Greater Nottinghamshire, acute healthcare provision is generally highly occupied and additional services may be required to support existing and future needs.</p>	A
Housing considerations	<p>Modest house prices; good affordability; relatively high levels of home ownership; limited affordable housing</p>	A
Economic Development	<p>This area does not contain many businesses or employment opportunities, with an employment density below the county. The area of search does have good access to the M1, but it appears this connectivity is currently being used by residents to out-commute to other areas.</p> <p>There is a lack of nearby facilities currently in the area, with closest located in Trowell to the south although these are only minor. Therefore, facilities will need to be provided for a future community of any size. Additionally, there are no major assets driving growth in the priority sectors in the SEP therefore, there is a lack of focussed employment in any of the main sectors which could also inhibit future developments.</p> <p>The majority of the area of search is ranked in the 8th and 9th deciles meaning there is only some regeneration potential.</p>	R
Regeneration	<p>The area of search is mostly located in the Broxtowe 016F, with portions of the area also falling into Broxtowe 016B and Broxtowe 016C. The 2019 Index of Multiple Deprivation (IMD) ranks the area of search's LSOAs as follows (1st decile is most deprived):</p> <p>The Broxtowe 016F LSOA is in the 8th deprivation decile, meaning it is amongst the 30% least deprived parts of the country.</p> <p>The Broxtowe 016B LSOA is in the 7th deprivation decile, meaning it is amongst the 40% least deprived parts of the country; and</p> <p>The Broxtowe 016C LSOA is in the 9th deprivation decile, meaning it is amongst the 20% least deprived parts of the country.</p> <p>These scores in the IMD demonstrate that although there is fairly limited deprivation in the area compared to the country as a whole, some regeneration potential does exist in the North of Trowell assessment area.</p>	A

Spatial Planning considerations	Land is adjacent to Trowell and associated allocations. Area of search has defensible boundaries to the east (M1), west (Robbinetts Arm) and north (woodland).	G
<p>Summary: The area of search has a low incidence of absolute natural constraints, however it is adjacent to the Robinetts SSSI and an ancient woodland. It also contains scattered Local Wildlife Sites and deciduous woodland. An unmodelled watercourse flowing from Oldmoor Pond crosses the northern boundary and another unmodelled watercourse crosses the southeast of the area. Areas of identified surface water flooding where the watercourses cross the area of search especially in the southeast. The area is within a mineral safeguarding area for the exposed coalfield.</p> <p>The area has a sloping topography, with localised ridges and undulations. There is a high point to the east running into ridgeline to the south-west, some steep slopes in south-western corner. There is potential for perceived coalescence with Cossall and Ilkeston. Defensible boundaries to east and west (formed of the M1 and Nottingham Canal respectively). From a landscape perspective, the area adjacent to northern edge of Trowell is more suitable, but development would need to be kept away from the ridgeline to reduce risk of perceived sprawl.</p> <p>Ilkeston rail station is located approximately 1.8km walking distance northwest of the area of search. Direct and regular bus services to Nottingham and Ilkeston operate in the south of the area of search along Ilkeston Road.</p> <p>Submitted sites: Three call for sites submission sites, East of Cossall Road - Trowell (50Ha), Land west of Cossall Road – Trowell (7.68Ha) and Land to The Rear Of Acorn Cottage Cossall Road – Trowell (3.27Ha), are located in this area. The East of Cossall Road site is largely free from major constraints except landscape constraints identified in the north of the site, and is suitable for development pending further site investigation. Land west of Cossall Road and Land to The Rear Of Acorn Cottage Cossall Road are free from major constraints and suitable for development pending further site investigation.</p> <p>Potential area for strategic growth – The identified area and submitted sites would represent a substantial extension to Trowell. The submitted sites and identified area provide sufficient land capable of delivering the smallest typology (urban extension). However, any such urban extension would need to carefully consider the landscape constraints identified and relationship with M1. In addition, social infrastructure and improved linkages to public transport would be required.</p>		

B08: Land off Woodhouse Way



Criterion	Considerations	Rating
Environmental considerations	<p>The area of search has low incidence of absolute natural constraints, but includes pockets of Local Wildlife Sites and deciduous woodland.</p> <p>Part of the area of search to the northeast is Grade 2 Very Good Agricultural Land.</p> <p>Flood Zone 1, but the Tottle Brook, Nottingham Canal and Boundary Brook along with some unknown watercourses are located in the south of the area of search.</p> <p>Areas of SW flooding where the watercourses cross the site especially in the southwest.</p> <p>Medium to High GW risk in the south and southwest, no data for the rest of the area of search.</p> <p>There is a covered reservoir on at top of Catstone Hill.</p> <p>There is a residual risk of flooding from reservoirs in the north despite there not being any clear indication of one located on or near the area of search.</p> <p>Development in the south of the area of search will be constrained by the watercourses.</p>	A
Geo-environmental considerations	<p>The area of search is partially mapped to be underlain by Made Ground. Made Ground could impact redevelopment options depending on extent and composition.</p> <p>Current OS mapping suggests a generally low potential for contamination sources. An inert historical landfill is located on the south-east boundary of the area of search, the closest off-site landfill is adjacent. Landfills are considered to be a potential source of contamination that could impact redevelopment options.</p> <p>There is a 5-10% chance of a house having a radon concentration at or above the Action Level.</p>	A

	<p>Redevelopment constraints as a result of potentially shallow underlying coal measures beneath the area of search. Approximately 50% of the site is within an area determined as a 'development high risk area' by the Coal Authority. The most sensitive aquifer underlying the area of search is considered to be Principal (bedrock) in the north. Secondary A (bedrock) underlies the rest of the area of search and secondary (undifferentiated) (superficial) is recorded in pockets of the area of search. Consideration should be given to Controlled Waters as a receptor to any potential ground contamination. The area is partially within a mineral safeguarding area for the exposed coalfield.</p>	
<p>Landscape and topography</p>	<p>Undulating terrain constrained by the A6002 and M1 motorway with steeply sloping land at Catstone Hill south of Strelley. Land is composed of medium to large size arable fields, edge of town industrial units, parkland associated with Strelley Hall, isolated farmhouses and small clusters of houses</p> <p>The PRoW network is limited but includes the Robin Hood Way long distance footpath which provides recreational value. Away from the A6002 and M1 this area is typical of the rural setting and perceptions of tranquillity are high. There are however detractors including the highways network and industrial urban fringe development.</p> <p>Topography and vegetation provides some enclosure, however there are long views from high points, including Strelley, and open views into the area of search from the M1 motorway. Development may adversely affect views.</p> <p>The disused Nottingham Canal in the south of the area, along with small blocks of woodland, existing hedges and the parkland associated with Strelley Hall provide potential to tie in new development with the existing green infrastructure network to create a unique sense of place.</p> <p>Defensive boundaries are generally limited to the highway network and existing field boundaries, along with the disused Nottingham Canal in the south.</p> <p>Topography means that development would be best placed in the south-east and east of the broad area of search, with residential development in the south-east and commercial development potentially suitable in the far north.</p> <p>Development should be avoided on high ground around Strelley and Trowell Hall and land west of the ridgeline visible from the M1. Landscape buffer required between development and disused Nottingham Canal.</p>	<p>A</p>
<p>Heritage considerations</p>	<p>There are a number of designated heritage assets within the area of search. Most of them are encompassed by the Strelley Conservation Area which falls within the area of search. Development of the area of search is likely to have an impact on the conservation area, either directly or due to changes to its setting. It is recommended to exclude the conservation area from the area of search. Its setting will still need to be considered in any proposals.</p> <p>There are two scheduled monuments within the area of search, one of which is a moat and fishpond (NHLE 1008525) falls wholly within the Strelley Conservation Area and the Coal mining remains at Broad Oak Farm (SM, NHLE 1017654) located partly within the conservation area but wholly within the area of search. Development of the area of search is likely to affect the scheduled monument, either directly or indirectly, due to changes to its setting. It is recommended to exclude the scheduled monument from the area of search. Its setting will still need to be considered in any development proposals.</p> <p>There are three additional listed buildings that fall within the area of search, to the south of Nottingham Road. Two of them are grade II listed bridges on the Nottingham Canal. The remaining listed building is the Trowell Hall and adjoining Gamekeepers Cottage and Garden Wall (NHLE 1278009).</p> <p>A number of buildings of local interest are also located within the area of search most of which are associated with local farmsteads but also some houses along Nottingham Road. These assets and their setting should be considered</p>	<p>A</p>

	<p>in any future development. They should be retained and incorporated in the proposals and their setting should be taken into consideration.</p> <p>There are a number of designated heritage assets and buildings of local interest around the area of search. Their setting should be considered in the development of the area of search. The M1 that runs adjacent to the area of search provides a physical barrier between the site and the landscape to the west, however key views from conservation areas (such as the Nuthall Conservation Area) will still need to be taken into account. Additional assets that surround the area of search are mostly screened or within built-up areas. The setting of the grade II* listed Church of St Martin (NHLE 1255110) including key views towards and from the site will need to be considered. Medium suitability (assuming that Strelley Conservation Area will be excluded from the area of search)</p>	
<p>Transport and accessibility</p>	<p>Pros</p> <p>Located immediately to the west of Wollaton, Bilborough and Strelley and contains Nottingham Business Park.</p> <p>Bounded by the M1 motorway to the west, and A6002 Woodhouse Way to the east, providing direct vehicular access to major road networks.</p> <p>Access to the M1 provided at J26 to the north of the area of search, and Trowell Services immediately southwest of the area of search.</p> <p>Vehicular access through the area of search provided by Waterloo Lane and Main Street, Nottingham Road which provides a direct route through Wollaton into Nottingham city centre.</p> <p>Nearby green space provided by Strelley Recreational Ground, at Strelley Hall, and Bramcote Hill Park.</p> <p>Network of Public Footpaths and cycle ways provided through the area of search.</p> <p>School & College provision located immediately along the area of search's eastern boundary.</p> <p>Large site area available for largescale development.</p> <p>Direct bus services to Nottingham and Beeston in close proximity to the area of search boundary.</p> <p>In proximity to the HS2 EMH located at Toton Sidings to the south of the area of search.</p> <p>Cycle facilities/route available along the disused Nottingham Canal along the southern area of search boundary.</p> <p>Cons</p> <p>National Cycle Network (NCN) Route 6 located approx. 2.5km east of the area of search.</p> <p>Nearest tram stop Phoenix Park located approx. 1.3km east of the northernmost point of the area of search across the A610.</p> <p>No nearby rail station / connection. Ilkeston rail station approx. 3.7km walking distance from western edge of the area of search.</p> <p>Localised congestion occurs during the peak hours at the M1 J26.</p>	<p>A</p>
<p>Infrastructure capacity and potential</p>	<p>The broad area of search is favourably located to existing primary schools and secondary schools (at Nuthall and Kimberley)</p> <p>There is a moderate deficit (approx. 90 places) in primary school places within 400m of the broad area of search at present. Additional or extensions to existing education facilities are likely to be required to support growth generated from the site's development. Secondary schools within 1600m of the broad area of search have some capacity (approx. 560 places) to support existing and future growth.</p> <p>The broad area of search is wholly within existing catchment areas of registered GPs. The nearest primary healthcare practice is located approximately 2km and may have some but limited capacity to meet existing and future needs.</p>	<p>A</p>

	<p>The nearest medical centre which provides acute healthcare is Highbury Hospital, which is located approximately 2.2km away from the area of search. Across Greater Nottinghamshire, acute healthcare provision is generally highly occupied and additional services may be required to support existing and future needs.</p> <p>The broad area of search includes the village of Strelley and associated facilities including the All Saints Strelley Centre and CARE Fertility Centre to the north.</p>	
Housing considerations	Modest house prices; good affordability; relatively high levels of home ownership; limited affordable housing	A
Economic Development	<p>The surrounding area to the area of search, particularly to the west and north-west, contains good employment opportunities with a density similar to the county average. The area manages to limit out-commuting, with 76% of residents remaining in Nottinghamshire for work.</p> <p>There are well-established businesses in the area, particularly in the Nottingham Business Park such as Juniper Pharmaceuticals and Catalent Pharma Solutions key assets in the priority life sciences industry. Further facilities in the Business Park include Highways England, East Midlands Ambulance Service and Genesis Genetics. These companies have attracted a well-qualified workforce with over 32% of workers holding Level 4 qualifications or above and nearly 38% of workers occupying high-level occupations. These figures are all above the county averages.</p> <p>The size of the area of search lends itself to a large development, extending the outskirts of Nottingham to the west. There are key assets to build upon, and some existing facilities in Bilborough to assist the new population.</p> <p>Additionally, the north of the area of search (Nottingham 014A LSOA) and much of the area to the east is within the top 10% most deprived parts of the country therefore, there is also significant regeneration potential.</p>	G
Regeneration	<p>The area of search is mostly located in the Broxtowe 016F and Broxtowe 016C LSOA. Part of the assessment area lies within the Nottingham 014A LSOA. The 2019 Index of Multiple Deprivation (IMD) ranks the area of search's LSOAs as follows (1st decile is most deprived):</p> <p>The Broxtowe 016F LSOA is in the 8th deprivation decile, meaning it is amongst the 30% least deprived parts of the country.</p> <p>The Broxtowe 016C LSOA is in the 9th deprivation decile, meaning it is amongst the 20% least deprived parts of the country; and</p> <p>The Nottingham 014A LSOA is in the 1st deprivation decile, meaning it is amongst the 10% most deprived parts of the country.</p> <p>In addition to this, the area of search borders multiple other Nottingham LSOAs to the east which suffer from significant deprivation including Nottingham 025C and Nottingham 014B within the 1st deprivation decile.</p> <p>These rankings highlight that a pocket of the assessment area experiences significant deprivation, as well as much of the surrounding area to the east. Therefore, although much of the area of search experiences low levels of deprivation, there is strong potential for regeneration within this pocket towards the north of the Land of Woodhouse Way assessment area and along the east of the site.</p>	G
Spatial Planning considerations	<p>The area of search is adjacent to the built-up area of Nottingham (Billborough), and has defensible boundaries to the east, south (railway), west (M1 and potential HS2 route railway) and north (A610). It is bisected by the A609 at the south.</p> <p>The northern section of the area of search is currently allocated.</p>	A

	Development of the area of search would result in an extension to the Nottingham built-up area, protruding into open countryside along the A52.	
<p>Summary: The Tottle Brook, Nottingham Canal and Boundary Brook along with some unknown watercourses are located in the south of the area. There is a residual risk of flooding from a reservoir in the north. Development in the south of the area will be constrained by the watercourses. The area is partially within a mineral safeguarding area for the exposed coalfield.</p> <p>Undulating terrain contained by the A6002 and M1 motorway with steeply sloping land at Catstone Hill south of Strelley. The topography means that development would be best located in the south east and east of the broad area of search. Development should be avoided on high ground around Strelley and Trowell Hall. A landscape buffer would be required between development and disused Nottingham Canal. Development of the area would impact on Strelley Conservation Area, which falls within the area boundaries, either directly or due to changes to its setting.</p> <p>The area is judged to have High accessibility. Access to the M1 provided at J26 to the north of the area, and Trowell Services immediately southwest of the area. There is no nearby rail station connection (3.7km walking distance to Ilkeston train station from western edge of the area), however nearest tram stop is Phoenix Park located approx. 1.3km east of the northernmost point of the area across the A610. HS2 route is located to the western edge of the area along the M1.</p> <p>There are well-established businesses in the area, particularly in the Nottingham Business Park with key assets in the priority life sciences industry. Further facilities in the Business Park include Highways England and East Midlands Ambulance Service.</p>		
<p>Submitted sites: Four submission sites are within the identified area: Land west of Bilborough Road - between Trowell Moor and Strelley village (90Ha); Land at Spring Farm Bilborough Road (65Ha); Corner of Nottingham Road and Coventry Lane rear of Balloon Woods (9.31Ha); and Moor Farm, Trowell (18.2Ha). These four sites are free from major constraints and suitable for development pending further site investigations. Two submitted sites: Land to the West of Bilborough Road Strelley (27.1Ha); and Land off Woodhouse Way (7.9Ha)³⁹ are adjacent/nearby to Strelley (and the Conservation Area and Listed Buildings) and are potentially suitable for development. Whilst the two sites are free from major constraints, further appraisals would be required to understand impacts on heritage assets and the coalescence risk with the Woodhouse Park development to the north and the wider strategic opportunity to the south. A further call for sites submission, Land west of Woodhouse Way (32.55Ha), is located north of the Nottingham Business Park near junction 26 of the M1, this site is free from major constraints and is potentially suitable for employment development pending further investigations.</p>		
<p>High potential area for strategic growth – The identified area represents a significant opportunity to extend the MBUA of Nottingham. There are key assets to build upon, and some existing facilities in Bilborough to assist in servicing new development. The area benefits from existing high accessibility levels and has potential to provide improved linkages to Ilkeston station and Toton. The submitted sites and identified area provide sufficient land capable of delivering a large urban extension(s).</p>		

³⁹ Located in Nottingham City Council's administrative area.

B09: Northeast of Toton



Criterion	Considerations	Rating
Environmental considerations	<p>The area of search is directly adjacent to Toton Fields Local Nature Reserve (to the southwest), the King Georges Park Local Nature Reserve (to the northeast) and is in close proximity to the Attenborough Gravel Pits SSSI.</p> <p>The site also contains the Bluebell Wood and Bramcote Hills Local Wildlife Sites (6.035 Ha).</p> <p>About half of the area of search is Grade 2 Very Good Agricultural Land.</p> <p>Largely Flood Zone 1, BUT the southwest boundary of the area of search lies within Flood Zones 2 and 3 of the River Erewash, AND there are 3 unknown watercourses within the site boundary.</p> <p>Areas of SW flooding where the watercourses cross the area of search as well as below Darkey Lane.</p> <p>Low to Medium Risk of GW flooding.</p>	A
Geo-environmental considerations	<p>The area of search is partially mapped to be underlain by Made Ground. Made Ground could impact redevelopment options depending on extent and composition.</p> <p>Current OS mapping suggests a generally low potential for contamination sources. No landfills are recorded on or within 250m of the area of search.</p> <p>There is a 1-3% chance of a house having a radon concentration at or above the Action Level.</p> <p>The most sensitive aquifer underlying the area of search is considered to be Principal (bedrock) in the north-east. There is also a groundwater source protection zone III on-site. Secondary B (bedrock) is recorded across the majority of the area of search and with isolated areas of Secondary A (bedrock). Consideration should be given to Controlled Waters as a receptor to any potential ground contamination.</p> <p>The area is partially within a mineral safeguarding area for the exposed coalfield</p>	A

Landscape and topography	<p>Gentle slope from north to south, with some localised gentle undulations in east. The area of search comprises agricultural land, as well as a park and ride, some open space and a handful of buildings such as a garden centre.</p> <p>Area of search is atypical of its urban context, but strongly influenced by it. Small pocket of scenic quality to north-east at Bramcote, also limited conservation features in this area. Network of PRow, but a poor perceptual value due to presence of major road infrastructure, urban edge etc.</p> <p>Some intervisibility between area of search and surrounding areas, vantage point from hill in the north-west of the area of search. Visual envelope is fairly contained due to landform and surrounding built form.</p> <p>Part of existing green network, linked to Toton Fields and Bramcote Hills however these connections are often severed by large infrastructure. Area is relatively mundane and feels like the space between places rather than a place in its own right.</p> <p>Potential for merging of the settlements of Stapleford, Bramcote and Toton, although in the context of the existing built up area. The area is green in contrast to this built-up urban area, despite being locally degraded. The topography change in the far west forms a defensible boundary.</p> <p>Suitable for development, but key factor would be to retain some of the green buffer between north and south, reducing the perceived merging of the settlements. More can be made of the green corridor connections within and adjacent to the site.</p>	G
Heritage considerations	<p>Bramcote Conservation Area falls partly within the northern part of the area of search. Also, Stapleford Nottingham Road Conservation Area is located adjacent to the north-western boundary of the area of search. Both conservation areas have a semi-rural setting that contributes to their significance. Development of the area of search has the potential to affect their significance.</p> <p>Sandiacre Lock Conservation is located approximately 200m to the west of the area of search. The setting of this conservation area will need to be considered during development proposals of the area of search, including views towards and from the area of search.</p> <p>Wheatgrass Farm is a farmstead of local interest, located within the area of search. The farm has currently a rural setting that is going to be affected if the area of search is developed.</p> <p>Medium sensitivity in terms of heritage impact (if certain areas remain undeveloped and adequate buffers and/or screening are provided)</p>	A
Transport and accessibility	<p>Pros</p> <p>Surrounded by Stapleford, Sandiacre, Chilwell and Bramcote town centres.</p> <p>A52 Brian Clough Way runs centrally through the area of search, with access provided to the north at Bramcote and south at Bardills island.</p> <p>Nearby green space provided at Bramcote Hills park, Hemlockstone, Judson Ave Recreation Ground and Inham Nook Recreation Ground.</p> <p>The Toton Lane Nottingham Express Transit (NET) 2 Tram Extension is contained within the area of search and includes associated Park and Ride Facilities.</p> <p>Footways and cycleways are provided along the NET2 extension.</p> <p>Close proximity to the HS2 East Midlands Hub (EMH) at Toton Sidings, with master-planning underway for road and accessibility improvements.</p> <p>Proposed NET extension to HS2 EMH and beyond for connection to Park and Ride Facilities with connection to the M1 & A52. Economic and Commercial viability of potential routes not yet undertaken.</p> <p>Local roads crossing the area of search including Baulk Lane, Inham Road and Common Lane provide scope for vehicular / sustainable access.</p> <p>Good school & college provision located to the west, north and east.</p> <p>Area of search situated on a high frequency bus corridor linking Nottingham and Derby.</p>	G

	<p>Cons</p> <p>Approx. 1.1km distance east of National Cycle Network (NCN) Route 67. No nearby rail station, creating reliance on tram network. A52 is congested in peak hours to the northeast of the area of search near Wollaton Park and the QMC.</p>	
Infrastructure capacity and potential	<p>The area of search is favourably located to existing primary schools and secondary schools</p> <p>Primary schools within 400m of the area of search have some capacities in general, with an overall surplus of approx. 80 places. Additional or extensions to existing primary schools may be required to support the area of search's development.</p> <p>There are surplus capacities in secondary schools within 1600m of the area of search, with a significant total of approx. 1610 places.</p> <p>The area of search is wholly within existing catchment areas of registered GPs.</p> <p>The area of search is favourably located to primary healthcare practice, with the nearest medical centre located approximately 900m from the area of search and with significant capacity to support existing and future growth.</p> <p>The nearest medical centre which provides acute healthcare is Queen's Medical Centre, which is located approximately 2.2km away from the area of search. Across Greater Nottinghamshire, acute healthcare provision is generally highly occupied and additional services may be required to support existing and future needs.</p>	G
Housing considerations	Higher house prices; good affordability; relatively higher levels of social renting	A
Economic Development	<p>The surrounding area contains considerable employment opportunities with the presence of major businesses. The nearby centres of Stapleford, Long Eaton and Toton allow nearly 39% of workers live within 5km and provide a base of facilities for future residents. The area of search benefits from strong road accessibility from the A52 and M1, and accessibility to Nottingham from the Tram Stops at Toton Lane and Inham Road. Additionally, the East Midlands HS2 Hub will be in Toton, providing unrivalled connectivity and significant economic potential for the whole area. The Hub station and campus is likely to create substantial jobs opportunities and positive spillover effects.</p> <p>The immediate surrounding area contains major wholesale and transport businesses, whilst high-tech companies such as Lasershape (fast growing business identified in the SEP) are located in Toton. The access to the M1 and East Midlands Airport, has helped develop numerous industrial areas within Chilwell and Long Eaton. HS2 will provide further benefits to these logistics and industrial sectors. The area also benefits from its proximity to Nottingham University and the Enterprise Zones.</p> <p>Part of the area of search (Broxtowe 013E) is ranked in the 2nd deprivation decile (1st is most deprived) whilst other areas around Stapleford also suffer from high levels of deprivation. Therefore, this area of search appears extremely suitable for substantial future developments and has significant regeneration potential.</p>	G
Regeneration	<p>Around half of the area of search falls in the Broxtowe 015A LSOA, with the rest split between the Broxtowe 013E, Broxtowe 007A, Broxtowe 010A and Broxtowe 010B LSOAs. The 2019 Index of Multiple of Deprivation (IMD) ranks the area of search's LSOAs as follows (1st decile is most deprived):</p> <p>The Broxtowe 015A LSOA is in the 10th deprivation decile, meaning it is amongst the 10% least deprived parts of the country;</p> <p>The Broxtowe 013E LSOA is in the 2nd deprivation decile, meaning it is amongst the 20% most deprived parts of the country;</p>	A

	<p>The Broxtowe 007A LSOA is in the 10th deprivation decile, meaning it is amongst the 10% least deprived parts of the country;</p> <p>The Broxtowe 010A LSOA is in the 10th deprivation decile, meaning it is amongst the 10% least deprived parts of the country; and</p> <p>The Broxtowe 010B LSOA is in the 5th deprivation decile, meaning it is amongst the 50% most deprived parts of the country;</p> <p>These rankings show that low levels of deprivation exists across much of the area of search however, pockets of the area of search suffer from medium to significant levels of deprivation. Therefore, there is potential for regeneraiton, accounting for the whole Northeast of Toton assessment area.</p>	
<p>Spatial Planning considerations</p>	<p>Land adjacent to the settlement of Stapleford and Beeston and its associated allocations.</p> <p>Area of search includes a strategic allocation to the south and is along the NET route.</p> <p>Area of search is bisected by the A52. There is need to avoid coalescence between Stapleford and Beeston .</p>	<p>A</p>
<p>Summary: The area is in close proximity to nature reserves and the Attenborough Gravel Pits SSSI. About half of the area is Grade 2 Very Good Agricultural Land. The southwestern boundary of the area lies within Flood Zones 2 and 3 of the River Erewash. The area is partially within a mineral safeguarding area for the exposed coalfield.</p> <p>There is a gentle slope from north to south, with some localised gentle undulations in east. There is potential for coalescence between Stapleford, Bramcote and Toton. A key factor would be to maintain the green buffer between north and south, preventing coalescence. More can be made of the green corridor connections. Bramcote Conservation Area falls partly within the north of the site. Stapleford Nottingham Road Conservation Area is located adjacent to the north-western boundary of the site. Both conservation areas have a semi-rural setting that contributes to their significance. Development of the site has the potential to affect their significance.</p> <p>The area is judged to have High accessibility. In close proximity to centres in Stapleford and Sandiacre. A52 Brian Clough Way runs centrally through the site, with access provided to the north at Bramcote and south at Bardills island. The Toton Lane Nottingham Express Transit (NET) 2 Tram Extension is contained within the area of search and includes associated Park and Ride Facilities. In close proximity to the HS2 East Midlands Hub at Toton. Southern part of the area is a mixed-use allocation.</p> <p>The surrounding area contains considerable employment opportunities with the presence of major businesses. The area benefits from strong road accessibility and Tram Stops at Toton Lane and Inham Road. The East Midlands HS2 Hub will be in Toton, providing unrivalled connectivity and significant economic potential for the whole area. The Hub station and campus is likely to create substantial jobs opportunities and positive spill over effects. The immediate surrounding area contains major wholesale and transport businesses, whilst high-tech companies are located in Toton. The access to the M1 and East Midlands Airport, has helped develop numerous industrial areas within Chilwell and Long Eaton. HS2 will provide further benefits to these logistics and industrial sectors. The area also benefits from its proximity to Nottingham University and the Enterprise Zones.</p>		
<p>Submitted sites: Two call for sites submissions, Land at Hill Top Farm Stapleford (30Ha) and Land East of Toton Lane (58Ha), make up the majority of the land in this location and are suitable for development pending further site-specific investigations (including impact on heritage assets located to the north of both sites).</p>		
<p>High potential area for strategic growth – The submitted sites and identified areas represent a significant opportunity to provide new urban communities within the MBUA of Nottingham, with close links to the proposed HS2 station at Toton. The area benefits from existing high accessibility levels and has potential to provide improved linkages to Stapleford and Beeston. The submitted sites and identified area provide sufficient land capable of delivering a large urban extension(s).</p>		

E01: North of Ilkeston



Criterion	Considerations	Rating
Environmental considerations	<p>The area of search contains the ancient woodland of Cotmanhay Wood (4.79 Ha) and some priority habitat to the northwest.</p> <p>Flood Zone 1 BUT northeast boundary close to Flood Zones 2 and 3 of the Erewash AND 2 unknown watercourses drain northeast across the area of search to the Erewash.</p> <p>Areas of SW flooding where the watercourses cross the area of search as well as around the eastern boundary near Flood Zones 2 and 3.</p> <p>Low Risk of GW flooding in the north and east, no data for the rest of the area of search.</p> <p>Development should be steered away from the north-eastern edge of the area of search.</p>	A
Geo-environmental considerations	<p>The area of search is mapped extensively (approximately 70% of the area of search) with Made Ground this would require further research and investigation. Made Ground could impact redevelopment options.</p> <p>Current OS mapping suggests a generally low potential for contamination sources. No landfills are recorded on or within 250m of the area of search.</p> <p>There is a 1-3% chance of a house having a radon concentration at or above the Action Level.</p> <p>Redevelopment constraints as a result of potentially shallow underlying coal measures beneath the area of search. Approximately 50% of the area of search is within an area determined as a 'development high risk area' by the Coal Authority (although this data may be absent from the western area of the site).</p> <p>The most sensitive aquifer underlying the area of search is considered to be Secondary A (bedrock, and superfcials on the northern boundary).</p> <p>Consideration should be given to Controlled Waters as a receptor to any potential ground contamination.</p>	A

	The area is within a proposed surface coal safeguarding area.	
Landscape and topography	<p>Gently sloping to north-east, with fairly even slope. Localised undulation adjacent to minor watercourses which cross the area of search. Area of search comprises agricultural land, with two large blocks of woodland.</p> <p>The area of search is representative of its rural context, although there is some ribbon development to its south-western boundary. There are elements of scenic quality and conservation interestsuch as the ancient woodland in the south-eastern corner. Network of PRow in north-east of the area of search, no PRow elsewhere. Sense of tranquillity away from settlement edge.</p> <p>Open views towards north-east, but views elsewhere are contained but landform (south-west), built form (south-east) and vegetation (north-west).</p> <p>Some connections to Erewash Canal green corridor, but limited by presence of railway line. Sizeable woodland plantations contribute to sense of place, although area of search is otherwise fairly typical agricultural land.</p> <p>Development of the area of search would form an extension to the north-western edge of Ilkeston within defensible boundaries of the A6007, the railway line and two woodland plantations. Potential for perceived coalescence along A6007 due to blocks of existing housing on the roadinfill between these would form a more solid ribbon development.</p> <p>Keep building off the ridgeline in the south-west to avoid coalescence along the road. Retention of woodland in the area of search would retain some of the sense of place, as well as providing a mature framework for green infrastructure to be developed on.</p>	G
Heritage considerations	<p>There are no designated heritage assets or buildings of local interest within this area of search.</p> <p>There are a number of designated heritage assets around the area of search that have the potential to be affected by the development of the area of search, due to changes to their setting. These include The Field, Shipley Park Conservation Area, approximately 140m to the west of the site. A cluster of grade II listed buildings associated with the Erewash Canal are also located approximately 150m to the east of the area of search. The setting of these assets will need to be considered.</p> <p>Bennerley Viaduct (grade II*, NHLE 1140437), located approximately 1km to the south-east of the area of search, is a prominent asset of high significance. The prominence of the asset as well as key views from and towards it will need to be considered in any development proposals.</p>	G
Transport and accessibility	<p>Pros</p> <p>Located to the north of Cotmanhay and Shipley Common.</p> <p>Area of search is bounded by The A6007 to the west, providing access north to Heanor and South to Ilkeston. Several vehicular accesses from the A6007 located along the western edge of the area of search.</p> <p>Surrounding Primary and Secondary schools provided in Cotmanhay, Shipley and Langley.</p> <p>Largescale Green space provided at Shipley Country Park to the southwest.</p> <p>Regular local bus services to Nottingham and Derby provided along the A6007.</p> <p>Public footpaths provided through the area of search.</p> <p>Walking and cycle route located along the Erewash Canal, approx. 300m north of the area of search.</p> <p>Cons</p> <p>Nearest rail station – Ilkeston located approx. 2.8km walking distance south of the area of search.</p> <p>Approx. 1.4km distance northwest of National Cycle Route (NCN) Route 67.</p> <p>Smaller area of search compared to other available proposed area of searcheswithin Broxtowe North.</p>	A

Infrastructure capacity and potential	<p>The area of search is favourably located to existing primary schools but only moderately located to secondary schools</p> <p>Primary schools within 400m of the area of search have some but limited capacities (approx. 15 places). Additional or extensions to existing primary schools may be required to support the site's development.</p> <p>There are no secondary schools within 1600m of the area of search. Capacities at secondary schools within 3900m of the site varies, with an overall surplus capacity of 978 places, primarily at Alderar High School and Hall Park Academy.</p> <p>The area of search is wholly within existing catchment areas of registered GPs. The nearest primary healthcare practice is located 1.6km from the area of search with some capacity to support existing and future growth.</p> <p>The area of search is in close proximity to (500m) the Ilkeston Community Hospital which provides acute healthcare services. Acute healthcare provision is highly occupied in Derbyshire and additional services may be required to support existing and future needs.</p>	A
Housing considerations	Low house prices; good affordability; high levels of social renting; risk of lower demand/sales rates	A
Economic Development	<p>The surrounding area contains limited employment opportunities with a lack of major companies, with a density slightly below the county average. The jobs that do exist in the area tend to be within smaller wholesale or retail companies, which has attracted an unskilled workforce – with only 20% of workers holding a Level 4 qualification or above. Many of these are held by local residents, with 45% of workers living within 5km of their place of work, which has allowed workers to travel sustainably for the study area.</p> <p>The area of search does have access to the A610 but it is located in between the Ilkeston and Langley Mill train stations meaning neither are accessible without driving.</p> <p>High levels of deprivation are felt across the area of search and surrounding area, with much of the area of search falling within the Erewash 001C LSOA which is ranked in the 1st deprivation decile in the 2019 IMD, meaning it is among the top 10% most deprived parts of the country. Therefore, the area of search does not appear to be that suitable for developments with no apparent economic advantages in the area however, any development would have significant regeneration potential.</p>	A
Regeneration	<p>The area of search is split fairly evenly between the Amber Valley 017E LSOA and the Erewash 005D LSOA. The 2019 Index of Multiple of Deprivation (IMD) ranks the area of search's LSOAs as follows (1st decile is most deprived):</p> <p>The Amber Valley 017E LSOA is in the 4th deprivation decile, meaning it is amongst the 40% most deprived parts of the country; and</p> <p>The Erewash 001C LSOA is in the 1st deprivation decile, meaning it is amongst the 10% most deprived parts of the country.</p> <p>These scores in the IMD demonstrate that the assessment area suffers from high levels of deprivation across multiple factors. Therefore, there is significant potential for regeneration throughout the North of Ilkeston assessment area.</p>	G
Spatial Planning considerations	<p>Land adjacent Ilkeston.</p> <p>Area of search has defensible boundaries to the east (railway and River Erewash) and west (A6007).</p> <p>Its development would lessen the gap between Ilkeston and Heanor. A defensible boundary would need to be identified.</p>	G
<p>Summary:</p> <ul style="list-style-type: none"> • Low Potential for strategic growth 		

- Located to the north of Cotmanhay and Shipley Common.
- Regular local bus services to Nottingham and Derby provided along the A6007, but not in close proximity to rail station.
- Development of the area of search would form an extension to the north-western edge of Ilkeston with defensible boundaries of the A6007, the railway line and two woodland plantations.
- Potential for perceived coalescence along A6007 due to blocks of existing housing on the road and infill between these would form a more solid ribbon development.
- The size of the area, factoring in the constraints, has low potential as a strategic growth area.

E02: West Hallam Extension



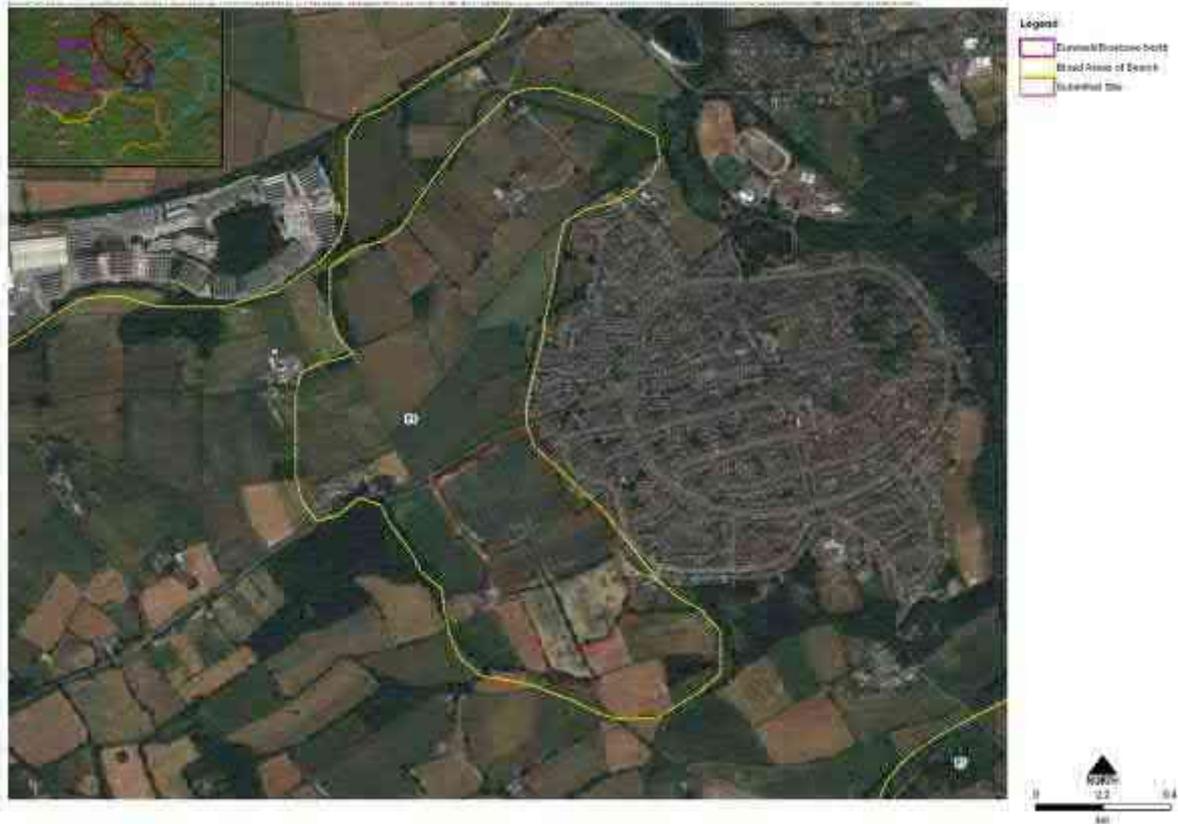
Criterion	Considerations	Rating
Environmental considerations	<p>The area of search is adjacent to the ancient woodland of Moat Wood to the south, and contains a number of priority habitats (approx. 8 Ha). Largely Flood Zone 1 BUT southern edge within Flood Zones 2 and 3 of the Stanley Brook AND there are several tributaries of the Stanley Brook across the area of search.</p> <p>Areas of SW flooding where the watercourses cross the area of search, particularly on the southern site boundary where Stanley Brook flows.</p> <p>Low Risk of GW flooding.</p> <p>Development of the area of search will need to be steered away from the floodplains of these watercourses.</p>	A
Geo-environmental considerations	<p>The area of search is partially mapped to be underlain by Made Ground. Made Ground could impact redevelopment options depending on extent and composition.</p> <p>Current OS mapping suggests a generally low potential for contamination sources. A historical, potentially hazardous landfill is located in the north of the area of search, the closest off-site landfill is adjacent. Landfills are considered to be a potential source of contamination that could impact redevelopment options.</p> <p>There is a 1-3% chance of a house having a radon concentration at or above the Action Level.</p> <p>Redevelopment constraints as a result of potentially shallow underlying coal measures beneath the area of search. Approximately 70% of the area of search is within an area determined as a 'development high risk area' by the Coal Authority (although this data may be absent from the northern area of the area of search).</p>	A

	<p>The aquifer underlying the area of search is Secondary A (bedrock). Consideration should be given to Controlled Waters as a receptor to any potential ground contamination.</p> <p>The area is within a proposed surface coal safeguarding area and partially within a proposed sand and gravel safeguarding area.</p>	
Landscape and topography	<p>Gently sloping land with some localised undulations. The area of search primarily comprises agricultural land with a few small squares of woodland, although there is an industrial estate in the far south.</p> <p>Site has a relatively rural character, but is locally influenced by the adjacent urban fringe. Good network of PRow, but no features of conservation interest. Some smaller fields to the north of the area, indicating a potentially historical field structure; other areas are more degraded, with a loss of field pattern. Some long views across the area of search, as well as from the A609, but views into the area of search tend to be limited by a mixture of built form and vegetation.</p> <p>Potential to utilise dismantled railway in the south of the area of search as part of a green infrastructure network. Adjacent urban area is pretty nondescript. Key defensible boundaries along A609, and disused railway lines to far north and south. Potential for perception of sprawl as development crosses A609 on the ridgeline to the north. Some potential for perceived coalescence with Kirk Hallam if site E3 is also fully built out.</p> <p>Limit development to south of A609 to prevent perception of sprawl from locations further north. There are potentials within the area of search for strengthening and expansion of the green infrastructure network.</p>	G
Heritage considerations	<p>There is a single designated heritage asset within the area of search. This is a scheduled moated site in Mapperley Park Wood (NHLE 1010504). The asset should be preserved and its setting should be taken into consideration in development proposals of the site.</p> <p>There are no buildings of local interest within the area of search.</p> <p>There are two scheduled monuments that are located adjacent to the southern boundaries of the area of search: the medieval iron working remains at Stanley monastic grange (NHLE 1019633); and the moated site and two fishponds at Moat Wood (NHLE 1011439). The West Hallam Conservation Area and associated assets are also located just adjacent to the boundary of the area of search, to the west. The setting of these assets is likely to be impacted as a result of the development of the area of search.</p>	A
Transport and accessibility	<p>Pros</p> <p>Located immediately east of the settlements of West Hallam and Stanley Common.</p> <p>Bounded to the north by the A609 High Lane (E), providing direct access east into Ilkeston and west towards Main Road for access to Derby.</p> <p>School provision located in West Hallam and Kirk Hallam to the southeast of the area of search.</p> <p>Several Local bus services provided along A609 High Lane towards Derby and local town centres.</p> <p>Straws Bridge Nature Reserve located east of the area of search boundary.</p> <p>Located approx. 500m west of the National Cycle Route (NCN) Route 67.</p> <p>Park Hall Lane runs northwards through northern portion of the area of search.</p> <p>Potential vehicular access points provided along A609 and St Wilfrid's Lane.</p> <p>Cons</p> <p>Located approx. 4km walking distance to Ilkeston Rail station.</p> <p>Lack of access to tram network within local area.</p> <p>Not within close proximity to HS2 EMH.</p>	G

<p>Infrastructure capacity and potential</p>	<p>The area of search is favourably located to existing primary schools and secondary schools</p> <p>There is a surplus in primary school places (approx 485 places) within 400m of the area of search at present, primarily at Scargill CofE Primary School. There are some but limited overall capacity (26 places) at secondary schools within 1600m of the site. Additional or extensions to existing education facilities are likely to be required to support growth generated from the area of search's development.</p> <p>The area of search is wholly within existing catchment areas of registered GPs, and is favourably located to existing primary healthcare practice (100m) at West Hallam, which has some capacity to meet existing and future needs.</p> <p>The area of search is approximately 2km from the Ilkeston Community Hospital which provides acute healthcare services. Acute healthcare provision is highly occupied in Derbyshire and additional services may be required to support existing and future needs.</p> <p>Part of the area of search is in industrial use at present.</p>	<p>G</p>
<p>Housing considerations</p>	<p>Modest house prices; good affordability; relatively high levels of home ownership; limited affordable housing</p>	<p>A</p>
<p>Economic Development</p>	<p>The area does offer employment opportunities within multiple businesses located in the West Hallam Storage Depot employment site in the south-west of the area of search. Combined with the local businesses in West Hallam, the area has a higher employment density than average for Nottinghamshire. The businesses in the area have retained local residents for the job openings, with 43% of workers living within 5km of their work.</p> <p>The area of search benefits from strong road connectivity as it runs along the A609. The industrial estate in the south-west of the area of search benefits from this connectivity by attracting many logistics and transport companies such as Team 7 Racing, XPO Logistics and Pentagon Corporate Fleet. The wholesale, retail trade and motor vehicles repair broad industry accounts for over 20% of jobs in the area – linked to the transport manufacturing priority sector in the SEP. West Hallam also offers community and retail facilities to assist a new population.</p> <p>Large parts of the assessment area experiences low levels of deprivation however, parts of the area of search to the north-west (Amber Valley 017E LSOA) are fairly deprived within the 4th deprivation decile in the IMD.</p> <p>Therefore, the area of search has strong economic development and some regeneration potential.</p>	<p>G</p>
<p>Regeneration</p>	<p>The area of search is predominantly within the Erewash 005D, Erewash 005C, Erewash 005B and Amber Valley 017E LSOAs, with a small portion falling into the Erewash 004C LSOA. The 2019 Index of Multiple Deprivation (IMD) ranks the area of search's LSOAs as follows (1st decile is most deprived):</p> <p>The Erewash 005D LSOA is in the 8th deprivation decile, meaning it is amongst the 30% least deprived parts of the country;</p> <p>The Erewash 005C LSOA is in the 10th deprivation decile, meaning it is amongst the 10% least deprived parts of the country;</p> <p>The Erewash 005B LSOA is in the 10th deprivation decile, meaning it is amongst the 10% least deprived parts of the country.</p> <p>The Amber Valley 017E LSOA is in the 4th deprivation decile, meaning it is amongst the 40% most deprived parts of the country; and</p> <p>The Erewash 004C LSOA is in the 6th deprivation decile, meaning it is amongst the 50% least deprived parts of the country.</p> <p>These scores in the IMD highlight that there are varying levels of deprivation across the assessment area. Large parts of the West Hallam Extension assessment area experiences low levels of deprivation with only some</p>	<p>A</p>

	regeneration potential however, there are parts of the area of search to the north-west which have medium regeneration potential.	
Spatial Planning considerations	Land adjacent West Hallam. Part of the area of search is previously developed land (depot). Area of search has defensible boundaries to the north (A6009) and south (Stanley Brook). The areas of search as drawn adjoins E3. A strategic gap may be required.	G
<p>Summary: The area of search is in close proximity to the ancient woodland of Moat Wood, and contains a number of priority habitats (totalling approx. 8 Ha). The southern portion of the area of search (south of West Hallam storage depot) is within Flood Zones 2 and 3 of the Stanley Brook and there are several tributaries of the Stanley Brook across the area. Development of the area will need to be steered away from the floodplains of these watercourses. The area is within a proposed surface coal safeguarding area.</p> <p>Key defensible boundaries along A609, and disused railway lines to far north and south. Potential for perception of sprawl as development crosses A609 on the ridgeline to the north. Some potential for perceived coalescence with Kirk Hallam if area of search E3 is also considered for development. Limit development to south of A609 to prevent perception of sprawl from locations further north.</p> <p>High accessibility. Several Local bus services provided along A609 High Lane towards Derby and local town centres, but the area is not in close proximity to rail and tram stations.</p> <p>The West Hallam Conservation Area and associated assets are also located just adjacent to the boundary of the area, to the west. The setting of these assets is likely to be impacted as a result of the development of the area.</p> <p>The area does offer employment opportunities within multiple businesses located in the West Hallam Storage Depot employment site in the south-west of the area. Combined with the local businesses in West Hallam, the area has a higher employment density than average for both the counties of Nottinghamshire and Derbyshire.</p>		
<p>Potential area for strategic growth - The identified area and submitted sites would represent a substantial village expansion to West Hallam. Development in this location would need to consider the landscape constraints identified and relationship with Kirk Hallam. In addition, social infrastructure and improved linkages to public transport would be required (including links to both Derby and Ilkeston).</p>		

E03: Kirk Hallam Extension



Criterion	Considerations	Rating
Environmental considerations	<p>Adjacent to the Pioneer Meadows Local Nature Reserve and the ancient woodland of Lady Wood.</p> <p>It contains about 1.15 Ha of deciduous woodland.</p> <p>Largely Flood Zone 1 BUT northern boundary within Flood Zones 2 and 3 associated with the Stanley Brook. Southern boundary within Flood Zones 2 and 3 associated with the Sow Brook.</p> <p>A tributary of the Sow Brook runs along the southwestern boundary of the area of search. A tributary of the Stanley Brook runs north west of the area of search boundary.</p> <p>Areas of SW flooding where the watercourses cross the area of search, particularly around the northern area of search boundary where the Stanley Brook flows and the southern area of search boundary where the Sow Brook flows.</p> <p>Low Risk of GW flooding.</p> <p>Development should be steered away from the northern and southern fringes of the area of search.</p>	A
Geo-environmental considerations	<p>The area of search is partially mapped to be underlain by Made Ground. Made Ground could impact redevelopment options depending on extent and composition.</p> <p>Current OS mapping suggests a generally very low potential for contamination sources. No landfills are recorded on area of search, the closest landfill is between 50m and 250m from the area of search. Landfills are considered to be a potential source of contamination that could impact redevelopment options.</p> <p>There is a 1-3% chance of a house having a radon concentration at or above the Action Level.</p> <p>Redevelopment constraints as a result of potentially shallow underlying coal measures beneath the area of search. Approximately 90% of the area of</p>	A

	<p>search is within an area determined as a 'development high risk area' by the Coal Authority.</p> <p>The aquifer underlying the area of search is Secondary A (bedrock).</p> <p>Consideration should be given to Controlled Waters as a receptor to any potential ground contamination.</p> <p>The area is within a proposed surface coal safeguarding area..</p>	
Landscape and topography	<p>Sloping topography, sloping down to the north and south from A6096 road on ridgeline. Some localised undulations in south of area of search. The area of search comprises agricultural land on the edge of Kirk Hallam.</p> <p>Area of search is relatively rural and representative of its context, situated to the west of the existing settlement of Kirk Hallam. There is some limited scenic quality owing to rural character, but the area of search contains no features of conservation interest. There are a handful of PRoW crossing it.</p> <p>Some long views available of the site from West Hallam, but most views of the area of search from closer quarter are screened or filtered by intervening landform, built form or vegetation.</p> <p>Potential to link with adjacent Lady Wood and Pioneer Meadows Local Nature Reserve, as well as the blue infrastructure of Stanley Brook and Sow Brook.</p> <p>Adjacent settlement is relatively nondescript, few distinctive features.</p> <p>Area of search forms an extension of Kirk Hallam, but potential for perceived coalescence with West Hallam if site E2 is also fully built out. Potential for perceived sprawl in north-west of the area of search, where houses would cross ridgeline. Some defensible boundaries, but these are limited.</p> <p>Limit development at north-western edge to avoid encroachment over the ridgeline and perceived sprawl. Use green infrastructure adjacent to the area of search as a framework to create green infrastructure within the area of search itself.</p>	G
Heritage considerations	<p>There are no designated heritage assets or buildings of local interest within the area of search.</p> <p>The setting of heritage assets around the area of search will need to be considered in any development proposals. These include the scheduled moated site and two fishponds at Moat Wood (NHLE 1011439) approximately 260m to the west of the area of search and three listed buildings associated with the grade I listed Cat and Fiddle Mill (NHLE 1205307) are located approximately 420m to the south-west.</p>	G
Transport and accessibility	<p>Pros</p> <p>Located immediately to the west of Kirk Hallam.</p> <p>A6096 runs centrally through the site, providing access east to Ilkeston and west to Spondon and Derby.</p> <p>Nearby green space provided at Pioneer Meadows Nature Reserve.</p> <p>Local primary and secondary school provision located within Kirk Hallam.</p> <p>Located in Close proximity to the National Cycle Route (NCN) Route 67.</p> <p>Existing Vehicular accesses to local farms within the area of search located along the A6096.</p> <p>Cons</p> <p>One local frequent bus service provides access between Cotmanhay and Derby.</p> <p>Nearby Rail station – Ilkeston located approx. 3.6km walking distance from the area of search.</p> <p>Smaller area of search area compared to other available proposed area of search within Erewash/Broxtowe North.</p> <p>Not within close proximity to HS2 EMH.</p>	A
Infrastructure capacity and potential	<p>The area of search is moderately located to existing primary schools. There are no primary schools within 400m of the area of search. There is an overall deficit (approx 28 places) in capacity of primary schools within 1200m of the area of search.</p>	A

	<p>It is favourably located to existing secondary schools, with 2 schools within 400m of the site and further 2 within 1200m. However, they are generally constrained in capacities, with an overall small deficit of 3 places.</p> <p>Additional or extensions to existing education facilities are likely to be required to support growth generated from the area of search's development.</p> <p>The area of search is wholly within existing catchment areas of registered GPs. It is located approximately 1.2km from the nearest existing primary healthcare practice which has some capacity to meet existing and future needs.</p> <p>The area of search is approximately 2.5km from the Ilkeston Community Hospital which provides acute healthcare services. Acute healthcare provision is highly occupied in Derbyshire and additional services may be required to support existing and future needs.</p>	
Housing considerations	Modest house prices; good affordability; relatively high levels of home ownership; limited affordable housing	A
Economic Development	<p>The immediate surrounding area contains very few employment opportunities, with the site's MSOA containing just 800 jobs (lowest of any assessment sites) and a very low employment density. This is caused by Kirk Hallam's predominantly residential characteristics and the lack of substantial sites for businesses. Residents must commute out of the immediate local area for employment however, 52% do remain within Erewash for which is comfortably higher than the borough average.</p> <p>The area of search does benefit from the local community facilities in Kirk Hallam and from access to the A6096 which tranverses the area of search. However, the lack of existing employment base will be a large constraint on any future development as any demand would need to be stimulated, likely limiting the scale of the area of search.</p> <p>The area is fairly deprived, with the LSOA's ranked in the 3rd and 5th deprivation deciles (1st is most deprived). Therefore, any future development would have regeneration potential, but the area of search is constrained by limited economic development potential.</p>	R
Regeneration	<p>The area of search is mostly located within the Erewash 007D and Erewash 007B LSOAs, with a small portion crossing into the Erewash 005D LSOA. The 2019 Index of Multiple of Deprivation (IMD) ranks the area of search's LSOAs as follows (1st decile is most deprived):</p> <p>The Erewash 007D LSOA is in the 5th deprivation decile, meaning it is amongst the 50% most deprived parts of the country</p> <p>The Erewash 007B LSOA is in the 3th deprivation decile, meaning it is amongst the 30% most deprived parts of the country; and</p> <p>The Erewash 005D LSOA is in the 8st deprivation decile, meaning it is amongst the 30% least deprived parts of the country.</p> <p>These rankings demonstrate that the majority of the site experiences fairly high levels of deprivation across multiple factors. Therefore, accounting for this, the Kirk Hallam Extension assessment area has significant potential for regeneration.</p>	G
Spatial Planning considerations	<p>Land adjacent to Kirk Hallam.</p> <p>Area of search is bisected by the A6096.</p> <p>The areas of search as drawn adjoins E2. A strategic gap may be required.</p>	G
<p>The area is located immediately to the west of Kirk Hallam, with A6096 running centrally through the area of search, providing access to Ilkeston and Spondon and Derby. The area is adjacent to the Pioneer Meadows Local Nature Reserve and the ancient woodland of Lady Wood. The area contains about 1.15 Ha of deciduous woodland. The northern portion of the area of search is within Flood Zones 2 and 3 associated with the Stanley Brook. The southern boundary is also within Flood Zones 2 and 3 associated with the Sow Brook. A tributary of the Sow Brook runs along the southwestern boundary of the area of search. A tributary of the Stanley Brook runs north west of the area of search boundary. Areas of surface water flooding are found where the watercourses cross the area of search, particularly around the northern area.</p> <p>There is a sloping topography down to the north and south from A6096 road on a ridgeline, with some localised undulations in south of area of search. The area would form an extension of Kirk Hallam, but there is potential</p>		

for perceived coalescence with West Hallam if this area were also to come forward for development. There is potential for perceived sprawl in north-west of the area, where houses would cross ridgeline. From a landscape perspective, development should be limited at north-western edge to avoid encroachment over the ridgeline and perceived sprawl.

Bus services are infrequent and area of search is not in close proximity to train station.

This location contains very few employment opportunities, with the area of search's MSOA containing just 800 jobs (lowest of any assessment sites) and a very low employment density. This is caused by Kirk Hallam's predominantly residential characteristics and the lack of substantial sites for businesses.

Submitted site: One submitted site, Ladywood Road South - Kirk Hallam (21.7Ha), is located in this broad area of search. The site is free from major constraints and is **suitable** for development pending further site investigation.

Potential area for strategic growth – The submitted sites and identified area provide sufficient land capable of delivering the smallest typology (urban extension). Development in this location would need to consider the landscape constraints identified and relationship with West Hallam. In addition, social infrastructure and improved linkages to public transport would be required (including linkages to Ilkeston).

E04: South of Little Eaton



Criterion	Considerations	Rating
Environmental considerations	<p>The area of search has a low incidence of absolute natural constraints, however contains woodland strip along the A38 boundary.</p> <p>Area of search is in close proximity to River Derwent and within flood plain.</p> <p>Area of search is largely Flood Zone 2, with northern part, eastern and western boundaries and southern tip within Flood Zone 3.</p> <p>Area of search contains medium to low risk of surface water flooding around the boundaries.</p> <p>Development of the site will be constrained by flooding.</p>	R
Geo-environmental considerations	<p>Potential for Made Ground is considered to be unlikely/insignificant according to available geological and current land use mapping.</p> <p>Historic, potentially hazardous landfill located in northern half of site. Landfills are considered to be a potential source of contamination that could impact redevelopment options.</p> <p>The area is partially within a proposed sand and gravel safeguarding area. .</p>	A
Landscape and topography	<p>Brownfield site to the south of Little Eaton, which is influenced by the adjacent village, the A38 dual carriageway and the River Derwent. Area of search is on reasonably flat ground and relatively well enclosed by scrubby vegetation.</p> <p>The area of search is enclosed by the A38 to the south, a railway line to the west and the B6179 Alfreton Road to the east. The transport network provides noise and movement so perceptions of tranquillity are low. The landscape is degraded and there is little scenic quality or conservation value. There is a PRow through the area of search which offers limited recreational value.</p> <p>The area of search is visually enclosed by tree belts alongside the highways network.</p>	A

	<p>The Derwent Valley World Heritage Zone, adjacent to the western area of search boundary gives potential for creating a distinct character for new development.</p> <p>The area of search is small, with no defensible boundaries to contain development.</p> <p>Potentially suitable for development.</p>	
Heritage considerations	<p>Small area of search adjacent to a World Heritage Site (Derwent Valley Mills), however the site itself contains no heritage assets.</p>	A
Transport and accessibility	<p>Pros</p> <p>Located to the south of Little Eaton including local employment centre. In close proximity to the A38 and the A61 via Little Eaton Island for direct access to Derby city centre.</p> <p>Potential for vehicular access from the northern and southern extents of area of search.</p> <p>School provision located within Little Eaton to the north and Breadsall to the south.</p> <p>Area of search is bounded to the east by National Cycle Network (NCN) Route 54, for access to Route 66 and Route 672.</p> <p>Nearby bus provision with regular services between Derby and Belper.</p> <p>Cons</p> <p>Relatively small site with less scope for strategic transport improvements</p> <p>No nearby rail station provision.</p>	R
Infrastructure capacity and potential	<p>The area of search is moderately located to primary schools (surplus capacity of 106 places) and secondary schools (918 places).</p> <p>The area of search is wholly within existing catchment areas of registered GPs. It is located approximately 1.1km from the nearest existing primary healthcare practice which has some capacity to meet existing and future needs.</p> <p>The area of search is approximately 4.7km from the London Road Community Hospital in Derby which provides acute healthcare services. Acute healthcare provision is highly occupied in Derbyshire and additional services may be required to support existing and future needs..</p>	A
Housing considerations	<p>Higher house prices; affordability constraints; relatively high levels of home ownership; limited affordable housing</p>	G
Economic Development	<p>Any development on this area of search is likely to be constrained by the size of the area of search. This issue will limit any hub of activity, with the best outcome being an extension of existing activities. However, there are cluster of businesses in the vicinity of the site to complement. The industrial cluster of Duffield Road has a focus in the construction sector – an opportunity area for D2N2 identified in the SEP – with companies such as G F Tomlinson, Morcon Foundations and BEMO Project Engineering. The area of search could supplement these ongoing activities, utilising its access to the A38 and A61. Additionally, Meteor Retail Park along the A61 provides substantial retail and wholesale activity, while the adjacent Northedge Business Park contains construction and manufacturing companies.</p> <p>The area is not deprived, with LSOAs ranked between the 8th and 10th deprivation deciles in the IMD rankings. Therefore, there is little regeneration potential and the area of search is constrained by its size. However, there is potential to deliver small employment opportunities that build upon the existing activities.</p>	A

Regeneration	The area is not deprived, with LSOAs ranked between the 8th and 10th deprivation deciles in the IMD rankings. Therefore, there is little regeneration potential and the area of search is constrained by its size. However, there is potential to deliver small employment opportunities that build upon the existing activities.	R
Spatial Planning considerations	Land adjacent to Little Eaton and on the urban edge of Derby. Site is currently part of Development Consent Order for A38 Derby Junctions upgrade.	A

Summary:

- **Low Potential for strategic growth**
- Brownfield site to the south of Little Eaton, which is influenced by the adjacent village, the A38 dual carriageway and the River Derwent. The area of search is on reasonably flat ground and relatively well enclosed by scrub and vegetation.
- A small area of search adjacent to a World Heritage Site (Derwent Valley Mills)
- In close proximity to the A38 and the A61 via Little Eaton Island for direct access to Derby city centre. Nearby bus provision with regular services between Derby and Belper. No nearby rail station.
- The size of the area, factoring in the constraints, has low potential as a strategic growth area.

E05: Breadsall Extension



Criterion	Considerations	Rating
Environmental considerations	<p>Site directly adjoins Breadsall Cutting SSSI. There is a pocket of trees to the northeast which have a tree protection order.</p> <p>The area of search is within Flood Zone 1, with southwestern edge having medium risk of surface water flooding .</p>	A
Geo-environmental considerations	<p>Potential for Made Ground is considered to be unlikely/insignificant according to available geological and current land use mapping.</p> <p>Historic, potentially hazardous landfills are located in the centre of the area of search. Landfills are considered to be a potential source of contamination that could impact redevelopment options.</p> <p>The area is partially within a proposed sand and gravel safeguarding area.</p>	A
Landscape and topography	<p>This sloping site is situated between the northern edge of Derby and the village of Breadsall. On its northern boundary, the site is enclosed by a disused railway line which is bounded by a substantial line of mature vegetation.</p> <p>The landscape is representative of the surrounding area. A limited network of PRoWs are indicative of recreational value.</p> <p>In general the area of search is well screened by boundary vegetation. However there are filtered views into the site from surrounding areas through the boundary hedge.</p> <p>Woodland surrounding the area of search offers the potential for tying development into the existing green infrastructure network.</p> <p>Risk of coalescence and perceived sprawl between Breadsall village and Oakwood.</p> <p>Potentially suitable for development but area of search is small.</p>	A
Heritage considerations	<p>Small area of search, approx. 140m east of the Derwent Valley Mills World Heritage Site and 250m south of Breadsall Conservation Area.</p> <p>There are no designated heritage assets or buildings of local interest within the area of search.</p>	G

Transport and accessibility	<p>Pros Located south of Breadsall and north of Oakwood. Potential for vehicle access provided along the A608 Hill Top. Local bus services located along Brookside Road to the north and the A608 to the south provide direct access to local centres within Derby and Heanor. The area of search is bounded to the north by the Great Northern Greenway public footpath and cycle route. Green space located nearby at Oakwood/Chaddesden Wood Local Nature Reserve. School provision located within Breadsall to the north and Oakwood to the south.</p> <p>Cons Relatively small area of search with less scope for strategic transport improvements No nearby rail station provision – nearest being Derby 4km south of the area of search.</p>	R
Infrastructure capacity and potential	<p>The area of search is favourably located to primary schools (surplus capacity of 112 places) and moderately located to secondary schools (918 places) The area of search is wholly within existing catchment areas of registered GPs. It is located approximately 1.1km from the nearest existing primary healthcare practice which has some capacity to meet existing and future needs. The area of search is approximately 3.8km from the London Road Community Hospital in Derby which provides acute healthcare services. Acute healthcare provision is highly occupied in Derbyshire and additional services may be required to support existing and future needs.</p>	A
Housing considerations	<p>Low house prices; good affordability; proximity to areas with high levels of social renting; risk of lower demand/ sales rates</p>	A
Economic Development	<p>Future employment opportunities on this area of search are likely to be restricted by the size of the area of search and its location between two residential areas, Breadsall and Oakwood. Residents in this area tend to commute out to different employment opportunities, with only 23% remaining in Erewash. The area of search does not have particularly strong connectivity, with no train stations in the vicinity and access to the A61 the only advantage. There are hubs of activity in the locality, with Meteor Retail Park along the A61 providing retail and wholesale opportunities, while the adjacent Northedge Business Park contains construction and manufacturing companies. The area of search could support these operations however, its constrained area of search between residential areas may make this difficult. The area suffers low levels of deprivation, with LSOAs typically ranked between the 8th and 10th deprivation deciles by the IMD, meaning there is little regeneration potential. Therefore, any future development would have to be small in scale and predominantly housing-based due to the low potential for employment activity.</p>	R
Regeneration	<p>The area suffers low levels of deprivation, with LSOAs typically ranked between the 8th and 10th deprivation deciles by the IMD, meaning there is little regeneration potential. Therefore, any future development would have to be small in scale and predominantly housing-based due to the low potential for employment activity.</p>	R
Spatial Planning considerations	<p>Land adjacent to and between Breadsall village and the built up area of Derby at Oakwood. There is a need to avoid risk of coalescence between Breadsall and Oakwood.</p>	A
<p>Summary:</p> <ul style="list-style-type: none"> • Low Potential for strategic growth 		

- This sloping area of search is situated between the northern edge of Derby and the village of Breadsall. On its northern boundary, the area of search is enclosed by a disused railway line which is bounded by a substantial line of mature vegetation.
- Site directly adjoins Breadsall Cutting SSSI.
- Small area of search, approx. 140m east of the Derwent Valley Mills World Heritage Site and 250m south of Breadsall Conservation Area.
- Local bus services located along Brookside Road to the north and the A608 to the south provide direct access to local centres within Derby and Heanor. No nearby rail station provision – nearest being Derby 4km south of the area of search.
There is a need to avoid coalescence between Breadsall Village and the main built up area of Derby.
- The size of the area, factoring in the constraints, has low potential as a strategic growth area.

E06: East of Derby



Criterion	Considerations	Rating
Environmental considerations	<p>The area of search has a low incidence of absolute natural constraints but is in close proximity to the Breadsall Railway Cutting SSSI. It contains approximately 0.3 Ha of deciduous woodland.</p> <p>Largely in Flood Zone 1. The southern area of search lies in Flood Zones 2 and 3 due to Lees Brook running from east to west. There is another unknown watercourse on the site that drains south towards Lees Brook.</p> <p>No SW or GW flooding data has been provided for the area of search.</p> <p>The south of the area of search is at residual risk of reservoir flooding.</p> <p>Development should be steered away from the south-western fringes of the area of search.</p>	A
Geo-environmental considerations	<p>Potential for Made Ground is considered to be unlikely/insignificant according to available geological and current land use mapping.</p> <p>Current OS mapping suggests a generally low potential for contamination sources. No landfills are recorded on or within 250m of the site.</p> <p>There is a 1-3% chance of a house having a radon concentration at or above the Action Level.</p> <p>The aquifers underlying the area of search are Secondary B (bedrock) and Secondary (undifferentiated) (superficial). Consideration should be given to Controlled Waters as a receptor to any potential ground contamination.</p> <p>No MSA/MCA on currently adopted or proposed mineral plans.</p>	G
Landscape and topography	<p>The area of search slopes from the high point in the north towards the south, with a slight valley in the centre associated with a minor watercourse. The area of search comprises a mixture of agricultural land and sports pitches associated with the Derby County Football Academy; there is a large block of woodland in the centre of the area of search.</p>	G

	<p>The area of search is relatively typical of the rural context, although also contains a large area of sports facilities. Some scenic qualities available, but the area of search contains no conservation interests and just a handful of PRoW.</p> <p>Views into the area of search tend to be contained by vegetation, although there are some longer views from the area of search towards the south.</p> <p>Some woodland blocks and hedgerow corridors within and adjacent to the area of search form a green framework. In addition, there is a registered park and garden immediately east of the site, which could influence its character and design going forward.</p> <p>It forms an extension to the suburbs of Oakwood and Chaddesden and would not constitute a perceived sprawl over existing ridgelines. There are some defensible boundaries, including Derby Road, Morley Road and a line of woodland near Crow Wood Farm.</p> <p>Contain development in the north so that it does not encroach onto the higher ground. Potential to use design references from adjacent parkland to east.</p>	
Heritage considerations	<p>There are no designated heritage assets or buildings of local interest within the site. However, Locko Park (NHLE 1000681), a grade II Registered Park and Garden, and associated assets are located adjacent to the area of search, to the east. Locko Park, the principal building (NHLE 1140431) in the park is grade II* listed and probably originated in the late 17th century. The park has a rural setting as it is surrounded by countryside. The park appears to be screened to the east as it is surrounded by mature belts of trees. The setting of the park and associated assets is likely to be affected by development proposals of the area of search, due to its location directly next to it.</p>	R
Transport and accessibility	<p>Pros</p> <p>Located immediately to the east of Oakwood. Would provide a natural eastward extension to Oakwood.</p> <p>Bounded by Morley road to the west, with scope for vehicle and sustainable access from the west.</p> <p>Acorn Way and Locko Road provide access centrally through the area of search and intersect with Morley Road.</p> <p>Acorn Way provides direction connection to the A52 for access into Derby city centre and Locko Road provides direct connection into Spondon.</p> <p>Green space provided at Locko Park to the east and Windmill Plantation to the south.</p> <p>Local bus services run along Morley Road providing direct routes to Derby, Langley Mill and Mansfield.</p> <p>School provision located to the south of the area of search within Southern Oakwood.</p> <p>Public footpaths in place within the area of search.</p> <p>Located 700m northeast of the National Cycle Network (NCN) Route 66.</p> <p>Future possible NET extension to Derby – site area located approx. 1.6km distance north of potential route corridors. Economic and Commercial viability of potential routes not yet undertaken.</p> <p>Cons</p> <p>No nearby rail station provision – nearest being Spondon 3km south of the area of search.</p> <p>Not within close proximity to HS2 EMH</p>	G
Infrastructure capacity and potential	<p>The area of search is favourably located to existing primary schools and secondary schools at Derby (Chaddesden Park).</p> <p>There is a surplus in primary school places (approx 370 places) within 400m of the site at present, primarily at Cavendish Close Junior Academy (new), to meet existing and future needs.</p>	G

	<p>Secondary schools within 1600m of the area of search are constrained and are both with a small deficit in places (total -28 places). Additional or extensions to existing education facilities are likely to be required to support growth generated from the site's development.</p> <p>The area of search is wholly within existing catchment areas of registered GPs, and is favourably located to existing primary healthcare practice (500m) at Oakwood Surgery, which has significant capacity to meet existing and future needs.</p> <p>The area of search is approximately 3.6km from Cygnet Hospital in Derby which provides acute healthcare services. Acute healthcare provision is highly occupied in Derbyshire and additional services may be required to support existing and future needs.</p> <p>The area of search includes training grounds currently used by Derby County FC. Sports England resists the loss of sports facilities in general and further consultation with the relevant authorities would be required.</p>	
Housing considerations	Higher house prices; affordability constraints; relatively high levels of home ownership; limited affordable housing	G
Economic Development	<p>The area has sufficient employment opportunities for the local population, with the employment density only marginally below Nottinghamshire's average but slightly above that experienced across Derbyshire. The area is mostly residential with local businesses rather than larger establishments driving growth in priority sectors. However, the businesses in the area contain a well-qualified workforce, with over 31% holding Level 4 qualifications or above and around 37% holding high-level occupations. This demonstrates the potential for future businesses where there are more substantial sites available.</p> <p>The area benefits from being an extension to the north of Derby, with considerable community facilities and retail offerings in the area to support future developments. However, the area of search is constrained by its transport connectivity with no major road or rail linkages. These accessibility issues could limit the type of businesses attracted to the area of search, with a development likely to be an extension rather than a hub of activity. The area experiences low levels of deprivation with LSOAs ranked in the 8th and 9th deprivation deciles. Therefore, the area of search could be used as an urban extension but is unlikely to have any significant development or regeneration potential.</p>	A
Regeneration	<p>The assessment area lies predominantly within the Erewash 004B LSOA and partly in the Erewash 005D LSOA. The 2019 Index of Multiple Deprivation (IMD) ranks the area of search's LSOAs as follows (1st decile is most deprived):</p> <p>The Erewash 004B LSOA is in the 9th deprivation decile, meaning it is amongst the 20% least deprived parts of the country; and</p> <p>The Erewash 005D LSOA is in the 8th deprivation decile, meaning it is amongst the 30% least deprived parts of the country.</p> <p>These rankings show low levels of deprivation exist across the site and therefore, there is little potential for regeneration in the East of Derby assessment area.</p>	R
Spatial Planning considerations	Land adjacent to Derby. Development of the area of search would result in an extension to the Derby built-up area, protruding into open countryside. Nevertheless, the area of search has defensible boundaries to the east (Locko Park), south (Lees Brook) and north (Derby Road).	A

Summary: Development of the area would result in an extension to the Derby built-up area, protruding into open countryside. Nevertheless, the area has defensible boundaries to the east (Locko Park), south (Lees Brook) and north (Derby Road). Development should be steered away from the south-western fringes of the area due to identified flood risk.

The area would form an extension to the suburbs of Oakwood and Chaddesden and would not constitute a perceived sprawl over existing ridgelines. It would be important to contain new development in the north so that it does not encroach onto the higher ground. The north east of area should be discounted on landscape grounds.

Locko Park grade II Registered Park and Garden, and associated assets, are located adjacent to the area. The park appears to be fairly well screened to the east as it is surrounded by mature belts of trees. The setting of the park and associated assets is likely to be affected by development proposals of the site, due to its location.

The area has good highways access and local bus provision. A future possible NET extension to Derby would be located approximately 1.6km distance (north of potential route corridors). However, economic and commercial viability of potential routes has not yet been undertaken. There is no nearby rail station provision – nearest being Spondon 3km south of the area.

The area benefits from being an extension to the north of Derby, with considerable community facilities and retail offerings in the area to support future developments. However, the area is constrained by its transport connectivity with no major road or rail linkages. These accessibility issues could limit the type of businesses attracted to the area, with a development likely to be an extension rather a hub of activity.

Submitted sites: Acorn Way and Morley Road (25Ha) is located in the south of this area of search and is free from major constraints and **suitable** for development pending further site investigations (including the site's proximity to the flood zones and interface with the built up area of Derby).

Potential area for strategic growth - The submitted site and identified area provide sufficient land capable of delivering the smallest typology (urban extension). Development in this location would need to consider the landscape and heritage constraints identified and relationship with the Derby built up area. In addition, social infrastructure and improved linkages to public transport would be required given current levels of accessibility. Close cooperation with Derby City would be necessary for development to come forward in this location.

E07: Stanton Extension



Criterion	Considerations	Rating
Environmental considerations	<p>The area of search has a low incidence of absolute natural constraints but is in close proximity to the Stanton Gate Local Nature Reserve.</p> <p>It contains pockets of priority habitats (approx. 4.4 Ha).</p> <p>Largely in Flood Zone 1 but the north-eastern boundary lies within Flood Zone 2 and the Nutbrook Canal runs from the north along the northeast and towards the east and discharges into the Erewash Canal. An unknown watercourse runs across the south of the area of search and flows southeast before also discharging to the Erewash Canal. Another unknown watercourse runs along the north-western boundary and discharges into the Nutbrook Canal.</p> <p>Areas of SW flooding where the watercourses cross the area of search, particularly in the north-eastern and south-eastern site boundaries. There is also a risk in areas around the centre of the area of search.</p> <p>Low to Medium Risk of GW flooding in the north and east, no data for the rest of the area of search.</p> <p>There is residual risk of reservoir flooding in the southeast of the area of search.</p> <p>Development should be steered away from the northern edge of the area of search and will be constrained by the floodplain of the watercourses.</p>	A
Geo-environmental considerations	<p>The area of search is mapped extensively to be underlain by Made Ground (approximately 80% of the site). Made Ground could impact redevelopment options depending on extent and composition.</p> <p>Current OS mapping suggests a high potential for contamination sources as the majority of the area of search is used for industrial purposes (concrete production related). A historical, potentially hazardous landfill is located in the south-east of the area of search, the closest off-site landfill is adjacent.</p> <p>Landfills are considered to be a potential source of contamination that could impact redevelopment options.</p>	R

	<p>There is a 1-3% chance of a house having a radon concentration at or above the Action Level.</p> <p>Redevelopment constraints as a result of potentially shallow underlying coal measures beneath the area of search. Approximately 30% of the area of search is within an area determined as a 'development high risk area' by the Coal Authority.</p> <p>The aquifers underlying the area of search are Secondary A (bedrock and superficial). Consideration should be given to Controlled Waters as a receptor to any potential ground contamination.</p> <p>The area is partially within a proposed surface coal safeguarding area and sand and gravel safeguarding area.</p>	
Landscape and topography	<p>Relatively flat topography on the southern edge of Ilkeston, in the valley of the Nut Brook. The area of search comprises an industrial estate, as well as some areas of derelict brownfield land associated with former industry.</p> <p>The area of search comprises a combination of industrial land and brownfield sites, which are not representative of the wider context. The area of search contains few conservation interests or PRow, nor has many scenic qualities. There are few opportunities to view the area of search from its surroundings due to the presence of intervening vegetation and built form, as well as adjacent landform.</p> <p>Potential for expanding green infrastructure along the Nutbrook Canal and using the industrial heritage as a basis for the design of any new development. Defensible boundary on the area of search's eastern boundary (the M1), but the other boundaries are more permeable. Development on the area of search would form an extension to Ilkeston, but would not be perceived as coalescence with the adjacent village of Stanton-by-Dale due to the latter's position higher up the hill.</p> <p>The area of search is suitable for development, potential to tie the new development to the former industrial heritage. Possibilities exist to utilise the adjacent Nutbrook Canal for a combination of green infrastructure and recreational amenity.</p>	G
Heritage considerations	<p>There is a single designated heritage asset within the site, the grade II listed New Stanton Cottages (grade II, NHLE 1329236) that comprises a terrace of twelve workers' cottages built by the Stanton Ironworks in 1848. This asset is associated with the ironwork industry in the area. Its setting is semi-rural and stands next to a large industrial area to the south-east. It is likely that this asset will be affected by any development proposals.</p> <p>There are a number of designated heritage assets around the area of search. Most notably, the Stanton-by-Dale Conservation Area and associated assets. Their setting will need to be taken into consideration in any development proposals.</p>	A
Transport and accessibility	<p>Pros</p> <p>Located to the north of Stanton-by-Dale village centre on current & ex-industrial / employment land.</p> <p>Has existing highway infrastructure and full vehicular accessibility.</p> <p>Local Highway network established, including Lows Lane, Ilkeston Road and Seven Oaks Road.</p> <p>Bounded by the M1 motorway to the east, with Rushy Lane providing an approx. 2.7km driving distance route to J25.</p> <p>Green space provided to the north of the area of search around Nut Brook, and approx. 700m walking distance south at Stoney Clouds Local Nature Reserve.</p> <p>Public footpaths and cycle paths provided to the north of the area of search, including the National Cycle Network (NCN) Route 67.</p> <p>Located in proximity to the HS2 EMH.</p> <p>Cons</p>	A

	<p>Lack of school / college provision in immediate area due to detachment from local centres and predominantly industrial / employment land use.</p> <p>Lack of existing bus provision throughout the area of search.</p> <p>Lack of provision to a rail station – nearest being Ilkeston 4km to the north.</p>	
Infrastructure capacity and potential	<p>The area of search is moderately located to existing primary schools. The nearest primary schools are about 1200m away from the area of search and have varying capacities. Overall there are 368 places in surplus, primarily at Cloudside Academy.</p> <p>One secondary school is within 1600m of the site and has some surplus capacities (114 places)</p> <p>While there are capacities in existing education facilities, additional or extensions to existing education facilities may still be required to support growth generated from the site's development.</p> <p>The area of search is wholly within existing catchment areas of registered GPs. The nearest practice is approximately 1.4km away from the area of search and is within limited capacity.</p> <p>The area of search is approximately 4.1km from Ilkeston Community Hospital which provides acute healthcare services. Acute healthcare provision is highly occupied in Derbyshire and additional services may be required to support existing and future needs.</p> <p>Part of the site is currently in employment uses.</p>	A
Housing considerations	Higher house prices; good affordability; relatively high levels of home ownership; limited affordable housing	G
Economic Development	<p>The area contains substantial employment opportunities with an employment density considerably above the average for the county. Additionally, the area has a strong retention rate with 40% of residents working in Erewash and 41% of workers in the area living within 5km. The nearest M1 junction is around 3km to the south however; this has not been a deterrent to the strong existing business base. There are some local facilities in Hallam Fields to the north, but this must be supplemented.</p> <p>The businesses in the area, particularly within Langham Park and Quarry Hill, are within vital high-tech and transport manufacturing industries which have been promoted in the SEP. For example, LEP Ltd, FC Laser, Actemium Automation and Metron Additive Engineering have established a strong presence for these industries in the area. This is shown by high-tech manufacturing accounting for nearly 6% of jobs, comfortably above the county average.</p> <p>The LSOAs across the area of search and in the surrounding area are in the 5th and 7th deprivation deciles. Therefore, the area of search is well positioned for future developments and has some regeneration potential.</p>	G
Regeneration	<p>The entire assessment area lies within Erewash 008A LSOA. The 2019 Index of Multiple Deprivation (IMD) ranks the Erewash 008A LSOA (1st decile is most deprived) in the 7th deprivation decile, meaning it is amongst the 40% least deprived parts of the country.</p> <p>The area of search is also adjacent to the Erewash 006A LSOA. This LSOA is in the 5th deprivation decile, meaning it is amongst the 50% most deprived parts of the country.</p> <p>Therefore, there is some form of deprivation experienced across the area of search and in the surrounding area, meaning new developments on the Stanton Extension site have potential for regeneration.</p>	A

Spatial Planning considerations	Land is partly previously developed as New Stanton (Industrial Land). The area of search has defensible boundaries to the east (M1). There is need to avoid coalescence between Ilkeston and Stanton, although the rail line could potentially acts as a defensible boundary to prevent settlement coalescence. There might be a need to identify a defensible boundary to the west.	G
<p>Summary: Development should be steered away from the northern edge of the area and will be constrained by the floodplain of the watercourses. The area is partially within a proposed surface coal safeguarding area.</p> <p>Defensible boundary on the area's eastern boundary (the M1), but the other boundaries are more permeable. Development on the site would form an extension to Ilkeston, but would not be perceived as coalescence with the adjacent village of Stanton-by-Dale due to the latter's position higher up the hill.</p> <p>Extensively underlain by Made Ground (approximately 80% of the area). Mapping suggests a high potential for contamination sources as the majority of the area is used for industrial purposes (concrete production related). A historical, potentially hazardous landfill is located in the south-east of the area, the closest off-site landfill is adjacent. Redevelopment constraints as a result of potentially shallow underlying coal measures beneath the area. The aquifers underlying the area are Secondary A (bedrock and superficial). Consideration should be given to Controlled Waters as a receptor to any potential ground contamination.</p> <p>Grade II listed New Stanton Cottages that comprises a terrace of twelve workers' cottages built by the Stanton Ironworks in 1848. Conservation Area to the south of the area.</p> <p>Good highways access, though generally poor access to services and public transport. Located in proximity to the HS2 EMH. Lack of provision to a rail station – nearest being Ilkeston 4km to the north.</p> <p>The area contains substantial employment opportunities with an employment density considerably above the average for the county. The businesses in the area, particularly within Langham Park and Quarry Hill, are within vital high-tech and transport manufacturing industries which have been promoted in the SEP.</p>		
<p>Allocated site: The extant Stanton Regeneration Site allocation (Policy 20 in the Core Strategy) and adopted SPD envisage ~2,000 homes, ~10ha of employment land (for B1a and b uses) and ~10ha of land for general industry (B1c and B2). The site does not benefit from a planning permission. However, the site remains suitable for redevelopment (where proposals are in accordance with the SPD guidance on location, scale and phasing of development types).</p>		
<p>Potential area for strategic growth - The extant allocation and additional identified areas provide sufficient land capable of delivering the smallest typology (urban extension). Development in this location would need to carefully consider the ground conditions and heritage assets (including the approach to place making utilising guidance in the SPD).</p>		

E08: Stanton-by-Dale Extension



Criterion	Considerations	Rating
Environmental considerations	<p>The area of search has a low incidence of absolute natural constraints but is in close proximity to the Stony Clouds Local Nature Reserve.</p> <p>Flood Zone 1. BUT an unmodelled tributary of the Nutbrook Canal runs through the east.</p> <p>Areas of SW flooding where the watercourse crosses the area of search.</p> <p>Very Low Risk of GW flooding in the east and the west, no data for the rest of the area of search.</p> <p>Development should be sensitive to the floodplains of the smaller watercourses.</p>	G
Geo-environmental considerations	<p>The area of search is partially mapped with Made Ground this would require further research and investigation. Made Ground could impact redevelopment options.</p> <p>Current OS mapping suggests an intermediate potential for contamination sources, partially as a result of the adjacent concrete production land use to the north. A historic, potentially hazardous landfill is located in the north-eastern extent of the area of search, the closest off-site landfill is adjacent. Landfills are considered to be a potential source of contamination that could impact redevelopment options.</p> <p>There is a 1-3% chance of a house having a radon concentration at or above the Action Level.</p> <p>Redevelopment constraints as a result of potentially shallow underlying coal measures beneath the area of search. Approximately 15% of the area of search is within an area determined as a 'development high risk area' by the Coal Authority.</p> <p>The most sensitive aquifer underlying the site is considered to be Principal (bedrock) in the north. There is also a groundwater Source Protection Zone III on site. Secondary B (bedrock) is located across the majority of the area of</p>	A

	<p>search with localised Secondary A and (undifferentiated) aquifers (superficials) also underlying the area of search. Consideration should be given to Controlled Waters as a receptor to any potential ground contamination.</p> <p>The area is partially within a proposed surface coal safeguarding area and sand and gravel safeguarding area.</p>	
Landscape and topography	<p>The area of search slopes down from south to north, with a minor ridgeline in the centre. The steepest slopes are to the north of the area of search, although the east of the area of search is less steeply sloped. The historical village of Stanton-by-Dale sits centrally within the area of search, with agricultural land surrounding it.</p> <p>The historical nature of the village, as well as the closely linked rural context adds a scenic quality, as well as a sense of relative tranquillity. There are conservation interests in the form of listed buildings and a conservation area and several PRow.</p> <p>Several of the views within and towards the area of search are limited by a combination of vegetation and landform, although some open views are available across the eastern edge of the area of search.</p> <p>Owing to the adjacent historical village there are opportunities to incorporate heritage features, and there are several mature hedgerow boundaries which form a green framework.</p> <p>There is the potential for coalescence with Ilkeston, particularly should the adjacent E7 site also be built out. The existing settlement is quite contained, and any expansion further up the ridgeline has the potential to add perceived sprawl and reduce the rural character, particularly if built out in combination with site E10 in neighbouring Risley.</p> <p>The site has potential for relatively small scale development to the west and east of the village edges, but care needs to be taken to avoid coalescence with Ilkeston. The heritage within the village offers design opportunities. It is recommended that development to the south is kept off the ridgeline to reduce any perceived sprawl.</p>	A
Heritage considerations	<p>There are no designated heritage assets or buildings of local interest within the area of search. However, the Stanton-by-Dale Conservation Area and associated assets are located adjacent to the area of search, to the east. The conservation area encompasses most of the settlement which has a rural setting. Development of the area of search will considerably change that setting and potentially affect the rural character of the settlement. Some small-scale development that respects the character and appearance of the village could be appropriate.</p>	R
Transport and accessibility	<p>Pros</p> <p>Located around Stanton-by-Dale villagecentre.</p> <p>Local highway network around Stanton-by-Dale provides opportunity for vehicular access to the area of search.</p> <p>Located in close proximity to the M1 motorway J25 and the A52 for access to Nottingham and Derby.</p> <p>Public footpaths located throughout the area of search,</p> <p>Nearby school provision approx. 1.5km walking distance to the south and southeast of the area of search.</p> <p>National Cycle Network (NCN) Route 67 located 1.3km cycle distance east of the area of search.</p> <p>Located in proximity to the HS2 EMH.</p> <p>Cons</p> <p>No nearby rail station provision – the nearest being Ilkeston 4.5km to the north.</p> <p>Lack of nearby bus provision through the area of search.</p> <p>Congestion can occur during the peak hours at the M1 Junction 25.</p>	A

Infrastructure capacity and potential	<p>The area of search is moderately located to existing primary schools. The nearest primary schools are about 1200m away from the site and have varying capacities. Overall there are 218 places in surplus, primarily at Cloudside Academy.</p> <p>One secondary school is within 1600m of the site and has some surplus capacities (114 places)</p> <p>While there are capacities in existing education facilities, additional or extensions to existing education facilities may still be required to support growth generated from the area of search's development.</p> <p>The area of search is wholly within existing catchment areas of registered GPs. The nearest practice is approximately 800m away from the site and is with significant capacity .</p> <p>The area of search is approximately 4.9km from Ilkeston Community Hospital which provides acute healthcare services. Acute healthcare provision is highly occupied in Derbyshire and additional services may be required to support existing and future needs.</p>	A
Housing considerations	Higher house prices; good affordability; relatively high levels of home ownership; limited affordable housing	G
Economic Development	<p>The area provides considerable employment opportunities with a density considerably above the average for the county. The area has a strong retention rate with nearly 40% of residents working in Erewash. The area has good connectivity from the M1 J25 Junction which is easily accessible from the area of search. Local community facilities in Stanton by Dale and Sandiacre will help support new residents along with additional facilities. The area of search will also benefit from the HS2 Hub in the nearby Toton and the huge opportunities created.</p> <p>Businesses in the area are more specialised in high-tech manufacturing than typical for both Nottinghamshire and Derbyshire, with this sector representing nearly 7% of total jobs in the local area, through the clusters at Langham Park and north Sandiacre with businesses such as Stapleford Hydraulic, Esprit Automation and Auto Body Tec. These companies support the priority transport manufacturing sector identified in the SEP. The area attracts well-qualified workers with 30% holding Level 4+ qualifications and nearly 38% holding high-level occupations.</p> <p>The area also suffers some form of deprivation, albeit fairly low with LSOAs in the 7th or 8th deprivation decile. Therefore, the site has significant economic development potential and some potential for regeneration.</p>	G
Regeneration	<p>The assessment area mostly falls within the Erewash 008A LSOA, with part of the area lying within the Erewash 008B LSOA. The 2019 Index of Multiple Deprivation (IMD) ranks the area of search's LSOAs as follows (1st decile is most deprived):</p> <p>The Erewash 008A LSOA is in the 7th deprivation decile, meaning it is amongst the 40% least deprived parts of the country; and</p> <p>The Erewash 008B LSOA is in the 8th deprivation decile, meaning it is amongst the 30% least deprived parts of the country.</p> <p>These rankings show some form of deprivation, albeit fairly low, exists across the area of search and therefore, there is some potential for regeneration in the Stanton-by-Dale Extension assessment area.</p>	A
Spatial Planning considerations	<p>Land adjacent Stanton and associated allocations.</p> <p>The area of search has defensible boundaries to the east (M1). It adjoins E7 and E10 to the north and south. There might be a need to identify strategic gaps, and a defensible boundary to the west.</p>	G

Summary:

- **Low Potential for strategic growth**
- Falls below size threshold
- Development should be sensitive to the floodplains of the smaller watercourses.
- There is the potential for coalescence with Ilkeston, particularly should the adjacent E7 area of search also be built out. the existing settlement is quite contained, and any expansion further up the ridgeline has the potential to add perceived sprawl and reduce the rural character, particularly if built out in combination with site E10 in neighbouring Risley. The area of search has potential for relatively small scale development to the west and east of the village edges, but care needs to be taken to avoid coalescence with Ilkeston. the heritage within the village offers design opportunities. It is recommended that development to the South West is kept off the ridgeline to reduce any perceived sprawl.
- Stanton-by-Dale Conservation Area and associated assets are located adjacent to the area of search, to the east. The conservation area encompasses most of the settlement which has a rural setting. Development of the area of search will considerably change that setting and potentially affect the rural character of the settlement. Some small-scale development that respects the character and appearance of the village could be appropriate.
- Located in close proximity to the M1 motorway J25 and the A52 for access to Nottingham and Derby. Located in proximity to the HS2 EMH. No nearby rail station provision – the nearest being Ilkeston 4.5km to the north. Lack of nearby bus provision through the area of search. Congestion can occur during the peak hours at the M1 Junction 25.
- The size of the area, factoring in the constraints, has low potential as a strategic growth area.

E09: Ockbrook and Borrowwash Extensions



Criterion	Considerations	Rating
Environmental considerations	<p>The area of search contains part of the ancient woodland of Piggin Wood (approx. 2.7 Ha) and pockets of Priority Habitats (approx. 1.08 Ha). Part of the area of search to the south and east is Grade 2 Very Good Quality Agricultural Land.</p> <p>Largely Flood Zone 1 BUT the Ock Brook flows from the northeast to the southwest through the area of search, this area is in Flood Zone 2 and 3. An unknown watercourse in the southeast flows south to join the River Derwent. To the south of the site is the River Derwent floodplain.</p> <p>No SW data has been provided for the area of search.</p> <p>Low Risk of GW flooding in the East, no data for the rest of the area of search.</p> <p>Development of the area of search will need to take account of the Ock Brook running through the area of search.</p>	A
Geo-environmental considerations	<p>Although not mapped on available geological maps, the potential for Made Ground is considered to be likely/expected. Made Ground could impact redevelopment options depending on extent and composition.</p> <p>Current OS mapping suggests a generally low potential for contamination sources. No landfills are recorded on the area of search, the closest landfill is within 50m from the area of search. Landfills are considered to be a potential source of contamination that could impact redevelopment options.</p> <p>Across the majority of the area of search, there is a less than 1% chance of a house having a radon concentration at or above the Action Level; in the south-west corner, there is a 1-3% chance.</p> <p>The most sensitive aquifer underlying the area of search is considered to be Secondary A (superficial). Secondary B (bedrock) and secondary (undifferentiated) (superficial) also underlie the area of search. Consideration should be given to Controlled Waters as a receptor to any potential ground contamination.</p>	A

	The area of search is partially within a proposed sand and gravel safeguarding area.	
Landscape and topography	<p>The area of search slopes down from north to south, with a more undulating area in the north and a flatter area in the south. The area incorporates agricultural land around the two settlements of Ockbrook and Borrowwash, which are separated by the A52.</p> <p>The area of search is generally representative of the surrounding context. Ockbrook is a relatively historical settlement, with remnant historical field patterns on its periphery, especially to the north. There are several conservation interests, and several PRow within the area of search. The A52 locally reduces tranquillity.</p> <p>There are some elevated long views across the area of search from the north, but generally views are contained by landform and vegetation.</p> <p>There are green infrastructure opportunities along the Ock Brook and connected to the framework of mature woodlands and hedgerows within the area of search, particularly towards its eastern edge. There are also opportunities to link new development to the historical elements of Ockbrook village itself.</p> <p>Whilst the settlements of Ockbrook and Borrowwash are linked along two roads, with houses either side, they still feel like separate settlements at present.</p> <p>There is a risk that development of the entire area of search would result in a perceived coalescence of the two settlements. There are not very many defensible boundaries, mostly just field boundaries.</p> <p>The area of search is potentially suitable for development, but careful design needs to be employed to avoid coalescence issues. There is potential to utilise the historical settlement of Ockbrook in the design development.</p>	A
Heritage considerations	<p>There are a number of designated heritage assets within the area of search. These are mainly concentrated on the western part of the area of search and include the Ockbrook Moravian Settlement Conservation Area and the Ockbrook Village Conservation Area and associated heritage assets. We recommend that these areas are excluded from the area of search and that their setting, including the setting of the individual heritage assets is considered in any development proposals.</p> <p>Development of the area of search is likely to affect the significance of these assets which currently have a largely rural setting.</p> <p>Additional listed buildings within the site include the Farmbuilding at Manor Farm (grade II, NHLE 1087967) and the Bobbin milepost south of the Cottage (Grade II, NHLE 1087965). Additionally, there are a number of listed farm buildings around the area of search, the setting of which should be considered during any development proposals.</p>	R
Transport and accessibility	<p>Pros</p> <p>Located on land surrounding Ockbrook village centre and Borrowwash village centre.</p> <p>Located within close proximity to the A52, providing direct access to Nottingham and Derby and the M1 Motorway J25.</p> <p>Network of local roads / lanes surrounding Ockbrook provide for several vehicle accesses into the area of search.</p> <p>School provision located within Ockbrook and Borrowwash.</p> <p>Local bus services provided within and south of the area of search provide for direct access into Derby city centre.</p> <p>Network of footpaths provided within the area of search.</p> <p>The National Cycle Network (NCN) Route 66 located approx. 2km walking distance west of the area of search.</p> <p>Large area with capacity for large scale growth.</p> <p>Located in relatively close proximity to the HS2 EMH.</p>	G

	<p>Further possible future NET Extension to Derby – area of search located along potential route corridors. Economic and Commercial viability of potential routes not yet undertaken.</p> <p>Cons</p> <p>Spondon Rail station located approx. 2km walking distance from area of search.</p> <p>Eastern portion of the area of search has little highway network, with vehicular access mostly provided from Ockbrook to the west.</p>	
Infrastructure capacity and potential	<p>The area of search is favourably located to existing primary schools, which overall has a small surplus capacity of 50 places.</p> <p>There are no secondary schools within 1600m of the area of search. The nearest secondary schools are approximately 3900m away from the area of search, with an overall surplus capacity of 86 places.</p> <p>Additional or extensions to existing education facilities are likely to be required to support growth generated from the area of search's development.</p> <p>The area of search is favourably located to existing primary healthcare practice (100m), Overdale Medical Practice, which has significant capacity to meet existing and future needs. Part of the area of search may however fall outside of existing catchment areas (from data published in March 2020 and submitted by GP practices) subject to further investigations.</p> <p>The area of search is approximately 4.5km from Cygnet Hospital which provides acute healthcare services. Acute healthcare provision is highly occupied in Derbyshire and additional services may be required to support existing and future needs.</p> <p>The area of search includes the churches of Ockbrook and Borrowash.</p>	A
Housing considerations	<p>Higher house prices; good affordability; relatively high levels of home ownership; limited affordable housing</p>	G
Economic Development	<p>There are good employment opportunities in the area, with an employment density marginally above the county average. Out-commuting is a slight issue with only 30% of residents finding work in Erewash which is slightly below the borough average but better than many parts of Nottinghamshire. Apart from this minor issue, the area appears well-suited to accommodate future developments due to: the highly skilled workforce attracted to local businesses, the access to the M1 and A52, and the potential spillover effects from the HS2 Hub at Toton. The villages of Borrowash, Ockbrook and Spondon also provides a base of amenities and facilities, as well as connectivity to the rail network at Spondon.</p> <p>A higher proportion of employment is delivered in the high-tech manufacturing industry than the county average, representing 4.9% of all jobs. The main hub of businesses is located to the south-west of the site by Spondon station, including Pattonair and Accrofab Ltd in the aerospace industry. This cluster will assist any future developments in the priority transport sector.</p> <p>The area experiences low levels of deprivation, with most LSOAs ranked in the 9th and 10th deciles. Therefore, there is strong economic development potential, but it should be noted there is little to no regeneration potential.</p>	G
Regeneration	<p>The area of search is split fairly evenly between the following LSOAs: Erewash 008A, Erewash 009D, Erewash 009A, Erewash 009C and Erewash 009B. The 2019 Index of Multiple of Deprivation (IMD) ranks the area of search's LSOAs as follows (1st decile is most deprived):</p> <p>The Erewash 008A LSOA is in the 7th deprivation decile, meaning it is amongst the 40% least deprived parts of the country;</p> <p>The Erewash 009D LSOA is in the 10th deprivation decile, meaning it is amongst the 10% least deprived parts of the country;</p>	R

	<p>The Erewash 009A LSOA is in the 9th deprivation decile, meaning it is amongst the 20% least deprived parts of the country;</p> <p>The Erewash 009C LSOA is in the 8th deprivation decile, meaning it is amongst the 30% least deprived parts of the country; and</p> <p>The Erewash 009B LSOA is in the 10th deprivation decile, meaning it is amongst the 10% least deprived parts of the country;</p> <p>These rankings show low levels of deprivation exists throughout the area of search and therefore, there is little to no potential for regeneration in the Ockbrook and Borrowwash Extension assessment area.</p>	
<p>Spatial Planning considerations</p>	<p>Land adjacent and around Ockbrook. The area of search has defensible boundaries to the south (railway) but otherwise there is a need to identify a defensible boundary to the north and east.</p> <p>Development to the western extension of Ockbrook would reduce the gap between Nottingham and Derby.</p>	A
<p>Summary: Land adjacent and around Ockbrook and Borrowwash. Area has defensible boundaries to the south (railway) but otherwise there is a need to identify a defensible boundary to the north and east.</p> <p>The area contains part of the ancient woodland of Piggan Wood (approx. 2.7 Ha). Part of the area to the south and east is Grade 2 Very Good Quality Agricultural Land. Development of the area will need to take account of the Ock Brook running through the area.</p> <p>Whilst the settlements of Ockbrook and Borrowwash are linked along two roads, with houses either side, they still feel like separate settlements at present. There is a risk that development of the entire area would result in a perceived coalescence of the two settlements. There are not very many defensible boundaries, mostly just field boundaries.</p> <p>There are a number of designated heritage assets mainly concentrated on the western part of the area and include the Ockbrook Moravian Settlement Conservation Area and the Ockbrook Village Conservation Area and associated heritage assets. We recommend that these areas are excluded from the area of search and that their setting, including the setting of the individual heritage assets is considered in any development proposals.</p> <p>Medium-Low accessibility. Located within close proximity to the A52, providing direct access to Nottingham and Derby and the M1 Motorway J25. Local bus services provided within and south of the area provide for direct access into Derby city centre. Large site area with capacity for large scale growth, located in relatively close proximity to the HS2 EMH. Further possible future NET Extension to Derby – area located along potential route corridors. Spondon Rail station located approx. 2km walking distance from area; and Eastern portion of the area has little highway network, with vehicular access mostly provided from Ockbrook to the west.</p>		
<p>Submitted site: Land west of Hopwell Hall (170Ha), is located in the east of this area of search and is free from major constraints and suitable for development pending further site investigations. The site includes a number of woodland blocks and the heritage and landscape impacts in the vicinity of Hopwell Hall and land north of the A50 between Ockbrook and Risley would require detailed investigations and appraisal.</p>		
<p>Potential area for strategic growth - The submitted site and identified areas provide sufficient land capable of delivering the smallest typology (village expansion(s)). There are two possible options in this location: village expansion of Borrowwash; and village expansion of Ockbrook. Development in this area would need to consider the landscape and heritage constraints identified and relationship with the Derby built up area. It would not be appropriate to develop all of the identified area. Strategic infrastructure improvements would be required for highways, public transport and social infrastructure.</p>		

E10: Risley Extension



Criterion	Considerations	Rating
Environmental considerations	<p>The area of search has a low incidence of absolute natural constraints but contains some priority habitats along the M1.</p> <p>Flood Zone 1. The Golden Brook flows along the western boundary of the area of search towards the south. Several unknown watercourses and ditches are presented on the area of search.</p> <p>Areas of SW flooding along the western boundary.</p> <p>Low to Medium Risk of GW flooding.</p> <p>Development of the site will need to be sensitive to the floodplains of the smaller watercourses.</p>	G
Geo-environmental considerations	<p>Potential for Made Ground is considered to be unlikely/insignificant according to available geological and current land use mapping.</p> <p>Current OS mapping suggests a generally very low potential for contamination sources. No landfills are recorded on or within 250m of the area of search.</p> <p>There is a 1-3% chance of a house having a radon concentration at or above the Action Level.</p> <p>The most sensitive aquifer underlying the area of search is considered to be Secondary A (superficial) which is found in pockets across the area of search. Secondary B (bedrock) and secondary (undifferentiated) (superficial) also underlie the area of search. Consideration should be given to Controlled Waters as a receptor to any potential ground contamination.</p> <p>The area is partially within a proposed sand and gravel safeguarding area. .</p>	G
Landscape and topography	<p>The area of search slopes down from the north towards the south, with a key ridgeline in the north. There are some localised undulations associated with watercourses. The area of search comprises agricultural fields and isolated farmsteads near the village of Risley</p> <p>It is typical of its rural context. Tranquillity is locally reduced by the A52 and M1, but there is a sense of tranquillity away from these roads. There are a couple of</p>	R

	<p>conservation interests and several PRoW including the Midshires Way. There are a few elements of scenic quality within the area of search.</p> <p>There are long views across the Trent Valley to / from the area of search, particularly the northern ridgeline. Some of the views of the south of the area of search are more contained by built form, highways infrastructure and intervening vegetation.</p> <p>The area of search contains a limited number of green/blue corridors, although there is a framework of hedgerows and associated trees. The area feels relatively commonplace.</p> <p>There is potential to increase perceptions of sprawl within the Trent Valley, due to the development bringing the settlement edge up the hill towards the ridgeline. There is also potential for coalescence if area of search E6 or area of search E11 are brought forward in full. There are defensible boundaries to the south and east, but less so elsewhere.</p> <p>There is some scope for development away from the ridgeline in the north of the site and possibilities to strengthen the green infrastructure in the area.</p>	
Heritage considerations	<p>The Risley Conservation Area falls partly within the area of search. Currently the conservation area has a rural setting that contributes to its significance. Development of the area of search has the potential to affect the significance of the conservation area and associated assets.</p> <p>The Bobbin milepost south of the Cottage (grade II, NHLE 1087965) is located within the area of search. If the asset is retained to its current position, it is not expected that development of the area of search will have any significant impact on it.</p> <p>The Grade II listed Risley Farmhouse and attached barn (NHLE 1204413) is located just a few meters to the south of the site. The asset has a rural setting that contributes to its significance however the A52 separates the area of search from the asset providing a physical barrier.</p>	R
Transport and accessibility	<p>Pros</p> <p>Located immediately to the west of Sandiacre and north of Risley village centre.</p> <p>Bounded to the east by the M1 motorway and located directly to the northwest of J25.</p> <p>Bounded to the south by the A52 with immediate access to it for routes to Nottingham and Derby.</p> <p>Rushy Lane runs centrally within the site area providing vehicular access in addition to No Man's Lane to the north.</p> <p>Public footpaths run through the area of search.</p> <p>School provision located within Sandiacre to the east of the area of search.</p> <p>Green space provided at Risley Hall Park, local golf course and surrounding Greenbelt land.</p> <p>Located within approx. 2km cycle distance of the National Cycle Network (NCN) Route 6.</p> <p>Located in close proximity to the HS2 EMH, with master-planning underway at the EMH for road and accessibility improvements.</p> <p>Large area of search with capacity for large scale growth.</p> <p>Cons</p> <p>The area of search located approx. 3km walking distance from Long Eaton rail station.</p> <p>Congestion can occur during the peak hours at M1 J25.</p>	G
Infrastructure capacity and potential	<p>The area of search is favourably located to existing primary schools at Risley and nearby secondary schools</p> <p>There is a small deficit in primary school places (1 place) within 400m of the site at present. There are some capacity (114 places) at secondary schools within 1600m of the site. Additional or extensions to existing education facilities are likely to be required to support growth generated from the area of search's development.</p>	G

	<p>The area of search is favourably located to existing primary healthcare practice (400m), Adam House Medical Practice, which has significant to meet existing and future needs. Part of the area of search may however fall outside of existing catchment areas (from data published in March 2020 and submitted by GP practices) subject to further investigations.</p> <p>The area of search is approximately 6.1km from the Ilkeston Community Hospital which provides acute healthcare services. Acute healthcare provision is highly occupied in Derbyshire and additional services may be required to support existing and future needs.</p>	
Housing considerations	Higher house prices; good affordability; relatively high levels of home ownership; limited affordable housing	G
Economic Development	<p>The area provides considerable employment opportunities with an employment density considerably above the average for the county. Workers also live close to their place of work, with nearly 40% of workers living within 5km. The area of search is extremely well-positioned for future developments due to the following advantages: direct access to the M1 and A52 to connect communities in all directions, the existing facilities in nearby Risley or Sandiacre and the proximity to the East Midlands HS2 Hub at Toton which will provide unrivalled connectivity and economic potential. The access to the M1 and East Midlands Airport has helped develop numerous industrial areas, which HS2 will further benefit.</p> <p>Businesses in the area are specialised in high-tech manufacturing, representing nearly 7% of jobs in the sector. This is achieved through clusters throughout Sandiacre and the local area including businesses such as Monica Healthcare and Autosparks. These companies support the priority life sciences and transport manufacturing sectors identified in the SEP. The area attracts well-qualified workers with 30% holding Level 4+ qualifications and nearly 38% holding high-level occupations. The area also suffers some form of deprivation, albeit fairly low with LSOAs in the 7th or 8th decile. Therefore, the area of search has significant economic development potential and some potential for regeneration.</p>	G
Regeneration	<p>Most of the assessment area is within the Erewash 008A LSOA, with remaining part of the area of search lying within the Erewash 008B LSOA. The 2019 Index of Multiple of Deprivation (IMD) ranks the area of search's LSOAs as follows (1st decile is most deprived):</p> <p>The Erewash 008A LSOA is in the 7th deprivation decile, meaning it is amongst the 40% least deprived parts of the country; and</p> <p>The Erewash 008B LSOA is in the 8th deprivation decile, meaning it is amongst the 30% least deprived parts of the country.</p> <p>These scores show some form of deprivation, albeit fairly low, exists across the site and therefore, there is some potential for regeneration in the Risley Extension assessment area.</p>	A
Spatial Planning considerations	<p>Land adjacent to Risley and associated allocation.</p> <p>Developable area of site when ecological, landscape and topography constraints are considered is less than 60ha which would not deliver significant growth.</p>	R
<p>Summary: The area of search has a low incidence of absolute natural constraints but contains some priority habitats along the M1. The Golden Brook flows along the western boundary of the area towards the south. Several unknown watercourses and ditches are presented on the area of search. Areas of surface water flooding are found along the western extent of the area. Development of the site will need to be sensitive to the floodplains of the smaller watercourses. The area is partially within a proposed sand and gravel safeguarding area. .</p> <p>There is potential to increase perceptions of sprawl within the Trent Valley, due to the development bringing the settlement edge up the hill towards the ridgeline. There is also potential for coalescence if development at</p>		

Breaston was also brought forward. There are defensible boundaries to the south and east, but less so elsewhere. There are large parts of the areas of search that should remain undeveloped on landscape grounds. The Risley Conservation Area falls within the area. Currently the conservation area has a rural setting that contributes to its significance. Development of the area has the potential to affect the significance of the conservation area and associated assets.

Located immediately to the west of Sandiacre and north of Risley village centre and bounded to the east by the M1 motorway and located directly to the northwest of J25. Bounded to the south by the A52 with immediate access to it for routes to Nottingham and Derby. Located in close proximity to the proposed HS2 East Midlands Hub. However, the area of search is located approximately 3km walking distance from Long Eaton rail station and congestion can occur during the peak hours at M1 J25.

Submitted site: Two submitted sites, Maywood Golf Club (60Ha) and Land to the west of Bostock's Lane (13Ha), are located in this area. Identified landscape constraints to the Maywood Golf Club site would limit development to the parcel east of Rushy Lane which is **potentially suitable** pending further site investigation (particularly in respect of landscape impacts). Land to the west of Bostock's Lane includes part of the Conservation Area and woodland blocks, the site is **potentially suitable** for development pending further site investigation (particularly in respect of heritage impacts).

Potential area for strategic growth – The submitted site and identified areas provide sufficient land capable of delivering the smallest typology (village expansion). The area's proximity to the proposed HS2 hub would help to support new development in this location. Development in this area would need to consider the landscape and heritage constraints identified and relationship with the MBUA of Nottingham and Breaston.

E11: Breaston Extension



Criterion	Considerations	Rating
Environmental considerations	<p>The area of search has a low incidence of absolute natural constraints but contain some pockets of priority habitats.</p> <p>Part of the site to the southwest is Grade 2 Very Good Agricultural Land.</p> <p>Largely Flood Zone 1 but areas of Flood Zones 2 and 3 run across the centre of the area of search from the north to the south along the path of the Golden Brook and along an unknown watercourse.</p> <p>There is an unknown watercourse to the west of the area of search and also one to the east. The Church Wilne Reservoir lies south of the area of search boundary, as does the River Derwent.</p> <p>Areas of SW flooding where watercourses cross the site, particularly in the south.</p> <p>Medium to Very High Risk of GW flooding.</p> <p>Development of the area of search will need to take account of the Golden Brook floodplain passing through the site.</p>	G
Geo-environmental considerations	<p>Although not mapped on available geological maps, the potential for Made Ground is considered to be likely/expected. Made Ground could impact redevelopment options.</p> <p>Current OS mapping suggests a generally low potential for contamination sources. No landfills are recorded on area of search, the closest landfill is within 50m from the area of search. Landfills are considered to be a potential source of contamination that could impact redevelopment options.</p> <p>Across the majority of the area of search, there is a less than 1% chance of a house having a radon concentration at or above the Action Level; in the south-west corner, there is a 1-3% chance.</p> <p>The most sensitive aquifer underlying the area of search is considered to be Secondary A (superficial). Secondary B (bedrock) and secondary</p>	A

	(undifferentiated) (superficial) also underlie the site. Consideration should be given to Controlled Waters as a receptor to any potential ground contamination. The area of search is partially within a proposed sand and gravel safeguarding area.	
Landscape and topography	<p>Relatively flat area of search in the Trent Valley, with a localised high point along the northern boundary. The area of search comprises agricultural land around the village of Breaston in the Trent Valley.</p> <p>The area of search is representative of its rural context. The A52 and M1 roads reduce tranquillity locally. There are a handful of conservation interests, as well as a few PRow, including the Midshires Way. The scenic quality is limited, particularly near the A52 and M1.</p> <p>There are some open views within the area of search, but views into the area of search tend to be curtailed by a combination of highways infrastructure, intervening vegetation and built form.</p> <p>The area feels relatively nondescript, with the dominant influences being the main roads. However, there is relatively good framework of hedges and associated trees, particularly in the eastern half of the area of search.</p> <p>There is potential for perceived coalescence with the existing edges of Long Eaton and Draycott, despite road / rail infrastructure respectively separating the settlements. The A52 and M1 form strong defensible boundaries to the north and east, as does the Midland Mainline in the south.</p> <p>There is potential for development on the area of search, but care needs to be taken to avoid coalescence with adjacent settlements, an issue which could be compounded should site S10 be brought forward in full. Opportunities are available to strengthen green infrastructure in the area.</p>	G
Heritage considerations	<p>There is a single designated heritage asset within this site. The Grade II listed Risley Farmhouse and attached barn (NHLE 1204413) is located just inside the northern boundary of the area of search. The asset has a rural setting mostly extending to the south of the A52. Development of the area of search has the potential to affect the significance of this asset due to changes to its rural setting.</p> <p>Breaston Conservation Area (180m south) and Draycott Conservation Area (approximately 190m south-west) encompass the historic cores of the settlements of Breaston and Draycott. The settlements are currently surrounded by countryside and development of the proposed area of search, due to its extent and location, is going to change that setting considerably.</p> <p>Two grade II listed railway bridges are located directly to the south of the western part of the area of search. Their significance, including any contribution made by their setting should be considered.</p> <p>Risley Conservation Area is located to the north of the area of search, just north of the A52. The setting of this conservation area, including views from and towards the site should be considered.</p>	A
Transport and accessibility	<p>Pros</p> <p>Located immediately to the north of Draycott and Breaston village centres. Bounded to the north by the A52, with an approx. 1.2km driving distance to both the A52 and the M1 Motorway at J25.</p> <p>Scope for vehicular access to the site area provided on the local highway network comprising Risley Lane and Hopewell Road.</p> <p>Green spaces provided at Woodlands Park and on surrounding Greenbelt land.</p> <p>School provision located within Draycott and Breaston village centres.</p> <p>Local bus service provision located along the A6005 with access to Nottingham and Derby city centres.</p> <p>Footpath and cycle paths provided internally within area of search.</p> <p>Large area of search with capacity for large scale growth.</p> <p>Located in relatively close proximity to the HS2 EMH, with master-planning underway at the EMH for road and accessibility improvements.</p>	G

	<p>Proposed NET Route Extension to Long Eaton square for connection to HS2 EMH and Nottingham, approx. 2.4km walking distance southeast of the area of search.</p> <p>Further possible future NET Extension to Derby – area of search located along potential route corridors. Economic and Commercial viability of potential routes not yet undertaken.</p> <p>Cons</p> <p>The area of search is located approx. 2.6km walking distance from Long Eaton rail station.</p> <p>Congestion occurs during the peak hours at M1 J25.</p>	
Infrastructure capacity and potential	<p>The area of search is favourably located to existing primary schools at Draycott and nearby secondary schools.</p> <p>Primary school within 400m of the area of search has a small deficit in capacity of 12 places; while secondary schools within 1600m of the area of search have varying degrees of surplus capacities, totalling 554 places. Additional or extensions to existing education facilities may still be required to support growth generated from the site's development.</p> <p>The area of search is wholly within existing catchment areas of registered GPs. The nearest practice, Adam House Medical Centre, is approximately 1km away from the site and is with significant capacity.</p> <p>The nearest medical centre which provides acute healthcare services is Cygnet Hospital (6.8km away from the site). Acute healthcare provision is highly occupied in Derbyshire and additional services may be required to support existing and future needs.</p>	G
Housing considerations	<p>Modest house prices; good affordability; relatively high levels of home ownership; limited affordable housing</p>	A
Economic Development	<p>The area has an employment density in line with county average. Workers live close to their place of work, with nearly 40% of workers living within 5km. The area of search is extremely well-positioned for future developments due to the following advantages: direct access to the M1 and A52 to connect communities in all directions, the existing facilities in Breaston and the proximity to the East Midlands HS2 Hub at Toton which will provide unrivalled connectivity and economic potential. The access to the M1 and East Midlands Airport has helped develop numerous industrial areas in the surrounding area, which HS2 will further benefit.</p> <p>There are multiple high-tech manufacturing businesses in the area, representing 5% of jobs in the sector. The established businesses throughout the area support key industries identified in the SEP such as food and drink and high-value manufacturing. The area attracts well-qualified workers with over 30% holding Level 4+ qualifications and nearly 38% holding high-level occupations. The area experiences medium levels of deprivation, with most LSOAs in the 6th and 7th deprivation deciles. Therefore, the area of search has significant economic development potential and some potential for regeneration.</p>	G
Regeneration	<p>The area of search is mostly within the Erewash 013A, Erewash 013C, Erewash 008A and Erewash 011A LSOAs, with a small portion crossing into the Erewash 013D LSOA. The 2019 Index of Multiple of Deprivation (IMD) ranks the area of search's LSOAs as follows (1st decile is most deprived):</p> <p>The Erewash 013A LSOA is in the 7th deprivation decile, meaning it is amongst the 40% least deprived parts of the country;</p> <p>The Erewash 013C LSOA is in the 6th deprivation decile, meaning it is amongst the 50% least deprived parts of the country;</p>	A

	<p>The Erewash 008A LSOA is in the 7th deprivation decile, meaning it is amongst the 40% least deprived parts of the country;</p> <p>The Erewash 008A LSOA is in the 10th deprivation decile, meaning it is amongst the 10% least deprived parts of the country; and</p> <p>The Erewash 013D LSOA is in the 7th deprivation decile, meaning it is amongst the 40% least deprived parts of the country;</p> <p>These rankings indicate the majority of the area of search experiences deprivation within some form or factor. The area of search also borders Erewash 010C to the east which is in the 1st deprivation decile. Therefore, there is potential for regeneration on the Breaston Extension assessment area.</p>	
Spatial Planning considerations	<p>Land adjacent to Breaston.</p> <p>The area of search has strong defensible boundaries to the north (A52). Development at the eastern section may lead to further coalescence between Draycott and Breaston, while development at the western section is likely to lead to coalescence between Breaston and Long Eaton.</p>	A
<p>Summary: Relatively flat area in the Trent Valley, with a localised high point along the northern boundary. The area comprises agricultural land around the village of Breaston in the Trent Valley. There is potential for perceived coalescence with the existing edges of Long Eaton and Draycott, despite road / rail infrastructure respectively separating the settlements. The A52 and M1 form strong defensible boundaries to the north and east, as does the Midland Mainline in the south. There is potential for development on the area, but care needs to be taken to avoid coalescence with adjacent settlements. From a landscape perspective, development should be steered away from the east and south of the area.</p> <p>The Breaston Conservation Area and Draycott Conservation Area encompass the historic cores of the settlements of Breaston and Draycott. The settlements are currently surrounded by countryside and development of the area, due to its extent and location, is going to change that setting considerably.</p> <p>The area is judged to have Medium-High accessibility. Local bus service provision is located along the A6005 with access to Nottingham and Derby city centres. The area is located in relatively close proximity to the proposed HS2 East Midlands Hubs. In addition, a proposed NET Route Extension to Long Eaton square for connection to HS2 EMH and Nottingham, is located approximately 2.4km walking distance southeast of the area. Further possible future NET Extension to Derby – area located along potential route corridors in the vicinity. However, economic and commercial viability of potential routes have not yet undertaken. The area is located approximately 2.6km walking distance from Long Eaton rail station and congestion occurs during the peak hours at M1 J25.</p>		
<p>Submitted site: North of Draycott and Breaston (90Ha), is located in the south of this area. The site is potentially suitable for limited development (related to Breaston) pending further site investigations, due to the presence of constraints related to flood risk and landscape impacts in the south west of the area.</p>		
<p>High potential area for strategic growth - The submitted site and identified areas provide sufficient land capable of delivering the smallest typology (village expansion or new garden village – focussed in the north of the area and separate from Breaston). The area's proximity to the proposed HS2 hub would help to support new development in this location. Development in this area would need to consider the landscape and heritage constraints identified and relationship with the MBUA of Nottingham and Draycott. It would not be sustainable to develop all of the identified area, landscape buffers would be required for both options (village expansion/new garden village).</p>		

Site E12: Long Eaton Extension



Criterion	Considerations	Rating
Environmental considerations	<p>The area of search is shown as within Flood Zone 3, but the northeastern part of the site to the north of Lock Lane benefits from flood defences. The River Trent flows through the south of the area of search and the Erewash Canal runs along the western boundary. A fish pond and golf course are to the northeast of the area of search. Several unknown watercourses travel southeast across the area of search, joining the River Trent. Sawley Cut lies to the south of the site boundary.</p> <p>There are various areas of SW flooding across the site but no areas at an extremely high risk.</p> <p>Very High Risk of GW flooding.</p>	R
Geo-environmental considerations	<p>The area of search is partially mapped to be underlain by Made Ground. Made Ground could impact redevelopment options depending on extent and composition.</p> <p>Current OS mapping suggests a generally low potential for contamination sources. A historical, potentially hazardous landfill is located in the south-western extent of the area of search, the closest off-site landfill is between 50m and 250m from the area of search. Landfills are considered to be a potential source of contamination that could impact redevelopment options.</p> <p>There is a less than 1% chance of a house having a radon concentration at or above the Action Level.</p> <p>The most sensitive aquifer underlying the area of search is considered to be Secondary A (superficial). Secondary B (bedrock) also underlies the area of search. Consideration should be given to Controlled Waters as a receptor to any potential ground contamination.</p> <p>The area of search is within a proposed sand and gravel safeguarding area.</p>	A
Landscape and topography	<p>The area of search is mostly flat, being situated in the floodplain of the River Trent. The main exception to this is the rail embankment which crosses through</p>	A

	<p>its eastern half. It comprises a mixture of agricultural farmland, riverside pastures and a golf course on the southern edge of Long Eaton and its area of Sawley. The area of search is not entirely representative of its context, displaying some urban and some rural features, there is a mixture of landscape condition and quality throughout. There are several conservation interests in the area, including a conservation area and several listed buildings, as well as a scheduled monument. Recreational features in the site include the navigable channel of the River Trent, the Erewash Canal, Trent Lock golf course, several PRoW and the adjacent recreational destination of Trent Lock. There is a sense of tranquillity, particularly near the River Trent and Trentlock, and away from the M1 and the railway line.</p> <p>There are views across the open floodplain where vegetation allows, particularly in the west. However, most other views into or within the area of search are contained by a combination of intervening vegetation, road / rail infrastructure and built form.</p> <p>The area of search sits on an important green corridor for the region along the River Trent. This also meets the River Soar at Trent Lock, which in turn is a well used visitor destination in the area. There are associations with industrial heritage through the Erewash Canal, and Sawley has a historical character. The area of search would form an extension to Long Eaton and Sawley, but would constitute a sprawl into the tranquil area around the River Trent, which is popular for recreation due to its tranquillity and removal from the urban edge, despite its relative proximity. There are defensible boundaries on all sides including the urban edge of Long Eaton, the M1, the River Trent and the Erewash Canal.</p> <p>Whilst there are a lot of factors which make the area of search suitable for development, there is a need for any development to be designed in such a way that it fits sensitively within the surrounding landscape character and heritage assets. The green infrastructure in the area and multiple recreational assets offer opportunities.</p>	
Heritage considerations	<p>There are a number of designated heritage assets that fall within the area of search. These assets are associated with the Sawley Conservation Area that falls partly within the site and includes the scheduled Roman fort east of All Saints' Church (NHLE 1007033) and the grade I listed Church of All Saints (NHLE 1204277). Development of the area of search is likely to affect the setting of the conservation area and associated assets.</p> <p>Additional designated heritage assets around the site include two grade II listed bridges to the south of the area of search.</p>	R
Transport and accessibility	<p>Pros</p> <p>Located immediately to the south of Sawley village centre.</p> <p>Bounded to the north by Wilne Road and the B6540 with provision for vehicular and pedestrian access to the area of search.</p> <p>Bounded to the west by the M1 motorway.</p> <p>Green space located across the site including Trent Lock Golf Club, with public footpaths and cycle paths provided along the River Trent and Cranfleet Canal.</p> <p>Long Eaton rail station located approx. 750m north of the area of search.</p> <p>Located in proximity to the HS2 EMH.</p> <p>School provision located to the north within Long Eaton and Sawley.</p> <p>Access to East Midlands airport, located approx. 5.8km distance southwest of the area of search.</p> <p>Proposed NET Route Extension to Long Eaton square for connection to HS2 EMH and Nottingham, approx. 1.9km walking distance north of the area of search.</p>	G

	<p>Further possible NET extension to East Midlands Airport- the area of search is directly within this route corridor. Economic and Commercial viability of potential routes not yet undertaken.</p> <p>Cons</p> <p>Located approx. 1.9km cycle distance from the National Cycle Network (NCN) Route 6.</p> <p>Expansion to the north limited due to the River Trent and cross-river connectivity.</p>	
Infrastructure capacity and potential	<p>The area of search is favourably located to existing primary schools, which have a surplus capacity of 13 places, and secondary schools, which has a surplus capacity of 21 places.</p> <p>The area of search is wholly within existing catchment areas of registered GPs. The nearest medical practice, Park View Medical Centre, is approximately 1.3km away from the area of search and is with some to meet existing and future needs.</p>	G
Housing considerations	<p>Low/modest house prices; affordability constraints; relatively high levels of home ownership; limited affordable housing</p>	A
Economic Development	<p>There is a slight lack of employment opportunities in the immediate surrounding area with an employment density below that across the county. The main businesses serving the area located to the north-east of the site, with substantial industries sites in the south of Long Eaton. The area has access to the M1, but the connections via local roads and the existing leisure uses in the area could deter certain industries. The area is likely to benefit from spillover effects from the HS2 Hub in Toton and its considerable economic potential.</p> <p>The area has a slightly higher proportion of jobs from high-tech manufacturing sectors than the county average. However, surprisingly, the area has attracted an unqualified workforce with only 23% of workers obtaining Level 4+ qualifications, which is considerably below county average. The immediate area does not appear to significantly support the priority or opportunity sectors from the SEP.</p> <p>The area experiences medium levels of deprivation, with the LSOAs ranked in the 7th deprivation decile meaning there is some regeneration. There is economic potential for the area of search however, there are a couple obstacles to a large development site being delivered.</p>	A
Regeneration	<p>The area of search is divided between the Erewash 014F, Erewash 015C and Erewash 015A LSOAs. The 2019 Index of Multiple of Deprivation (IMD) ranks the area of search's LSOAs as follows (1st decile is most deprived):</p> <p>The Erewash 014F LSOA is in the 7th deprivation decile, meaning it is amongst the 40% least deprived parts of the country</p> <p>The Erewash 015C LSOA is in the 7th deprivation decile, meaning it is amongst the 40% least deprived parts of the country; and</p> <p>The Erewash 015AD LSOA is in the 7st deprivation decile, meaning it is amongst the 40% least deprived parts of the country.</p> <p>These scores indicate deprivation exists in some form throughout the area of search therefore, the Long Eaton Extension assessment area has some potential for regeneration.</p>	A
Spatial Planning considerations	<p>Flood risk is a significant issue for much of this broad area of search. There are also a number of physical features which limit east-west and north-south movement.</p>	R
<p>Submitted site: Land north of Lock Lane, Sawley (13Ha), is located in this broad area of search. The 2017 update of the Greater Nottingham Strategic Flood Risk Assessment (GN SFRA) shows only minor flood zone incursions into the site north of Lock Lane – something which can be mitigated through design and mitigation.</p>		

The site is **potentially suitable** for development pending further investigations into all sources of flood risk and heritage impacts.

Summary:

- **Low Potential for strategic growth**

- The majority of the area of search is prone to heightened flood risk, lying directly adjacent to the banks of the River Trent. There are various areas of surface water flooding across the area of search but no areas at an extremely high risk. Very High Risk of groundwater flooding is identified.
- The north-eastern part of the area of search to the north of Lock Lane benefits from flood defences.
- There are a number of designated heritage assets that fall within the area of search, associated with the nearby Sawley/Trent Lock/Long Eaton (Sheet Stores) Conservation Areas and scheduled Roman fort east of All Saints' Church and the grade I listed Church of All Saints. Development of the area is likely to affect the setting of the conservation areas and associated assets. Additional designated heritage assets around the area of search include two grade II listed bridges to the south of the area of search.
- Land that benefits from flood defences is not large enough to deliver a strategic growth area (as defined by this study).

G01: Ravenshead Extension



Criterion	Considerations	Rating
Environmental considerations	<p>Within the RSPB Important Bird Area Boundary with 5km Buffer for the ppSPA Sherwood Forest and adjacent to designated RSPB IBA Site.</p> <p>Largely Flood Zone 1 BUT the northern boundary lies along Flood Zones 2 and 3 along the course of the Rainworth Water. Anticipated that the floodplain extent will increase with climate change.</p> <p>Areas of surface water flooding across the centre of the area of search flowing from the west to the eastern boundary.</p> <p>Low Risk of GW flooding in the northeast of the area of search, no data for the rest of the area of search.</p> <p>Development of the area of search will need to be sensitive to the floodplains of the watercourses on the northern and southern fringes.</p>	A
Geo-environmental considerations	<p>Although not mapped on available geological maps, the potential for Made Ground is considered to be likely/expected. Made Ground could impact redevelopment options depending on extent and composition.</p> <p>Current OS mapping suggests a generally low potential for contamination sources. Two historical, potentially hazardous landfills are located in the northern extent of the area of search, the closest off-site landfill is between 50m and 250m from the area of search. Landfills are considered to be a potential source of contamination that could impact redevelopment options.</p> <p>There is a less than 1% chance of a house having a radon concentration at or above the Action Level.</p> <p>Although the area of search has not been identified in an area with potentially shallow underlying coal measures, very small areas in the western and southern extents have been determined as a 'development high risk area' by the Coal Authority.</p> <p>The most sensitive aquifer underlying the area of search is considered to be Principal (bedrock) across the area of search. There is also a groundwater Source Protection Zone II (in the south-east corner) and III on area of search.</p>	A

	<p>Isolated secondary (undifferentiated) aquifers (superficial) also underly the site. Consideration should be given to Controlled Waters as a receptor to any potential ground contamination.</p> <p>The area is partially within a proposed sandstone mineral safeguarding and consultation area.</p>	
Landscape and topography	<p>Gently sloping area to the north and east of Ravenshead. Small to medium sized arable fields are enclosed by hedgerows with hedgerow trees, with small blocks of woodland throughout the area of search.</p> <p>The area of search has scenic beauty representative of the surrounding rural area. PRow network is limited, but includes the Robin Hood Way Long Distance Footpath, providing recreational value. Perceptions of tranquillity are high away from roads and the edge of Ravenshead.</p> <p>Woodland external to the area of search, the built edge of Ravenshead and topography largely limit views to within the site, with the exception of views east towards Blidworth</p> <p>The area of search's location within Sherwood Forest provides an opportunity to tie in with development to create a unique place, as well as the area's coal mining heritage. Existing woodland within the site and to the north and west provide the opportunity to embed development into an existing distinctive green infrastructure network.</p> <p>Possible perceptions of sprawl from Blidworth. A linear band of trees provides a defensible boundary to constrain development within the southern part of the site. Elsewhere defensible boundaries are limited to roads and existing field boundaries.</p> <p>Potentially suitable for development away from high ground north of Ricket Lane.</p>	A
Heritage considerations	<p>The area of search has one grade II listed building, which has dense woodland on its south and west sides but is more open to the north and east. The western edge of the Blidworth Conservation Area is approximately 730m east of the site. Development on the area of search would have the effect of bringing the urban edge of Ravenshead closer to the conservation area and would have the potential to impact on it and the assets within it.</p> <p>The grade II* Newstead Abbey Registered Park and Garden is approximately 1.0km west of the site and contains 23 listed buildings and the scheduled Site of Abbey Church. However, the entire park and garden is screened from the area of search by modern development at Ravenshead and development on the area of search will not affect it.</p> <p>There is a group of three grade II listed buildings at Fountain Dale just to the north of the area of search and an associated scheduled moat just to the north of the site. The assets are largely screened from the area of search but development on it may have the potential for impact on them.</p> <p>Historic maps suggest the presence of non-designated built heritage assets within the area of search at Larch Farm, Holly Lodge, Ling Farm and Blidworth Dale and also outside the area of search boundary but close to the area of search at locations such as Bottom Farm and Appleton Dale. Development on the area of search would have the potential for impact on these assets.</p> <p>While there is the potential for impact there is the potential for integration.</p>	A
Transport and accessibility	<p>Pros</p> <p>Located immediately to the north and east of Ravenshead local centre.</p> <p>Bounded by a network of local roads including the A60, providing a direct route into Nottingham and Mansfield city centres.</p> <p>Green space provided at the nearby Newstead Park, Thieves Wood Brackenwood in addition to surrounding Greenbelt land.</p> <p>Good school provision located within Ravenshead, Blidworth and Harlow Wood.</p> <p>Largescale area with scope to provided largescale growth.</p>	G

	<p>A network of local roads run through the site including Sandy Lane, Robin Hood Way, Rickett Lane and Calverton Road, providing scope for vehicular access to the area of search.</p> <p>The National Cycle Network (NCN) Route 6 runs directly through the area of search.</p> <p>Frequent and direct local bus services are provided along the B6020 Main Road and Longdale Lane for access to Nottingham and Mansfield city centres. Bus Priority found on parts of the A60 towards Nottingham.</p> <p>Cons</p> <p>Located approx. 5km walking distance from Kirkby in Ashfield rail station.</p> <p>No access to a rail / tram network, and no accessibility to HS2.</p> <p>A60 into Nottingham can experience heavy congestion.</p>	
Infrastructure capacity and potential	<p>The area of search is favourably located to existing primary schools. The nearest primary schools within 400m of the site, at Ravenshead, has a small surplus capacity of 16 places.</p> <p>There are no secondary schools within 1600m of the site. One secondary school is within 3900m of the site and has a small surplus of 5 places in capacity.</p> <p>Additional or extensions to existing education facilities may be required to support growth generated from the site's development.</p> <p>The nearest medical surgery is in Ravenshead. Part of the area of search also fall outside of existing catchment areas (from data published in March 2020 and submitted by GP practices) subject to further investigations.</p> <p>The area of search is approximately 1.8km from BMI The Park Hospital which provides acute healthcare services. Across Greater Nottinghamshire, acute healthcare provision is generally highly occupied and additional services may be required to support existing and future needs.</p> <p>A gas pipeline runs through the area of search (North-South), which potentially will reduce the developable area or be considered as green infrastructure as part of the developable area.</p>	A
Housing considerations	<p>Higher house prices; affordability constraints; relatively high levels of home ownership; limited affordable housing.</p>	G
Economic Development	<p>The area has an employment density in line with the county average. Residents remain in Nottinghamshire for work, with a county retention rate of 85% (above average). However, residents tend to commute out of the local area, with only 11% of residents remaining in Gedling. Therefore, workers also tend to commute into the area, mostly by car, to occupy the employment opportunities with only 19% of workers living within 5km. The area of search has direct access to the A60 but has the lack of rail connectivity results in unsustainable modes of travel. The community facilities in Ravenshead will help the development.</p> <p>There is a lack of major assets in the priority or opportunity sectors in the SEP. Instead, the area provides a significant amount of employment in the public administration and defence industry arising from the police facilities to the south accounting for a quarter of employment in the area. This has meant workers occupy senior roles with over 42% holding high-level occupations. However, this does not create opportunities for the majority of businesses.</p> <p>The area of search itself experiences low levels of deprivation however, the adjacent area to the east near Blidworth (Newark and Sherwood 006D LSOA) is ranked within the top 20% most deprived parts of the country. Therefore, the area of search is suitable to some extent for future development, likely an extension to existing activities in the town, and has some regeneration potential.</p>	A

Regeneration	<p>The assessment area is almost entirely within the Gedling 001D LSOA, with the remaining portion lying in Gedling 001C LSOA. The 2019 Index of Multiple Deprivation (IMD) ranks the area of search's LSOAs as follows (1st decile is most deprived):</p> <p>The Gedling 001D LSOA is in the 9th deprivation decile, meaning it is amongst the 20% least deprived parts of the country; and</p> <p>The Gedling 001C LSOA is in the 10th deprivation decile, meaning it is amongst the 10% least deprived parts of the country.</p> <p>However, the east of the area of search borders Newark and Sherwood 006D, which is in the 2nd deprivation decile meaning it is amongst the 20% most deprived parts of the country. Therefore, although the rankings show the area of search is amongst the least deprived parts of the country, there is some regeneration potential along the east of the Ravenshead Extension assessment area.</p>	A
Spatial Planning considerations	Land adjacent to Ravenshead. The area of search has defensible boundaries to the north (Ricket Lane) and east (Robin Hood Way)..	G
<p>The area is within the RSPB Important Bird Area Boundary 5km Buffer for the ppSPA Sherwood Forest and the existing built up area of Ravenshead is adjacent to designated RSPB IBA Site. The area is partially within a proposed mineral safeguarding and consultation area for sandstone. Development of the area will need to be sensitive to the floodplains of the watercourses on the northern and southern fringes.</p> <p>Woodland is external to the area, the built edge of Ravenshead and topography largely limit views to within the area, with the exception of views east towards Blidworth. From a landscape perspective, development is potentially suitable away from high ground north of Ricket Lane.</p> <p>The area is judged to have Medium-Low accessibility. The area is bounded by a network of local roads including the A60, providing a direct route into Nottingham and Mansfield city centres. Frequent and direct local bus services are provided along the B6020 Main Road and Longdale Lane for access to Nottingham and Mansfield city centres. Bus Priority found on parts of the A60 towards Nottingham. A60 into Nottingham can experience heavy congestion. The area has direct access to the A60 but the lack of rail connectivity results in unsustainable modes of travel.</p> <p>The community facilities in Ravenshead will help to support new development. There is a lack of major employment assets in the priority or opportunity sectors in the SEP.</p>		
<p>Submitted sites: Two submitted sites, Silverland Farm Ricket Lane - Site A (9.55Ha) and Site B (34.44Ha), are located in the north of this area of search. The sites are suitable for development pending further investigations (which should consider landscape impacts and proximity to the ppSPA Sherwood Forest).</p>		
<p>Potential area for strategic growth - The submitted sites and identified areas provide sufficient land capable of delivering the smallest typology (urban extension). Development in this area would need to consider the landscape and ecology constraints identified. Growth to the west and south of the settlement is constrained due to the presence of extensive woodland (including Ancient Woodland) and RSPB Important Bird Area Boundary. In addition, ribbon development along Mansfield Road and Longdale Lane should be avoided due to the low levels of accessibility in the location.</p>		

G02: Newstead Extension



Criterion	Considerations	Rating
Environmental considerations	<p>Within the RSPB Important Bird Area Boundary with 5km Buffer for the ppSPA Sherwood Forest and contains a designated RSPB IBA Site.</p> <p>Contains Annesley Pit Local Wildlife Site, Aldercar Wood Local Wildlife Site and Ancient Woodland.</p> <p>Hucknall Colliery Local Wildlife Site.</p> <p>Part of the site is Grade 2 very good quality agricultural land.</p> <p>Flood Zone 1 but unmodelled watercourses are present throughout the area of search. The River Leen runs beyond the area of search's southern boundary.</p> <p>There is an unknown watercourse in the south of the area of search and another in the northeast.</p> <p>Areas of SW flooding across the centre of the area of search, flowing from the northwest to the southeast along the railway line.</p> <p>Medium to Very High Risk of GW flooding.</p> <p>Development of the site will be constrained by watercourses.</p>	A
Geo-environmental considerations	<p>The area of search is partially mapped to be underlain by Made Ground. Made Ground could impact redevelopment options depending on extent and composition.</p> <p>Current OS mapping suggests a generally low potential for contamination sources. No landfills are recorded on the area of search, the closest landfill is within 50m from the area of search. Landfills are considered to be a potential source of contamination that could impact redevelopment options.</p> <p>There is a 5-10% chance of a house having a radon concentration at or above the Action Level.</p> <p>Although the area of search has not been identified in an area with potentially shallow underlying coal measures, a very small area in the centre has been determined as a 'development high risk area' by the Coal Authority (potentially a mine shaft).</p>	A

	<p>The most sensitive aquifer underlying the area of search is considered to be Principal (bedrock). There is also a groundwater Source Protection Zone III (in the west and north). Secondary B (bedrock) also underlies the area of search as well as isolated secondary A aquifers (superficial). Consideration should be given to Controlled Waters as a receptor to any potential ground contamination. No MSA/MCA on currently adopted or proposed mineral plans.</p>	
<p>Landscape and topography</p>	<p>Relatively flat area within Sherwood Forest, located between registered parks and gardens at Annesley and Newstead. The area of search is composed of small to medium agricultural fields, small woodland blocks and the edge of Newstead and Annesley Country Park.</p> <p>The area of search is typical of the surrounding rural landscape including both woodland and agricultural land. Woodland including ancient woodland adds scenic quality and conservation interest. Newstead and Annesley Country Park provides recreational value, alongside a cycle route into Newstead Abbey. Perceptions of tranquillity are high.</p> <p>The area of search is largely visually enclosed by surrounding woodland, boundary vegetation and built form at Newstead. There are however long views towards Hucknall in the south.</p> <p>Links to nearby Newstead Abbey, once home to the poet Lord Byron, and Sherwood Forest, as well as coal mining heritage provide high potential for a development with distinct character and cultural heritage.</p> <p>The railway line, triangular block of woodland west of this and Hucknall Road combine to create defensible boundaries for an extension of Newstead to the south, as does the well vegetated Station Avenue east of the village. However, if the North of Hucknall site is also developed, there is risk of coalescence in the far south of the area of search.</p> <p>Potentially suitable for development. Landscape buffer should prevent coalescence with Hucknall in the south of the area of search.</p>	<p>A</p>
<p>Heritage considerations</p>	<p>The area of search is located south of the village of Newstead between the grade II* Registered Parks and Gardens of Annesley Hall to the west and Newstead Abbey to the east.</p> <p>The area of search is approximately 500m east of the south-eastern part of Annesley Conservation Area which is in the process of being partly developed. The area of search is approximately 950m from the rest of the conservation area and is screened from it by dense woodland, the village of Newstead and the Hazelfordway Industrial Estate. There will therefore be no more than a negligible impact on the conservation area as a result of development on the area of search.</p> <p>There are two grade II listed buildings within the area of search, a Railway Overbridge and Abbeyfields Farmhouse. While the setting of the overbridge would remain the former railway line (now a footpath) despite development, care would be needed to preserve the farmhouse's setting, particularly that part of it between the farmhouse and the Newstead Abbey RPG.</p> <p>Of the two listed buildings within the village of Newstead Hazelford Farmhouse has lost its original setting due to later development and Newstead War Memorial will experience no more than negligible impact.</p> <p>Annesley Hall RPG contains five listed buildings including the grade I listed Ruins of Church of All Saints (NHLE 1234999) and the scheduled All Saints Church and graveyard, 150m south of Annesley Hall Lodge (NHLE 1020778) and Annesley motte and bailey castle (NHLE 1009305). The RPG and the assets within it are screened from the area of search by dense woodland and planting either side of the A611 Annesley Road and while development on the southwest extent of the area of search would change the RPG's setting slightly, it is not thought that the resulting harm would be unacceptable.</p>	<p>A</p>

	<p>A further grade II listed building, Gatepier at South Lodge, Annesley Hall is located just outside the boundary of the RPG. It is screened from the area of search by dense woodland and planting either side of the A611 Annesley Road and while development on the southwest extent of the site would change the asset's setting slightly, it is not thought that the resulting harm would be unacceptable.</p> <p>The grade II* Newstead Abbey Registered Park and Garden (NHLE 1001082) is located directly to the east of the area of search and contains 23 listed buildings and the scheduled Site of Abbey Church (NHLE 1006378). The RPG is divided from the area of search by woodland, quite dense in places but formed of a thin strip to the north of Station Avenue. This planting will screen the interior of the RPG and its designated assets, the majority of which are more than approximately 850m distant, from the area of search. However, development on the area of search either side of Station Avenue would change the setting of the RPG and the experience of those approaching it from the west. While this would not be assessed as unacceptable harm, a buffer at least as far west as Abbeyfields Farm and either side of Station Avenue is recommended.</p> <p>Historic maps suggest the presence of non-designated built heritage assets within the area of search at the Mortuary Chapel to the east of Hucknall Road, at Hays Farm, Abbeyfields Farm, Abbeyfields Farm Cottages. Mitigation in the form of buffer zones and/or planting may be necessary in all cases.</p>	
Transport and accessibility	<p>Pros</p> <p>Located immediately to the south and east of Newstead Village centre.</p> <p>Newstead rail station located immediately northwest of the area of search for easy access to rail services.</p> <p>Green space provided at Newstead and Annesley Country Park, Newstead Colliery Recreation Ground and Frecklands Wood.</p> <p>Station Avenue runs centrally through the area of search providing scope for vehicular access.</p> <p>Hucknall Road located west of the area of search connects to the A611 Annesley Road for connection to Hucknall and Nottingham to the south and Mansfield to the north.</p> <p>Primary school located within Newstead Village with further schools in surrounding local centres.</p> <p>Sherwood Business Park located approx. 2.6km walking distance west of the area of search, serving as a potential major employment centre.</p> <p>One frequent and direct bus service provided along Hucknall Road to the west of the site, for quick access to Nottingham and Mansfield city centres.</p> <p>The National Cycle Network (NCN) Route 6 runs directly through the area of search.</p> <p>Cons</p> <p>Only one existing frequent and direct bus service in the vicinity of the area of search.</p> <p>Approx. 4.6km driving distance to the M1 motorway via the A608 to the west of the area of search.</p> <p>Highway Capacity improvements identified at M1 J27, however support for additional movements through nearby villages unlikely.</p>	A
Infrastructure capacity and potential	<p>The area of search is favourably located to existing primary schools. The nearest primary schools within 400m of the site, at Newstead. It however has a small deficit in capacity of 17 places.</p> <p>There are no secondary schools within 1600m of the area of search. Three secondary schools are within 3900m of the area of search and have a significant overall capacity to support existing and future needs.</p> <p>The nearest medical surgery is about 3.5km away from the area of search.</p> <p>Part of the area of search also fall outside of existing catchment areas (from</p>	A

	<p>data published in March 2020 and submitted by GP practices) subject to further investigations.</p> <p>The area of search is approximately 3.5km from Ashfield Community Hospital which provides acute healthcare services. Across Greater Nottinghamshire, acute healthcare provision is generally highly occupied and additional services may be required to support existing and future needs.</p> <p>A gas pipeline runs through the site (East-West).</p>	
Housing considerations	Higher house prices at Linby with lower prices at Newstead and area adjoining Hucknall; affordability constraints; relatively high levels of home ownership; limited affordable housing	G
Economic Development	<p>There is a strong concentration of business activities in the area, with an employment density of 1.34 – the highest of a area of search in the study area. The area of search is located in a strategic location due to the direct access to the M1, A608 and A611, East Midlands rail connectivity available at Newstead train station, Hucknall Tram Station (and safeguarded route for extension to TWF site). The local villages of Newstead, Annesley and Nuncargate have some amenities to aid the delivery of a new centre.</p> <p>The Sherwood Business Park is the major economic asset in the area, supplemented by operations at Hazelford Way Industrial Estate. The proximity to Sherwood Business Park means there is potential agglomeration opportunities for future businesses in the area. The park has attracted major businesses such as E.ON, Eddie Stobart, SPS Aerostructures and Rolls-Royce. Newstead Abbey to the east of the area of search is an important tourist asset for the area. These existing activities support the SEP's identified sectors such as transport manufacturing, logistics and the visitor economy. They have also drawn in a highly skilled workforce with nearly 35% achieving Level 4+ qualifications and 46% holding high-level occupations.</p>	G
Regeneration	The area of search and local area contain LSOA's ranked in the 5th and 7th deprivation deciles in the IMD with wide disparity between Newstead and Linby. The site has potential for regeneration, in addition to its strong suitability for significant economic development.	A
Spatial Planning considerations	Adjacent to Newstead, however ecological constraints such as ancient woodland and local wildlife site fragment the site into two smaller potentially developable areas.	A

Summary:

- **Low Potential for strategic growth**
- Development of the area of search will be constrained by watercourses.
- Relatively flat area within Sherwood Forest, located between registered parks and gardens at Annesley and Newstead. The area of search is composed of small to medium agricultural fields, small woodland blocks and the edge of Newstead and Annesley Country Park.
- The grade II* Newstead Abbey Registered Park and Garden is located directly to the east of the area of search and contains 23 listed buildings and the scheduled Site of Abbey Church. The RPG is divided from the area of search by woodland, quite dense in places but formed of a thin strip to the north of Station Avenue. This planting will screen the interior of the RPG and its designated assets, the majority of which are more than approximately 850m distant, from the area of search. However, development on the area of search either side of Station Avenue would change the setting of the RPG and the experience of those approaching it from the west.
- Newstead rail station located immediately northwest of the area of search for easy access to rail services.
- The size of the area, factoring in the heritage and ecological constraints, means the area has low potential as a strategic growth location.

G03: North of Hucknall



Criterion	Considerations	Rating
Environmental considerations	<p>Within the RSPB Important Bird Area Boundary with 5km Buffer for the ppSPA Sherwood Forest and adjacent to a designated RSPB IBA Site.</p> <p>Adjacent to Annesley Forest Local Wildlife Site, Annesley Pit Local Wildlife Site, Hucknall Colliery Local Wildlife Site and Linby Quarry Local Wildlife Site.</p> <p>Largely Grade 2 very good quality agricultural land.</p> <p>Flood Zone 1 but two unmodelled watercourses pass through the area of search. Areas of Flood Zones 2 and 3 lie east of the area of search boundary along the course of the River Leen, may increase in future due to climate change.</p> <p>Areas of SW flooding where the watercourses cross the area of search. There is also risk to the south and the southeast of the site where there River Leen runs.</p> <p>High Risk of GW flooding.</p> <p>Development of the area of search will need to be sensitive to the floodplains of the watercourses and could be constrained by groundwater flooding.</p>	A
Geo-environmental considerations	<p>The area of search is partially mapped to be underlain by Made Ground this would require further research and investigation. Made Ground could impact redevelopment options depending on extent and composition.</p> <p>Current OS mapping suggests a generally low potential for contamination sources. No landfills are recorded on or within 250m of the area of search.</p> <p>There is a 5-10% chance of a house having a radon concentration at or above the Action Level.</p> <p>Although the area of search has not been identified in an area with potentially shallow underlying coal measures, a very small area in the south has been determined as a 'development high risk area' by the Coal Authority.</p> <p>The most sensitive aquifer underlying the area of search is considered to be Principal (bedrock). There is also a groundwater Source Protection Zone III (in</p>	A

	<p>the west). Secondary B (bedrock) also underlies the area of search as well as isolated secondary A aquifers (superficial). Consideration should be given to Controlled Waters as a receptor to any potential ground contamination. No MSA/MCA on currently adopted or proposed mineral plans.</p>	
<p>Landscape and topography</p>	<p>Gently sloping terrain influenced by an unnamed watercourse comprises medium to small agricultural fields enclosed by hedgerows surrounding Linby village.</p> <p>The rural landscape is typical of the wider area. Linby village is of conservation interest, as are Papplewick Hall Grade II* registered park and garden extending into the east of the area of search, the ancient woodland in the north of the area of search and woodland along the route of the dismantled railway. PRow are limited to a traffic free cycle route along an old railway.</p> <p>Views are largely contained by topography, vegetation and existing built form in the village of Linby and the urban edge of Hucknall, but there are some open views from the A611 into the site.</p> <p>Existing green infrastructure includes woodland, greenspace within Linby village, the unnamed stream which joins the River Leen east of the area of search and vegetation associated with the dismantled railway. This provides the potential to use green infrastructure alongside heritage features within the area to create a distinct sense of place, in addition to the area of search's location within Sherwood Forest and coal mining heritage.</p> <p>The A6011 provides a defensive boundary, as does the linear woodland associated with the dismantled railway, and further west the operational railway. Risk of perception of sprawl. Risk of coalescence with Newstead if both are developed.</p> <p>Potentially suitable for development. Landscape buffer should prevent coalescence with Newstead in the north of the area of search. Land east of the site should not be developed to prevent coalescence with Papplewick and coalescence between Linby and Hucknall.</p>	<p>A</p>
<p>Heritage considerations</p>	<p>The area of search is located between the villages of Newstead and Linby between the grade II* Registered Parks and Gardens of Annesley Hall (NHLE 1001077) to the west and Papplewick Hall (NHLE 1001084) to the east. The majority of the Linby Conservation Area is located within the south, central part of the area of search.</p> <p>The Linby Conservation Area contains 24 listed buildings (including two at grade II*), two scheduled monuments and two locally listed buildings. The conservation area is however screened from the land to the north by modern agricultural buildings to the north of Main Street and modern residential development and associated planting to the north of Linby Lane. If a suitable buffer was employed, impacts from the development on the site to the north would not necessarily cause unacceptable harm. However, care would also need to be taken to ensure that the development on the south-eastern and southwestern parts of the area of search did not connect the northern extensions of Hucknall to the village, taking away its character as a distinct settlement.</p> <p>Annesley Hall RPG contains five listed buildings including the grade I listed Ruins of Church of All Saints (NHLE 1234999) and the scheduled All Saints Church and graveyard, 150m south of Annesley Hall Lodge (NHLE 1020778) and Annesley motte and bailey castle (NHLE 1009305). While the RPG and the assets within it are screened from the area of search by dense woodland and planting either side of the A611 Annesley Road, development to the east of the A611 would pull the northern extent of the urban edge of Hucknall close to the RPG and would change its setting and the experience of those approaching it from the south.</p>	<p>R</p>

	<p>A further grade II listed building, Gatepier at South Lodge, Annesley Hall (NHLE 1235003) is located just outside the boundary of the RPG. It is screened from the area of search by dense woodland and planting either side of the A611 Annesley Road but development on the southwest extent of the site would change the asset's setting slightly and change the experience of those approaching it from the south.</p> <p>The grade II* Papplewick Hall RPG (NHLE 1001084) is located to the east of the area of search, some of which encroaches across an area of the RPG comprised of an arable field. The RPG contains six listed buildings with a further three, including the grade I Church of St James (NHLE 1264291) just to the south. While the settings of the listed buildings would not be affected there would be impact on the RPG from development to the west of the RPG and to the north of Linby Lane. Development should be avoided in these areas and should not be planned within the RPG. A buffer zone extending to the east side of Quarry Lane would mitigate this effect.</p> <p>The Papplewick Conservation Area is located approximately 450m east of the area of search and covers the area of the Papplewick Hall RPG and land either side of Main Street and Blidworth Waye. The conservation area contains 19 listed buildings and three locally listed buildings. While the settings of the designated and non-designated assets would not be affected there would be impact on the conservation area from development to the west of the conservation area and to the north of Linby Lane. Development should be avoided in these areas and should not be planned within the conservation area itself. A buffer zone extending to the east side of Quarry Lane would mitigate this effect.</p> <p>The grade II listed Castle Mill (NHLE 1264573) is located close to the eastern boundary of the area of search. While the asset's setting, the River Leen, would remain intact despite development to the west the experience of approaching the asset from the west would change. Pulling back the eastern boundary of the area of search would mitigate this effect.</p>	
<p>Transport and accessibility</p>	<p>Pros</p> <p>Located immediately to the north of Linby and south of Newstead. Newstead rail station located approx. 800m northwest of the area of search for easy access to rail services.</p> <p>Hucknall Tram stop located 2km walking distance south of the area of search. The A611 bounds the western edge of the area of search, providing vehicular access to Hucknall, Nottingham and Mansfield.</p> <p>The B6011 Main Street and Quarry Lane run centrally through the site area. providing scope for potential vehicular accesses.</p> <p>School provision located nearby within Linby and Hucknall to the south of the area of search.</p> <p>The National Cycle Network (NCN) Route 6 runs directly through the area of search.</p> <p>Several frequent and direct bus services operate on the B611 and B6011 Main Street, between Mansfield and Nottingham.</p> <p>Green space nearby provided at Papplewick Park and Hucknall Cricket club. Footpaths and cycle paths run through the area of search.</p> <p>Previous proposal suggested a tram extension to Linby, though this is not currently planned.</p> <p>Improvements to sustainable accessibility within Hucknall town centre have recently taken place.</p> <p>Cons</p> <p>Not located in proximity to HS2.</p> <p>Highway Capacity improvements identified at M1 J27, however support for additional movements through nearby villages unlikely.</p>	G

Infrastructure capacity and potential	<p>The area of search is favourably located to both existing primary schools and secondary schools. However, there is small deficit in capacities for primary schools within 400m of the area of search (1 place) and secondary schools within 1600m of the site (-16 places). Additional or extensions to existing education facilities may be required to support growth generated from the area of search's development.</p> <p>The nearest medical surgery is about 2km away from the site. Part of the area of search also fall outside of existing catchment areas (from data published in March 2020 and submitted by GP practices) subject to further investigations.</p> <p>The area of search is approximately 2.9km from BMI The Park Hospital which provides private acute healthcare services. Across Greater Nottinghamshire, acute healthcare provision is generally highly occupied and additional services may be required to support existing and future needs.</p>	A
Housing considerations	Higher house prices; affordability constraints; relatively high levels of home ownership; limited affordable housing	G
Economic Development	<p>There are businesses in the area delivering employment to the economy, with a density similar to the county average. The area of search benefits from its accessibility to the M1, as well as the A608 and A611. Rail connectivity to the East Midlands network is also provided by Newstead and Hucknall trains stations in the local area. The services and facilities in Hucknall would help support a new development.</p> <p>Sherwood Business Park, to the north-west of the area of search, is an advantage for future logistics and transport businesses. More locally, there is a cluster of companies in the north of Hucknall along Waterloo Road, such as Coldharbour Marine Limited. The area has a well-qualified workforce with around 32% holding Level 4+ qualifications and 45% occupying high-level jobs. The area of search experiences fairly high levels of deprivation, with LSOAs ranked in the 4th and 5th deprivation deciles. Therefore, the area of search is suitable for future development and has strong regeneration potential.</p>	G
Regeneration	<p>The entire assessment area lies within the Gedling 001A LSOA. The 2019 Index of Multiple of Deprivation (IMD) ranks the Gedling 008A LSOA (1st decile is most deprived) in the 5th deprivation decile, meaning it is amongst the 50% most deprived parts of the country.</p> <p>The area of search is also adjacent to the Ashfield 013D and Ashfield 015D LSOAs. The Ashfield 013D LSOA is in the 4th deprivation decile, meaning it is amongst the 40% most deprived parts of the country. The Ashfield 015D LSOA is in the 5th deprivation decile, meaning it is amongst the 50% most deprived parts of the country.</p> <p>Therefore, both the area of search and immediate surrounding area suffer from fairly high levels of deprivation, meaning new developments on the North of Hucknall assessment area have the potential for significant regeneration.</p>	G
Spatial Planning considerations	<p>Land adjacent to Hucknall and associated housing allocations and Linby. There is a need to avoid further coalescence between the two settlements.</p> <p>The area of search is fragmented by rail line and disused rail lines.</p>	A
<p>Summary: There are identified areas of surface water flooding where the watercourses cross the area. There is also risk to the south and the southeast of the area where the River Leen runs. There is also a high risk of Groundwater flooding. Development of the area will need to be sensitive to the floodplains of the watercourses and could be constrained by groundwater flooding.</p> <p>From a landscape perspective, development is potentially suitable for development to the west of the Robin Hood line. A landscape buffer is recommended to prevent coalescence with Newstead to the north of the site. Land east of the site should not be developed to prevent coalescence with Linby. Potential for further extension to Hucknall at Top Wighay Farm, however it should not lead to coalescence with Newstead or Linby..</p>		

The Linby Conservation Area is located within the southern part of the area, but is screened from the land to the north by modern agricultural buildings and residential development and associated planting to the north of Linby Lane. Papplewick Conservation Area is located approximately 450m east of the area of search and covers the area of the Papplewick Hall RPG and land either side of Main Street and Blidworth Way. While the settings of the designated and non-designated assets of the Conservation Area would not be affected there would be impact on the Conservation Area from development to the west and to the north of Linby Lane. Development should be avoided in these areas. A buffer extending to the east side of Quarry Lane would mitigate this effect.

The area is judged to have Medium-Low accessibility. The presence of a large Rolls-Royce employment site in the south west of Hucknall enhances the potential for high-tech uses and spill over effects. The identified area is located on the north side of Hucknall and is close to the employment allocation within the Top Wighay Farm site. Sherwood Business Park, to the north-west of the area, is an advantage for future logistics and transport businesses.

Allocated site and submitted sites: Land at Top Wighay Farm east (29.5Ha) and Top Wighay Farm west (63Ha), are located in the west of this area of search (north of Hucknall). The sites are free from major constraints and **suitable** for development pending further site investigations (including landscape impacts).

The extant allocation at Top Wighay Farm includes some remaining elements that do not benefit from full planning permission. These residual areas remain **suitable** for development (where development is brought forward in accordance with the guidance in the adopted SPD).

Potential area for strategic growth - The extant allocation, submitted sites and identified areas provide sufficient land capable of delivering the smallest typology (urban extension). The area is well located for: existing services and employment in Hucknall; and Hucknall rail station. Development in this area would need to consider carefully the landscape, heritage and flooding constraints identified.

G04: North of Burntstump Hill



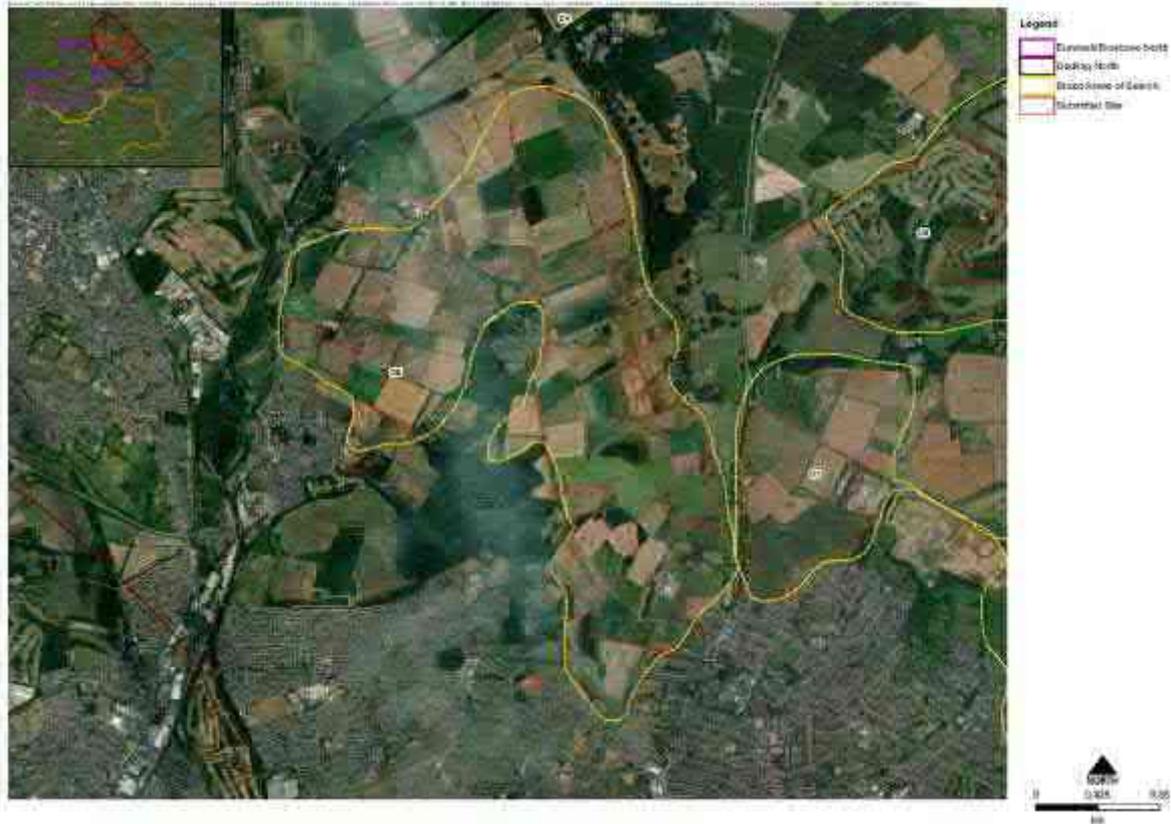
Criterion	Considerations	Rating
Environmental considerations	<p>Adjacent to the ppSPA Sherwood Forest (and within the RSPB Important Bird Area Boundary with 5km Buffer for the ppSPA Sherwood Forest), Local Wildlife Sites, and a Local Geological Site.</p> <p>Flood Zone 1. Flood Zones 2 and 3 towards the northeast and southwest that could creep onto the site when considering climate change.</p> <p>Papplewick Pumping Station lies to the north east of the area of search.</p> <p>Areas of SW flooding along the disused railway line that travels from the northeast of the area of search towards the southwest. Risk of SW flooding on the eastern boundary just downstream of the pumping station.</p> <p>No GW data for the area of search has been provided.</p>	A
Geo-environmental considerations	<p>Potential for Made Ground is considered to be unlikely/insignificant according to available geological and current land use mapping.</p> <p>Current OS mapping suggests a generally low potential for contamination sources. No landfills are recorded on or within 250m of the area of search.</p> <p>There is a less than 1% chance of a house having a radon concentration at or above the Action Level.</p> <p>Although the area of search has not been identified in an area with potentially shallow underlying coal measures, small areas have been determined as a 'development high risk area' by the Coal Authority.</p> <p>The most sensitive aquifer underlying the area of search is considered to be Principal (bedrock). There is also a groundwater Source Protection Zone I (in the east), II (in the east) and III (in the centre and west). Isolated secondary A and (undifferentiated) aquifers (superficials) also underly the area of search.</p> <p>Consideration should be given to Controlled Waters as a receptor to any potential ground contamination.</p> <p>No MSA/MCA on currently adopted or proposed mineral plans.</p>	A

Landscape and topography	<p>The area of search is composed of gently sloping land constrained by the A60 on the west. Agricultural fields are of medium size with hedgerow boundaries. A disused railway bisects the area of search from south west to north east. There are no PRow within the area of search. Small blocks of woodland in the north and a linear block of woodland associated with the disused railway provide a sense of place. The area of search is typical of the surrounding rural area. Built form is limited to an isolated farmstead. Perceptions of tranquillity are high away from the A60.</p> <p>Hedgerows and topography within the site combine with woodland to the south, east and north to enclose the area of search, limiting intervisibility. The area of search is however open and visible from the A60 to the west.</p> <p>The area of search's location within Sherwood Forest as well as proximity with Papplewick Pumping Station to the north east provide potential to develop a distinct character using local heritage and the green / blue infrastructure network.</p> <p>The disused railway provides a defensive boundary, as do existing field boundaries. The distance from nearby settlements means that the risk of coalescence is low.</p>	A
Heritage considerations	<p>Of the two listed boundary stones to the north of the area of search Boundary Stone, 30 Metres North of Howe Plantation Obelisk (NHLE 1264007) appears to have been moved subsequent to excavation. The obelisk itself, Howe Plantation Obelisk, 70 Metres North East of Woodland Grange (NHLE 1264008) was erected to commemorate the laying out of the Howe Plantation. The wood is still in place and continues to be the asset's setting. The asset will not therefore be affected by development on the area of search. The other boundary stone, Boundary Stone North of Papplewick Pumping Station Reservoir at SK 57454 52320 (NHLE 1268476) depends on the boundary it marks for its setting. If development on the area of search maintains the boundary the asset's significance will not be diminished.</p> <p>Just outside the northeast corner of the area of search, Papplewick Pumping Station (1881) is a registered park and garden (NHLE 1006373) and scheduled monument (NHLE 1006373) containing six listed buildings, one, Engine House, Boiler House And Workshop at Papplewick Pumping Station (NHLE 1265301) at grade II*. The RPG and scheduled monument are surrounded by tree planting and do not depend on the wider landscape for their setting. The enclosed, landscaped setting ensures that the group value and significance of the listed buildings remains intact and development on the area of search will not cause unacceptable harm.</p> <p>Historic maps indicate that some buildings at Papplewick Forest Farm are non-designated built heritage assets and further work will be necessary to assess their significance. A disused former mineral railway crosses the southern part of the area of search and should be retained as a pedestrian/cycle route in any scheme.</p>	G
Transport and accessibility	<p>Pros</p> <p>Bounded to the west by the A60, providing vehicular access to Nottingham and Mansfield city centres.</p> <p>Bounded to the south and east by local roads providing scope for vehicular access points.</p> <p>Green space provided nearby at Burntstump Country Park to the south and Blidworth Bottoms to the east of the area of search.</p> <p>Frequent and direct bus service provided on the A60, with access to Nottingham and Mansfield.</p> <p>Footpaths provided through the area of search, including provision of a disused railway line.</p> <p>Cons</p> <p>Located several Kilometres northeast of Hucknall and northwest of Calverton respectively, with no town / local centre nearby.</p>	R

	<p>Located approx. 3.6km cycle distance east of the National Cycle Network (NCN) Route 6. Sparse school provision in the vicinity of the area of search. Lack of nearby rail station – nearest station being Hucknall, approx. 3.5km distance from the area of search.</p> <p>Not in proximity to the HS2 EMH or M1 motorway.</p> <p>A60 into Nottingham can experience heavy congestion.</p>	
Infrastructure capacity and potential	<p>The area of search is favourably located to existing primary schools within 400m of the area of search at Burntstump, which has a small surplus capacity of 36 places. Additional or extensions to existing education facilities may be required to support the full extent of development on the area of search.</p> <p>It is moderately located to secondary schools. Secondary schools within 3900m of the area of search however has significant capacity (new school) of 1091 places.</p> <p>The nearest medical surgery is about 4.5km away from the area of search. Part of the area of search also fall outside of existing catchment areas (from data published in March 2020 and submitted by GP practices) subject to further investigations.</p> <p>It is however favourably located to the BMI The Park Hospital (approx 100m) which provides acute healthcare services. Across Greater Nottinghamshire, acute healthcare provision is generally highly occupied and additional services may be required to support existing and future needs.</p> <p>A gas pipeline runs along the northern and southern boundary of the area of search.</p>	A
Housing considerations	Higher house prices; affordability constraints; relatively high levels of home ownership; limited affordable housing	G
Economic Development	<p>The presence of the Nottinghamshire Police and Sherwood Lodge Police headquarters immediately to the south of the area of search means there is an employment density above the county average. However, the specific opportunities at this facility means workers commute from further afield with only 16km living within 5km, while residents commute to other parts of the county for work (83% county retention rate, 18% borough retention rate).</p> <p>Therefore, there are no economic assets in the area to build upon within future developments, as most sectors have no productivity linkages to the main employment site in the area. There is also a lack of community facilities in the area to help support a new population. The area of search has direct access to the A60, but no rail connectivity in the vicinity.</p> <p>Medium levels of deprivation are felt across the assessment area, with LSOAs in the 5th and 6th deciles. Therefore, there could be some regeneration potential however, the modest area does not appear to be suitable for future employment opportunities.</p>	R
Regeneration	<p>The entire assessment area lies within the Gedling 001A LSOA. The 2019 Index of Multiple of Deprivation (IMD) ranks the Gedling 008A LSOA (1st decile is most deprived) in the 5th deprivation decile, meaning it is amongst the 50% most deprived parts of the country.</p> <p>The area of search is also adjacent to the Gedling 001B and Gedling 002C LSOAs. The Gedling 001B LSOA is in the 10th deprivation decile, meaning it is amongst the 10% least deprived parts of the country. The Ashfield 002C LSOA is in the 6th deprivation decile, meaning it is amongst the 50% least deprived parts of the country.</p> <p>Therefore, medium levels of deprivation is felt across the assessment area whilst the parts of the surrounding area also experience some form of deprivation. This means new developments have some potential for regeneration on the North of Burntstump Hill assessment area.</p>	A

Spatial Planning considerations	Land is in open countryside, adjacent to Burnstump Country Park, and largely surrounded on three sides by woodland.	G
<p>Submitted site: North of Burntstump, Mansfield Road (168Ha), is located in this broad area of search. The location is detached from the main built up area of Nottingham. The site is adjacent to the ppSPA Sherwood Forest (and within the RSPB Important Bird Area Boundary with 5km Buffer for the ppSPA Sherwood Forest) and includes heritage assets and woodland blocks. The site is potentially unsuitable for development.</p>		
<p>Summary:</p> <ul style="list-style-type: none"> • Low Potential for strategic growth • Land is in open countryside, adjacent to Burnstump Country Park, and largely surrounded on three sides by woodland. The area of search has low landscape sensitivity and relatively comprehensive visual enclosure. • The location has sustainable acces issues. There is a lack of nearby rail station – nearest station being Hucknall, approximtely 3.5km distance from the area of search. The A60 into Nottingham can experience heavy congestion. The area is located several kilometres northeast of Hucknall and northwest of Calverton respectively, with no town / local centres nearby. • There are no economic assets in the area to build upon within future developments, as most sectors have no productivity linkages to the main employment site in the area (including police station and private hospital). 		

G05: Bestwood Village/Redhill Extension



Criterion	Considerations	Rating
Environmental considerations	<p>Within the RSPB Important Bird Area Boundary with 5km Buffer for the ppSPA Sherwood Forest.</p> <p>Adjacent to Bestwood Parkside Grassland Local Wildlife Site and Bestwood Duckponds Local Wildlife Site.</p> <p>Southwestern part of area of search is Grade 2 very good quality agricultural land.</p> <p>Largely Flood Zone 1 but Flood Zones 2 and 3 cross the northeast and northwest area of search boundaries. There is a small watercourse to the south of the area of search and a pond in the south east of the area of search.</p> <p>Areas at risk of SW flooding around the northern boundary, along Goosedale Lane in the northwest and small areas in the south close to the pond.</p> <p>Medium to High Risk of GW flooding in the west.</p> <p>Large areas available for development. Avoid areas in northeast and northwest crossing Flood Zones 2 and 3.</p>	A
Geo-environmental considerations	<p>Although not mapped on available geological maps, the potential for Made Ground is considered to be likely/expected. Made Ground could impact redevelopment options depending on extent and composition.</p> <p>Current OS mapping suggests a generally very low potential for contamination sources. An authorised/ historical, probably hazardous landfill overlaps into the south-western area of the area of search, the closest off-site landfill is within 50m from the area of search. Landfills are considered to be a potential source of contamination that could impact redevelopment options.</p> <p>There is a less than 1% chance of a house having a radon concentration at or above the Action Level.</p> <p>Although the area of search has not been identified in an area with potentially shallow underlying coal measures, some areas (mostly in the north) have been determined as a 'development high risk area' by the Coal Authority.</p>	A

	<p>The most sensitive aquifer underlying the area of search is considered to be Principal (bedrock). There is also a groundwater Source Protection Zone I (in the east), II (in the east) and III (in the centre and west). Isolated secondary A and (undifferentiated) aquifers (superficial) also underly the area of search. Consideration should be given to Controlled Waters as a receptor to any potential ground contamination.</p> <p>No MSA/MCA on currently adopted or proposed mineral plans</p>	
Landscape and topography	<p>Steeply sloping land forming high ground in the centre of the area of search. The area of search is composed of arable fields which are generally medium in size, enclosed by hedgerows and hedgerow trees.</p> <p>A limited network of PRow includes the Robin Hood Way long distance footpath providing recreational value. Small blocks of woodland provide a sense of place. The landscape is representative of the surrounding rural landscape, with elements of scenic beauty away from the urban edge of Bestwood and the A60.</p> <p>The undulating topography means that the area of search is visually open, albeit screened by large blocks of woodland to the south and north east. Blocks of woodland within and external to the area of search provide the opportunity to develop a green infrastructure network. Links to Sherwood Forest and the area's coal mining heritage offer additional opportunities to develop a unique sense of place.</p> <p>Defensive boundaries are limited to farm tracks and existing field boundaries. Risk of perceived sprawl.</p> <p>Suitable for development away from ridgelines in the centre of the area of search. Green buffer should be maintained to prevent coalescence with Bestwood.</p>	R
Heritage considerations	<p>There are no Conservation Areas, Scheduled Monuments, Registered Parks and Gardens or Listed Buildings within the area of search.</p> <p>The Bestwood Village Conservation Area is located approximately 150m southwest of the area of search. The conservation area contains two listed buildings including the grade II* Winding House and Headstocks at Bestwood Colliery (NHLE 1235186) and the scheduled Bestwood Colliery Engine House (NHLE 1017653) and a number of locally listed buildings. While development within the area of search would not cause an unacceptable impact on the conservation area or the designated and non-designated assets within it, development to the north of Park Road would be within their setting and design would need to be sensitively handled to preserve character and significance.</p> <p>Bestwood Pumping Station (1871-74) is located to the east of the area of search and contains eight listed buildings, all grade II apart from the grade II* listed Bestwood Pumping Station (NHLE 1265233). The area of search has a self-contained setting with a perimeter wall and tree planting on the north and west boundaries facing the area of search. Development on the area of search would not diminish the assets' significance.</p> <p>The grade II listed The Old Lodge (NHLE 1387455) is located immediately to the west of the area of search on Bestwood Lodge Drive. The early 19th century lodge was the lodge to the grade II* Bestwood Lodge Hotel and Terrace Wall (NHLE 1227444) approximately 330m to the northwest and itself associated with two further grade II listed buildings. While development to the west of the Old Lodge would not cause unacceptable harm to that asset it would change the experience of approaching Bestwood Lodge along Bestwood Lodge Drive and a buffer is recommended.</p>	A
Transport and accessibility	<p>Pros</p> <p>Large area located around Killarney Park residential area, north of Bestwood village and east of Hucknall.</p> <p>Borders Bestwood Country Park and Killarney Park for easy access to green space.</p>	G

	<p>Bounded by the A60 Mansfield Road to the east and Moor Road to the west, providing direct routes into Bulwell and Nottingham and Mansfield city centres. Local roads running central through the area of search such as Lamin's Lane, and Goosedale Lane provide scope for potential vehicle access.</p> <p>The National Cycle Network (NCN) Route 6 runs 300m to the west of the area of search area.</p> <p>Network of Footpaths and PRowWs, especially in the southern and western portions of the area of search.</p> <p>One primary school identified within Bestwood Village, further provision in Top Valley and Red Hill.</p> <p>Located within 1km walking distance of Butler's Hill tram stop for services to Nottingham city centre.</p> <p>Frequent and direct bus service provided along the A60 Mansfield Road.</p> <p>Ongoing development of a potential cycle corridor along Mansfield Road.</p> <p>Cons</p> <p>Not located in proximity to HS2 and the M1 Motorway.</p> <p>Not in close proximity to rail travel – the nearest being Hucknall rail station.</p> <p>A60 into Nottingham can experience heavy congestion.</p>	
Infrastructure capacity and potential	<p>The area of search is favourably located to both existing primary schools and secondary schools. However, there is a deficit in school capacities at both levels (-11 and -50 places respectively). Additional or extensions to existing educational facilities may be required to support future growth.</p> <p>The nearest medical surgery is in Bestwood (for Bestwood Village) and Daybrook Medical Practice (for Redhill) with some surplus capacity. Part of the area of search also fall outside of existing catchment areas (from data published in March 2020 and submitted by GP practices) and should be subject to further investigations.</p> <p>It is however favourably located to the BMI The Park Hospital (approx 500m) which provides acute healthcare services. Across Greater Nottinghamshire, acute healthcare provision is generally highly occupied and additional services may be required to support existing and future needs.</p> <p>A gas pipeline runs across the area of search (North-South) from Bestwood Village to the A60.</p>	A
Housing considerations	<p>Low house prices; good affordability; relatively high levels of home ownership; risk of lower demand/sales rates</p>	A
Economic Development	<p>The area of search represents significant extensions to Bestwood Village and Redhill, increasing its opportunities due to the potential scale of development. The immediate area currently does not support substantial levels of employment however, there are assets in the surrounding areas to assist future employment sites as well as the A60 access. The Bestwood Business Centre and employment in and around Daybrook and edge of the Greater Nottingham conurbation offer some scope for local employment. There is a lack of rail connectivity however, the west part of the area of search could access Butler's Hill tram stop.</p> <p>There is considerable leisure facilities around the area of search such as Bestwood Country Park and multiple equestrian facilities, which could help support the visitor economy opportunity area. Lastly, Southglade Food Park, to the south of Bestwood, is an important facility that creates opportunities in the priority sector of food manufacturing. These facilities draw in a strong workforce holding senior occupations.</p> <p>The IMD deprivation scores indicate that some regeneration potential exists across the area of search, with most of the area of search ranking in the 6th decile. Therefore, the area of search is suitable for future developments with some regeneration potential.</p>	G

Regeneration	<p>The assessment area mostly falls within the Gedling 016A LSOA, with part of the area lying within the Gedling 016D LSOA. The 2019 Index of Multiple Deprivation (IMD) ranks the area of search's LSOAs as follows (1st decile is most deprived):</p> <p>The Gedling 016A LSOA is in the 6th deprivation decile, meaning it is amongst the 50% least deprived parts of the country; and</p> <p>The Gedling 016D LSOA is in the 8th deprivation decile, meaning it is amongst the 30% least deprived parts of the country.</p> <p>These rankings indicate some deprivation exists across the area of search and therefore, there is potential for regeneration in the Bestwood Village Expansion assessment area.</p>	A
Spatial Planning considerations	Land adjacent to Bestwood Village and associated housing allocations, Bestwood Country Park, and Redhill and associated housing allocations.	G
<p>Summary: Areas in northeast and northwest cross Flood Zones 2 and 3. There is steeply sloping land forming high ground in the centre of the area. The area is composed of arable fields which are generally medium in size, enclosed by hedgerows and hedgerow trees. Defensive boundaries are limited to farm tracks and existing field boundaries. There is a risk of perceived sprawl. Development should be steered away from ridgelines in the centre of the area. Green buffers should be maintained to prevent coalescence between Redhill and Bestwood. The Bestwood Village Conservation Area is located approximately 150m southwest of the area. The Conservation Area contains two listed buildings and the scheduled Bestwood Colliery Engine House and a number of locally listed buildings. While development within the area would not cause an unacceptable impact on the Conservation Area or the designated and non-designated assets within it, development to the north of Park Road would be within their setting and design would need to be sensitively handled to preserve character and significance.</p> <p>The area is judged to have Medium accessibility. Bounded by the A60 Mansfield Road to the east and Moor Road to the west, providing direct routes into Bulwell and Nottingham and Mansfield city centres. The western part of the area is located within 1km walking distance of Butler's Hill tram stop for services to Nottingham city centre. Frequent and direct bus service are provided along the A60 Mansfield Road. Ongoing development of a potential cycle corridor along Mansfield Road. The A60 into Nottingham can experience heavy congestion.</p> <p>There are assets in the surrounding areas to assist future employment sites as well as the A60 access. Southglade Food Park, to the south of Bestwood, is an important facility that creates opportunities in the priority sector of food manufacturing.</p>		
<p>Submitted sites: Four submitted sites are concentrated on Redhill and Bestwood Village: (A) Land at Westhouse Farm, Bestwood Village (12Ha) and Broad Valley Farm, Park Road (10.9Ha); and (B) Land to the north of Bestwood Lodge Drive (291Ha) and Land to the west of the A60, Redhill (24Ha). The sites north of Bestwood Village are free from major constraints and suitable for development pending further site investigation (including landscape impacts). The Land at New Farm site includes woodland blocks but is otherwise free from major constraints and is suitable for development pending further site investigations. The Red Hill Farm site is extensive, the presence of a gas pipeline and landscape constraints to the north limit the scope for development of the whole site. The south east of the site (adjoining the A60 and Redhill) is free from major constraints and suitable for development pending further site investigations.</p>		
<p>Potential area for strategic growth - The submitted sites and identified areas provide sufficient land capable of delivering the smallest typologies (village expansion and/or urban extension). The area is well located for existing services/employment and Butler's Hill tram stop. Both locations offer scope for strategic growth through expansion of Bestwood Village and an urban extension to Redhill.</p>		

G06: Calverton Extension



Criterion	Considerations	Rating
Environmental considerations	<p>Within the RSPB Important Bird Area Boundary with 5km Buffer for the ppSPA Sherwood Forest.</p> <p>Western part of the area of search is a golf course with significant clusters of trees, of which pockets form tree preservation orders. This part of the area of search is adjacent to a Local Wildlife Site.</p> <p>Flood Zone 1. North-eastern tip of the area of search lies within Flood Zones 2 and 3 due to watercourse on the area of search boundary that flows northeast towards the Dover Beck.</p> <p>There is a pond in the southwest of the area of search.</p> <p>Areas of SW flooding along the eastern boundary and also flowing from the north towards the pond.</p> <p>No GW data for the area of search has been provided</p> <p>Large areas available for development. Avoid areas along northern fringe crossing Flood Zones 2 and 3.</p>	A
Geo-environmental considerations	<p>The area of search is partially mapped to be underlain by Made Ground. Made Ground could impact redevelopment options depending on extent and composition.</p> <p>Current OS mapping suggests a generally very low potential for contamination sources. No landfills are recorded on-site, the closest off-site landfill is between 50m and 250m from the area of search. Landfills are considered to be a potential source of contamination that could impact redevelopment options.</p> <p>There is a less than 1% chance of a house having a radon concentration at or above the Action Level.</p> <p>Although the area of search has not been identified in an area with potentially shallow underlying coal measures, very small areas in the north have been determined as a 'development high risk area' by the Coal Authority (potentially mine shafts).</p>	A

	<p>The most sensitive aquifer underlying the area of search is considered to be Principal (bedrock). There is also a groundwater Source Protection Zone III on the area of search. Secondary B (bedrock) is located in the east. Localised secondary (undifferentiated) aquifers (superficial) also underly the area of search. Consideration should be given to Controlled Waters as a receptor to any potential ground contamination.</p> <p>The area is partially within a proposed sandstone and brick clay mineral safeguarding and consultation area..</p>	
<p>Landscape and topography</p>	<p>A varied landform within the area of search, with steep slopes in the south, with gentler slopes further north. Immediately south of the area of search is a key ridgeline. The area of search forms the rural context to the village of Calverton, comprising agricultural land, a golf course and woodland.</p> <p>There is a varied condition to the landscape across the area of search, which contains few conservation interests or PRoW. There is a sense of tranquillity in the south, but this is interrupted by a busy road and former colliery site in the north.</p> <p>There are some open views in and across the area of search, particularly in the north, but there are several woodland blocks which interrupt views, which are also contained by landform.</p> <p>The woodland blocks and hedgerows in the area of search give opportunities for improvement and expansion of green infrastructure. The former colliery in Calverton offers a heritage context that can be brought into the design of the development of the area of search.</p> <p>There is potential to increase perception of sprawl where the area of search meets the ridgeline in the south of the area, but there is a low risk of coalescence. The B6386 road, the urban edge of Calverton, Georges Lane and Flatts Lane form defensible boundaries, but there is a more permeable boundary in the south-west of the area of search.</p> <p>There are opportunities to develop this area of search, in particular to utilise the historical context of the former colliery. The area of search is relatively well contained, but development needs to be kept off the ridgeline in the south to prevent perceived sprawl.</p>	<p>R</p>
<p>Heritage considerations</p>	<p>The scheduled Cockpit Hill, Ramsdale Park (NHLE 1006397) is located on the southern boundary of the area of search on Calverton Hill, the highest point in the area at 157m. While the asset is screened to the north by planting a buffer zone at least to the 140m contour would help preserve the setting and the significance of the asset.</p> <p>The scheduled monument 'Two Roman camps' is located 350m north east of Lodge Farm and north of the B6386.</p> <p>The area of search contains one grade II listed building, the early 19th century Hollinwood House and Attached Outbuilding, Hollinwood Lane (NHLE 1264195). The asset is located close to the centre of the area of search and its setting is currently the Ramsdale Park Golf Centre and a buffer zone around the asset is recommended to preserve at least some of its former agricultural setting.</p> <p>The Calverton Conservation Area is approximately 300m northeast of the area of search and extends east and west along Main Street. Development in the south-eastern part of the area of search would not be within the setting of the conservation area and would be seen in the context of the existing southern extension of the village.</p> <p>The grade II listed Ramsdale House and Adjoining Stable (NHLE 1227494) is located approximately 55m. The asset is screened from the area of search by planting on its eastern boundary and development on the area of search, especially if a buffer was employed, would not affect the asset unduly.</p> <p>The grade II listed Lodge Farmhouse and Adjoining Stables (NHLE 1264860) is located to the north of the northeast corner of the area of search. The asset is approximately 55m from the area of search and the land within the area of</p>	<p>A</p>

	search to the south rises. Development on the area of search would change the asset's setting and planting along the B6386 Oxton Road is recommended at mitigation.	
Transport and accessibility	<p>Pros</p> <p>Located immediately to the west of Calverton.</p> <p>Bounded to the north by the B6386 Oxton Road, providing vehicle access southwest towards Nottingham city centre and east to the Oxton Bypass.</p> <p>Local roads within the area of search such as Hollinwood Lane and Georges Lane provide scope for vehicular access.</p> <p>Green space provided via the Ramsdale Park Golf Centre within the area of search and Oxton Woods to the east.</p> <p>Some school provision located within Calverton immediately east of the area of search.</p> <p>Network of footpaths and PRoWs within the area of search.</p> <p>Local bus service to Nottingham provided to the south of the area of search.</p> <p>Cons</p> <p>Lack of access to rail services – nearest station being at Hucknall, approx. 8km walking distance to the west.</p> <p>Lack of access to designated cycle path, with the National Cycle Network (NCN) Route 6 running approx. 4km to the west.</p> <p>No access to HS2 and the M1 motorway.</p> <p>Limited access to bus services within the area of search.</p>	A
Infrastructure capacity and potential	<p>The area of search is favourably located to both existing primary schools and secondary schools. Primary schools within 400m of the area of search are at limited capacity while secondary school within 1600m of the area of search has some capacity (approximately 380 places).</p> <p>The nearest medical surgery is in Calverton (approximately 1.5km away) with some surplus capacity.</p> <p>The nearest hospital, BMI the Park Hospital, is approximately 1.9km away and provides acute healthcare services. Across Greater Nottinghamshire, acute healthcare provision is generally highly occupied and additional services may be required to support existing and future needs.</p>	G
Housing considerations	Modest house prices; good affordability; relatively high levels of home ownership; limited affordable housing	A
Economic Development	<p>The immediate surrounding area has an employment density slightly below the county average. However, employment opportunities in local areas resonate with the residents as 89% work in Nottinghamshire and 32% work in Gedling – both above averages. This is a positive for future developments, but suggests a commuter area. The area of search also benefits from good road access on the A614 and A6097 but lacks rail connectivity.</p> <p>There is a cluster of facilities in Calverton Business Park, with a focus in the transport and vehicle repair sectors – aligning with the SEP's priority sector. Transport businesses include APEX Performance, Zentrum, CF Northern Europe Ltd and City Sprint. These facilities mean the wholesale, retail and motor repair industry contributes nearly 20% of employment in the area.</p> <p>However, with the exception of this area of search, there is a slight lack of existing assets for future developments to link to. Additionally, there are some amenities in Calverton but this would need to be supplemented.</p> <p>There are varying levels of deprivation in the area, with the Gedling 002B LSOA ranking in the 10th deprivation decile whilst the Gedling 002D LSOA is in the 3rd deprivation decile. These rankings however, indicate there is some potential for regeneration. In addition, there is some potential for a future employment development, but it is likely to be an extension of the existing activity.</p>	A

Regeneration	<p>The vast majority of the area of search falls in the Gedling 002C LSOA, with the rest split between the Gedling 002B and Gedling 002D LSOAs. The 2019 Index of Multiple of Deprivation (IMD) ranks the area of search's LSOAs as follows (1st decile is most deprived):</p> <p>The Gedling 002C LSOA is in the 6th deprivation decile, meaning it is amongst the 50% least deprived parts of the country;</p> <p>The Gedling 002B LSOA is in the 10th deprivation decile, meaning it is amongst the 10% least deprived parts of the country; and</p> <p>The Gedling 002D LSOA is in the 3rd deprivation decile, meaning it is amongst the 30% most deprived parts of the country.</p> <p>These rankings show that varying levels of deprivation is experienced across the area of search, with little deprivation felt across some parts whilst other areas suffering from high levels of deprivation. Therefore, there is potential for regeneration in the Calverton Extension assessment area, particularly in the north-east of the area of search.</p>	A
Spatial Planning considerations	<p>Land adjacent to Calverton and associated housing allocations.</p> <p>Western half of the area of search is outdoor sports facilities protected under Open Space Policy LPD 20.</p> <p>Developable area of less than 50 ha, when landscape and open space policy development constraints are taken into consideration, will not deliver significant growth.</p>	R
<p>Summary: Areas along northern fringe include Flood Zones 2 and 3 and should be avoided. The area is partially within a proposed mineral safeguarding and consultation area for sandstone and brick clay.</p> <p>There are opportunities to develop this area, in particular to utilise the historical context of the former colliery. The area is relatively well contained, but development needs to be kept off the ridgeline in the south to prevent perceived sprawl.</p> <p>The area is judged to have Medium-High accessibility. Local bus service to Nottingham provided to the south of the area. Though the area lacks access to rail/tram services, with the nearest station being at Hucknall, approx. 8km walking distance to the west.</p> <p>The immediate surrounding area has an employment density slightly below the county average. The area benefits from good road access on the A614 and A6097 but lacks rail connectivity. There is a cluster of facilities in Calverton Business Park, with a focus in the transport and vehicle repair sectors. There is a slight lack of existing assets for future developments to link to. Additionally, there are some amenities in Calverton, but this would need to be supplemented. There is some potential for a future employment development, but it is likely to be an extension of the existing activity.</p> <p>Housing allocations are in close proximity to the assessed area and access would need to be considered. There are a number of publicly accessible open spaces associated with this area which may limit potential. In addition, the cumulative impact on the highway network would need to be considered for locations of potential growth in close proximity to existing allocations and new developments.</p> <p>Submitted sites: Three submitted sites, Land off Oxtan Road (27.7Ha), Ramsdale Park Golf Centre Site A (13Ha) and Ramsdale Park Golf Centre Site B (105Ha) are located in this area. The Land off Oxtan Road site includes a flood zone in the vicinity of Oxtan Road but is otherwise free from major constraints and is suitable for development pending further site investigations. Ramsdale Park Golf Centre (Sites A and B) include a number of constraints (woodland blocks, water bodies and landscape constraints). However, the northern areas of both submitted sites, where well-related to Calverton, are potentially suitable for development pending further site investigations.</p>		
<p>Potential area for strategic growth - The submitted sites and identified areas provide sufficient land capable of delivering the smallest typologies (village expansion). The area benefits from medium-high accessibility and new development in this area has the potential to support additional services and expanded employment in Calverton.</p>		

G07: Arnold Extension



Criterion	Considerations	Rating
Environmental considerations	<p>Within the RSPB Important Bird Area Boundary with 5km Buffer for the ppSPA Sherwood Forest.</p> <p>The western extension is largely Grade 2 very good quality agricultural land. The southeast corner of the area of search is a designated Open Space and Local Nature Reserve.</p> <p>A pocket of protected woodland (TPO) is located to the north of the eastern extension.</p> <p>Flood Zone 1 but several small unmodelled watercourses on the area of search. An unknown watercourse flows from Cherry Tree Farm in the north towards the southwest. There are a few unknown watercourses in the southeast that drain towards the east and eventually join the Lambley Dumble which runs along the southern tip of the area of search further upstream.</p> <p>Areas of SW flooding where the watercourses cross the area of search.</p> <p>Low Risk of GW flooding in the east, no data for the rest of the area of search.</p> <p>Large areas available for development. Development of the area of search will need to be sensitive to the floodplains of the watercourses.</p>	A
Geo-environmental considerations	<p>The area of search is partially mapped to be underlain by Made Ground. Made Ground could impact redevelopment options depending on extent and composition.</p> <p>Current OS mapping suggests a generally low potential for contamination sources. Four historical, potentially hazardous and hazardous landfills overlap onto the central area of the area of search, there are no other landfills within 250m of the area of search. Landfills are considered to be a potential source of contamination that could impact redevelopment options.</p> <p>There is a less than 1% chance of a house having a radon concentration at or above the Action Level.</p>	A

	<p>The aquifer underlying the area of search is Secondary B (bedrock). However, there is a groundwater Source Protection Zone III in the west of the area of search. Consideration should be given to Controlled Waters as a receptor to any potential ground contamination.</p> <p>The area is partially within a proposed brick clay mineral safeguarding and consultation area, further investigations with the County will be required.</p>	
Landscape and topography	<p>The area of search comprises a ridgeline on the northern edge of Arnold, with a mixture of steep and gentle slopes falling away from it. The area of search comprises mostly agricultural land and woodland.</p> <p>There is a rural character to the area of search, with its ridgeline forming a key divide between urban and rural in the surrounding area. There are some detractors such as the A60 and the brickworks at Dorket Head. The area of search contains few features of conservation interest, but does include recreational features such as several PRoW and a sports pitch.</p> <p>The elevated nature of the ridgeline in the area of search means that there are long views towards / away from the area of search in several directions. There are some localised areas where vegetation encloses the area of search, but these are relatively limited.</p> <p>The long views from the area of search make it distinctive, but otherwise the area of search is relatively commonplace. There are some hedgerows and associated trees forming a green network, but there are no key pieces of green infrastructure.</p> <p>There is potential to increase perceived sprawl through building on / over the ridgeline in the eastern part of the area of search, as it currently contains the settlement edge and prevents views from the north and east. The A60 forms a defensible boundary in the west, and the urban edge of Arnold forms a defensible boundary to the south, but there are few other defensible boundaries.</p> <p>Potentially suitable for development. The elevated ridgeline in the eastern part of the area of search means development in this area would increase perceived sprawl. The western part of the area of search is most suitable for development.</p>	R
Heritage considerations	<p>The area of search is formed of two distinct areas joined by a stretch of the B684 Woodborough Lane. There are no Conservation Areas, Registered Parks and Gardens, Scheduled Monuments, Listed Buildings or Locally Listed Buildings within the area of search. Historic maps suggest the presence of non-designated built heritage assets on either side of the B684 including the Travellers Rest public house and Middlebeck Farm.</p> <p>The scheduled Cockpit Hill, Ramsdale Park (NHLE 1006397) is located approximately 350m north of the western part of the area of search but is screened from it by dense woods.</p>	G
Transport and accessibility	<p>Pros</p> <p>Located immediately to the north of Arnold, the town centre is well served by bus routes into Nottingham.</p> <p>Western portion of the area of search bounded to the west by the A60 Mansfield Road for direct access to Nottingham city centre to the south and Mansfield to the north.</p> <p>Good school provision within Arnold to the south.</p> <p>Local roads run centrally through the site including Lime Lane, Nottingham Road and Catfoot Lane provide for vehicular access within the area of search.</p> <p>Green space provided at Hobbucks Nature Reserve to the west of the area of search and on surrounding Greenbelt land.</p> <p>Several local & direct bus services to Nottingham city centre identified as running along local roads in the vicinity of the area of search.</p>	A

	<p>Cons</p> <p>Not in proximity to HS2 or the M1 motorway.</p> <p>No nearby access to rail services – the nearest rail station being Bulwell, approx. 6km walking distance west of the area of search.</p> <p>No nearby access to tram services – the nearest tram stop being Moor Bridge, approx. 5.4km walking distance west of the area of search.</p> <p>Lack of access to designated cycle path, with the National Cycle Network (NCN) Route 6 running approx. 5km to the west.</p> <p>A60 into Nottingham can experience heavy congestion.</p>	
Infrastructure capacity and potential	<p>The area of search is favourably located to both existing primary schools and secondary schools, at both the northwestern part of the area of search and southeastern part of the area of search. However, at both levels, schools are at capacity with a small deficit in capacities of primary schools (-29 places) and a larger deficit in capacities in secondary schools (-113 places). It is likely that additional or extensions to existing education facilities would be required to meet existing needs and support future growth.</p> <p>The nearest medical surgeries are about 1.6km away from the area of search which have some surplus capacity. The area of search wholly falls within catchments of existing GP practices.</p> <p>The nearest hospital, BMI the Park Hospital, is approximately 2.5km away and provides acute healthcare services. Across Greater Nottinghamshire, acute healthcare provision is generally highly occupied and additional services may be required to support existing and future needs.</p> <p>A gas pipeline runs east-west to the northern part of the area of search.</p>	A
Housing considerations	Modest house prices; good affordability; proximity to areas with high levels of social renting	A
Economic Development	<p>The area of search's surrounds are mostly residential with an employment density considerably below the county average. There is a lack of major employment sites in the local area. Therefore, although residents work in the county (90% work in Nottinghamshire, 32% in Gedling), the local area appears as a residential town with substantial commuting.</p> <p>The size of the area of search means there is potential for development, as well as its direct access to both the A60 and A614. The local facilities in the area would also benefit a future development. However, the lack of major assets or a focus in a specific sector, means that the demand would have to be stimulated. This would limit the development's potential.</p> <p>However, the area of search does have significant regeneration potential with one of the area of search's LSOAs ranked within the top 10% most deprived parts of the country.</p>	A
Regeneration	<p>The assessment area is a large and crosses the following six LSOAs: Gedling 004B, Gedling 002C, Gedling 004B, Gedling 007B, Gedling 008C and Gedling 005A. The 2019 Index of Multiple of Deprivation (IMD) ranks the area of search's LSOAs as follows (1st decile is most deprived):</p> <p>The Gedling 004B LSOA is in the 6th deprivation decile, meaning it is amongst the 50% least deprived parts of the country;</p> <p>The Gedling 002C LSOA is in the 6th deprivation decile, meaning it is amongst the 50% least deprived parts of the country;</p> <p>The Gedling 004B LSOA is in the 6th deprivation decile, meaning it is amongst the 50% least deprived parts of the country;</p> <p>The Gedling 007B LSOA is in the 9th deprivation decile, meaning it is amongst the 20% least deprived parts of the country;</p>	G

	<p>The Gedling 008C LSOA is in the 9th deprivation decile, meaning it is amongst the 20% least deprived parts of the country;; and</p> <p>The Gedling 005A LSOA is in the 1st deprivation decile, meaning it is amongst the 10% most deprived parts of the country.</p> <p>These scores highlight the varying levels of deprivation across the different areas of the assessment area. However, the vast majority of the area of search experience some form of deprivation, whilst one pocket of the area of search is currently extremely deprived. Therefore, the Arnold Extension assessment area has strong potential for regeneration.</p>	
Spatial Planning considerations	Land adjacent to Arnold and associated housing allocations.	G
<p>Development of the area will need to be sensitive to the floodplains of the watercourses. The area is partially within a proposed mineral safeguarding and consultation area for brick clay.</p> <p>The elevated nature of the ridgeline at Dorket Head and around the eastern edge of Arnold means that there are long views towards / away from Dorket Head and from the B684 where it runs parallel to the eastern edge of Arnold in several directions. The A60 acts as a defensible boundary for the area. There are some localised areas where vegetation encloses the area, but these are relatively limited. The elevated ridgeline along the B684 east of Arnold means that development in this area would increase perceived sprawl. The part of the area adjoining the A60 is more suitable for development from a landscape perspective.</p> <p>The area is judged to have Medium-High accessibility. The area is located immediately to the north of Arnold, the town centre is well served by bus routes into Nottingham. Several local & direct bus services to Nottingham city centre are identified as running along local roads in the vicinity of the area. However, there is no nearby access to rail/tram services and the A60 into Nottingham can experience heavy congestion.</p> <p>The area's surrounds are mostly residential with an employment density considerably below the county average. There is a lack of major employment sites in the local area.</p>		
<p>Submitted sites: Two submitted sites, Land at Stockings Farm, Redhill (40Ha) and Land at Middlebeck Farm (37Ha), are located in this area of search (north of Arnold and east of Arnold respectively). The Land at Stockings Farm site is free from major constraints and suitable for development pending further site investigations. The Land at Middlebeck Farm has greater landscape constraints and is potentially unsuitable for development.</p>		
<p>Potential area for strategic growth - The submitted site and identified area provide sufficient land capable of delivering the smallest typologies (urban extension). The area benefits from medium-high accessibility and new development in this area has the potential to link with existing services and employment in Arnold.</p>		

G08: Woodborough Extension



Criterion	Considerations	Rating
Environmental considerations	<p>Within the RSPB Important Bird Area Boundary and 5km Buffer for the ppSPA Sherwood Forest. The northern edge contains a pocket of protected trees. The area of search is Grade 2 very good quality agricultural land. Largely Flood Zone 1, but northern boundary of the area of search is delineated by the Dover Beck and is within Flood Zone 3 with associated medium to high risk of surface water flood risk.</p>	A
Geo-environmental considerations	<p>Although not mapped on available geological maps, the potential for Made Ground is considered to be likely/expected. Made Ground could impact redevelopment options depending on extent and composition. Current OS mapping suggests a generally low potential for contamination sources. No landfills are recorded on or within 250m of the area of search. No MSA/MCA on currently adopted or proposed mineral plans.</p>	G
Landscape and topography	<p>A gently sloping area on the south-western edge of Woodborough village. The area of search comprises agricultural fields, with an adjacent watercourse to the north and the village edge of Woodborough to the east. The area of search forms part of the pleasant rural context to the village. This is a pleasant rural landscape, representative of the surrounding area. The surrounding road network is minor so perceptions of tranquillity are high. A PRoW through the area of search is indicative of recreational value. There are views into the area of search from Bank Hill to the south, however the area of search is screened from the east by built form. Woodborough's framework knitting heritage offers some potential to tie in with development to create a distinctive sense of place. Risk of perceived sprawl from the south and east. The area of search is small and there are limited defensive barriers to contain development. Potentially unsuitable for development due to the visually open area and lack of defensive barriers.</p>	R

Heritage considerations	A small area of search to the west of the Woodborough Conservation Area. The area of search is adjacent to a Grade II listed building.	A
Transport and accessibility	<p>Pros</p> <p>Located immediately to the west of Woodborough village centre. Bounded by Bank Hill to the south, providing vehicular access towards Nottingham city centre.</p> <p>Green space provided on surrounding Greenbelt land.</p> <p>Public footpaths run through the northern portion of the area of search from Westfield Lane, Woodborough.</p> <p>Several local but infrequent bus services identified running along roads to the east of the area of search through Woodborough.</p> <p>Cons</p> <p>Not in proximity to HS2 or the M1 motorway.</p> <p>Relatively small area of search with less scope for strategic transport improvements</p> <p>Lack of access to designated cycle path, with no National Cycle Network (NCN) Route running within the area.</p> <p>No nearby access to rail & tram services – the nearest being Carlton, approx. 8.5km walking distance south of the area of search.</p> <p>Majority of School provision located in Calverton and Arnold, approx. 2km walking distance north and southwest of the area of search respectively.</p>	R
Infrastructure capacity and potential	<p>The area of search is moderately well located to both primary schools and secondary schools. There is a very small surplus in primary school within 1200m of the area of search (2 places) and approximately 400 places in secondary schools within 3900m of the area of search, primarily at Colonel Frank Seely Academy.</p> <p>The nearest medical surgery is about 1.5km away from the area of search with limited capacity. The area of search wholly falls within catchments of existing GP practices.</p> <p>The nearest hospital, BMI the Park Hospital, is approximately 5.2km away and provides acute healthcare services. Across Greater Nottinghamshire, acute healthcare provision is generally highly occupied and additional services may be required to support existing and future needs.</p>	A
Housing considerations	Higher house prices; good affordability; relatively high levels of home ownership; limited affordable housing	G
Economic Development	Development activities on this area of search are considerably constrained by its size which will limit the scale of any future operations. Woodborough is a small village mostly comprised of housing with few employment opportunities and employment density comfortably below the county average. There are no major employment sites or assets in Woodborough or the surrounding area to the area of search, which means any future operations are unable to complement existing sectors. Given the area of search has weak road connectivity and no rail connectivity, it does not appear suitable for future employment operations. In addition,	R
Regeneration	The area is not deprived as LSOAs are ranked in the 8th and 9th deprivation deciles, meaning there is also little to no regeneration potential.	A
Spatial Planning considerations	<p>Land adjacent to Woodborough.</p> <p>Area size is less than 12ha which would not deliver significant growth.</p>	R
<p>Submitted site: Land North of Bank Hill (8.2Ha), is located in this broad area of search. The site is free from major constraints and is suitable for development pending further site investigations.</p>		
<p>Summary:</p> <ul style="list-style-type: none"> • Low Potential for strategic growth 		

- The area of search is Grade 2 very good quality agricultural land.
- Area size is less than 12ha which would not deliver sufficient land for a strategic growth area.
- Risk of perceived sprawl from the south and east. The area of search is small and there are limited defensive barriers to contain development. Potentially unsuitable for development due to the visually open area and lack of defensive barriers.
- No nearby access to rail & tram services – the nearest being Carlton, approx. 8.5km walking distance south of the area of search.
- Woodborough is a small village mostly comprised of housing with few employment opportunities and employment density comfortably below the county average. There are no major employment sites or assets in Woodborough or the surrounding area to the area of search, which means any future operations are unable to complement existing sectors

G09: Carlton Extension



Criterion	Considerations	Rating
Environmental considerations	<p>The southwest corner of the area of search contains a Local Wildlife Site and a tree preservation order, with pockets of ancient woodland located on the eastern boundary.</p> <p>Adjacent to Gedling Local Nature Reserve and Country Park.</p> <p>Within Flood Zone 1, with area of medium to high surface water flood risk from north to south within the eastern boundary.</p>	A
Geo-environmental considerations	<p>Although not mapped on available geological maps, the potential for Made Ground is considered to be likely/expected. Made Ground could impact redevelopment options depending on extent and composition.</p> <p>Current OS mapping suggests a generally low potential for contamination sources. No landfills are recorded on or within 250m of the area of search.</p> <p>There is a 1-3% chance of a house having a radon concentration at or above the Action Level.</p> <p>The area is within a proposed sandstone mineral safeguarding and consultation area..</p>	G
Landscape and topography	<p>Relatively steeply sloping area on the northern edge of Gedling. The area of search comprises agricultural land and forms part of the rural context to the eastern edge of the Nottingham conurbation. There is some enclosure provided by the steep landform in the south of the area of search, contrasted with the open plateau in the north.</p> <p>The landscape is representative of the surrounding rural landscape. One PRoW provides limited recreational value. Ancient woodland and a Local Wildlife Site on the eastern boundary are indicative of conservation value.</p> <p>The sloping landform means there is some intervisibility with surrounding landscape, although field boundary vegetation provides some enclosure.</p> <p>The existing green infrastructure network, including ancient woodland, provides an opportunity for a development underpinned by existing green infrastructure.</p> <p>Textile heritage in Carlton could also contribute to a unique sense of place.</p>	R

	Lambley Lane on the west provides a defensible boundary to development. Elsewhere they are limited to the existing field boundary pattern. Potentially suitable for development. Development in the north of the area of search would be prominent from other locations in the area of search.	
Heritage considerations	A small area to the northeast of Carlton. No heritage constraints.	G
Transport and accessibility	<p>Pros</p> <p>Located immediately to the northeast of Gedling</p> <p>Green space provided at Gedling Woods to the southeast, Gedling Country Park to the northwest. And Lambley Lane Park to the southwest.</p> <p>Bounded by Lambley Lane to the northwest, providing for direct access into Gedling and towards Nottingham.</p> <p>Bounded by residential housing to the south, providing scope for multiple vehicular access roads into the area of search.</p> <p>School provision located within Gedling to the south.</p> <p>One public footpath runs centrally through the area of search.</p> <p>Possible NET tram network extension from Nottingham into Gedling currently being considered.</p> <p>Gedling Access Road (GAR) designed to improve east – west connectivity to be open by Autumn 2021.</p> <p>Cons</p> <p>Not in proximity to HS2 or the M1 motorway.</p> <p>Relatively small area with less scope for strategic transport improvements</p> <p>Carlton rail station, approx. 2.1km walking distance south of the area of search.</p> <p>Lack of access to designated cycle path, with no National Cycle Network (NCN) Route running within the area.</p> <p>One infrequent bus service identified as running to the west of the area of search along Lambley Lane.</p>	R
Infrastructure capacity and potential	<p>The area of search is favourably located to existing primary school which is at capacity.</p> <p>The area of search is favourably located to existing secondary school which has a deficit in capacity of 68 places.</p> <p>The area of search is wholly within existing catchment areas of registered GPs. It is favourably located to the nearest GP (950m) which has some surplus capacity.</p> <p>The area of search is approximately 4km from Nottingham Woodthorpe Hospital which provides acute healthcare services. Across Greater Nottinghamshire, acute healthcare provision is generally highly occupied and additional services may be required to support existing and future needs.</p>	A
Housing considerations	Higher house prices; good affordability; relatively high levels of home ownership; limited affordable housing	G
Economic Development	The size of the area of search could constrain future economic activities along with the lack of existing businesses in the area to assist growth. The surrounding area is mostly residential with an employment density considerably below the county average. The lack of major employment sites or assets in the local area means residents tend to travel from the area to better opportunities elsewhere, potentially in the city centre. No rail connectivity and limited access to the strategic road network are also obstacles to growth in the area. There are low levels of deprivation in the area, with LSOAs in top 30% least deprived parts of the country. Therefore, there is low suitability for economic development and little potential for regeneration.	R

Regeneration	There are low levels of deprivation in the area, with LSOAs in top 30% least deprived parts of the country. Therefore, there is low suitability for economic development and little potential for regeneration.	R
Spatial Planning considerations	Land adjacent to Carlton, Willow Farm Housing Allocation, and Gedling Country Park. Developable area when ecological, landscape and topography constraints are considered is less than 40ha which would not deliver significant growth.	R
<p>Submitted Site: Land off Lambley Lane (15Ha) would represent an urban extension the north of Gedling. There are two Local Nature Reserves and Ancient Woodland in close proximity to the site. The site itself is free from major constraints and potentially suitable for development pending further investigations. The topography of the site would require further landscape appraisal.</p>		
<p>Summary:</p> <ul style="list-style-type: none"> • Low Potential for strategic growth • Pockets of ancient woodland located on the eastern boundary. Land adjacent to Carlton, Willow Farm Housing Allocation, Gedling Colliery/Chase Farm Housing Allocation and Gedling Country Park. • The sloping landform means there is some intervisibility with surrounding landscape, although field boundary vegetation provides some enclosure. Lambley Lane on the west provides a defensible boundary to development. Elsewhere they are limited to the existing field boundary pattern. Development in the north of the area of search would be prominent from other locations in the area of search. • Possible NET tram network extension from Nottingham into Gedling currently being considered. Gedling Access Road (GAR) designed to improve east – west connectivity to be open by Autumn 2021. Small area considered too small for largescale growth. Carlton rail station, approx. 2.1km walking distance south of the area of search. One infrequent bus service identified as running to the west of the area of search along Lambley Lane. • The size of the area could constrain future economic activities along with the lack of existing businesses in the area to assist growth. The surrounding area is mostly residential with an employment density considerably below the county average. The lack of major employment sites or assets in the local area means residents tend to from the area to better opportunities elsewhere, potentially in the city centre. No rail connectivity and limited access to the strategic road network are also obstacles to growth in the area. • Developable area when ecological, landscape and topography constraints are considered is less than 40ha which would not deliver significant growth. 		

G10: Burton Joyce Extension



Criterion	Considerations	Rating
Environmental considerations	<p>Northwest of area of search contains ancient woodland. The edges of Burton Joyce largely contain large pockets of woodland, some of which are designated as a Local Wildlife Sites and have tree preservation orders.</p> <p>Southern part of the area of search in Flood Zone 2 where an unknown watercourse runs through. Climate change may put more of the area of search at risk.</p> <p>An unknown watercourse runs from the northwest of the area of search down towards the southeast and then up towards the northeast. The River Trent runs to the southeast of the area of search.</p> <p>Most of the area of search is at risk of SW flooding.</p> <p>Low to High Risk of GW flooding</p> <p>Burton Joyce is at high risk of flooding from the River Trent.</p> <p>Development should be avoided in the south of the area of search, and should be sensitive to the floodplain of the unmodelled watercourses.</p>	A
Geo-environmental considerations	<p>Although not mapped on available geological maps, the potential for Made Ground is considered to be likely/expected. Made Ground could impact redevelopment options depending on extent and composition.</p> <p>Current OS mapping suggests a generally low potential for contamination sources. No landfills are recorded on or within 250m of the area of search.</p> <p>There is a 1-3% chance of a house having a radon concentration at or above the Action Level.</p> <p>The most sensitive aquifer underlying the area of search is considered to be Secondary A (superficial). There is also a groundwater Source Protection Zone III in the south and west. Localised secondary (undifferentiated) and A aquifers (superficial) also underly the area of search. Consideration should be given to Controlled Waters as a receptor to any potential ground contamination.</p> <p>The area is partially within a sand and gravel mineral safeguarding areas and within a proposed brick clay mineral safeguarding and consultation area..</p>	G

<p>Landscape and topography</p>	<p>The area of search is mostly steeply sloping, with undulating valleys, and a small flat area in the far south which is part of the River Trent floodplain. It comprises a mixture of agricultural land and woodland on the north and west of the village of Burton Joyce.</p> <p>There are some elements of scenic quality, especially to the north-east of the village, although the A612 and the nearby Stoke Bardolph water treatment works are detractors. There are few elements of conservation interest aside from a small area of ancient woodland, there are also very few PRoW.</p> <p>The area of search has several long open views across the valley of the River Trent, with the steep slope in the north of the area of search also visible from the valley itself. Some localised parts of the area of search are enclosed by vegetation and built form.</p> <p>Aside from the contrast between the flat floodplain and the steep slopes, there are few distinctive features within the area of search. The River Trent forms a notable green corridor, albeit not directly adjacent to the area of search. There are several woodlands within the area of search which form a strong green network.</p> <p>There is potential for there to be a perceived coalescence between Burton Joyce and the edge of Gedling along the A612. There is also potential for perceived sprawl, where development extends up the hill in the north of the area of search. The area of search has a defensible southern boundary, such as the railway line and the urban edge of Burton Joyce, but the other area of search boundaries are less well defined.</p> <p>The area of search is potentially unsuitable for development; the steep slope and elevated ridgeline has potential for adverse visual impacts as well as perceived sprawl. The southern part of the area of search is more suitable for development, but needs to be carefully designed such that there is not a perceived coalescence.</p>	<p>R</p>
<p>Heritage considerations</p>	<p>A small area to the northeast of Gedling is agricultural, comprising mixed pasture and arable and the existing extension to Gedling immediately to the south comprises streets of inter-war and post Second World War houses. No heritage constraints. The area of search curves around the north, west and southwest sides of the village of Burton Joyce. There are no Conservation Areas, Registered Parks and Gardens, Scheduled Monuments, Listed Buildings or Locally Listed Buildings within the area of search.</p> <p>The Lambley Conservation Area is located approximately 775m northwest of the area of search and contains six listed buildings, all listed grade II apart from the grade I listed Church of Holy Trinity (NHLE 1264623) and a number of Locally Listed buildings. While development on the area of search would pull the edge of Burton Joyce closer to the conservation area it would still be a considerable distance away and would not have an unduly adverse effect on the conservation area or the designated and non-designated built heritage assets within it.</p> <p>The eastern edge of the area of search is approximately 600m west of the Bulcote Conservation Area and the 13 grade II listed buildings it contains. The conservation area is screened from the area of search by woodland planting and modern development in Burton Joyce and development on the area of search will not have an impact.</p> <p>Burton Joyce contains a number of listed and locally listed buildings. The setting of these assets is the semi-urban context of the large village and development on the area of search will not change their setting or affect their significance.</p> <p>The grade II listed Gedling House (NHLE 1265315) is located approximately 400m northwest of the area of search. The house is on high ground with extensive views to the south and development on the area of search will change its setting. However, the setting has already changed considerably with</p>	<p>G</p>

	<p>the addition of the modern buildings of the Carlton le Willows Academy to the southwest and residential development to the south of Burton Road and any effect will be minimal.</p> <p>A notable feature of the landscape surrounding Burton Joyce, especially to the north is the incidence of ridge and furrow in fields now given over to pasture. The area includes one good example of ridge and furrow to the west of Lambley Lane.</p>	
Transport and accessibility	<p>Pros</p> <p>Located immediately to the west of Burton Joyce.</p> <p>Located immediately to the west of Burton Joyce rail station providing good rail accessibility.</p> <p>Existing local highway network surrounding Burton Joyce provides scope for extensions & vehicular access into the area of search.</p> <p>Southern portion of the area of search served by the A612 Colwick Loop Road for access to Nottingham city centre to the southwest and Epperstone Bypass to the northeast.</p> <p>Bus services are available along nearby Arnold Lane.</p> <p>Green space provided at Gedling Wood Farm, Burton Wood Farm and Poplars Sports Pavilion.</p> <p>School provision located within Burton Joyce and Gedling.</p> <p>Several direct and frequent bus services between Nottingham and Southwell identified as running along the A612 centrally through the area of search.</p> <p>Possible tram network extension from Nottingham into Gedling currently being considered.</p> <p>Gedling Access Road (GAR) designed to improve east – west connectivity to be open by Autumn 2021. This will make the business cluster at Colwick more accessible.</p> <p>Colwick Loop Road recently underwent bus & cycle improvements.</p> <p>Designated cycle route identified along the River Trent.</p> <p>Future possible NET extension to Gedling for connectivity to Nottingham city centre and HS2 – area of search located 1.1km walking distance east of potential route corridor. Economic and Commercial viability of potential routes not yet undertaken.</p> <p>Recently completed A612 Daleside Road Improvement Scheme provides bus lane use for ULEVs and improved cycle facilities.</p> <p>Cons</p> <p>No National Cycle Network (NCN) Route running within the area.</p> <p>Not in proximity to HS2 or the M1 motorway.</p>	G
Infrastructure capacity and potential	<p>The area of search is favourably located to existing primary school at Burton Joyce, which has a small deficit in capacity of 29 places.</p> <p>The area of search is favourably located to existing secondary school which has a small deficit in capacity of 68 places.</p> <p>The area of search is wholly within existing catchment areas of registered GPs. It is located approximately 400m from the nearest existing primary healthcare practices in Burton Joyce which has some capacity to meet existing and future needs.</p> <p>The area of search is approximately 5km from Nottingham Woodthorpe Hospital which provides acute healthcare services. Across Greater Nottinghamshire, acute healthcare provision is generally highly occupied and additional services may be required to support existing and future needs.</p>	A
Housing considerations	<p>Higher house prices; poor affordability; relatively high levels of home ownership; limited affordable housing</p>	G

Economic Development	<p>The area of search's surrounds are mostly residential with an employment density considerably below the county average. The East Midlands Railway connectivity provided by Burton Joyce station is a positive for any future developments, as well as the access to the A612 and its bus routes. There are established community facilities in Burton Joyce to help support future residents. However, there are a lack of major employment sites or assets in the local area, meaning residents utilise the facilities and connections to live in a spacious village whilst out-commuting to other parts of the county for employment opportunities (88% work in Nottinghamshire, 29% in Gedling). The lack of major assets or focus in a specific sector constrains the area of search's potential as demand would need to be stimulated.</p> <p>The area experiences very low levels of deprivation, with the main LSOA ranked in the 10th deprivation deciles. Therefore, the area of search has low economic development potential, due to the lack of assets and substantial out-commuting, and little to no regeneration potential.</p>	R
Regeneration	<p>Almost the whole area of search is within the Gedling 008A LSOA, with a small part crossing into the Gedling 012A LSOA. The 2019 Index of Multiple Deprivation (IMD) ranks the area of search's LSOAs as follows (1st decile is most deprived):</p> <p>The Gedling 008A LSOA is in the 10th deprivation decile, meaning it is amongst the 10% least deprived parts of the country; and</p> <p>The Gedling 012A LSOA is in the 7th deprivation decile, meaning it is amongst the 40% least deprived parts of the country.</p> <p>These rankings show very low levels of deprivation exist across the vast majority the area of search and therefore, there is little to no potential for regeneration in the Burton Joyce Extension assessment area.</p>	R
Spatial Planning considerations	<p>Land adjacent to Burton Joyce.</p> <p>Defensible boundaries only exist to the northeast at Bulcote Lodge Farm.</p> <p>Development of land parcel to the south of A612 risks coalescence occurring between Burton Joyce and Gedling/Carlton. This parcel of land is 30 ha and would not deliver significant growth, as remainder of the area of search is unsuitable due to landscape topography constraints.</p>	R

Summary:

- **Low Potential for strategic growth**
- Northwest of area of search contains ancient woodland. The edges of Burton Joyce largely contain large pockets of woodland, some of which are designated as a Local Wildlife Sites and have tree preservation orders. Southern part of the area of search in Flood Zone 2 where an unknown watercourse runs through. Climate change may put more of the site at risk. An unknown watercourse runs from the northwest of the area of search down towards the southeast and then up towards the northeast. Burton Joyce is at high risk of flooding from the River Trent. Development should be avoided in the south of the area of search, and should be sensitive to the floodplain of the unmodelled watercourses.
- The area of search is potentially unsuitable for development; the steep slope and elevated ridgeline has potential for adverse visual impacts as well as perceived sprawl. The southern part of the area of search is more suitable for development, but needs to be carefully designed such that there is not a perceived coalescence.
- Several direct and frequent bus services between Nottingham and Southwell identified as running along the A612 centrally through the area of search. Possible tram network extension from Nottingham into Gedling currently being considered. Gedling Access Road (GAR) designed to improve east – west connectivity to be open by Autumn 2021. Colwick Loop Road recently underwent bus & cycle improvements. Recently completed A612 Daleside Road Improvement Scheme provides bus lane use for ULEVs and improved cycle facilities.
- The lack of major economic assets or focus in a specific sector constrains the area of search's potential as demand would need to be stimulated.
- Area would not deliver sufficient land to deliver significant growth area, as the remainder of the area of search is unsuitable due to landscape topography, flooding constraints.

R01: East Bridgford Extension



Criterion	Considerations	Rating
Environmental considerations	<p>Adjacent to wooded Local Wildlife Site along the River Trent.</p> <p>The area of search is largely Grade 2 very good quality agricultural land. Largely Flood Zone 1. The northwest edge is within Flood Zones 2 and 3 associated with the River Trent. There is an unknown watercourse in the northeast of the area of search.</p> <p>Areas of SW flooding where the watercourses cross the area of search. Also risk along the eastern and south-eastern boundary across Butt Lane.</p> <p>Low to Medium Risk of GW flooding across the area of search.</p> <p>Avoid development in the northwest of the area of search.</p>	A
Geo-environmental considerations	<p>Although not mapped on available geological maps, the potential for Made Ground is considered to be likely/expected. Made Ground could impact redevelopment options.</p> <p>Current OS mapping suggests a generally low potential for contamination sources. A historical, potentially hazardous landfill overlaps slightly onto the north-western boundary of the area of search, there are no other landfills within 250m of the area of search. Landfills are considered to be a potential source of contamination that could impact redevelopment options.</p> <p>There is a 5-10% chance of a house having a radon concentration at or above the Action Level.</p> <p>The aquifers underlying the area of search are Secondary B (bedrock) and Secondary (undifferentiated) (superficial). Consideration should be given to Controlled Waters as a receptor to any potential ground contamination.</p> <p>The area is partially within a sand and gravel mineral safeguarding area.</p>	A
Landscape and topography	<p>Reasonably flat area surrounding East Bridgford village, south east of the River Trent. Small to medium arable fields are enclosed by hedgerows.</p>	G

	<p>The rural agricultural landscape is representative of the surrounding area. The location south of the River Trent means that perceptions of tranquillity are high, although the A46 on the eastern boundary of the area of search adds movement and noise. A network of PRow including the Trent Valley Way brings recreational value. The East Bridgford Conservation Area is indicative of conservation interest.</p> <p>Views are largely contained to within the area of search by topography and field boundary vegetation.</p> <p>The River Trent on the North Western boundary along with small blocks of woodland within the study area and provide scope to connect development with the existing green infrastructure network.</p> <p>The highways network and existing roads / tracks provide defensible boundaries. Risk of coalescence with Gunthorpe and with Newton if the northern part of the RAF Newton site is developed.</p> <p>Suitable for development. A green buffer should be left between East Bridgford and the River Trent to preserve the setting of the village and prevent coalescence with Gunthorpe.</p>	
Heritage considerations	<p>The area of search encircles the village of East Bridgford apart from a corridor to the northeast where Kneeton Road enters the village. The area of search encircles the East Bridgford Conservation Area which contains 17 listed buildings, all grade II apart from the grade I listed Church of St Peter. There are also a number of Positive Buildings (buildings of special architectural or historic character as identified by the East Bridgford Conservation Area Townscape Appraisal) within the conservation area. There are no listed buildings within the area of search but the scheduled Motte and Bailey Castle Adjacent to River Trent (NHLE 1008568) is located at the western extent of the area of search.</p> <p>The conservation area comprises the majority of the built up area of the village apart from the modern residential development to the east. The village has its origins in the Anglo-Saxon period and has developed around a grid system based on two squares. The medieval burgage plots are still discernible on the ground, particularly south of main street.</p> <p>The castle is located between the village and the River Trent and was built to defend the crossing over the river from which the village takes its name.</p> <p>Development on the entire area of search would probably be considered to constitute substantial harm. As the village has for the most part retained its layout to the north and west it is recommended that the area of search boundary be re-drawn to terminate at Brunt's Lane. A buffer should be considered on the remaining part of the area of search adjacent to the conservation area to protect the setting of the asset and the designated and non-designated built heritage assets within it. Sensitive design will be necessary for development on those parts of the area of search within the setting of the conservation area including allowances for protecting medium and long range panoramic views from the conservation area .</p>	R
Transport and accessibility	<p>Pros</p> <p>The area of search surrounds East Bridgford village centre.</p> <p>Bounded to be southwest by Bridgford Street, providing scope for vehicular access via Kirk Hill, Brunt's Lane.</p> <p>Further scope for vehicular access presented by Springdale Lane, Butt Lane and Occupation Lane from the southeast.</p> <p>Bounded to the southeast by the A46, which routes towards Leicester and Northeast towards Newark-on-Trent. Access to the A46 is provided at the southern corner of the area of search, which has undertaken major highway improvements in recent years through an upgrade to dual carriageway.</p> <p>Green space provided on surrounding Greenbelt land, with public footpaths spanning the area of search.</p>	A

	<p>Primary school provision identified within East Bridgford and Gunthorpe. The National Cycle Network (NCN) Route 48 runs along the southeast boundary of the area of search following the A46. Several local frequent bus services route through the area of search and East Bridgford, serving Newark-on-Trent and Nottingham. Further designated cycle route identified along the River Trent.</p> <p>Cons</p> <p>Not in proximity to HS2 or the M1 motorway.</p> <p>No secondary school provision identified within local area.</p> <p>Questions over size of the area of search and suitability for largescale growth.</p> <p>No nearby access to rail services – nearest rail station is Bingham, approx. 3km walking distance south of the area of search due convoluted pedestrian facilities crossing the A46.</p>	
Infrastructure capacity and potential	<p>The area of search is favourably located to primary schools, with existing primary schools within 400m of the area of search (at East Bridgford) at capacity, with a deficit of -87.</p> <p>The area of search is moderately located to secondary schools. There are no secondary schools within 1600m of the area of search. Secondary schools within 3900m of the area of search has some overall capacity of 455 places, primarily from the Suthers School.</p> <p>There is one medical surgery within the area of search with some surplus capacity. The area of search wholly falls within catchements of existing GP practices.</p> <p>The nearest hospital, Nottingham City Hospital, is approximately 11.5km away and provides acute healthcare services. Across Greater Nottinghamshire, acute healthcare provision is generally highly occupied and additional services may be required to support existing and future needs.</p>	A
Housing considerations	Higher house prices; severe affordability; constraints; high levels of home ownership; limited affordable housing	G
Economic Development	<p>East Bridgford is a predominantly residential area with only modest employment opportunities to accommodate local residents, resulting in an employment density below the county average. There are some economic assets in the area to assist with a future development of moderate size. For example, the East Bridgford Park provides a small cluster of businesses in the north whilst Newton Business Park to the south has an advantage in the logistics sector. The area of search benefits from good road connectivity, at the junction between the A46 and A6097, and a resident base in East Bridgford who mainly remain in the area for work. There is also an opportunity for leisure facilities along the water frontage with River Trent to the north-west.</p> <p>Very low levels of deprivation are experienced across the area of search and in the surrounding area, with LSOAs in the 9th and 10th deprivation deciles, meaning new development would have little to no potential for regeneration. However, there are some opportunities for new economic operations, albeit slightly limited.</p>	A
Regeneration	<p>The entire assessment area lies within the Rushcliffe 001B LSOA. The 2019 Index of Multiple of Deprivation (IMD) ranks the Rushcliffe 001B LSOA (1st decile is most deprived) in the 10th deprivation decile, meaning it is amongst the 10% least deprived parts of the country.</p> <p>The area of search is also adjacent to the Newark and Sherwood 013C LSOA. This LSOA is in the 9th deprivation decile, meaning it is amongst the 20% least deprived parts of the country.</p>	R

	Therefore, very low levels of deprivation is experienced across the area of search and in the surrounding area, meaning new developments on the East Bridgford Extension have little to no potential for regeneration	
Spatial Planning considerations	Land adjacent to East Bridgford and associated housing allocations. The area of search has defensible boundaries of Brdigford St., A46 and Occupation Lane.	G

Summary:

- **Low Potential for strategic growth**
- The area of search is largely Grade 2 very good quality agricultural land. The northwest edge is within Flood Zones 2 and 3 associated with the River Trent. There is an unknown watercourse in the northeast of the area of search. Avoid development in the northwest of the area of search due to flood risk.
- Reasonably flat area surrounding East Bridgford village, south east of the River Trent. Small to medium arable fields are enclosed by hedgerows. A green landscape buffer should be left between East Bridgford and the River Trent to preserve the setting of the village and prevent coalescence with Gunthorpe.
- Development on the entire area of search would probably be considered to constitute substantial harm. As the village has for the most part retained its layout to the north and west. A buffer should be considered adjacent to the conservation area to protect the setting of the asset and the designated and non-designated built heritage assets within it. Sensitive design will be necessary for development on those parts of the area of search within the setting of the conservation area including allowances for protecting medium and long range panoramic views from the conservation area.
- Bonded to the southeast by the A46, which routes towards Leicester and Northeast towards Newark-on-Trent. Access to the A46 is provided at the southern corner of the area of search, which has undertaken major highway improvements in recent years through an upgrade to dual carriageway. Several local frequent bus services route through the area of search and East Bridgford, serving Newark-on-Trent and Nottingham. Questions over size of the area of search area and suitability for largescale growth based on transport and access. No nearby access to rail services – nearest rail station is Bingham, approx. 3km walking distance south of the site area due convoluted pedestrian facilities crossing the A46.
- East Bridgford is a predominantly residential area with only modest employment opportunities to accommodate local residents, resulting in an employment density below the county average.

R02: RAF Newton



Criterion	Considerations	Rating
Environmental considerations	<p>The area of search has a low incidence of absolute natural constraints. Part of the area of search is Grade 2 very good quality agricultural land. Largely Flood Zone 1. The northwest boundary of the area of search lies within Flood Zone 2 and 3 due to a watercourse crossing the site which then joins the River Trent which is slightly north of the area of search. There are some unknown watercourses to the south of the area of search.</p> <p>There is a risk of SW flooding flowing from the west to the east of the area of search. There is also some flooding in the north, however most of the area of search has no risk.</p> <p>Low to High Risk of GW flooding.</p> <p>Avoid development in the northwest.</p>	G
Geo-environmental considerations	<p>Although not mapped on available geological maps, the potential for Made Ground is considered to be likely/expected. Made Ground could impact redevelopment options depending on extent and composition.</p> <p>Current OS mapping suggests a generally low potential for contamination sources. No landfills are recorded on or within 250m of the area of search. There is a 5-10% chance of a house having a radon concentration at or above the Action Level.</p> <p>The aquifers underlying the area of search are Secondary B (bedrock) and Secondary (undifferentiated) (superficial). Consideration should be given to Controlled Waters as a receptor to any potential ground contamination.</p> <p>The area is partially within a sand and gravel mineral safeguarding area.</p>	A
Landscape and topography	<p>Largely flat area of search composed of medium arable fields with the disused airfield at RAF Newton at its centre.</p>	G

	<p>South of the River Trent, with a road network of minor roads, this area of search feels remote and has high perceptions of tranquillity, apart from in the south and south east where it is enclosed by the A46 and a railway line. The area of search is representative of the surrounding area, and has scenic quality in places. A modest network of PRow including the Trent Valley Way Long Distance Footpath provide recreational value.</p> <p>The northern part of the site is open, with views across the Trent valley due to falling topography. South of Shelford Road, the site is visually enclosed by vegetation.</p> <p>There is potential to tie development in with the RAF heritage at RAF Newton, as well as using the existing hedgerows and small blocks of woodland within the area of search as the basis for a green infrastructure network.</p> <p>To prevent coalescence with East Bridgford and preserve long rural views across the Trent Valley it is recommended that Shelford Road is used as a defensible boundary and land developed south of here. The airfield boundary and hedgerows provide additional potential defensible boundaries.</p> <p>Suitable for development south of Shelford Road away from visually open ground in the north of the area of search.</p>	
Heritage considerations	<p>There are no Conservation Areas, Registered Parks and Gardens, Scheduled Monuments or Locally Listed Buildings within the area of search. There is one listed building within the area of search, the grade II listed The Windmill (NHLE 1039576). The mill stands on high ground to the north of Mill Farm which comprises at least two non-designated built heritage assets. The setting of this group should be considered and preserved in any future scheme.</p> <p>The area of search boundary runs to the north of the hamlet of Newton which is ranged either side of Main Street. The settlement has three grade II listed buildings comprising two farmhouses and associated barns. There are also examples on non-designated built heritage assets within the settlement. The boundary should be adjusted to ensure development does not encroach too closely to the north of the hamlet.</p> <p>The northwest boundary of the area of search is approximately 600m from the historic core of the village of Shelford which contains four listed buildings and a scheduled Civil War gun battery. The distance is great enough to maintain the village's identity as a distinct settlement without compromising its significance.</p> <p>The area of search forms a ring round the former technical and administrative area of the disused RAF Newton which contains a number of non-designated built heritage assets. While this area will lose its setting of the former airfield, consideration could be given to commemoration of the locations of the airfield's runways in any future scheme.</p>	G
Transport and accessibility	<p>Pros</p> <p>Located surrounding Newton, and northeast of Bingham.</p> <p>Established local highway network already exists due to previous Airbase land use.</p> <p>Shelford Road runs centrally through the area of search in addition to further local roads, providing scope for vehicular and sustainable accesses.</p> <p>The area of search is bounded by Bridgford Street to the northeast and the A46 to the east, which has undertaken major highway improvements in recent years.</p> <p>The A46 is accessed to the south and east of the area of search, providing routes south to Leicester and north to Newark-on-Trent.</p> <p>Green space provided on the disused Newton Airfield and surrounding Greenbelt land.</p> <p>The National Cycle Network (NCN) Route 48 runs along the southeast area of search boundary following the A46.</p> <p>Several local bus services operate through the area of search due to the continued use of Newton.</p>	A

	<p>School provision located within Bingham but not nearby in Newton. Large area available for largescale development.</p> <p>Cons</p> <p>Not in proximity to HS2 or the M1 motorway. No secondary school provision identified within local area. Nearest Rail station Bingham located approx. 3km walking distance convoluted pedestrian facilities crossing the A46.</p>	
Infrastructure capacity and potential	<p>The area of search is moderately located to existing primary schools, with existing primary schools within 1200m of the area of search at varying capacities and an overall surplus capacity of 192 places. However, it should be noted that a new primary school is likely to be provided in the planned adjacent strategic allocation.</p> <p>The area of search is favourably located to existing secondary schools. However, there is a significant deficit (-375 places) within secondary schools within 1600m of the area of search.</p> <p>The nearest medical surgery is approximately 2.5km from the area of search with surplus capacity . The area of search wholly falls within catchements of existing GP practices.</p> <p>The nearest hospital, Nottingham City Hospital, is approximately 9.8km away and provides acute healthcare services. Across Greater Nottinghamshire, acute healthcare provision is generally highly occupied and additional services may be required to support existing and future needs.</p>	A
Housing considerations	Higher house prices; affordability constraints; high levels of home ownership; limited affordable housing	G
Economic Development	<p>The area of search is substantial, increasing its potential to host a critical mass of employment activities. The area is currently mostly rural however, there is an important employment site at Newton Business Park. The park has a strength in logistical operations, an opportunity sector identified in the SEP, with the presence of Babcock International (Power National Distribution Centre) and Highlight Horticulture. These facilities have attracted a highly skilled workforce with nearly 38% of workers in the area qualified to Level 4 or above and around 44% holding high-level jobs. There is an opportunity for future developments to complement the existing operations at Newton Business Park, with the area of search's location next to the junctions for the A46 and A6097 advantageous for the logistics industry. Additionally, developments on the area of search could also feel agglomeration benefits from any linkages to the substantial Colwick Industrial Estate to the west.</p> <p>The area feels low levels of deprivation, with the area of search's LSOAs ranked in the 9th deprivation decile. Therefore, there is little to no potential for regeneration. However, the size of the area of search, its strategic location and positive nearby assets means it is suitable for future employment opportunities.</p>	G
Regeneration	<p>The vast majority of the assessment area falls within the Rushcliffe 003F LSOA, with a small portion lying in the Rushcliffe 002D LSOA. The 2019 Index of Multiple of Deprivation (IMD) ranks the area of search's LSOAs as follows (1st decile is most deprived):</p> <p>The Rushcliffe 003F LSOA is in the 9th deprivation decile, meaning it is amongst the 20% least deprived parts of the country; and</p> <p>The Rushcliffe 002D LSOA is in the 9th deprivation decile, meaning it is amongst the 20% least deprived parts of the country.</p> <p>These rankings show low levels of deprivation exists across the area of search and therefore, there is little potential for regeneration in the RAF Newton assessment area.</p>	R

Spatial Planning considerations	<p>Land is largely a disused airfield although greenfield land and is adjacent to a strategic allocation (Former RAF Newton) and Strategic Allocation (North of Bingham).</p> <p>The area of search is in close proximity to Bingham rail station and is separated from Bingham by the A46.</p>	G
<p>Summary: The northwest boundary of the area lies within Flood Zone 2 and 3 due to a watercourse crossing the area which then joins the River Trent which is slightly north of the area. There are some unknown watercourses to the south of the area. The area is partially within a mineral safeguarding area for sand and gravel.</p> <p>The area is largely flat composed of medium arable fields with the disused airfield at RAF Newton at its centre. From a landscape perspective, development should be located south of Shelford Road away from visually open ground in the north of the area.</p> <p>An established local highway network already exists due to previous Airbase land use. The area is bounded by Bridgford Street to the northeast and the A46 to the east, which has undertaken major highway improvements in recent years. The A46 is accessed to the south and east of the area, providing routes south to Leicester and north to Newark-on-Trent. Several local bus services operate through the area due to the continued use of Newton. The nearest rail station Bingham is located approximately 3km walking distance.</p> <p>The area is substantial, increasing its potential to host a critical mass of employment activities. There is an opportunity for future developments to complement the existing operations at Newton Business Park, with the area's location next to the junctions for the A46 and A6097 advantageous for the logistics industry.</p>		
<p>Submitted sites: Two call for sites submissions are located in the area: East of RAF Newton (6.7Ha) north of the extant allocation; and West of RAF (130Ha). Both sites are largely free from constraints except the flood risk to the north west and four listed buildings in the north of the area. The two call for sites would be suitable for development pending further investigations.</p>		
<p>High potential area for strategic growth - The submitted sites and identified areas provide sufficient land capable of delivering a co-dependent new settlement. Parts of the RAF Newton site (particularly its western extent) are some distance away from central Bingham and its existing services and rail station, with the A46 forming a physical barrier between the two. As such provision of new social infrastructure and improved linkages with Bingham are required in the location.</p>		

R03: Bingham Extension



Criterion	Considerations	Rating
Environmental considerations	<p>The area of search has a low incidence of absolute natural constraints. Part of the area of search is Grade 2 very good quality agricultural land. Large areas in the north and centre of the area of search, as well as a small area in the south, lie in Flood Zones 2 and 3.</p> <p>The Car Dyke runs into the area of search from the northwest and joins with another watercourse before flowing northeast. There is a watercourse in the northeast of the area of search that drains to the Car Dyke. There is a reservoir in the south of the area of search that puts the area at high risk of flooding. Areas of SW flooding mainly in the north with a few areas in the south.</p> <p>Low Risk of GW flooding.</p> <p>Smaller areas from this area of search may be suitable for development.</p>	G
Geo-environmental considerations	<p>Potential for Made Ground is considered to be unlikely/insignificant according to available geological and current land use mapping.</p> <p>Current OS mapping suggests a generally low potential for contamination sources. No landfills are recorded on or within 250m of the area of search. There is a 5-10% chance of a house having a radon concentration at or above the Action Level.</p> <p>The most sensitive aquifer underlying the area of search is considered to be Secondary A (superficial and some bedrock). Secondary B (bedrock) and secondary (undifferentiated) (superficial) also underlies the area of search. Consideration should be given to Controlled Waters as a receptor to any potential ground contamination.</p> <p>No MSA/MCA on currently adopted or proposed mineral plans.</p>	A
Landscape and topography	<p>Relatively flat arable farm land north and east of Bingham.</p> <p>This area of search is typical of the surrounding rural area, with urban influences from the built edge of Bingham, the railway line and the A52 Grantham Road reducing perceptions of tranquillity locally. A network of adds</p>	G

	<p>recreational value, and the scheduled monument in the north west has conservation interest.</p> <p>Flat topography and field boundary vegetation largely constrains views to within the area of search.</p> <p>Car Dyke and vegetation associated with the dismantled railway in the south offer the potential to tie in with proposed development to create a distinctive landscape.</p> <p>The east-west railway line and A52 provide defensible boundaries for development. Risk of coalescence with Scarrington and Aslockton.</p> <p>Suitable for development. A green buffer should be maintained in the north east to prevent perceptions of sprawl and coalescence with Scarrington and Aslockton. Development on land south of the A52 would introduce perceptions of sprawl from the south.</p>	
Heritage considerations	<p>The area of search is located to the north, east and southeast of the village of Bingham. There are no Conservation Areas, Registered Parks and Gardens, Scheduled Monuments, Listed Buildings or Locally Listed Buildings within the area of search.</p> <p>The area of search encircles the existing, modern residential extension to the east of Bingham. The Bingham Conservation Area takes up the historic core of the town and contains 24 listed building, all grade II apart from the grade I listed Church of St. Mary and All Saints (NHLE 1045660). The conservation area also contains a number of buildings identified as Key Unlisted Buildings in the conservation area. The conservation area is bounded to the south, east and west by modern development and development on the area of search will have no impact on the conservation area or its built heritage assets. To the north the conservation area is bounded by the railway line from Grantham to Nottingham and land to the north of the railway line adjacent to the conservation is dominated by the Bingham Industrial Park. To the northeast of Langtry Gardens across the railway line there are playing fields and there will be glimpses of development on the area of search. The impact will however be very slight.</p> <p>To the east of the Bingham Conservation Area and Management Plan is the scheduled Bingham medieval settlement, immediately west of Carnarvon School (NHLE 1017566) This is screened from the area of search by the buildings of Carnarvon Primary School and planting to the east of it and development on the area of search will have no impact on the asset.</p> <p>There are further conservation areas surrounding the area of search at Ashlockton, Whatton-in-the-Vale and Scarrington. The former two are sufficiently from the area of search that there will be no detrimental effects from development although it would further diminish the effect on Ashlockton if the area of search boundary were pulled back to the east side of New Lane. A buffer should be considered between development and Scarrington.</p> <p>The scheduled Margidunum Roman Station (NHLE 1006395) is located just to the north of the western end of the area of search. The setting of the asset is the Fosse Way which still runs through the middle of the asset. Development on the area of search to the south of the monument will not therefore have a detrimental effect on the asset's significance.</p> <p>There is a further scheduled monument to the east of Chapel Lane north of the railway line. The Late Neolithic Henge 850m south east of Foss Road Farm (NHLE 1016777) does not survive above ground and is currently surrounded by the buildings of the Bingham Industrial Park.</p>	A
Transport and accessibility	<p>Pros</p> <p>Largescale site located immediately to the East of Bingham, and west of Aslockton.</p> <p>Bounded to the south by Linear Walk, acting as green space along a disused railway line. Further green space provided on large amount of surrounding Greenbelt land, and Cogley Lane Play Ground in Bingham.</p>	G

	<p>Bounded to the east by New Lane, providing scope for vehicular access to the eastern portion of the area of search.</p> <p>The A52 Bingham Bypass / Grantham Road runs centrally through the area of search area, providing direct routes west towards the A46 and Nottingham and east towards Grantham.</p> <p>Rail travel provision provided at Bingham and Aslockton rail stations located approx. 2.5km west and 950m east of the area of search respectively, although service frequency is limited at present.</p> <p>The National Cycle Network (NCN) Route 15 runs centrally through the area of search following the A52.</p> <p>Variety of school provision located within Bingham to the west of the area of search.</p> <p>Possible extension of the Robin Hood Railway line to Bingham, and connection with Bingham Park and Ride.</p> <p>Cons</p> <p>Not in proximity to HS2 or the M1 motorway.</p> <p>Lack of bus services operating within the area of search. Nearest services operate within Bingham to the west.</p>	
Infrastructure capacity and potential	<p>The area of search is favourably located to both existing primary schools and secondary schools. There is a minor surplus in capacity for primary schools within 400m of the area of search (18 places) to meet existing and future needs, and an overall surplus in capacity for secondary schools within 1600m of the area of search (approximately 350 places) to support potential growth. In addition, a new primary school will be provided in an adjacent strategic allocation.</p> <p>The nearest medical surgery is about 1.5km away from the area of search with significant capacity. The area of search wholly falls within catchments of existing GP practices.</p> <p>The nearest hospital, Nottingham City Hospital, is approximately 15.5km away and provides acute healthcare services. Across Greater Nottinghamshire, acute healthcare provision is generally highly occupied and additional services may be required to support existing and future needs.</p>	G
Housing considerations	Modest/high house prices; affordability constraints; high levels of home ownership; limited affordable housing	G
Economic Development	<p>Currently Bingham is mainly a residential area with fairly low employment density, but some opportunities are provided by local businesses, wholesale companies or nearby HM Prison Whatton. Barring the prison, which has limited benefits to local businesses, there is one main cluster of activity located along Chapel Lane to the north of Bingham. This cluster has a focus in the motor vehicle repair sector, as well as wholesale. In Bingham, local specialised businesses are apparent in the professional, scientific and technical activities sector. The professional and business sector is an opportunity area identified in the SEP. The area of search is adjacent to the the strategic allocation North of Bingham, which is allocated for 15.5 Ha of planned employment development.</p> <p>The area of search benefits from both road and rail connectivity. There is direct access to multiple main roads (A46, A52 and A6097) allowing connectivity in all directions. Furthermore, workers or residents accommodating the future development will also have the benefit of Bingham train station, providing East Midlands Railway connections.</p> <p>Bingham is not a very deprived area, with most LSOAs between the 8th and 10th deprivation decile. Therefore, there is little regeneration potential.</p> <p>However, the area of search appears suitable for a modest employment site, to utilise the few strategic advantages in the area.</p>	A

Regeneration	<p>The assessment area is mostly within the Rushcliffe 002A LSOA, while a small portion crosses into the Rushcliffe 001A LSOA. The 2019 Index of Multiple Deprivation (IMD) ranks the area of search's LSOAs as follows (1st decile is most deprived):</p> <p>The Rushcliffe 002A LSOA is in the 10th deprivation decile, meaning it is amongst the 10% least deprived parts of the country; and</p> <p>The Rushcliffe 001A LSOA is in the 8th deprivation decile, meaning it is amongst the 30% least deprived parts of the country.</p> <p>These scores indicate that the existing area suffers from low levels of deprivation compared to the rest of the country therefore, there is little to no potential for regeneration in the Bingham Extension assessment area.</p>	R
Spatial Planning considerations	<p>Land adjacent to Bingham and associated strategic allocation.</p> <p>Land is adjacent to Bingham rail station and rail line.</p> <p>There is a need to avoid coalescence between Bingham and Aslockton, however the defensible boundary of New Lane exists between the two settlements.</p>	G
<p>Summary: Large areas in the north and centre of the area, as well as a small area in the south, lie in Flood Zones 2 and 3. There is a reservoir in the south of the area that puts the area at higher risk of flooding.</p> <p>A green landscape buffer should be maintained in the north east to prevent perceptions of sprawl and coalescence with Scarrington and Aslockton. Development on land south of the A52 would introduce perceptions of sprawl from the south and should be avoided.</p> <p>The Bingham Conservation Area takes up the historic core of the town and contains 24 listed building. Three Scheduled Monuments are in close proximity to Bingham.</p> <p>The area is judged to have Medium-High accessibility. The A52 Bingham Bypass / Grantham Road runs centrally through the area, providing direct routes west towards the A46 and Nottingham and east towards Grantham. Rail travel provision provided at Bingham and Aslockton rail stations located approx. 2.5km west and 950m east of the area respectively, although service frequency is limited at present. A possible extension of the Robin Hood Railway line to Bingham, and connection with Bingham Park and Ride would help to serve any new development in this location. There is a lack of bus services operating within the area, with the nearest services operating within Bingham to the west.</p> <p>Bingham is mainly a residential area with fairly low employment density, but some employment opportunities are provided by local businesses, wholesale companies or nearby HM Prison Whatton.</p>		
<p>Submitted sites: Three submitted sites, North of Bingham 1 (47.7Ha), 2a (176.1Ha) and 2b (200.6Ha), are located in this broad area of search. All three options include flood zones to a greater and lesser degree but are otherwise free from major constraints and suitable for development pending further site investigation(s).</p>		
<p>High potential area for strategic growth - The submitted sites and identified areas provide sufficient land capable of delivering the smallest typology (village expansion). The area identified would represent a near doubling of the village's footprint and would need to be delivered alongside a package of new social infrastructure and transport improvements. The presence of the rail station will help to support sustainable development in this location.</p>		

R04: Aslockton Extension



Criterion	Considerations	Rating
Environmental considerations	<p>The area of search has a low incidence of absolute natural constraints.</p> <p>The area of search is largely Grade 2 very good quality agricultural land.</p> <p>Largely Flood Zone 1. The north, west and south of the area of search lie in Flood Zones 2 and 3. The River Smite runs just below the south of the area of search and crosses the site boundary towards the southeast. The Gutter (a drain) runs northeast up the area of search and drain to the Back Dyke.</p> <p>Areas of SW flooding where watercourses cross the area of search.</p> <p>Medium to High Risk of GW flooding.</p> <p>Development of the area of search will be significantly constrained by the floodplains of the watercourses.</p>	A
Geo-environmental considerations	<p>Although not mapped on available geological maps, the potential for Made Ground is considered to be likely/expected. Made Ground could impact redevelopment options depending on extent and composition.</p> <p>Current OS mapping suggests a generally low potential for contamination sources. No landfills are recorded on or within 250m of the area of search.</p> <p>There is a 5-10% chance of a house having a radon concentration at or above the Action Level.</p> <p>The most sensitive aquifer underlying the area of search is considered to be Secondary A (superficial). Secondary B (bedrock) also underlies the area of search. Consideration should be given to Controlled Waters as a receptor to any potential ground contamination.</p> <p>The area is partially within a proposed gypsum mineral safeguarding and consultation area.</p>	A
Landscape and topography	<p>A reasonably flat area composed of small to medium arable fields surrounding the village of Aslockton.</p> <p>The landscape is typical of the surrounding rural area with a minor road network and railway line. Perceptions of tranquillity vary. A limited network of</p>	G

	<p>PRoW offers recreational value. and a scheduled monument east of the village has conservation value.</p> <p>Flat topography and field boundary vegetation largely restrict views to the area of search, which has low intervisibility with the surrounding landscape.</p> <p>There is limited potential to tie proposed development in with the existing rural field structure.</p> <p>The radial minor road network offers opportunity for defensible boundaries to development. Risk of coalescence with Wharton-in-the-Vale. If Bingham is extended to the east, there is a risk of coalescence in the western part of this area of search.</p> <p>Suitable for development. The areas north west and north east of Aslockton may be most suitable for development prevent coalescence and perceptions of sprawl with Wharton-in-the-Vale.</p>	
Heritage considerations	<p>The area of search wraps around the village of Aslockton on its north, east and west sides and extends as far south as the southern extension of the village south of the railway. The centre of the village is taken up by the Aslockton Conservation Area either side of Main Street. The conservation area contains just two grade II listed buildings but a number of buildings identified as positive by the Aslockton Townscape Appraisal. The Whatton-in-the-Vale Conservation Area is located to the south of the railway line but is less likely to suffer impact as it is separated from it by the railway line.</p> <p>To the east of the village and within the area of search is a scheduled monument, Cranmer's Mound: motte castle, prospect mound, moated fishponds, enclosure, hollow way and ridge and furrow (NHLE 1009306).</p> <p>To the south of the village and south of the railway line is a further scheduled monument, Moat, two fishponds, boundary bank and ditch and two leats (NHLE 1008260) which are less likely to be affected by development on the area of search.</p> <p>Development on the area of search would affect both the conservation area and the scheduled monument. A redrawing of the area of search boundary concentrating on the area to the south west would have far less impact on heritage.</p>	R
Transport and accessibility	<p>Pros</p> <p>Located surrounding Aslockton residential area.</p> <p>Good vehicular accessibility provided via existing local highway network around Aslockton.</p> <p>Accessible rail services provided via Aslockton rail station located to the south of the area of search, although service frequency is limited at present.</p> <p>Mill Lane, Cliffhill Lane and Abbey Lane provide scope for vehicle and pedestrian access to area of search.</p> <p>Several local bus services operate through the area of search, for connection to Newark, Bingham, Radcliffe on Trent and Orston.</p> <p>Green space provided nearby on Whatton & Aslockton Playing Fields.</p> <p>Some primary school provision identified within Aslockton.</p> <p>The National Cycle Network (NCN) Route 15 runs centrally through the area of search for connections towards Nottingham and Newark-On-Trent.</p> <p>Cons</p> <p>Not in proximity to HS2 or the M1 motorway.</p> <p>Relatively small area of search with less scope for strategic transport improvements</p> <p>No secondary school provision identified within the local area.</p>	R
Infrastructure capacity and potential	<p>The area of search is favourably located to existing primary schools. Primary schools within 400m of the site has some surplus capacity of 53 places.</p> <p>The area of search is moderately located to existing secondary schools. Two secondary schools are within 3900m of the area of search with varying capacity. Overall there is a significant surplus of 455 places to meet existing and future needs.</p>	A

	<p>The nearest medical surgery is about 5.6km away from the area of search with significant capacity. The area of search wholly falls within catchments of existing GP practices.</p> <p>The nearest hospital, Eastwood Day Hospital/The Newark Hospital, is approximately 13.3km away and provides acute healthcare services. Across Greater Nottinghamshire, acute healthcare provision is generally highly occupied and additional services may be required to support existing and future needs.</p>	
Housing considerations	Higher house prices; severe affordability constraints; high levels of home ownership; limited affordable housing	G
Economic Development	<p>Aslockton is a residential settlement with limited employment opportunities except at the HM Prison Whatton facility. The employment density is around the county average, due the Whatton Prison, however; this asset provides negligible benefits to local businesses. There are no additional major employment sites in the area. Therefore, growth in this location would have to be achieved organically, with little support from any existing operations or clusters. As there is no particular focus in any specific sector in the area, attracting businesses to achieve this growth is likely to be difficult. The only main benefits to the area of search are the road connectivity from the A52 and the East Midlands Railway connections from Aslockton station. However, demand in the area is still likely to require substantial stimulation.</p> <p>The area experiences low levels of deprivation, with the area of search's LSOAs ranked in the 8th deprivation decile in the IMD. Therefore, the area of search has low potential to accommodate an employment site and little potential for regeneration.</p>	R
Regeneration	<p>The entire assessment area lies in the centre of the Rushcliffe 001A LSOA. The 2019 Index of Multiple of Deprivation (IMD) ranks the Rushcliffe 001A LSOA (1st decile is most deprived) in the 8th deprivation decile, meaning it is amongst the 30% least deprived parts of the country.</p> <p>Although there are fairly low levels of deprivation in the area, deprivation in some factors is experienced across the area of search meaning new developments on the Aslockton Extension assessment area has some potential for regeneration, albeit low.</p>	A
Spatial Planning considerations	There is need to avoid coalescence between Aslockton with Whatton-in-the-Vale, however the area of search has a defensible boundary of New Lane.	G
<p>Summary:</p> <ul style="list-style-type: none"> • Low Potential for strategic growth • The area of search is largely Grade 2 very good quality agricultural land. The north, west and south of the area of search lie in Flood Zones 2 and 3. The River Smite runs just below the south of the area of search and crosses the area of search boundary towards the southeast. Development of the area of search will be significantly constrained by the floodplains of the watercourses. • The areas north west and north east of Aslockton may be most suitable for development to prevent coalescence and perceptions of sprawl with Wharton-in-the-Vale. • Development on the area of search would affect both the conservation area and the scheduled monument. Concentrating on the area to the south west would have far less impact on heritage. • Accessible rail services provided via Aslockton rail station located to the south of the area of search, although service frequency is limited at present. Several local bus services operate through the area of search, for connection to Newark, Bingham, Radcliffe on Trent and Orston. <p>Aslockton is a residential settlement with limited employment opportunities except at the HM Prison Whatton facility. The employment density is around the county average, due the Whatton Prison, however; this asset provides negligible benefits to local businesses. There are no additional major employment sites in the area. Therefore, growth in this location would have to be achieved organically, with little support from any existing operations or clusters. As there is no particular focus in any specific sector in the area, attracting businesses to achieve this growth is likely to be difficult.</p>		

R05: South of Orston



Criterion	Considerations	Rating
Environmental considerations	<p>The area of search has a medium incidence of absolute natural constraints, containing a SSSI and Local Wildlife Site adjacent to the rail line to the northwest and along the rail line embankments.</p> <p>The north, west and south-eastern boundaries lie within Flood Zones 2 and 3. The River Smite lies to the northwest of the area of search.</p> <p>Large areas of SW flooding are located in the north near the existing buildings. There is also flooding along the railway line that runs from east to west across the area of search.</p> <p>Low Risk in the east of the area of search, no data for the rest.</p> <p>Areas potentially available for development in the centre of the area of search.</p>	A
Geo-environmental considerations	<p>Potential for Made Ground is considered to be unlikely/insignificant according to available geological and current land use mapping.</p> <p>Current OS mapping suggests a generally low potential for contamination sources. No landfills are recorded on or within 250m of the area of search.</p> <p>There is a 1-3% chance of a house having a radon concentration at or above the Action Level.</p> <p>The most sensitive aquifer underlying the area of search is considered to be Secondary A (superficial, and bedrock to the east). Secondary B (bedrock) also underlies the west of the area of search and Secondary (undifferentiated) underlies the central area. Consideration should be given to Controlled Waters as a receptor to any potential ground contamination.</p> <p>The area is within a proposed gypsum mineral safeguarding and consultation area.</p>	G
Landscape and topography	<p>Relatively flat area of search south of Orston. Small to medium sized agricultural fields.</p>	G

	<p>This is an area of search with high perceptions of tranquillity, which feels remote from Nottingham, albeit with detractors including a solar farm, railway line and minor road. The landscape is representative of the surrounding rural area. A small number of PRoW provide recreational value, and vegetation, including ancient woodland alongside the railway has conservation value. The area of search is visually enclosed due to the flat topography and field boundary</p> <p>Small blocks of woodland and vegetation associated with the railway line offer potential for development to be tied in with the local landscape.</p> <p>Risk of coalescence with Elton on the Hill. The railway line and highways network provide defensible boundaries for development to the south of Orston. Suitable for development. Green buffer should be maintained in the south to prevent coalescence with Elton on the Hill.</p>	
Heritage considerations	<p>The area of search is located south of the village of Orston and extends either side of the railway line which runs east to west. There are no designated or non-designated built heritage assets within the area of search. The Orston Conservation Area extends across the majority of the developed area of the village and shares a boundary with the area of search in three places. The conservation area contains nine listed buildings, all grade II apart from the grade I listed Church of St Mary. It also contains around 80 buildings identified as positive by the Orston Townscape Appraisal.</p> <p>Much of the southern edge of the conservation area is divided from the area of search by open spaces and planting and development on the area of search would not have an unacceptable effect. The village is approached from the south along Station Road which runs through the area of search and development on the approach would need to be sensitively handled.</p> <p>The area of search extends as far south as the A52 north of the village of Elton on the Hill which contains eight grade II listed buildings. If the area of search boundary were to be pulled back slightly and sensitive design employed the magnitude of impact on the assets would not be high.</p>	A
Transport and accessibility	<p>Pros</p> <p>Located to the south of Orston, and to the north of Elton on the Hill. Bounded by the A52 to the south, providing access towards, Bingham, Nottingham and Grantham.</p> <p>Elton & Orston rail station located centrally within the area of search, providing for easy rail connection. However, at present service frequency is limited. Station Road runs centrally through the area of search, providing for existing vehicular accesses.</p> <p>Primary school provision identified within Orston, Green space identified at the Field of Dreams Sports Field and Orston Shooting Ground in addition to surrounding Greenbelt land.</p> <p>The National Cycle Network (NCN) Route 15 runs through the northern extent of the area of search for connections towards Nottingham and Newark-On-Trent.</p> <p>Possible future NET extension to the east of Nottingham, encompassing a connection to Park and Ride facilities at the A52 Radcliffe on Trent – area of search located nearby to possible route corridor. Economic and Commercial viability of potential routes not yet undertaken.</p> <p>Cons</p> <p>Located away from large populated local centres / towns.</p> <p>Not in proximity to HS2 or the M1 motorway.</p> <p>Questions over size of the area of search and suitability for largescale growth. A few infrequent bus services identified in Orston and Elton.</p>	A

Infrastructure capacity and potential	<p>The area of search is favourably located to existing primary schools. Primary schools within 400m of the area of search has some surplus capacity of 17 places.</p> <p>The area of search is moderately located to existing secondary schools. One secondary school is within 3900m of the area of search and has a significant deficit of places (-345 places).</p> <p>The nearest medical surgery is about 2.5km away from the area of search with significant capacity. The area of search wholly falls within catchments of existing GP practices.</p> <p>The nearest hospital, Eastwood Day Hospital/The Newark Hospital, is approximately 12.5km away and provides acute healthcare services. Across Greater Nottinghamshire, acute healthcare provision is generally highly occupied and additional services may be required to support existing and future needs.</p>	A
Housing considerations	Higher house prices; severe affordability constraints; high levels of home ownership; limited affordable housing	G
Economic Development	<p>The area of search is in a rural area near the small settlement of Orston and Elton, which contain mostly residential developments and the necessary local facilities to support this population. These characteristics mean the employment density is low with no major development sites. The lack of any focussed employment or sectors in the area provides a significant obstacle to any future development. Any growth would have to be generated with no potential for agglomeration or economic productivity benefits from existing clusters to assist this development. The only area of search benefits are access to the A52 and some rail connectivity from the Elton & Orston. However, due to the lack of existing economic activity, developments in this area of search are likely to experience significant out-commuting – unless there is substantial incentive for new businesses. The area of search also has only some regeneration potential, with the area's LSOAs ranked in the 8th or 9th deprivation deciles.</p>	R
Regeneration	<p>The entire assessment area falls within the Rushcliffe 001C LSOA. The 2019 Index of Multiple of Deprivation (IMD) ranks the Rushcliffe 001C LSOA (1st decile is most deprived) in the 8th deprivation decile, meaning it is amongst the 30% least deprived parts of the country.</p> <p>The area of search borders the Rushcliffe 001A LSOA. This LSOA is in the 8th deprivation decile, meaning it is amongst the 30% least deprived parts of the country.</p> <p>Although there are fairly low levels of deprivation across the area of search and surrounding areas, deprivation in some domains exists meaning new developments on the South of Orston assessment area has potential for regeneration, albeit low.</p>	A
Spatial Planning considerations	<p>Land adjacent to the south of Orston village and contains Elton & Orston rail station.</p> <p>Station is central to the area of search, and is removed from the village itself.</p> <p>There is a need to avoid coalescence between Orston and Elton on the Hill.</p>	G
<p>Summary: The area has a medium incidence of absolute natural constraints, containing a SSSI and Local Wildlife Site adjacent to the rail line to the northwest and along the rail line embankments. The north, west and south-eastern boundaries of the area lie within Flood Zones 2 and 3. There is also flood risk along the railway line that runs from east to west across the area. The area is within a proposed mineral safeguarding area for gypsum.</p> <p>The area is visually enclosed due to the flat topography and field boundaries. Small blocks of woodland and vegetation associated with the railway line offer potential for development to be tied in with the local landscape. A green buffer should be maintained in the south to prevent coalescence with Elton on the Hill. Much of the</p>		

southern edge of the Orston conservation area is divided from the area by open spaces and planting and development of the area would not have an unacceptable effect. The village approach would need to be sensitively handled. The area extends as far south as the A52 north of the village of Elton where sensitive design would be required to lessen impacts on Elton.

Elton & Orston rail station is located centrally within the area, providing for easy rail connection. There are infrequent bus services at present. A possible future NET extension to the east of Nottingham, encompassing a connection to Park and Ride facilities at the A52 Radcliffe on Trent would benefit this area , being located nearby to the possible route corridor.

The location between Nottingham and Grantham would make the area attractive to workers in those locations. But any employment growth would have to be generated with no potential for agglomeration or economic productivity benefits from existing clusters to assist this development.

Potential area for strategic growth - The identified area provides sufficient land capable of delivering the smallest typology (garden village). However, the area's location in close proximity to Orston and Eton on the Hill would need to be carefully considered. A new settlement would be required to provide new social infrastructure and transport improvements. The presence of the rail station would help to support sustainable development in this location, especially if service frequency were to be increased.

R06: Radcliffe on Trent Extension



Criterion	Considerations	Rating
Environmental considerations	<p>The area of search has a low incidence of absolute natural constraints.</p> <p>The area of search is largely Grade 2 very good quality agricultural land.</p> <p>Largely Flood Zone 1. Small area on the north-western boundary that lies in Flood Zones 2 and 3 associated with the River Trent.</p> <p>There are several unknown watercourses in the south of the area of search.</p> <p>There is a watercourse in the south of the area of search that discharges at the Polser Brook.</p> <p>Areas of SW flooding in the south near the watercourse that drains to the Polser Brook. Also along Saxondale Drive to the east of the area of search.</p> <p>Low Risk of GW flooding in the South, High Risk in the north.</p> <p>Areas available for development. Avoid areas close to Flood Zones 2 and 3 in the northwest and areas of high GW flooding in the north.</p>	A
Geo-environmental considerations	<p>Potential for Made Ground is considered to be unlikely/insignificant according to available geological and current land use mapping.</p> <p>Current OS mapping suggests a generally low potential for contamination sources. No landfills are recorded on or within 250m of the area of search.</p> <p>There is a 1-3% chance of a house having a radon concentration at or above the Action Level.</p> <p>The most sensitive aquifer underlying the area of search is considered to be isolated Secondary A (bedrock). Secondary B (bedrock) underlies the majority of the area of search and Secondary (undifferentiated) (superficial) is also present. Consideration should be given to Controlled Waters as a receptor to any potential ground contamination.</p> <p>No MSA/MCA on currently adopted or proposed mineral plans.</p>	G
Landscape and topography	<p>Slightly undulating arable farm land east of Radcliffe on Trent with Makin Hill to the north.</p>	G

	<p>Agricultural land typical of the surrounding area, but also includes Radcliffe-on-Trent Golf Club which has recreational value. PRow are limited to an off road cycle route. The railway line and busy A52, along with the urban edge of Radcliffe on Trent add urban influences, lowering perceptions of tranquillity. The area of search is somewhat enclosed by field boundary vegetation, but the elevated northern part of the area of search has long views towards Radcliffe on Trent.</p> <p>Existing woodland and field boundary on area of search offer potential for tying development into the existing green infrastructure.</p> <p>Defensible boundaries are formed by the road and rail network. Risk of coalescence with Upper Saxondale.</p> <p>Suitable for development. The southern part of the area of search is best suited for development due to the topography, with the northern area around Maikin Hill not developed. A green buffer should be left to prevent coalescence with Upper Saxonsdale to the east.</p>	
Heritage considerations	<p>The area of search straddles the railway line to the east of the village of Radcliffe-on-Trent. There are no designated built heritage assets within the area of search but historic mapping suggests the presence of non-designated built heritage assets at Spellow Farm, Shelford Lodge Farm, Parr's Barn Farm and Radcliffe Barn Farm. Further assessment should be undertaken in these areas to ascertain whether or not buffers should be considered in these areas. The area of search encloses the mainly modern eastern residential extension of the village of Radcliffe-on-Trent. The historic core of the village contains seven listed buildings. It is approximately 500m distant from the area of search at its closest point and development will not have an impact.</p> <p>Immediately to the east of the area of search is the Upper Saxondale Conservation Area. The area covers the area of search of the former Saxondale Hospital, a psychiatric facility. The hospital closed in 1987 and has been developed as a residential area with a mix of old and new buildings. The development is set in landscaped parkland and is self-contained, with tree planting on the south and west boundaries that face the area of search. There are no views in or out in these locations and development on the area of search will not have an impact.</p> <p>Approximately 500m south of the area of search is the former Tollerton airfield, now Nottingham Airport. The airport contains 17 grade II listed Second World War pillboxes. Development on the area of search will not change the setting of these assets which will be unaffected.</p>	G
Transport and accessibility	<p>Pros</p> <p>Located on land immediately surrounding Radcliffe on Trent.</p> <p>The A52 runs centrally through the area of search, providing for direct routes to Nottingham, Bingham and Grantham.</p> <p>The area of search is bounded by Shelford Road to the north, enabling vehicular and sustainable access points.</p> <p>The area of search is additionally bounded by Oatfield Lane to the east and Cropwell Road to the south, providing scope for access points to the area of search.</p> <p>Green space provided in the area of search via Radcliffe-on-Trent Golf Club. Radcliffe rail station situated 800m from the area of search, enabling good connection to rail services although service frequency is limited at present.</p> <p>School provision identified within Radcliffe-on-Trent to the west of the area of search.</p> <p>A variety of bus services operating on the A52 and within Radcliffe-on-Trent provides for good accessibility by bus.</p> <p>The National Cycle Network (NCN) Route 15 runs centrally through the area of search following the A52.</p>	G

	<p>Further designated cycle route identified along the River Trent.</p> <p>Cons</p> <p>Not in proximity to HS2 or the M1 motorway.</p> <p>Restricted connectivity to Nottingham due to limited river crossings.</p>	
Infrastructure capacity and potential	<p>The area of search is favourably located to existing primary schools in Radcliffe on Trent. Primary schools within 400m of the area of search are however in deficit in school capacity of -73 places.</p> <p>The area of search is also favourably located to existing secondary schools. One secondary school is within 3900m of the area of search and has a surplus of 205 places.</p> <p>The nearest medical surgery is about 1.25km away from the area of search with some capacity. The area of search wholly falls within catchments of existing GP practices.</p> <p>The nearest hospital, Nottingham Woodthorpe Hospital, is approximately 12.5km away and provides acute healthcare services. Across Greater Nottinghamshire, acute healthcare provision is generally highly occupied and additional services may be required to support existing and future needs.</p>	A
Housing considerations	<p>Higher house prices; affordability constraints; high levels of home ownership; limited affordable housing</p>	G
Economic Development	<p>The area of search is substantial, increasing the potential of a critical mass of activities in the future. The area of search also benefits from multiple factors: access to the A52 and A46, rail connectivity from Radcliffe, strong community facilities available in Radcliffe and proximity to major employment sites in opportunity sectors identified in the SEP. Colwick Industrial Estate is a large employment site to the west with multiple energy and logistics businesses, whilst Newton Business Park further establishes the presence in the logistical sector with a large Babcock International facility. These facilities have attracted a highly skilled workforce with nearly 38% of workers in the area qualified to Level 4 or above and around 44% holding high-level jobs. There is an opportunity for future developments to complement the existing operations in Colwick and Newton, with the area of search's rail and road access advantageous for the logistics industry.</p> <p>The area feels low levels of deprivation, with the area of search's LSOAs ranked in the 9th and 10th deprivation decile. Therefore, there is little to no potential for regeneration. However, the size of the site, its connectivity and linkages to important logistical operational means it is well-suited to accommodate future development.</p>	G
Regeneration	<p>The area of search is mostly within the Rushcliffe 003F and Rushcliffe 003C LSOAs, but also has small portions crossing into the Rushcliffe 003A and Rushcliffe 003B LSOAs. The 2019 Index of Multiple of Deprivation (IMD) ranks the area of search's LSOAs as follows (1st decile is most deprived):</p> <p>The Rushcliffe 003F LSOA is in the 9th deprivation decile, meaning it is amongst the 20% least deprived parts of the country;</p> <p>The Rushcliffe 003C LSOA is in the 10th deprivation decile, meaning it is amongst the 10% least deprived parts of the country;</p> <p>The Rushcliffe 003A LSOA is in the 10th deprivation decile, meaning it is amongst the 10% least deprived parts of the country; and</p> <p>The Rushcliffe 003B LSOA is in the 9th deprivation decile, meaning it is amongst the 20% least deprived parts of the country;</p> <p>These rankings indicate the majority of the site experiences low levels of deprivation therefore, there is little to no potential for regeneration on the Breaston Extension assesment area.</p>	R

Spatial Planning considerations	Land adjacent to the built-up area of Radcliffe on Trent and associated strategic housing allocations. Further development along the A52 would decrease gap between Radcliffe on Trent and Upper Saxondale, although the A52 and the rail line acts as a defensible boundary to prevent settlement coalescence.	G
<p>Summary: The area is largely Grade 2 very good quality agricultural land. Development should avoid areas close to Flood Zones 2 and 3 in the northwest and areas of high groundwater flooding in the north.</p> <p>Defensible boundaries could be formed by the road and rail network. There is a risk of coalescence with Upper Saxondale. The southern part of the area is best suited for development due to the topography, with the northern area around Maikin Hill remaining undeveloped. A green buffer should be left to prevent coalescence with Upper Saxondale to the east.</p> <p>The area is judged to have Medium-High accessibility. The A52 runs centrally through the area, providing for direct routes to Nottingham, Bingham and Grantham. Radcliffe rail station is situated 800m from the area, enabling good connection to rail services although at present service frequency is limited. A variety of bus services operating on the A52 and within Radcliffe-on-Trent provides for good accessibility by bus. Restricted connectivity to Nottingham due to limited river crossings.</p> <p>The area also benefits from multiple factors: access to the A52 and A46, rail connectivity from Radcliffe, strong community facilities available in Radcliffe and proximity to major employment sites in opportunity sectors identified in the SEP.</p>		
<p>Submitted sites: Two submitted sites, North of Shelford Road (12.6Ha) and Hall Farm Grantham Road (47Ha), are located in this area. The Hall Farm Grantham Road site is free from major constraints and suitable for development pending further site investigations. The North of Shelford Road site is potentially unsuitable for development due to landscape constraints in the north of the area.</p>		
<p>High potential area for strategic growth - The submitted site and identified areas provide sufficient land capable of delivering the smallest typology (village expansion). The railway line and A52 act as a severance between the areas in the north and south. As such place making and improvements to access would need to be carefully considered. The presence of the rail station would help to support sustainable development in this location, especially if service frequency were to be increased.</p>		

R07: East of Gamston



Criterion	Considerations	Rating
Environmental considerations	<p>The area of search has a low incidence of absolute natural constraints.</p> <p>The northwest and the southeast of the area of search are within Flood Zones 2 and 3. There is an unknown watercourse in the centre of the area of search.</p> <p>Grantham Canal runs across the southern site boundary and the southeast.</p> <p>The Polser Brook runs along the south of the area of search.</p> <p>Areas at risk of SW in the east of the area of search around the Polser Brook and along the south of the area of search along Grantham Canal.</p> <p>Low to High Risk of GW flooding from the east to west of the area of search.</p> <p>Areas for development potentially available in the centre of the area of search.</p> <p>Development should be sensitive to the floodplains of the watercourses surrounding the area of search.</p>	A
Geo-environmental considerations	<p>Although not mapped on available geological maps, the potential for Made Ground is considered to be likely/expected. Made Ground could impact redevelopment options depending on extent and composition.</p> <p>Current OS mapping suggests a generally very low potential for contamination sources. No landfills are recorded on area of search, the nearest off-site landfill is adjacent. Landfills are considered to be a potential source of contamination that could impact redevelopment options.</p> <p>There is a 1-3% chance of a house having a radon concentration at or above the Action Level.</p> <p>The most sensitive aquifer underlying the area of search is considered to be Secondary A (bedrock to the far east, and superificals). Secondary B (bedrock) underlies the majority of the area of search and some Secondary (undifferentiated) (superficial) are also present. Consideration should be given to Controlled Waters as a receptor to any potential ground contamination.</p> <p>No MSA/MCA on currently adopted or proposed mineral plans.</p>	A

Landscape and topography	<p>Largely flat arable land east of Gamston, associated with the River Trent floodplain to the north</p> <p>The area of search is representative of the surrounding rural area. Holme Pierrepont Country Park north of the area of search has recreational and conservation value and influences perceptions of tranquillity, as does the disused Grantham Canal which forms the area of search's southern boundary. A number of PRow within the area of search also have recreational value. The A52 and urban edge of Gamston are localised detractors.</p> <p>Views are contained within the area of search due to topography and field boundary vegetation.</p> <p>The location of the area of search between Holme Pierrepont Country Park and the disused Grantham Canal provides the opportunity to tie development in with existing local heritage and landscape.</p> <p>The minor road network and existing field boundaries provide defensible boundaries for development.</p> <p>Area of search suitable for development due to largely flat topography, medium landscape sensitivity offering potential for distinctive development and views being largely contained to within the area of search.</p>	G
Heritage considerations	<p>The area is bounded by the A52 to the north and west, Polser Brook to the east and the Grantham Canal to the south. It contains no designated heritage assets.</p> <p>The suburb of Gamston is located on the west side of the S52 and contains a single grade II listed building, Hall Farmhouse (NHLE 1249184). The asset has lost its former agricultural setting and would not be affected by development on the area of search.</p> <p>The hamlet of Bassingfield is located within the area of search and contains a number of non-designated built heritage assets, mainly farm houses and agricultural buildings. It is likely that buffers will need to be employed to preserve the settlement's character.</p>	G
Transport and accessibility	<p>Pros</p> <p>The area of search surrounds Bassingfield and is located immediately to the east of West Bridgford.</p> <p>Bounded by the A52 to the north and west, providing good vehicular access to Nottingham, Radcliffe-on-Trent and south Nottinghamshire.</p> <p>Bassingfield Lane and Nathans Lane run centrally though the area of search, providing scope for vehicle & Sustainable access and enabling east – west connectivity.</p> <p>Green space provided at Home Pierrepont Country Park, Skylarks Nature reserve and Hackett Lakes to the north and the Nottinghamshire Golf and County Club to the east.</p> <p>A good range of frequent bus service operate along the A52, providing good accessibility to bus travel.</p> <p>Bus priority measures and other improvements related to bus services to serve land East of Gamston/North of Tollerton, which may include a Park and Ride site have been provided for in the Core Strategy.</p> <p>School provision located in West Bridgford to west of the search area.</p> <p>Public footpaths run through the area of search and also bound the area of search to the south, with the inclusion of the footpath / bridleway on the southern side of the Grantham Canal.</p> <p>The National Cycle Network (NCN) Route 15 runs approx. 1km to the north of the area of search through Holme Pierrepont Country Park.</p> <p>Some cycle provision available on the A606 within West Bridgford.</p> <p>Cons</p> <p>Not in proximity to HS2 or the M1 motorway.</p> <p>Questions over size of the search area and suitability for largescale growth.</p>	A

	<p>Lack of access to rail services – the nearest rail station being Radcliffe approx. 3km walking distance east of the area of search.</p> <p>Lack of access to tram services – the nearest tram stop being Wilford Lane in West Bridgford approx. 4.2km walking distance west of the area of search.</p> <p>Restricted connectivity to Nottingham due to limited river crossings.</p> <p>Congestion on the A52 Gamston Lings Bar Road and within West Bridgford.</p>	
Infrastructure capacity and potential	<p>The area of search is moderately located to both existing primary schools and secondary schools.</p> <p>There are no primary schools within 400m of the area of search. One primary school is within 1200m of the area of search and has a small surplus capacity. There are several secondary schools within 3900m of the area of search of varying capacities. Overall there is a surplus capacity of 608 places, primarily at Nottingham Academy.</p> <p>Planned infrastructure on the adjacent strategic allocation East of Gamston/North of Tollerton to the south includes a new primary school and potentially a new secondary school and neighbourhood/local centre and other community facilities as appropriate.</p> <p>The area of search is approximately 1.7km from Gamston Medical Centre and 5.5km from Queen's Medical Centre which provides acute healthcare services. Across Greater Nottinghamshire, acute healthcare provision is generally highly occupied and additional services may be required to support existing and future needs.</p>	A
Housing considerations	Higher house prices; affordability constraints; high levels of home ownership; limited affordable housing	G
Economic Development	<p>The area of search's size could be a limitation to any future development however, there are advantages in the surrounding area to allow the area of search to accommodate some employment operations. There are only modest employment sites in the immediate vicinity however, there is a clear strength in the wholesale, retail trade and motor vehicles industry which accounts for over 32% of employment. This employment is delivered through small clusters such as at Aeros Nottingham (airfield), along Bassingfield lane and in Gamston. In addition, the area of search is adjacent to the strategic allocation of East of Gamston which will provide 20 Ha of employment development.</p> <p>Additionally, there are key assets in the leisure and visitor economy in the local area, considered an opportunity sector in the SEP. These include Nottingham Racecourse, the National Water Sports Centre and many lakes and nature reserves.</p> <p>The surrounding area is not deprived, with the IMD rankings scoring the LSOAs in the 9th and 10th deprivation deciles. Therefore, there is little to no regeneration potential, however; there is an opportunity for an employment site to expand on the existing operations in the area.</p>	A
Regeneration	<p>The entire assessment area lies within the Rushcliffe 006C LSOA. The 2019 Index of Multiple of Deprivation (IMD) ranks the Rushcliffe 006C LSOA (1st decile is most deprived) in the 9th deprivation decile, meaning it is amongst the 20% most deprived parts of the country.</p> <p>The area of search is also borders the Rushcliffe 012B LSOA to the south and Rushcliffe 009B LSOA to the south-east. The Rushcliffe 012B LSOA is in the 10th deprivation decile, meaning it is amongst the 10% least deprived parts of the country. The Rushcliffe 009B LSOA is in the 9th deprivation decile, meaning it is amongst the 20% least deprived parts of the country.</p>	R

	Therefore, low levels of deprivation is felt across the assessment area and the surrounding area. This means new developments have little to no potential for regeneration on the East of Gamston assessment area.	
Spatial Planning considerations	The area of search is adjacent to the built-up area of Nottingham (Gamston), and has defensible boundaries of the A52 and Polser Brook. Development of the site would result in an extension to the Nottingham built-up area, protruding into open countryside along the A52 however the site is located to the north of the Strategic Allocation East of Gamston/North of Tollerton.	G
<p>Summary: The northwest and the southeast of the area is within Flood Zones 2 and 3. Grantham Canal runs across the southern boundary and the southeast of the area. Development should be sensitive to the floodplains of the watercourses surrounding the area.</p> <p>The minor road network and existing field boundaries provide defensible boundaries for development. The area is suitable for development due to largely flat topography, medium landscape sensitivity offering potential for distinctive development and views being largely contained to within the area. Development of the area would result in an extension to the Nottingham main built-up area, protruding into open countryside along the A52 however the area is located to the north of the strategic allocation East of Gamston/North of Tollerton. The hamlet of Bassingfield is located within the area and contains a number of non-designated built heritage assets, mainly farm houses and agricultural buildings. It is likely that buffers will need to be employed to preserve the hamlet's character.</p> <p>A good range of frequent bus service operate along the A52, providing good accessibility to bus travel. However, there is a lack of access to rail/tram services restricted connectivity to Nottingham due to limited river crossings. There is also congestion on the A52 Gamston Lings Bar Road and within West Bridgford.</p> <p>There are modest employment sites in the immediate vicinity, however, there is a clear strength in the wholesale, retail trade and motor vehicles industry which accounts for over 32% of employment. This employment is delivered through small clusters such as at Aeros Nottingham, along Bassingfield lane and in Gamston. Additionally, there are key assets in the leisure and visitor economy in the local area (Nottingham Racecourse, the National Water Sports Centre and many lakes and nature reserves).</p> <p>Allocated and submitted sites: Three call for sites submission sites, Regatta Way (45.6Ha), Land at Gamston (22.2Ha) and North of Gamston (150Ha), are located in this broad area of search. The Regatta Way site is within a flood zone and potentially unsuitable for development. The Land at Gamston site is generally free from major constraints (except a portion to the north that lies within a flood zone) and is suitable for development pending further site investigations. The North of Gamston site is generally free from major constraints (except a portion to the east that lies within a flood zone and could introduce the risk of coalescence with Bassingfield) and is suitable for development pending further site investigations.</p> <p>The extant East of Gamston/North of Tollerton allocation (Policy 25) makes provision for ~2,500 homes, ~20 hectares of employment land and Neighbourhood centre by 2028. The allocation does not benefit from planning permission (as at June 2020). The allocation remains a suitable location for growth.</p> <p>Potential area for strategic growth - The submitted sites and identified areas provide sufficient land capable of delivering the smallest typology (urban extension). The location offers the option to expand upon the extant allocation East of Gamston/North of Tollerton. This would represent a sizeable increase to the main built up area of Nottingham and would require transport and social infrastructure improvements.</p>		

R08: Cotgrave Extension



Criterion	Considerations	Rating
Environmental considerations	<p>The area of search has a low incidence of absolute natural constraints.</p> <p>The western half of the area of search is Grade 2 very good quality agricultural land.</p> <p>Largely Flood Zone 1. An area in the northeast of the area of search lies within Flood Zones 2 and 3 where Grantham Canal flows through.</p> <p>Areas at risk of SW along Colston Gate that runs through the eastern section of the area of search and extends up to Grantham Canal. Low risk in the west of the area of search along the eastern boundary.</p> <p>Low Risk of GW flooding.</p> <p>Large areas suitable for development.</p>	A
Geo-environmental considerations	<p>Potential for Made Ground is considered to be unlikely/insignificant according to available geological and current land use mapping.</p> <p>Current OS mapping suggests a generally very low potential for contamination sources. No landfills are recorded on or within 250m of the area of search.</p> <p>There is a 1-3% chance of a house having a radon concentration at or above the Action Level.</p> <p>The most sensitive aquifer underlying the area of search is considered to be Secondary A (bedrock) in the east and west. Secondary B (bedrock) underlies the centre of the area of search and Secondary (undifferentiated) (superficial) is also present. Consideration should be given to Controlled Waters as a receptor to any potential ground contamination.</p> <p>No MSA/MCA on currently adopted or proposed mineral plans.</p>	G
Landscape and topography	<p>A gently sloping area of medium to large size arable fields either side of the town of Cotgrave.</p> <p>The landscape is typical of the surrounding rural area. The Grantham Canal, Cotgrave Country Park to the north east and a network of PRoW provide</p>	G

	<p>recreational value. The Grantham Canal is of conservation value. Perceptions of tranquillity are high away from the minor road east and west of Cotgrave. Views are largely limited to within the area of search by vegetation, although gently sloping topography means there is some intervisibility with surrounding landscape.</p> <p>Mining heritage, including the development of Cotgrave Country Park on the former colliery, alongside Grantham Canal offers the potential to tie in with new development to create a distinct character.</p> <p>Plumtree Road west of Cotgrave and Colston Gate east of the village act as defensible boundaries to development, alongside existing field boundaries. Suitable for development, with the exception of sloping land south of Plumtree Road.</p>	
Heritage considerations	<p>The area of search is arranged in two parts of roughly equal size, one each to the east and west of the village and connected through its centre.</p> <p>There are no designated or non-designated heritage assets. The village does not have a conservation area but contains ten listed buildings, all grade II apart from the grade I listed Church of All Saints (NHLE 1277792). The area of search is sufficiently distant (approximately 250m at the closest point) and screened from these assets that development on it will not have more than a minor impact on them.</p>	G
Transport and accessibility	<p>Pros</p> <p>Located immediately to the east and west of Cotgrave.</p> <p>Existing local highway network surrounding Cotgrave provides for good vehicular and sustainable access to area of search.</p> <p>Bounded by local roads such as Gilliver Lane and Manor Farm to the west and Colston Gate to the east, providing further scope for access points.</p> <p>Green space local the east of the area of search at Grantham Canal and Cotgrave Country Park.</p> <p>A range of bus services operating through Cotgrave transverse the area of search and provide for good opportunity for bus travel.</p> <p>Cons</p> <p>Not in proximity to HS2 or the M1 motorway.</p> <p>Relatively small area with less scope for strategic transport improvements</p> <p>No National Cycle Network (NCN) Routes within the local area.</p> <p>Lack of access to rail services – the nearest rail station being Radcliffe approx. 5.6km walking distance north of the area of search.</p> <p>Lack of access to tram services within the local area.</p> <p>Restricted connectivity to Nottingham due to limited river crossings.</p>	A
Infrastructure capacity and potential	<p>The area of search is moderately located to both existing primary schools and secondary schools.</p> <p>There are no primary schools within 400m of the site. Two primary school is within 1200m of the area of search and both have a deficit in capacity for school places, totalling -64 places. Additional or extension to existing education facilities is likely to be required.</p> <p>There are several secondary schools within 3900m of the site, both with some surplus capacity, totalling 461 places.</p> <p>The nearest medical centre is Cotgrave Surgery in Cotgrave Town Centre. Part of the area of search also falls outside of existing catchment areas (from data published in March 2020 and submitted by GP practices) subject to further investigations.</p> <p>The area of search is approximately 9km from Queen's Medical Centre which provides acute healthcare services. Across Greater Nottinghamshire, acute healthcare provision is generally highly occupied and additional services may be required to support existing and future needs.</p>	A
Housing considerations	<p>Higher house prices; good affordability; high levels of home ownership; limited affordable housing</p>	G

Economic Development	<p>There are limited employment opportunities in Cotgrave, with an employment density considerably below the county average. The jobs that do exist in the area are occupied by fairly unskilled workers, with less than a quarter holding Level 4+ qualifications. The area lacks major employment sites, with the most significant appearing to be the small cluster of wholesale facilities on High Hazles Road. Residents in Cotgrave are required to commute to different areas for work due to the lack of opportunities in the area, but 83% do remain in Nottinghamshire. Therefore, the facilities and residential population in Cotgrave provide a basis for future development sites however, the demand in the area would have to be stimulated and the only major accessibility benefit is the proximity to the A46.</p> <p>The IMD rankings indicated the vast majority of the area experienced very low levels of deprivation, with LSOAs ranked in the 9th and 10th deprivation deciles. Therefore, the area of search has limited suitability for employment operations and no regeneration potential.</p>	R
Regeneration	<p>The vast majority of the assessment area is within the Rushcliffe 009C, Rushcliffe 009B and Rushcliffe 012B LSOAs, with a minor section crossing into the Rushcliffe 009E LSOA. The 2019 Index of Multiple Deprivation (IMD) ranks the area of search's LSOAs as follows (1st decile is most deprived):</p> <p>The Rushcliffe 009C LSOA is in the 10th deprivation decile, meaning it is amongst the 10% least deprived parts of the country;</p> <p>The Rushcliffe 009B LSOA is in the 9th deprivation decile, meaning it is amongst the 20% least deprived parts of the country;</p> <p>The Rushcliffe 012B LSOA is in the 10th deprivation decile, meaning it is amongst the 10% least deprived parts of the country; and</p> <p>The Rushcliffe 009E LSOA is in the 7th deprivation decile, meaning it is amongst the 40% least deprived parts of the country.</p> <p>These rankings indicate the vast majority of the area of search experiences low levels of deprivation therefore, there is little to no potential for regeneration on the Breaston Extension assessment area.</p>	R
Spatial Planning considerations	The area of search is land adjacent to built up area and strategic housing allocation of Cotgrave.	G
<p>Summary: An area to the northeast lies within Flood Zones 2 and 3 where Grantham Canal flows through. Large areas free from flood risk.</p> <p>Plumtree Road west of Cotgrave and Colston Gate east of the village act as defensible boundaries to potential development in this location, alongside existing field boundaries. Development should avoid sloping land south of Plumtree Road.</p> <p>The area is judged to have Medium-High accessibility. A range of bus services operating through Cotgrave transverse the area and provide for good opportunities for bus travel. The area lacks access to rail services/tram services. There is also restricted connectivity to Nottingham due to limited river crossings.</p> <p>There are limited employment opportunities in Cotgrave, with an employment density considerably below the county average. The area lacks major employment sites, with the most significant appearing to be the small cluster of wholesale facilities on High Hazles Road. Demand in the area would have to be stimulated and the only major accessibility benefit is the proximity to the A46.</p> <p>Submitted sites: Four submitted sites, Cotgrave West 1 & 2 (17.1Ha), Cotgrave East (13.9Ha), are located in this area. Cotgrave West 1 is free from major constraints and suitable for development pending further site investigations. Cotgrave West 2 has landscape constraints to the south of the site. The north of Cotgrave West 2 is free from major constraints and is suitable for development pending further site investigations. Cotgrave East 1 & 2 are generally free from major constraints, though a flood zone bisects the two sites. The sites are suitable for development pending further site investigations.</p> <p>Potential area for strategic growth - The submitted sites and identified areas provide sufficient land capable of delivering the smallest typology (village expansion). The area is fairly remote from the MBUA of Nottingham and so any strategic growth would need to be delivered alongside new social infrastructure and transport improvements.</p>		

R09: Langar Airfield



Criterion	Considerations	Rating
Environmental considerations	<p>The area of search contains pockets of Local Wildlife Sites.</p> <p>Flood Zone 1. Grantham Canal runs along the southern area of search boundary. There is also an unknown watercourse in the south.</p> <p>Areas of SW all across the area of search, some smaller areas at low risk.</p> <p>Low to Medium Risk of GW flooding.</p> <p>Large areas suitable for development.</p>	G
Geo-environmental considerations	<p>The area of search is partially mapped with Made Ground. Made Ground could impact redevelopment options depending on composition and extent.</p> <p>Current OS mapping suggests a generally low potential for contamination sources. No landfills are recorded on-site, the closest off-site landfill is between 50m and 250m from the area of search. Landfills are considered to be a potential source of contamination that could impact redevelopment options.</p> <p>There is a 3-5% chance of a house having a radon concentration at or above the Action Level.</p> <p>The most sensitive aquifer underlying the area of search is considered to be Secondary A (bedrock). Secondary B (bedrock) and localised Secondary (undifferentiated) (superficial) is also present. Consideration should be given to Controlled Waters as a receptor to any potential ground contamination.</p> <p>No MSA/MCA on currently adopted or proposed mineral plans.</p>	A
Landscape and topography	<p>Flat airfield in the north of the area of search with industrial land use to the north and west; small to medium arable fields in the south of the area of search with a small block of woodland.</p> <p>The area of search is representative of the surrounding quiet rural landscape, with the Grantham Canal contributing scenic beauty in the south. The canal and grassland within the airfield are of conservation value. The PRoW network is limited, but includes public access along the canal.</p>	G

	<p>The flat topography and hedgerows enclosing fields limit views in and out of the area of search.</p> <p>The Grantham Canal along with the area of search's RAF heritage, which includes being the base for Bomber Command in WWII, offer some potential for development to tie into to create a distinctive landscape.</p> <p>Defensible boundaries are limited to the boundary of the airfield and existing field boundaries.</p> <p>Suitable for development. Green buffer should be maintained in the south of the area of search between development and the Grantham Canal.</p>	
Heritage considerations	<p>There are no designated heritage assets within the area of search boundary.</p> <p>The area of search is located north of the village of Harby, its southern boundary is marked by the Grantham Canal which is approximately 400m north of the village. The village does not have a conservation area but contains 12 listed buildings, two, the Church of St Mary the Virgin (NHLE 1075078) and the Nags Head Public (Number 20) House and Attached Walls, Railings, Gate and Overthrow (NHLE 1075048) listed grade II*. The distance is enough to ensure that these assets will be unaffected by development on the area of search.</p> <p>The village of Langar is located approximately 1.3km northwest of the area of search. The majority of the village is contained within the Langar Conservation Area which itself contains 20 listed buildings, all grade II apart from the grade I listed Church of St Andrew (NHLE 1264793) and the grade II* listed Langar House (NHLE 1235998). The area of search is sufficiently distant from the village that there will be no impact from development on it.</p> <p>There are non-designated built heritage assets at Stathern Lodge and Glebe Farm, both close to the southern boundary. Further work will be necessary to assess the significance of these buildings and recommend mitigation strategies.</p> <p>The area of search incorporates the former RAF Langar, a Second World War RAF station. The station was closed to military use in 1963 but continues in civilian use and retains many of its original facilities including runways, dispersal loops, technical buildings and hangars. The significance of these non-designated built heritage assets will need to be ascertained before recommendations for their removal and recording or incorporation into the scheme are made.</p>	G
Transport and accessibility	<p>Pros</p> <p>Located on land to the north of Harby village centre and south of Langar, used as Langar Airfield.</p> <p>Existing local highway network established throughout the area of search area due to Airfield land use.</p> <p>Green space provided throughout the area of search due to Airfield use, including space for surrounding leisure activities.</p> <p>Cons</p> <p>Not in proximity to HS2 or the M1 motorway.</p> <p>No National Cycle Network (NCN) Routes within the local area.</p> <p>Not in close proximity to any large settlement / town / local centre.</p> <p>Lack of access to rail services within the local area.</p> <p>Lack of access to tram services within the local area.</p> <p>Realistic access to one school within the local area in Langar, precluding the need for travel by private car.</p>	R
Infrastructure capacity and potential	<p>The area of search is moderately located to existing primary school. One primary school is located within 1200m of the area of search and has a small surplus capacity of 22 places to meet existing and future needs. Additional or extensions to existing education facilities is likely to be required.</p> <p>There are no secondary schools within 4km of the area of search.</p> <p>The area of search is approximately 4.8km from the nearest GP which has some but limited surplus capacity. The area of search is totally covered by catchments of existing GPs around the area.</p>	R

	The area of search is approximately 12.5km from Melton Mowbray Hospital which provides acute healthcare services. Across Greater Nottinghamshire, acute healthcare provision is generally highly occupied and additional services may be required to support existing and future needs.	
Housing considerations	Higher house prices; poor affordability; high levels of home ownership; limited affordable housing	G
Economic Development	The area of search is located on the outskirts of Nottinghamshire, with poor connections to other settlements. There is no access to the major road network nor any rail connectivity. The area does contain employment opportunities, with a density above average. However, this employment is delivered through various industrial business operating out of the former airfield hangar. The rest of the surrounding area is rural with no business or economic activity, and limited residential properties. Therefore, the only opportunity for the area of search is to further the existing logistics and industrial facilities and try to become a hub of activity. This ambition would be significantly constrained by the weak road connectivity on local roads. Additionally, workers would have to drive substantial distances to access the employment opportunities – with only 15% of the current workforce living within 5km and very few workers able to use any sustainable modes of transport. Considering the area is not deprived, with LSOAs ranked in the 8th and 9th deprivation deciles, the potential for successful economic or regeneration developments on this area of search is low.	R
Regeneration	Around half the area of search is within the Rushcliffe 010C LSOA, with the rest split between the Melton 001F and Melton 001D LSOAs. The 2019 Index of Multiple Deprivation (IMD) ranks the area of search's LSOAs as follows (1st decile is most deprived): The Rushcliffe 010C LSOA is in the 8th deprivation decile, meaning it is amongst the 30% least deprived parts of the country; The Melton 001F LSOA is in the 9th deprivation decile, meaning it is amongst the 20% least deprived parts of the country; and The Melton 001D LSOA is in the 8th deprivation decile, meaning it is amongst the 30% least deprived parts of the country; These rankings show that the assessment area experiences low levels of deprivation therefore, there is little to no potential for regeneration on the Langar Airfield assesment area.	R
Spatial Planning considerations	The area of search is an airfield with associated small businesses. The southern half of the area of search is within the Borough of Melton.	G

Submitted site: Langar Airfield (202Ha), is located in this broad area of search. The site is free from major constraints. However, as identified (above) its location does not lend itself to a sustainable new settlement and would be **potentially unsuitable** for development due to low accessibility and remote setting.

Summary:

- **Low Potential for strategic growth**
- Defensible boundaries are limited to the boundary of the airfield and existing field boundaries.
- Green buffer should be maintained in the south of the area of search between development and the Grantham Canal.
- The area of search incorporates the former RAF Langar, a Second World War RAF station. The station was closed to military use in 1963 but continues in civilian use and retains many of its original facilities including runways, dispersal loops, technical buildings and hangars. The significance of these non-designated built heritage assets will need to be ascertained before recommendations for their removal and recording or incorporation into the scheme are made.
- Not in close proximity to any large settlement / town / local centre. Lack of access to rail services/tram services within the local area.
- The area of search is located on the outskirts of Nottinghamshire. The area does contain employment opportunities, with a density above average. However, this employment is delivered through various industrial business operating out of the former airfield hangar. The rest of the surrounding area is rural

with no business or economic activity, and limited residential properties. Therefore, the only opportunity for the area of search is to further the existing logistics and industrial facilities and try to become a hub of activity. This ambition would be significantly constrained by the weak road connectivity on local roads. Additionally, workers would have to drive substantial distances to access the employment opportunities.

The southern half of the area of search is within the Borough of Melton.

R10: West of Sharphill Wood



Criterion	Considerations	Rating
Environmental considerations	<p>The area of search has a low incidence of absolute natural constraints but is adjacent to a Local Wildlife Sites and Local Nature Reserve.</p> <p>The area of search is largely Grade 2 very good quality agricultural land.</p> <p>Area of search is within Flood Zone 1 with very low risk of surface water flood risk.</p> <p>There should be consideration of GI opportunities, as identified in the Local Plan Part 2 which link the main urban area to Ruddington.”</p> <p>Site unsuitability for development is also due to the negative impact that encircling much of the wood with development would have on its wildlife. In particular, the open land to the west of the wood serves as a foraging area for baggers, which has been highlighted by the Nottinghamshire Wildlife Trust.</p>	A
Geo-environmental considerations	<p>Potential for Made Ground is considered to be unlikely/insignificant according to available geological and current land use mapping.</p> <p>Current OS mapping suggests a generally low potential for contamination sources. No landfills are recorded on or within 250m of the area of search.</p> <p>There is a 1-3% chance of a house having a radon concentration at or above the Action Level.</p> <p>No MSA/MCA on currently adopted or proposed mineral plans.</p>	G
Landscape and topography	<p>Steeply sloping hillside site which rises to a high point in its centre. The site comprises agricultural fields enclosed by hedgerows. The landscape is indicative of the wider area, although there are areas where it is degraded. A limited network of PRoW in the north and west of the site indicates some recreational value. The site includes part of a local wildlife site on the western side and is adjacent to another local wildlife site (Sharphill Wood) on the eastern side, which indicates conservation value. The A52 southern boundary introduces noise and movement, locally detracting from perceptions of tranquillity.</p>	R

	<p>Mature hedgerow vegetation along the A52 provides some screening of views into the site, as does Sharphill Wood and woodland within Southern Cemetery. There is a brief open view into the site from the A52 in the south-east of the site.</p> <p>The woodland on the east and west sides of the site provides defensible boundaries, as well as giving potential for development to be underpinned by existing green infrastructure. This could then form part of the wider Edwalton / Sharphill Wood / Ruddington Green Corridor (identified in the Rushcliffe Local Plan Part 2), which provides a green link between the main urban area of West Bridgford and Ruddington.</p> <p>Development of the site has potential to result in the perceived merging of the settlements of Wilford and Edwalton, although this is in the context of the main built up area. In addition, the settlement will enclose the Southern Cemetery – an open space whose eastern boundary is currently adjacent to surrounding fields.</p>	
Heritage considerations	A small area east of Southern Cemetery which contains two grade II listed buildings and to the west of Edwalton Conservation Area which contains Five listed buildings.	G
Transport and accessibility	<p>Relatively small area of search with less scope for strategic transport improvements.</p> <p>Restricted connectivity due to limited crossings over the River Trent.</p> <p>Congestion on the A52 Gamston Lings Bar Road and within West Bridgford.</p>	R
Infrastructure capacity and potential	<p>At present the area of search is moderately located to primary schools. Schools within 1200m of the area of search has a total surplus capacity of 28 places. A new primary school is however due on the adjacent strategic allocation.</p> <p>The area of search is favourably located to existing secondary schools with a small deficit in capacity, of 3 places.</p> <p>The area of search is wholly within existing catchment areas of registered GPs. It is located approximately 1.7km from the nearest existing primary healthcare practice which has some but limited capacity.</p> <p>The area of search is approximately 4.4km from Queen's Medical Centre which provides acute healthcare services. Across Greater Nottinghamshire, acute healthcare provision is generally highly occupied and additional services may be required to support existing and future needs.</p>	G
Housing considerations	Higher house prices; poor affordability; high levels of home ownership; limited affordable housing	G
Economic Development	<p>Existing business activity in the area means there is potential for growth however, this could be limited by the amount that can be accommodated on this small area. The area of search benefits from good access to the A52 and A60 and is positioned next to Wheatcroft Business Park. This park contains a concentration of companies in a variety of sectors, particularly software, manufacturing and agriculture. The area of search is also situated in close vicinity of Nottingham South and Wilford Industrial Estate. This business location hosts a substantial cluster of activity, including companies in the SEP's identified priority or opportunity sectors such as digital, transport, life sciences and professional services. These facilities mean the area has attracted a well-qualified workforce and provide opportunities for future developments to support.</p> <p>The area experiences very low levels of deprivation with most LSOAs in the 10th deprivation decile, meaning there is no regeneration potential. However, the site appears suitable to accommodate future business activity due to the strong nearby assets, although the scale of development may be limited by the size of the area of search.</p>	A

Regeneration	The area experiences very low levels of deprivation with most LSOAs in the 10th deprivation decile, meaning there is no regeneration potential. However, the site appears suitable to accommodate future business activity due to the strong nearby assets, although the scale of development may be limited by the size of the site.	R
Spatial Planning considerations	Land adjacent to the urban fringe of Nottingham at West Bridgford, Southern (Wilford) Cemetery & Crematorium, and the Strategic Allocation Melton Road, Edwalton. Area of search is considered to be too small for strategic growth.	R
<p>Submitted site: West of Sharpill Wood (34.2Ha), is located in this broad area of search. There is a risk of perceived sprawl and coalescence in addition to restricted connectivity that combine make this site potentially unsuitable. However, there may be more limited small-scale opportunities related to the existing housing located in the north of the area.</p>		
<p>Summary:</p> <ul style="list-style-type: none"> • Low Potential for strategic growth • The area of search is largely Grade 2 very good quality agricultural land. • Risk of perceived sprawl from West Bridgford, and coalescence around the Southern Cemetery. Potentially unsuitable for development due to steep slope, open views into the area of search from the A52 and coalescence of West Bridgford around the Southern Cemetery. • Restricted connectivity due to limited crossings over the River Trent. Congestion on the A52 Gamston Lings Bar Road and within West Bridgford. • The area of search is also situated in close vicinity of Nottingham South and Wilford Industrial Estate. This business location hosts a substantial cluster of activity, including companies in the SEP's identified priority or opportunity sectors such as digital, transport, life sciences and professional services. These facilities mean the area has attracted a well-qualified workforce and provide opportunities for future developments to support. 		

R11: West of Tollerton



Criterion	Considerations	Rating
Environmental considerations	<p>The area of search has a low incidence of absolute natural constraints.</p> <p>The area of search is largely Grade 2 very good quality agricultural land.</p> <p>Flood Zone 1. There is a small area in the southwest within Flood Zones 2 and 3 where an unknown watercourse flows through the area of search and this is likely to extent along the watercourse once modelled. There is another unmodelled watercourse in the north of the area of search.</p> <p>Areas of SW flooding where the watercourses cross the area of search.</p> <p>Low Risk of GW flooding.</p> <p>There are areas available for development, but development will be constrained by the floodplains of the watercourses (not yet modelled).</p>	A
Geo-environmental considerations	<p>Potential for Made Ground is considered to be unlikely/insignificant according to available geological and current land use mapping.</p> <p>Current OS mapping suggests a generally low potential for contamination sources. No landfills are recorded on or within 250m of the area of search.</p> <p>There is a 1-3% chance of a house having a radon concentration at or above the Action Level.</p> <p>The most sensitive aquifer underlying the area of search is considered to be Secondary A (superficial, and bedrock to the east). Secondary B (bedrock) also underlies the west of the area of search and Secondary (undifferentiated) underlies the central area. Consideration should be given to Controlled Waters as a receptor to any potential ground contamination.</p> <p>No MSA/MCA on currently adopted or proposed mineral plans.</p>	G
Landscape and topography	<p>Relatively flat land west of Tollerton and east of Edwalton. Land is comprised of medium to large arable fields enclosed by hedgerows.</p> <p>This area of search is representative of the surrounding rural area, with urban influences from the settlements to the west and east of it. The railway, A52 and A606 Melton Road transport corridors locally reduce perceptions of tranquillity.</p>	G

	<p>Glendale Golf Course in the north west of the area of search provides recreational amenity, along with a limited number of PRoWs.</p> <p>Views are largely contained to within the area of search due to the flat topography, field boundary vegetation and the built edges of Edwalton and Tollerton.</p> <p>There are few features which provide an opportunity to embed a new settlement into distinctive landscape.</p> <p>Defensible boundaries include the A52, Melton Road and railway line. Risk of coalescence with Edwalton and Tollerton, as well as Ruddington to the west if both area of search are developed.</p> <p>Suitable for development. A green buffer should be retained to prevent coalescence between Edwalton and Tollerton. If land south of the railway line and A606 is developed this will reduce openness.</p>	
Heritage considerations	<p>There are no designated built heritage assets within the area of search. The central section of the area of search between the village of Tollerton and the suburb of Edwalton and shared a boundary with the Edwalton Conservation Area. The conservation area contains five listed buildings including the grade II* listed Church of the Holy Rood. The conservation area also contains a large number of buildings identified as positive in the Edwalton Townscape Appraisal. Edwalton was a small village in the late 19th century but is now a suburb of Nottingham. It has lost its formerly agricultural setting and though the land to the south is now used as a golf course and is still green space there is no longer a feel of being in a village. The townscape appraisal makes reference to a panoramic view from the churchyard but this has been largely blocked by planting on the golf course. While consideration might be given to keeping a proportion of this part of the area of search as open space. This would also avoid joining the modern extension of Tollerton to Edwalton.</p> <p>There is a cluster of six grade II listed buildings in the older part of Tollerton. These are between 450m and 500m from the area of search's eastern boundary and are mainly set back from the road so that development on the area of search will have little effect.</p> <p>There are non-designated built heritage assets at Glebe Farm. Further assessment of these will be necessary before recommendations can be made.</p>	G
Transport and accessibility	<p>Pros</p> <p>Located immediately to the and southeast of Edwalton and to the northwest of Tollerton built-up area.</p> <p>The A52 and Melton Road run centrally through the area of search, converging at Wheatcroft Island at the western corner of the area of search.</p> <p>Area of search bounded to the southwest by Flawforth Lane, providing scope for vehicular and sustainable access to the southern portion of the area of search.</p> <p>This established highway network provides good accessibility to and from the area of search throughout southern Nottingham.</p> <p>Green space located within the area of search at Tollerton Open Space and Edwalton Golf Centre.</p> <p>Some school provision located within Edwalton and Tollerton.</p> <p>Public footpaths located within the area of search.</p> <p>Some cycle provision available on the A606 within West Bridgford.</p> <p>Cons</p> <p>Not in proximity to HS2 or the M1 motorway.</p> <p>Lack of access to rail services within the local area, though a railway line runs centrally through the area of search to the west of Tollerton.</p> <p>Lack of access to tram services within the local area.</p> <p>No National Cycle Network (NCN) Routes within the local area.</p>	A

	<p>Secondary school provision found further afield, not within the immediate local area.</p> <p>Restricted connectivity to Nottingham due to limited river crossings.</p> <p>Congestion on the A52 Gamston Lings Bar Road and within West Bridgford.</p>	
Infrastructure capacity and potential	<p>The area of search is favourably located to existing primary schools in Tollerton and Edwalton. Primary schools within 400m of the site currently have a small surplus of 17 places.</p> <p>The area of search is also favourably located to existing secondary schools. One secondary school is within 3900m of the area of search but has a deficit of 102 places. Additional or extension to existing education facilities may be required. This would be supported by the planned additional primary and secondary schools in the adjacent strategic allocation.</p> <p>The nearest medical surgery is about 2km away from the area of search with some surplus capacity. The area of search wholly falls within catchements of existing GP practices.</p> <p>The nearest hospital, Queen's Medical Centre, is approximately 5.6km away and provides acute healthcare services. Across Greater Nottinghamshire, acute healthcare provision is generally highly occupied and additional services may be required to support existing and future needs.</p>	G
Housing considerations	Higher house prices; severe affordability constraints; high levels of home ownership; limited affordable housing	G
Economic Development	<p>At present much of the surrounding area is residential settlements, such as Edwalton and Tollerton, meaning the employment density is below the county average. However, about 20 hectares of new employment development is expected on an adjacent strategic allocation at East of Gamston/North of Tollerton.</p> <p>There is one main employment development in the area, Wheatcroft Business Park, which is situated immediately to the east of the area of search. Businesses from various sectors are supported in the cluster, including software, manufacturing and agriculture. The Park, and the assessment area, benefits from access to the A52, the main link road for the area. Further positives for the area of search include the facilities and potential working population in the local residential settlements. The Aeros Nottingham airfield is in the vicinity of the area of search, with a small cluster of economic provision, in technical and aviation services.</p> <p>The area is not very deprived, with the LSOAs ranked in the 8th deprivation decile. Therefore, there is little regeneration potential. In addition, there are potential constraints to future developments, such as the size of the area of search and the single major cluster of activity in the local area and, which may limit its ability to accommodate business operations.</p>	A
Regeneration	<p>The assessment area crosses through the following five LSOAs, with the vast majority in the first three: Rushcliffe 012B, Rushcliffe 012C, Rushcliffe 008B, Rushcliffe 006D and Rushcliffe 008A. The 2019 Index of Multiple of Deprivation (IMD) ranks the area of search's LSOAs as follows (1st decile is most deprived):</p> <p>The Rushcliffe 012B LSOA is in the 10th deprivation decile, meaning it is amongst the 10% least deprived parts of the country;</p> <p>The Rushcliffe 012C LSOA is in the 9th deprivation decile, meaning it is amongst the 20% least deprived parts of the country;</p>	R

	<p>The Rushcliffe 008B LSOA is in the 10th deprivation decile, meaning it is amongst the 10% least deprived parts of the country;</p> <p>The Rushcliffe 006D LSOA is in the 10th deprivation decile, meaning it is amongst the 10% least deprived parts of the country; and</p> <p>The Rushcliffe 008A LSOA is in the 6st deprivation decile, meaning it is amongst the 50% least deprived parts of the country.</p> <p>These scores highlight that the vast majority of the area of search currently experiences very low levels of deprivation in the context of the country. Therefore, the West of Tollerton assessment area has little potential for regeneration.</p>	
Spatial Planning considerations	<p>Land adjacent to Tollerton that is in close proximity to the urban fringe of Nottingham at Edwalton.</p> <p>There is a need to avoid coalescence between Tollerton and Edwalton as well as the current strategic allocations adjacent</p>	A
<p>Summary: The area is largely Grade 2 very good quality agricultural land. There is a small area in the southwest within Flood Zones 2 and 3 where an unknown watercourse flows through the area and this is likely to extent along the watercourse once modelled. There is another unmodelled watercourse in the north of the area. Development will be constrained by the floodplains of the watercourses (not yet modelled).</p> <p>Defensible boundaries include the A52, Melton Road and railway line. Risk of coalescence with Edwalton and Tollerton, as well as Ruddington to the west if both areas are developed. A green landscape buffer should be retained to prevent coalescence between Edwalton and Tollerton. If land south of the railway line and A606 is developed this will reduce openness. The area to the north could act as a village expansion to Tollerton or alternatively further urban extensions beyond the existing allocation to the Main Built Up Area.</p> <p>Medium accessibility. There is one main employment development in the area, Wheatcroft Business Park, which is situated immediately to the east of the area. Businesses from various sectors are supported in the cluster, including software, manufacturing and agriculture. The Park, and the assessment area, benefits from access to the A52, the main link road for the area. Further positives for the area include the facilities and potential working population in the local residential settlements.</p> <p>Submitted sites: Four submitted sites, Burnside Grove Tollerton (9.1Ha), Gamston/Tollerton (75Ha), Edwalton Golf Course (37Ha – safeguarded site) and Land south of Wheatcroft Island, Flawforth Lane (112Ha)⁴⁰, are located in this broad area of search. Burnside Grove Tollerton, Gamston/Tollerton and Edwalton Golf Course sites are free from major constraints and are suitable for development pending further investigations. The land south of Wheatcroft Island (west of the rail line and east of Flawforth Lane) includes landscape constraints and is potentially unsuitable for development.</p> <p>Potential area for strategic growth - The submitted sites and identified areas provide sufficient land capable of delivering the smallest typology (urban extension/village expansion). The location offers the potential to pursue one or more options: expansion of Tollerton; and/or an urban extension to Edwalton. Development in this location would need to carefully consider coalescence between the MBUA and Tollerton.</p>		

⁴⁰ Land south of Wheatcroft Island, Flawforth Lane (call for sites submission) falls within both the R11 and R12 Broad Areas of Search.

R12: Ruddington Extension



Criterion	Considerations	Rating
Environmental considerations	<p>The area of search is largely Grade 2 very good quality agricultural land.</p> <p>The northeastern part of the area of search is designated open space (Nottingham City).</p> <p>The area of search is adjacent to the Rushcliffe Country Park Local Nature Reserve.</p> <p>Largely Flood Zone 1. The western area of search boundary lies within Flood Zones 2 and 3 where the Fairham Brook flows through. An unknown watercourse in the north crosses the area of search from the east towards the west and flows across the north of the area of search. This also lies in Flood Zones 2 and 3.</p> <p>Areas of SW flooding where the watercourses cross the area of search.</p> <p>Low Risk of GW flooding.</p> <p>There are areas available for development, but development will be constrained by the floodplains of the watercourses, which are likely to increase when considering climate change.</p>	A
Geo-environmental considerations	<p>The area of search is partially mapped to be underlain by Made Ground. Made Ground could impact redevelopment options depending on composition and extent.</p> <p>Current OS mapping suggests a generally low potential for contamination sources. A historical, potentially hazardous landfill is located in the north-western area of the area of search, there are no other landfills within 250m of the area of search. Landfills are considered to be a potential source of contamination that could impact redevelopment options.</p> <p>There is a 1-3% chance of a house having a radon concentration at or above the Action Level.</p> <p>The most sensitive aquifer underlying the area of search is considered to be Secondary A (bedrock, and isolated superfcials). Secondary B (bedrock and</p>	A

	<p>superficial) also underlie some of the area of search. Consideration should be given to Controlled Waters as a receptor to any potential ground contamination. No MSA/MCA on currently adopted or proposed mineral plans.</p>	
Landscape and topography	<p>Reasonably flat arable farm land east and west of Ruddington. Landscape is typical of the surrounding rural area, with little scenic quality. A small amount of ancient woodland in the north west has conservation interest, as does the centre of Ruddington. PRow are limited but provide recreational value.</p> <p>Topography and field boundary vegetation mean that the area of search is largely visually enclosed.</p> <p>Small blocks of woodland and hedgerows within the area of search offer the potential to develop a sense of place underpinned by a green infrastructure network. Ruddington has textiles heritage, notably knitting and lace, which could contribute to a distinct character for a new settlement.</p> <p>Risk of coalescence with Bradmore and Clifton, as well as with West of Tollerton to the east if both sides are developed. There is also potential for coalescence between the north of Ruddington and West Bridgford. Defensible boundaries limited to the highways network and existing field boundary.</p> <p>Suitable for development. Green buffers should be maintained to prevent coalescence with Bradmore and Clifton.</p>	G
Heritage considerations	<p>There are no designated heritage assets within the area of search. The area of search is arranged in two parts of roughly equal size, one each to the east and west of the village and connected through its centre along Clifton Road and Flawforth Lane.</p> <p>The core of Ruddington is given up to the Ruddington Conservation Area which contains 19 grade II listed buildings. The conservation area also contains a large number positive buildings identified by the Ruddington Townscape Appraisal.</p> <p>The conservation area is screened from the western part of the area of search by modern residential development and a buffer of approximately 300m has been left between the eastern part of the site and the conservation area. There is therefore little opportunity for development on the area of search to impact the conservation area.</p> <p>Three grade II listed buildings at Easthorpe House are located between the conservation area and the eastern part of the area of search. The buffer between the eastern part of the area of search and the village also ensures that enough of the asset's setting remains to avoid unacceptable harm. The grade II listed Greenhouse at Ruddington Golf Club will similarly avoid harm from development within the area of search on the western side of Wilford Road.</p> <p>The southern tip of the western part of the area of search comes within 100m of the Bradmore Conservation Area which contains 19 grade II listed buildings. A larger buffer, perhaps up to 400m would reduce impact on the conservation area and the assets within it.</p>	A
Transport and accessibility	<p>Pros</p> <p>Large area located in two halves either side of Ruddington, with the western half bordering Clifton.</p> <p>Established local highway network serving Ruddington provides scope for vehicular and sustainable accessibility to the area of search.</p> <p>Wilford Road, Clifton Road and Pasture Lane provide accessibility to the west and Flawforth Lane and A60 to the east.</p> <p>Bounded by the A52 to the northeast, with access provided at Wheatcroft Island for accessibility towards Nottingham.</p> <p>Green space provided around the area of search at Sellors Playing Field, Wilwell Farm Nature Reserve and Rushcliffe Country Park.</p> <p>Range of school provision identified within Ruddington and Clifton.</p>	G

	<p>Accessibility to NET2 Tram services, with the Holy Trinity tram stop located approx. 1.1km walking distance west of the area of search, for access to Nottingham city centre.</p> <p>Network of public footpaths and bridleways present throughout the area of search.</p> <p>Accessibility to direct and frequent bus services throughout Ruddington, with scope for possible route extensions.</p> <p>The disused Great Central Main Line railway runs through the western portion of the area of search for future possible development / accessibility.</p> <p>Cons</p> <p>Not in close proximity to HS2 or the M1 motorway.</p> <p>No National Cycle Network (NCN) Routes within the local area.</p> <p>Lack of access to existing rail services within the local area.</p>	
Infrastructure capacity and potential	<p>The area of search is favourably located to both existing primary schools in Ruddington. Primary schools within 400m of the area of search currently have an overall deficit in school capacity of -38 places.</p> <p>The area of search is also favourably located to existing secondary schools. Two secondary schools are within 1600m of the area of search with an overall surplus capacity of 229 places.</p> <p>The nearest medical surgery is in Ruddington which has some but limited capacity. The area of search wholly falls within catchments of existing GP practices.</p> <p>The nearest hospital, Queen's Medical Centre, is approximately 4.2km away and provides acute healthcare services. Across Greater Nottinghamshire, acute healthcare provision is generally highly occupied and additional services may be required to support existing and future needs.</p>	A
Housing considerations	<p>Higher house prices; affordability constraints; high levels of home ownership; limited affordable housing</p>	G
Economic Development	<p>The area contains good employment opportunities, with a density broadly in line with the county average. The businesses in the area helped to drive growth through the highly qualified workforce they attract, with nearly 39% of workers holding a Level 4+ qualification and 47% occupying high-level jobs.</p> <p>There are multiple advantages to the area of search: its access to the A52 and A606, the tram connectivity in Clifton to the east, the presence of Nottingham Trent University and multiple clusters of businesses in opportunity sectors.</p> <p>These benefits create an opportunity for future developments to benefit from positive agglomeration impacts. Nottingham Trent University is a key asset in the area, with its investment into the Science and Technology Centre and the new Medical Innovation Facility likely to bring further benefits in the core sector of life sciences. There is a cluster of digital businesses, including Experian and Impero Software, along the A60 to the south of A60. Wheatcroft Business Park, adjacent to the north border of the site, is the second main concentration of companies focussing in software, manufacturing and agriculture.</p> <p>There are pockets in the west of the area of search (Nottingham 035D LSOA) that suffer from high levels of deprivation, ranked in the 2nd deprivation decile. Therefore, the area of search is suitable for significant developments with multiple opportunities to complement existing operations and has strong regeneration potential to the west.</p>	G
Regeneration	<p>The assessment area is a large area which lies within the following six LSOAs: Rushcliffe 011A, Rushcliffe 011C, Rushcliffe 015D, Rushcliffe 011D, Rushcliffe 011B and Nottingham 035D. The 2019 Index of Multiple of Deprivation (IMD) ranks the area of search's LSOAs as follows (1st decile is most deprived):</p> <p>The Rushcliffe 011A LSOA is in the 10th deprivation decile, meaning it is amongst the 10% least deprived parts of the country;</p>	A

	<p>The Rushcliffe 011C LSOA is in the 8th deprivation decile, meaning it is amongst the 30% least deprived parts of the country;</p> <p>The Rushcliffe 015D LSOA is in the 10th deprivation decile, meaning it is amongst the 10% least deprived parts of the country;</p> <p>The Rushcliffe 011D LSOA is in the 10th deprivation decile, meaning it is amongst the 10% least deprived parts of the country;</p> <p>The Rushcliffe 011B LSOA is in the 8th deprivation decile, meaning it is amongst the 30% least deprived parts of the country; and</p> <p>The Nottingham 035D LSOA is in the 2st deprivation decile, meaning it is amongst the 20% most deprived parts of the country.</p> <p>These scores illustrate the varying levels of deprivation across the different areas of the assessment area. While the majority of the area of search experiences few factors of deprivation, one pocket of the assessment is currently extremely deprived and in need of regeneration. Therefore, the Ruddington Extension assessment area has potential for regeneration.</p>	
Spatial Planning considerations	<p>Land adjacent to Ruddington in close proximity to the urban fringe of Nottingham.</p> <p>Development of the western edge of Ruddington would result in an increased potential for coalescence between Ruddington and Clifton. Full development of the eastern edge of Ruddington may also result in an increased potential for coalescence between Ruddington and Edwalton and West Bridgford.</p>	A
<p>Summary: The area is largely Grade 2 very good quality agricultural land. The western area boundary lies within Flood Zones 2 and 3 where the Fairham Brook flows through. There are areas available for development, but development will be constrained by the floodplains of the watercourses, which are likely to increase when factoring in climate change.</p> <p>There is a risk of coalescence with Bradmore and Clifton, as well as with West of Tollerton to the east if both areas were to be developed. Defensible boundaries are limited to the highways network and existing field boundary. Green landscape buffers should be maintained to prevent coalescence with Bradmore and Clifton. Full development of the eastern edge of Ruddington may also result in an increased potential for coalescence between Ruddington and Edwalton and West Bridgford.</p> <p>The Conservation Area is screened from the western part of the area by modern residential development and a buffer of approximately 300m to the east. There is therefore little opportunity for development to impact heritage. The south west part of the area comes within 100m of the Bradmore Conservation Area, a larger buffer would reduce impact on the Conservation Area and the assets within it.</p> <p>The area is judged to have High accessibility. The Holy Trinity tram stop is located approximately 1.1km walking distance west of the area. There is access to direct and frequent bus services throughout Ruddington, with scope for possible route extensions. The disused Great Central Main Line railway offers future possible development / accessibility improvement potential. However, there is a lack of access to existing rail services within the local area. There are multiple advantages to the area: its access to the A52 and A606; the tram connectivity in Clifton to the east; the presence of Nottingham Trent University; and multiple clusters of businesses in opportunity sectors. These benefits create an opportunity for future developments to benefit from positive agglomeration impacts.</p>		
<p>Submitted sites: Four submitted sites, West of Pasture Lane (35Ha), North Road (10.14Ha), East of Loughborough Road (58.6Ha) and Land south of Wheatcroft Island, Flawforth Lane (112Ha)⁴¹, are located in this broad area of search. The land south of Wheatcroft Island (west of Flawforth Lane) is free from major constraints and suitable for development pending further investigations. The East of Loughborough Road site is generally free from major constraints and suitable for development, the southern portion of the site includes landscape constraints and is potentially unsuitable for development. The West of Pasture Lane and North Road sites include flood zones and landscape constraints. These sites are potentially unsuitable for development.</p>		
<p>Potential area for strategic growth - The submitted sites and identified areas provide sufficient land capable of delivering the smallest typology (village expansion). Development in this location would need to carefully consider coalescence risks with Bradmore and Clifton and also coalescence between Ruddington and Edwalton and West Bridgeford. The high accessibility levels would help to support this strategic growth area.</p>		

⁴¹ Land south of Wheatcroft Island, Flawforth Lane (call for sites submission) falls within both the R11 and R12 Broad Areas of Search

R13: West of Keyworth



Criterion	Considerations	Rating
Environmental considerations	<p>The area of search has a low incidence of absolute natural constraints, however is adjacent to Rancliffe Wood Local Nature Reserve.</p> <p>The area of search is Grade 2 very good quality agricultural land.</p> <p>Largely Flood Zone 1 BUT an unmodelled watercourse passes through the area of search AND the southern area of search boundary lies in Flood Zones 2 and 3 associated with the Fairham Brook.</p> <p>Areas of SW flooding where the watercourses cross the area of search.</p> <p>Low Risk of GW flooding.</p> <p>Large areas available for development. Development will need to be sensitive to floodplains of watercourses.</p>	A
Geo-environmental considerations	<p>The area of search is partially mapped with Made Ground. Made Ground could impact redevelopment options depending on composition and extent.</p> <p>Current OS mapping suggests a generally low potential for contamination sources. No landfills are recorded on or within 250m of the area of search.</p> <p>There is a 1-3% chance of a house having a radon concentration at or above the Action Level.</p> <p>The aquifers underlying the area of search are Secondary B (bedrock) and Secondary (undifferentiated) (superficial). Consideration should be given to Controlled Waters as a receptor to any potential ground contamination.</p> <p>The area is within a proposed mineral safeguarding and consultation area for gypsum.</p>	A
Landscape and topography	<p>Slightly undulating area composed of medium to large arable fields on a series of ridgelines with isolated farmsteads and a sewage works.</p> <p>Landscape is representative of the surrounding rural area. There is little scenic quality, or features of note apart from a small block of woodland and Fairham</p>	G

	<p>Brook in the south of the area of search. The PRoW network is limited, but provides recreational value. Perceptions of tranquillity vary.</p> <p>The area of search is somewhat enclosed by field boundary vegetation, but topographic variations mean there is some intervisibility with the surrounding landscape.</p> <p>There is little of value, apart from the small block of woodland and Fairham Brook, to form the basis of a distinctive new settlement.</p> <p>Risk of coalescence with Plumtree. Defensible boundaries are limited to Bunny Lane and existing field boundaries.</p> <p>Maintain a green buffer to prevent coalescence with Plumtree. The area south of Bunny lane would be particularly suitable for development as it is contained by woodland external to the area of search, vegetation associated with Fairham Brook and Wysall Lane.</p>	
Heritage considerations	<p>There are no designated heritage assets within the area of search. The area of search is located to the west of the village of Keyworth. The centre of the village is given over to the Keyworth Conservation Area which is centred on Main Street and contains seven listed buildings including the grade I listed Church of St Mary Magdalene (NHLE 1039626), and a number of key unlisted buildings as identified in the Conservation Area Appraisal and Management Plan. The conservation area extends to the junction of Main Street and Wysall Lane at which point it is approximately 120m from the area of search. The Keyworth Townscape Appraisal identifies a panoramic view looking southwest from this junction and an important view in. Development on the area of search west of Wysall Lane will change the experience of the approach to the village and planting is recommended on the western side of the road to mitigate this effect.</p> <p>There are three other conservation areas near the area of search, Bunny (approximately 1.2km west); Bradmore (approximately 700m west); and Normanton-on-the-Wolds (approximately 450m northeast). While Bunny and Normanton are well screened from the area of search it is recommended that planting is considered at Bradmore to soften the effect of the development.</p> <p>The grade II listed Pair of Gate Piers and Walls Extending Around Bunny Park (NHLE 1277791) face the area of search directly across Wysall Road. The asset's setting is Bunny Park which is not part of the area of search. However, it is recommended that the asset is taken into consideration in any scheme for this part of the area of search.</p> <p>Although there appear to be very few non-designated built heritage assets within the area of search, further work will be necessary to identify any that are present and assess their significance before any recommendations are made.</p>	G
Transport and accessibility	<p>Pros</p> <p>Located immediately to the west of Keyworth and south of Plumtree.</p> <p>Bounded to the north by Bradmore Lane, to the west by Bunny Lane and south by Wysall Lane for vehicular and sustainable access points.</p> <p>Bradmore lane provides access west to the A60 and east to the A606 Melton Road for access towards Nottingham.</p> <p>Green space provided nearby at Rancliffe Wood, Platt Lane Playing Fields, Bunny Park and on surrounding Greenbelt land.</p> <p>School provision located within Plumtree and Keyworth including a Sixth-form college.</p> <p>Range of bus services operate along Station Road to the northern extent of the area of search for access to Nottingham.</p> <p>Public footpath located within the area of search though southern half of the area of search.</p> <p>Cons</p>	A

	<p>Lack of access to rail services within the local area, though a railway line runs along the north-eastern extent of the area of search.</p> <p>Not in proximity to HS2 or the M1 motorway.</p> <p>Lack of access to tram services within the local area.</p> <p>No access to bus services in the southern portion of the area of search.</p> <p>No National Cycle Network (NCN) Routes within the local area.</p>	
Infrastructure capacity and potential	<p>The area of search is favourably located to existing primary schools in Keyworth. Primary schools within 400m of the area of search currently have an overall deficit in school capacity of -38 places.</p> <p>The area of search is also favourably located to existing secondary schools. Two secondary schools are within 1600m of the area of search with an overall surplus capacity of 229 places.</p> <p>The nearest medical surgery in Keyworth which has some surplus capacity.</p> <p>The area of search wholly falls within catchements of existing GP practices.</p> <p>The nearest hospital, Queen's Medical Centre, is approximately 4.2km away and provides acute healthcare services. Across Greater Nottinghamshire, acute healthcare provision is generally highly occupied and additional services may be required to support existing and future needs.</p> <p>Part of the area of search to the south of Bunny Lane contains sewage works.</p>	A
Housing considerations	<p>Modest house prices; good affordability; high levels of home ownership; limited affordable housing</p>	G
Economic Development	<p>The surrounding area contains some vital economic assets driving growth in a variety of sectors. The British Geological Survey has its headquarters in Keyworth, a key research facility for the LEP area which attracts well qualified workers to provide geoscientific data to the government and public. A cluster of companies are positioned to the south of Ruddington, with access to the A60. This cluster has a specialisation in the digital and creative sector, an opportunity for the area, led by recognised digital companies such as Experian, Capita, Ideagen and Impero Software. These facilities provide future businesses an opportunity to complement a variety of sectors. Keyworth provides a basis of existing community facilities and services, and a residential population willing to access local opportunities with a borough retention rate above average for Rushcliffe.</p> <p>The majority of the area experiences very little deprivation however, there is one pocket of the area of search (Rushcliffe 013A LSOA) towards the north-west of Keyworth which is ranked in the 4th deprivation decile. Therefore, the area of search appears to be a strong opportunity for growth and has some regeneration potential.</p>	G
Regeneration	<p>The assessment area falls within the following five LSOAs, with the vast majority in the first three: Rushcliffe 015D, Rushcliffe 012C, Rushcliffe 013B, Rushcliffe 012A and Rushcliffe 013A. The 2019 Index of Multiple of Deprivation (IMD) ranks the area of search's LSOAs as follows (1st decile is most deprived):</p> <p>The Rushcliffe 015D LSOA is in the 10th deprivation decile, meaning it is amongst the 10% least deprived parts of the country;</p> <p>The Rushcliffe 012C LSOA is in the 9th deprivation decile, meaning it is amongst the 20% least deprived parts of the country;</p> <p>The Rushcliffe 013B LSOA is in the 10th deprivation decile, meaning it is amongst the 10% least deprived parts of the country;</p> <p>The Rushcliffe 012A LSOA is in the 10th deprivation decile, meaning it is amongst the 10% least deprived parts of the country; and</p> <p>The Rushcliffe 013A LSOA is in the 4th deprivation decile, meaning it is amongst the 40% most deprived parts of the country.</p>	A

	These scores indicate that one pocket of the area of search, to the east, experience fairly high levels of deprivation, despite the majority of the assessment area in the least deprived parts of the country. Therefore, there is regeneration potential to the east of the West of Keyworth assessment area.	
Spatial Planning considerations	Land adjacent to Keyworth and strategic housing allocations to the west of Keyworth. The area of search has defensible boundaries of Bradmore Lane and Wyal Lane.	G
<p>Summary: The area is Grade 2 very good quality agricultural land. There is an unmodelled watercourse that passes through the area and the southern boundary of the area lies in Flood Zones 2 and 3 associated with the Fairham Brook. Development will need to be sensitive to floodplains of watercourses. The area is within a proposed mineral safeguarding area for gypsum.</p> <p>It would be important to maintain a green landscape buffer to prevent coalescence with Plumtree. The area south of Bunny lane would be particularly suitable for development as it is contained by woodland external to the area, with vegetation associated with Fairham Brook and Wysall Lane.</p> <p>The area is judged to have Medium-High accessibility. The area is located immediately to the west of Keyworth and south of Plumtree. A range of bus services operate along Station Road to the northern extent of the area for access to Nottingham. There is a lack of access to rail services/tram within the local area, though a railway line runs along the north-eastern extent of the area. No access to bus services in the southern portion of the area.</p> <p>The surrounding area contains some vital economic assets driving growth in a variety of sectors. The British Geological Survey has its headquarters in Keyworth, a key research facility for the LEP. A cluster of companies are positioned to the south of Ruddington, with access to the A60. This cluster has a specialisation in the digital and creative sector. These facilities provide future businesses an opportunity to complement a variety of sectors.</p>		
<p>Submitted sites: Three submitted sites, North of Debdale Lane, Keyworth (13Ha) North of Bunny Lane, Keyworth (13.2Ha) and South of Bunny Lane (27Ha), are located in this broad area of search. The sites are free from major constraints and suitable for development pending further site investigations.</p>		
<p>Potential area for strategic growth - The submitted sites and identified areas provide sufficient land capable of delivering the smallest typology (village expansion). Development in this location would need to consider coalescence risks with Plumtree.</p>		

R14: East of Stanton-on-the-Wolds



Criterion	Considerations	Rating
Environmental considerations	<p>The area of search has a low incidence of absolute natural constraints, however is adjacent to the Roehoe Wood Local Nature Reserve.</p> <p>Flood Zone 1. Unmodelled Roehoe Brook flows through the south of the area of search. Polser Brook (assumed) flows through the north of the area of search.</p> <p>Areas of SW flooding where the watercourses cross the area of search.</p> <p>Low Risk of GW flooding.</p> <p>Large areas available for development. Development will need to be sensitive to floodplains of upper reaches of the unmodelled watercourses.</p>	G
Geo-environmental considerations	<p>Potential for Made Ground is considered to be unlikely/insignificant according to available geological and current land use mapping.</p> <p>Current OS mapping suggests a generally low potential for contamination sources. No landfills are recorded on or within 250m of the area of search.</p> <p>There is a less than 1% chance of a house having a radon concentration at or above the Action Level.</p> <p>The most sensitive aquifer underlying the area of search is considered to be Secondary A (bedrock, to the west). Secondary B (bedrock) also underlies the east of the area of search and Secondary (undifferentiated) (superficial) are also present. Consideration should be given to Controlled Waters as a receptor to any potential ground contamination.</p> <p>No MSA/MCA on currently adopted or proposed mineral plans.</p>	G
Landscape and topography	<p>This is a reasonably flat area comprised of medium to large arable fields interspersed with small to medium blocks of woodland.</p> <p>This area of search is representative of the surrounding rural landscape. Blocks of woodland contribute towards scenic beauty, although the A46, A606 and railway line detract from this and perceptions of tranquillity locally. A limited network of PRow provide recreational value.</p>	G

	<p>Views are largely restricted to within the area of search due to the topography, blocks of woodland and field boundary vegetation.</p> <p>Woodland blocks and the Roehoe Brook in the south offer potential to embed a new settlement into the existing green infrastructure.</p> <p>Defensible boundaries are formed by the A606 and existing field boundaries, including the vegetation enclosing the PRow south of Jerico Farm and Bank Farm. There is a risk of coalescence with Stanton-on-the-Wolds.</p> <p>Suitable for development. Maintain green buffer to prevent coalescence with Stanton-on-the-Wolds.</p>	
Heritage considerations	<p>There are no designated assets or conservation areas within or surrounding the area of search. The closest conservation area is Keyworth approximately 2.5km to the west. The closest scheduled monument is St Wilfrid's Church and churchyard (NHLE 1019493), approximately 900m east of the area of search; while the closest listed building is the grade II listed Wolds Farmhouse (NHLE 1227679), approximately 450m southeast. Both are sufficiently distant from and screened from the area of search that development on it will have no impact. The sole non-designated built heritage asset within the area of search appears to be the Lodge on the Wolds. Further work will be necessary to assess the significance of the asset before any recommendations are made.</p>	G
Transport and accessibility	<p>Pros</p> <p>Located to the east of Stanton-on-the-Wolds.</p> <p>Bounded to the east by the A46, which has been upgraded to dual carriageway in recent years, for access southwards to Leicester and Northwards to Newark-On-Trent.</p> <p>Bounded to the west by Melton Road for access north towards Nottingham. Intersection of Melton Road and the A46 occurs approx. 1km distance south of the area of search.</p> <p>Green space located to the south in Roehoe Wood and on surrounding Greenbelt land.</p> <p>Infrequent bus services operate to the west of the area of search along Melton Road.</p> <p>Cons</p> <p>Located away from any substantial / town.</p> <p>Not in proximity to HS2 or the M1 motorway.</p> <p>Lack of access to rail services within the local area, though a railway line forms part of the area of search's western boundary.</p> <p>Lack of access to tram services within the local area.</p> <p>No National Cycle Network (NCN) Routes within the local area.</p> <p>Nearest school provision located approx. 2km walking distance to the east and west of the area of search respectively.</p> <p>Questions over size of the area of search regarding suitability for largescale development.</p>	R
Infrastructure capacity and potential	<p>The area of search is located favourably to existing primary schools and secondary schools. There is a surplus capacity at both levels of 27 places and 256 places respectively. There might however be needs for additional or extensions to existing educational facilities to support future growth.</p> <p>The nearest medical surgery is about 3.2km away from the area of search with some capacity. The area of search wholly falls within catchments of existing GP practices.</p> <p>The nearest hospital, Queen's Medical Centre, is approximately 11.4km away and provides acute healthcare services. Across Greater Nottinghamshire, acute healthcare provision is generally highly occupied and additional services may be required to support existing and future needs</p>	G

Housing considerations	Higher house prices; severe affordability constraints; high levels of home ownership; limited affordable housing	G
Economic Development	<p>The surrounds to the area of search are mostly rural with limited employment opportunities. Slightly further afield, the British Geological Survey has its headquarters in Keyworth. This is considered a key professional research facility for the LEP area which attracts well qualified workers to provide geoscientific data to the government and public. Despite the sporadic settlements in the area, this facility demonstrates it is possible to draw in the workers for high-value facilities with nearly 16% of workers in the professional and scientific sector. The area of search also benefits from its strategic location at the junction between the A606 and A46. This connectivity is likely to help bring in workers, albeit by unsustainable modes of transport, and is considered an advantage for multiple sectors.</p> <p>The IMD scores highlight that the majority of the area of search is within the least deprived parts of the country, ranked in the 9th and 10th deprivation deciles. Therefore, there is little to no regeneration potential. The area of search has some suitability to future developments however, the scale of the area of search and the lack of existing activity is likely to limit its potential.</p>	A
Regeneration	<p>The entire assessment area lies within the Rushcliffe 012C LSOA. The 2019 Index of Multiple of Deprivation (IMD) ranks the Rushcliffe 012C LSOA (1st decile is most deprived) in the 9th deprivation decile, meaning it is amongst the 20% most deprived parts of the country.</p> <p>The area of search is also borders the Rushcliffe 012B LSOA to the north. The Rushcliffe 012B LSOA is in the 10th deprivation decile, meaning it is amongst the 10% least deprived parts of the country.</p> <p>Therefore, low levels of deprivation is felt across the assessment area and the surrounding area. This means new developments have little to no potential for regeneration within the East of Stanton-on-the-Wolds assessment area.</p>	R
Spatial Planning considerations	<p>The area of search has defensible boundaries to the east (A46), the west (rail line) and south (woodland).</p> <p>The area of search is not adjacent to a settlement, however is adjacent to a built up area on Melton Road.</p>	G

Submitted site: East of Stanton on the Wolds(118Ha ~2,000dwgs), is located in this broad area of search. The site contains a number of woodland blocks and is remote with restricted connectivity. The site is **potentially unsuitable** for development. There may be very limited potential for small-scale development adjoining Stanton on the Wolds.

Summary:

- **Low Potential for strategic growth**
- Woodland blocks and the Roehoe Brook in the south offer potential to embed development into the existing green infrastructure. Defensible boundaries are formed by the A606 and existing field boundaries, including the vegetation enclosing the PRow south of Jerico Farm and Bank Farm. There is a risk of coalescence with Stanton-on-the-Wolds. Maintain green buffer to prevent coalescence with Stanton-on-the-Wolds.
- Bounded to the east by the A46, which has been upgraded to dual carriageway in recent years, for access southwards to Leicester and Northwards to Newark-On-Trent. Bounded to the west by Melton Road for access north towards Nottingham. Intersection of Melton Road and the A46 occurs approx. 1km distance south of the area of search. Infrequent bus services operate to the west of the area of search along Melton Road. Lack of access to rail/tram services within the local area, though a railway line forms part of the area of search's western boundary.
- The surrounds to the area of search are mostly rural with limited employment opportunities. Slightly further afield, the British Geological Survey has its headquarters in Keyworth. Despite the sporadic settlements in the area, this facility demonstrates it is possible to draw in the workers for high-value facilities with nearly 16% of workers in the professional and scientific sector. The area of search also benefits from its strategic location at the junction between the A606 and A46. This connectivity is likely to help bring in workers, albeit by unsustainable modes of transport, and is considered an advantage for multiple sectors.

R15: A453 Corridor



Criterion	Considerations	Rating
Environmental considerations	<p>The area of search has a low incidence of absolute natural constraints, however clusters of Local Wildlife Sites along the northern edges Flood Zone 1 BUT the north, northwest, west and southwest of the area of search is surrounded by Flood Zones 2 and 3. There are some areas just beyond the northeast and southern boundaries that lie within Flood Zones 2 and 3.</p> <p>The River Trent runs along the northwest boundary and the River Soar runs along the west boundary before discharging into the River Trent. There are several unknown watercourses in the south and west of the site which could limit space for development.</p> <p>Areas of SW flooding where the watercourses cross the area of search.</p> <p>Low to Medium Risk of GW flooding.</p> <p>Area of search is surrounded by Flood Zone 3 to the west and north which is likely to increase due to climate change. Unmodelled watercourses on the area of search may also constrain future development.</p>	A
Geo-environmental considerations	<p>The area of search is partially mapped to be underlain by Made Ground. Made Ground could impact redevelopment options depending on composition and extent.</p> <p>Current OS mapping suggests an intermediate potential for contamination sources, partially as a result of the Ratcliffe-on-Soar Power Station (coal-fired) that occupies approximately 20% of the area of search in the north-west. Three authorised/historical, potentially hazardous landfills are located in the central area of the area of search, the closest off-site landfill is within 50m from the area of search. Landfills are considered to be a potential source of contamination that could impact redevelopment options.</p> <p>There is a 1-3% chance of a house having a radon concentration at or above the Action Level.</p>	A

	<p>The most sensitive aquifer underlying the area of search is considered to be Secondary A (isolated superficial). Secondary B (bedrock) also underlies the area of search. Consideration should be given to Controlled Waters as a receptor to any potential ground contamination.</p> <p>The area is within a mineral safeguarding area for sand and gravel and partially within a proposed mineral safeguarding and consultation area for gypsum. Therefore, any development proposals would be subject to further consideration of the implications for development of historical gypsum mines.</p>	
Landscape and topography	<p>Relatively flat area sloping towards the River Trent to the north of the area of search and River Soar to the west of the area of search. The landscape comprises medium and large arable fields and large to medium blocks of woodland.</p> <p>Landscape is typical of the surrounding rural landscape. Transport corridors including the A453 road, Midland Mainline and a network of minor roads, alongside industrial land uses including mineral extraction and Ratcliffe on Soar Power Station detract from perceptions of tranquillity. Overall landscape quality is low, but in the east and south there is scenic quality and conservation interest related to Kingston Pleasure Grounds Registered Park and Gardens south of the area of search boundary at Kingston on Soar. A limited network of PRow provide some recreational access, notably in the south and east.</p> <p>Flat topography means the area is visually open, and has high intervisibility with the surrounding landscape. Winking Hill is prominent in local views and the power station is a landmark in long distance views from Nottingham and the south.</p> <p>Woodland south of the A453 offers the potential to create a distinctive place based on an existing green infrastructure network.</p> <p>Defensible boundaries are largely limited to the transport network, although woodland offers the opportunity to screen development, for example the area surrounding Winking Farm and the area east of Gotham could be developed without perceived sprawl creating adverse impacts on long views.</p> <p>Suitable for development. If the area north of Kingston Pleasure Grounds is developed this may have an adverse impact on the setting of the Registered Park and Garden. Development on high ground at Winking Hill will introduce visual sprawl.</p>	G
Heritage considerations	<p>The area of search is located either side of the A453 between the settlements of Thrumpton to the north, Gotham to the east, West Leake and Kingston-on-Soar to the south and Ratcliffe-on-Soar to the west.</p> <p>There are no Conservation Areas or Registered Parks and Gardens within the area of search. There are two Scheduled Monuments within the area of search, Romano-British nucleated enclosed settlement and Roman villa complex at Glebe Farm (NHLE 1020821) and Roman site on Red Hill (NHLE 1003667). There is also one grade II listed building, Kingston Fields Farmhouse and Workshops (NHLE 1260220) within the area of search. The scheduled monument at Glebe Farm comprises buried remains but its agricultural setting is intact and should be considered in any scheme. The area of search on Red Hill is in two parts, one within the area of search at Ratcliffe-on Soar Power Station, the other on the west side of the railway and screened from the site by planting. The agricultural setting of the part of the asset within the area of search has gone but could be reclaimed as part of the scheme.</p> <p>The listed building is an 18th and 19th century farmhouse and workshops and strands in an agricultural setting. Pulling back the area of search to the east side of West Leake Lane would go some way to preserving this setting and the significance of the asset.</p> <p>Kingston Park Pleasure Gardens (NHLE 1001716) is a grade II Registered Park and Garden on the southwest edge of the area of search. Much of the</p>	A

	<p>area of search is screened from the asset by planting on the asset's boundaries but there is a stretch where the area of search faces the assets directly across Gotham Road with only a low wall separating the two. Planting on the area of search boundary would diminish the effect while allowing views into the park from the road. Pullin back the area of search boundary would help preserve the assets setting and that of the assets in the village of Kingston-on-Soar immediately to the west.</p> <p>The Thrumpton Conservation Area is located to the north of the area of search and contains 20 listed buildings including the grade II* listed Church of All Saints (NHLE 1242423) and the grade I listed Thrumpton Hall and Attached Range of Outbuildings (NHLE 1242464). The conservation area is well screened from the area of search by the topography which rises to the south and by planting. a spur of the conservation area is screened from the A453 and the area of search by planting on the western side of the road. Development on the area of search will not therefore have a major impact on the conservation area or the assets within it.</p> <p>The West Leake Conservation Area is approximately 400m south of the southern boundary of the area of search. Development on the area of search will be largely screened from the asset by the topography but care will be needed to avoid a hard urban edge facing it.</p> <p>The setting of the grade II listed Redhill Tunnel North Portal (NHLE 1260025) Redhill Tunnel South Portals (West SPC6 28 and East SPC6 28a) (NHLE 1417715) adjacent to the northwest corner of the area of search, is the railway line and development on the area of search will not have an effect on the asset. The village of Gotham contains five listed buildings including the grade I listed Church of St Lawrence (NHLE 1260206). The asset is located in the centre of the village and will not experience a major effect as a result of development on the area of search.</p> <p>Historic mapping suggests the presence of a number of non-designated built heritage assets within the area of search boundary. These will need to be assessed before further recommendations can be made. The Ratcliffe-on-Soar Power Station (1968) is located within the area of search boundary. While development on the area of search will not affect the significance of buildings within the power station's boundary, if the power station is decommissioned and demolished the non-designated built heritage assets within it would need to be assessed before further recommendations could be made.</p>	
<p>Transport and accessibility</p>	<p>Pros</p> <p>Largescale area located immediately to the west of Gotham.</p> <p>Area of search encompasses Kingston on Soar and Ratcliffe Power Station and includes the established local highway network associated with these developments.</p> <p>The A453 Remembrance Way runs centrally through the area of search, providing direct routes northeast into Nottingham and southwest to the M1 J24. Recent junction, bus and foot/cycleway provision upgrades have been undertaken on the A453 Corridor and M1 J24.</p> <p>Local highway network present provided scope for Vehicular and sustainable access points to development sites.</p> <p>Bounded to the west by the proposed HS2 route, with access to HS2 available at the EMH approx. 4km distance north of the area of search.</p> <p>Site area encompasses East Midlands Parkway rail station, providing access to National rail services to Nottingham, Sheffield, London St Pancras and future connection to HS2.</p> <p>East Midlands Airport located approx. 4.5km travel distance from the area of search.</p> <p>Green space provided around the area of search at Kingston Park, Thrumpton Park, Cottagers Hill, Stonepit Wood, West Leake Hills and Redhill Marina.</p>	<p>G</p>

	<p>School provision located in surrounding local centres, including Gotham, East Leake and Kegworth, in addition to the University of Nottingham Sutton Bonington Campus.</p> <p>Network of public footpaths and bridleways identified across the area of search.</p> <p>Local bus services operates around the area of search, including high frequency services along the A453 to East Midlands Airport.</p> <p>Cons</p> <p>Lack of access to tram services within the local area.</p> <p>No designated National Cycle Network (NCN) Routes within the local area, with the nearest NCN Route operating to the south of East Midlands Airport.</p> <p>Expansion to the north limited due to the River Trent and cross-river connectivity.</p>	
Infrastructure capacity and potential	<p>The area of search is located favourably to existing primary schools in Gotham, which has a small surplus capacity of 11 places.</p> <p>The area of search is located moderately to secondary schools, with 4 schools within 3900m of the area of search of varying surplus capacities, totalling a surplus of 1310 places.</p> <p>The nearest medical surgery is about 1.6km away from the area of search with some capacity. The area of search wholly falls within catchements of existing GP practices.</p> <p>The nearest hospital, Queen's Medical Centre, is approximately 6.2km away and provides acute healthcare services. Across Greater Nottinghamshire, acute healthcare provision is generally highly occupied and additional services may be required to support existing and future needs</p>	A
Housing considerations	Higher house prices; affordability constraints; high levels of home ownership; limited affordable housing	G
Economic Development	<p>The A453 area of search is a significant opportunity for development, with its scale and positive characteristics creating strong conditions. The area of search surrounds the important, well-connected East Midlands Parkway and its associated employment facilities such as Uniper Technologies, Uniper Engineering Academy and E.ON. Future developments will be able to benefit from this connectivity and complement existing operations. Additionally, the area is likely to feel the spillover and productivity benefits from the future HS2 Hub at Toton. The area of search is also attractive to businesses due to its strategic position near to the East Midlands Airport and accessibility to A453 and M1.</p> <p>The presence of the Nottingham Trent University in Clifton is a key asset for the area. The investment into the Science and Technology Centre and the new Medical Innovation Facility is likely to bring further benefits in the core sector of life sciences. The John van Geest Cancer Research Centre is a specialised facility for the whole D2N2 LEP area. Together with NTU's facilities, this establishes a real strength in the priority life sciences sector. The area of search is also adjacent to the strategic allocation south of Clifton, in which around 20 hectares of employment land would be provided. These assets to the north-east of the area of search creates two separate, significant opportunities within the A453 area of search – around the East Midlands Parkway station and along the A453 towards Clifton. There is little regeneration potential in the area due to the existing low levels of deprivation however, there is a significant development potential that should be utilised.</p>	G
Regeneration	Around half of the area of search falls in the Rushcliffe 014C, with the rest split evenly between the Rushcliffe 014A and Rushcliffe 015A LSOAs. The 2019	R

	<p>Index of Multiple of Deprivation (IMD) ranks the area of search's LSOAs as follows (1st decile is most deprived):</p> <p>The Rushcliffe 014C LSOA is in the 10th deprivation decile, meaning it is amongst the 10% least deprived parts of the country;</p> <p>The Rushcliffe 014A LSOA is in the 7th deprivation decile, meaning it is amongst the 40% most deprived parts of the country; and</p> <p>The Rushcliffe 015A LSOA is in the 10th deprivation decile, meaning it is amongst the 10% least deprived parts of the country.</p> <p>These scores highlight that the majority of the area of search is within the least deprived parts of the country. Therefore, there is little to no potential for regeneration in the A453 Corridor assessment area.</p>	
<p>Spatial Planning considerations</p>	<p>The area of search includes the previously developed land of Ratcliffe Power Station in the northwest and extends to the settlement of Gotham in the northeast.</p> <p>The A453 corridor bisects the area of search, with the northern tip of the area of search extending along the A453 to the edge of the urban fringe of Nottingham at the Strategic Allocation South of Clifton (LP1 Policy 24).</p>	G
<p>Summary: The area has a low incidence of absolute natural constraints, however clusters of Local Wildlife Sites along the northern edges. The area is surrounded by Flood Zone 3 to the west and north which is likely to increase due to climate change. Unmodelled watercourses in the area may also constrain future development. The area is partially within a mineral safeguarding area for sand and gravel and within a proposed mineral safeguarding area for gypsum.</p> <p>Overall landscape quality is low, but in the east and south there is scenic quality and conservation interest related to Kingston Pleasure Grounds Registered Park and Gardens south of the area boundary at Kingston on Soar. The flat topography means the area is visually open and has high intervisibility with the surrounding landscape. Winking Hill is prominent in local views and the power station is a landmark in long distance views from Nottingham and the south. Woodland south of the A453 offers the potential to create a distinctive place based on an existing green infrastructure network. Defensible boundaries are largely limited to the transport network, although woodland offers the opportunity to screen development. If the area north of Kingston Pleasure Grounds is developed this may have an adverse impact on the setting of the Registered Park and Garden. Development on high ground at Winking Hill would introduce visual sprawl.</p> <p>There are two Scheduled Monuments within the area, Romano-British nucleated enclosed settlement and Roman villa complex at Glebe Farm and Roman site on Red Hill. There are also multiple Conservation Areas and Listed Buildings in close proximity of the areas assessed.</p> <p>The area encompasses Kingston on Soar and Ratcliffe Power Station and includes the established local highway network associated with these developments. The A453 provides direct routes northeast into Nottingham and southwest to the M1 J24. There have been recent junction, bus and foot/cycleway provision upgrades undertaken on the A453 Corridor and M1 J24. The area is bounded to the west by the proposed HS2 route, with access to HS2 available at the proposed East Midlands Hub approximately 4km distance north of the area. The area encompasses East Midlands Parkway rail station and future connection to HS2. Local bus services operates around the area, including high frequency services along the A453 to East Midlands Airport. There is a lack of access to tram services within the local area. Tram extensions to the north of the area should be investigated further should development be pursued in this location.</p> <p>The area surrounds the important, well-connected East Midlands Parkway and its associated employment facilities. Additionally, the area is likely to feel the spill over and productivity benefits from the future HS2 Hub at Toton. The area is also attractive to businesses due to its strategic position near to the East Midlands Airport and accessibility to A453 and M1. The presence of the Nottingham Trent University in Clifton and Sutton Bonington are a key asset for the area. The investment into the Science and Technology Centre and the new Medical Innovation Facility is likely to bring further benefits in the core sector of life sciences. The John van Geest Cancer Research Centre is a specialised facility for the whole D2N2 LEP area. Together with NTU's facilities, this establishes a real strength in the priority life sciences sector.</p>		
<p>Submitted sites: Three submitted sites, Radcliffe Power Station (~270Ha), SW Nottingham - South of A453 (230.5Ha); and Kingston on Soar Energy Village (355Ha) are located in this broad area of search. All three sites are deemed to be suitable, pending further investigations (see below).</p>		
<p>High potential area for strategic growth – The submitted sites and identified areas provide sufficient land capable of delivering the largest strategic growth typologies (autonomous and/or co-dependent new settlements). The options in this location offer significant opportunities for new settlements with the potential to</p>		

be served by East Midlands Parkway. Delivery of new settlements in this location would require provision of new strategic infrastructure and employment land in order to encourage self-contained new settlements.

(A) Radcliffe Power Station and Kingston on Soar Energy Village include a number of constraints within and adjoining the sites: a Scheduled Monument (Roman site on Red Hill); Thrumpton Conservation Area; an authorised landfill site; waterbodies; woodland; flood zones and landscape constraints (in the vicinity of Gotham Hill Wood and Kingston on Soar). However, there are a number of strategic opportunities and locational advantages (East Midlands Parkway, East Midlands Airport, University of Nottingham, access to the A453 and River Trent, previously developed land etc.) that make the site suitable for development pending further investigations.

(B) The SW Nottingham – South of A453 site is a large tract of land and generally free from major constraints except for: a Scheduled Monument (Romano-British nucleated enclosed settlement and Roman villa complex at Glebe Farm); Thrumpton Conservation Area; a gas pipeline; woodland blocks; and landscape constraints in the southern portion of the site. Access to the A453 and potential to create links to the tram network and East Midlands Parkway make the site suitable for development pending further site investigations.

(C) Gotham Village expansion – whilst this locality is generally free from major constraints, the relatively small size of the settlement and its more limited accessibility make it only potentially suitable for the smallest strategic growth typology (village expansion). Options (A) and (B) offer greater potential as strategic growth areas.

R16: East Leake Extension



Criterion	Considerations	Rating
Environmental considerations	<p>The area of search has a low incidence of absolute natural constraints, however the northeastern edge of the area of search is adjacent to a SSSI and Local Nature Reserve (Rushcliffe District Golf Course).</p> <p>Part of the area of search is Grade 2 very good quality agricultural land.</p> <p>Flood Zones 2 and 3 run across the centre of the area of search from the east to the west along the Kingston Brook. Flood Zones 2 and 3 also extend into the southern area of the area of search where the Sheepwash Brook flows.</p> <p>There is an unknown watercourse in the northeast of the area of search.</p> <p>Areas of SW flooding where the watercourses cross the area of search.</p> <p>Low Risk of GW flooding in the west. This increases in the east.</p> <p>There are areas available for development, but development will be constrained by the floodplains of the watercourses, which are likely to increase when considering climate change.</p>	A
Geo-environmental considerations	<p>The area of search is partially mapped to be underlain by Made Ground. Made Ground could impact redevelopment options depending on extent and composition.</p> <p>Current OS mapping suggests a generally low potential for contamination sources. No landfills are recorded on or within 250m of the area of search.</p> <p>There is a less than 1% chance of a house having a radon concentration at or above the Action Level.</p> <p>The most sensitive aquifer underlying the area of search is considered to be Secondary A (superficial and some bedrock, to the east and west). Secondary B (bedrock) underlie the majority of the area of search and Secondary (undifferentiated) (superficials) are also present. Consideration should be given to Controlled Waters as a receptor to any potential ground contamination.</p> <p>The area is within a proposed mineral safeguarding and consultation area for gypsum.</p>	A

	<p>The north-western part of the area of search is covered with old underground gypsum mines which can lead to unstable land.</p>	
Landscape and topography	<p>A gently sloping area which extends from the urban edge of East Leake into the surrounding rural area. The area of search comprises small to medium arable fields, a small number of industrial sites on the end of East Leake and some residential streets.</p> <p>This area of search is typical of the surrounding rural area, with arable fields enclosed by hedgerows which has an element of scenic beauty, albeit with urban influences. A network of PRow provide recreational amenity.</p> <p>The area of search is largely visually enclosed by virtue of relatively flat topography and vegetation. Small areas of high ground associated with ridgelines around the edges of the area of search.</p> <p>The Kingston Brook within the area of search as well as small blocks of woodland and the area of search's proximity to East Leake's historic core which has conservation value provide a distinct location for a settlement.</p> <p>Defensible boundaries are largely limited to the highways network and existing field boundaries. There is limited risk of coalescence, although there is a risk that East Leake may be perceived to sprawl.</p> <p>Suitable for development, away from areas of higher ground in the north west, north east and south.</p>	G
Heritage considerations	<p>The area of search forms a U shape around the south, east and west sides of the village of East Leake.</p> <p>There are no designated built heritage assets within the area of search boundary. The East Leake Conservation Area is centred on Main Street and Station Road. The conservation area contains 13 listed buildings including the grade I listed Church of St Mary (NHLE 1260244). The conservation area has become subsumed by modern development and development on the area of search will not have a major effect on it or the assets within it.</p> <p>The grade II Stanford Hall registered park and garden (NHLE 1001640) is located approximately 1.1km south of the area of search. The park contains seven listed buildings including the grade II* listed Stanford Hall (NHLE 1260097). The area of search is sufficiently far removed from the park and screened from it by the topography that development on it will not have a major effect on it or the listed buildings within it.</p> <p>The area of search is approximately 950 west of the Rushcliffe West Conservation Area and approximately 650m east of the West Leake Conservation Area. In both cases the amount of separation is enough to avoid major effects on the conservation area and the assets within them as a result of development on the area of search.</p> <p>Historic mapping suggests the presence of a number of non-designated built heritage assets within the area of search boundary. These will need to be assessed before further recommendations can be made.</p>	A
Transport and accessibility	<p>Pros</p> <p>Located surrounding East Leake.</p> <p>Good access to the existing & established local highway network surrounding East Leake.</p> <p>Bounded to the south by Rempstone Road for access to the A6006 Melton Road, routing east and west through the area.</p> <p>Gotham Road runs northward from the search area for access towards Nottingham.</p> <p>Network of local roads such as Stocking Lane to the west and Lantern Lane to the east provide scope for vehicular and sustainable access.</p> <p>Good school provision identified within East Leake and Costock.</p>	A

	<p>The former Great Central Main Line railway runs centrally through the area of search, with possibility for future development / accessibility.</p> <p>Rushcliffe Halt railway station located at the northern extent of the search area on this line is currently used for the Great Central Heritage Railway.</p> <p>Green space located at East Leake Play Park, Meadow Park and on surrounding Greenbelt land.</p> <p>Bus services operate through the centre of East Leake for regular access between Loughborough and Nottingham city centre.</p> <p>Public Footpaths / Bridleways are identified within the search area for routes through Greenbelt land.</p> <p>Cons</p> <p>Not in proximity to HS2 or the M1 motorway.</p> <p>Lack of access to existing rail services within the local area, the nearest station being East Midlands Parkway.</p> <p>Lack of access to tram services within the local area.</p> <p>No National Cycle Network (NCN) Routes within the local area.</p> <p>No bus stops are present on local roads within the proposed search area.</p> <p>Questions over size of the search area regarding suitability for largescale development.</p> <p>Residential development have recently completed on land within the identified search area, reducing the amount of land available for the largescale growth.</p>	
Infrastructure capacity and potential	<p>The area of search is located favourably to existing primary schools in East Leake, which has a surplus capacity of 81 places.</p> <p>The area of search is favourably located to existing secondary schools at East Leake which currently has surplus capacity of 392 places.</p> <p>The nearest medical surgery is about 5km away from the area of search with some capacity. The area of search wholly falls within catchments of existing GP practices.</p> <p>The nearest hospital, Loughborough Hospital, is approximately 5.9km away and provides acute healthcare services. Across Greater Nottinghamshire, acute healthcare provision is generally highly occupied and additional services may be required to support existing and future needs</p>	G
Housing considerations	Higher house prices; poor affordability; high levels of home ownership; limited affordable housing	G
Economic Development	<p>This immediate surrounding area has an employment density below the county average. Additionally, the residents tend to commute out of the area for work with only 57% remaining in Nottinghamshire and 30% in working in Rushcliffe. One of the reasons for this out-commuting is the lack of employment sites in the immediate vicinity, apart from an important site in the SEP's opportunity sector of exploration industries. This employment site includes British Gypsum headquarters and Reeves Wireline Technologies.</p> <p>However, the majority of industries do not tend to receive productivity gains or agglomeration benefits from proximity to exploration sites. In addition, the site is constrained by its lack of connectivity – with no direct access to major roads or train stations. Therefore, any development site is likely to be limited and locally based, benefitting from the residential population and amenities in East Leake. Considering the area has little regeneration potential due to the majority of the area of search's LSOAs being ranked in the 10% least deprived parts of the country, the area of search has limited suitability for development.</p>	R
Regeneration	The assessment area is split fairly evenly between the following four LSOAs: Rushcliffe 015A, Rushcliffe 014B, Rushcliffe 015C, and Rushcliffe 015B. The	R

	<p>2019 Index of Multiple of Deprivation (IMD) ranks the area of search's LSOAs as follows (1st decile is most deprived):</p> <p>The Rushcliffe 015A LSOA is in the 10th deprivation decile, meaning it is amongst the 10% least deprived parts of the country;</p> <p>The Rushcliffe 014B LSOA is in the 8th deprivation decile, meaning it is amongst the 30% least deprived parts of the country;</p> <p>The Rushcliffe 015C LSOA is in the 10th deprivation decile, meaning it is amongst the 10% least deprived parts of the country; and</p> <p>The Rushcliffe 015B LSOA is in the 10th deprivation decile, meaning it is amongst the 10% least deprived parts of the country.</p> <p>These scores highlight that the vast majority of the area of search currently experiences some of the lowest levels of deprivation in the context of the country. Therefore, the East Leake Extension assessment area has little potential for regeneration.</p>	
Spatial Planning considerations	<p>Land adjacent to East Leake.</p> <p>The eastern part of the area of search contains housing allocations. The western part of the area of search is separated from the town by a rail line.</p>	A
<p>Summary: The north-eastern edge of the area is adjacent to a SSSI and Local Nature Reserve (Rushcliffe District Golf Course). Part of the area is Grade 2 very good quality agricultural land. Flood Zones 2 and 3 run across the centre of the area from the east to the west along the Kingston Brook. Flood Zones 2 and 3 also extend into the southern area where the Sheepwash Brook flows. Development will be constrained by the floodplains of the watercourses, which are likely to increase when considering climate change. The area is within a proposed mineral safeguarding area for gypsum.</p> <p>Development should be steered away from areas of higher ground in the north west, north east and south.</p> <p>The area is judged to have Medium accessibility. There is good access to the existing & established local highway network surrounding East Leake. Gotham Road runs northward from the area for access towards Nottingham. The former Great Central Main Line railway runs centrally through the area, with possibility for future development / accessibility. Bus services operate through the centre of East Leake for regular access between Loughborough and Nottingham city centre. There is a lack of access to existing rail/tram services within the local area, the nearest station being East Midlands Parkway.</p> <p>There is a lack of employment sites in the immediate vicinity, apart from an important site in the SEP's opportunity sector of exploration industries. This employment site includes British Gypsum headquarters. However, the majority of industries do not tend to receive productivity gains or agglomeration benefits from proximity to exploration sites.</p>		
<p>Potential area for strategic growth - The identified areas provide sufficient land capable of delivering the smallest typology (village expansion). Development in this location would represent a substantial increase to East Leake and would need to carefully consider the public transport and social infrastructure requirements for strategic growth of this scale. Developing all of the identified area would not represent a sustainable pattern of development.</p>		

R17: North of Loughborough



Criterion	Considerations	Rating
Environmental considerations	<p>The area of search has a low incidence of absolute natural constraints, but is in close proximity to the River Soar flood plain and associated SSSI and Local Nature Reserve;</p> <p>The area of search is Grade 2 very good quality agricultural land. Largely Flood Zone 1. The southern area of search boundary is in Flood Zones 2 and 3 associated with the River Soar.</p> <p>An unknown watercourse flows northwest across the area of search and discharges into the River Soar.</p> <p>Areas of SW flooding where the watercourses cross the area of search. Low to Medium Risk of GW flooding.</p> <p>Development should be avoided in the south, and along the floodplain of the unmodelled watercourse.</p>	A
Geo-environmental considerations	<p>The area of search is partially mapped to be underlain by Made Ground. Made Ground could impact redevelopment options depending on extent and composition.</p> <p>Current OS mapping suggests a generally low potential for contamination sources. A historical, potentially hazardous landfill overlaps slightly into the north-western boundary of the area of search, there are no other landfills within 250m. Landfills are considered to be a potential source of contamination that could impact redevelopment options.</p> <p>There is a 1-3% chance of a house having a radon concentration at or above the Action Level.</p> <p>The most sensitive aquifer underlying the area of search is considered to be Secondary A (bedrock). Secondary B (bedrock) and isolated secondary (undifferentiated) (superficial) also underlie the area of search. Consideration should be given to Controlled Waters as a receptor to any potential ground contamination.</p>	A

	The area is within a mineral safeguarding area for sand and gravel and partially within a proposed mineral safeguarding and consultation area for gypsum.	
Landscape and topography	<p>This is a relatively flat, rural area composed of arable fields enclosed by hedgerows with small blocks of woodland in the north of the study area. Settlement is limited to isolated farmsteads.</p> <p>The landscape is typical of the surrounding rural agricultural context with an element of scenic beauty and perceptions of tranquillity. Railway lines contain the area of search to the east and west, adding some noise and movement, and road network is limited to the A6006 in the north and occasional minor roads linking villages. The Cross Britain Way Long Distance Footpath joins the River Soar in the south of the study area, adding conservation and recreational interest.</p> <p>Gently undulating topography and vegetation largely limit views to within the area of search, however there are some long views towards the south west. This scenic rural area and presence of the River Soar and its tributaries provide scope for creating a development with a distinct character grounded in natural features.</p> <p>Two belts of trees following tributaries of the River Soar provide defensive boundaries in addition to the highway network and existing field boundaries. Suitable for development. A landscape buffer between the River Soar and proposed development would be required.</p>	G
Heritage considerations	<p>There are no designated built heritage assets within the area of search boundary.</p> <p>The area of search is approximately 1km southwest of the Sutton Bonington Conservation Area which contains 27 listed buildings including two listed grade II*. The distance of the area of search from the conservation area is such that development on it will not have a major impact on the conservation area or the assets within it. The conservation areas of West Leake and East Leake are approximately 1.6km and 2.2km from the area of search respectively and screened from it.</p> <p>The grade II Whatton House registered park and garden (NHLE 1000968) is approximately 1.8km west of the area of search and the grade II Stanford Hall registered park and garden (NHLE 1001640) is approximately 1.25km east of the area of search. The eastern and western boundaries of the area of search are formed by railway lines with screening either side and this, combined with the distances involved mean that there will be no major impacts as a result of development on the area of search.</p> <p>The villages of Normanton-on Soar and Stanford-on-Soar do not have conservation areas but both contain listed buildings including grade I listed churches. Both villages are approximately 400m from the area of search but are divided from it by railways lines and screened from it by planting on either side of the railway lines.</p>	G
Transport and accessibility	<p>Pros</p> <p>Largescale area located to the north of Loughborough and immediately to the east of Normanton on Soar.</p> <p>The area of search is bounded to the north by the A6006 Rempstone Road, which provides connection westward to the A6 for routes to the M1 motorway.</p> <p>The area of search is bounded to the west by the Midland Main Line which in a local context connects East Midlands Parkway, Long Eaton and Loughborough.</p> <p>The local highway network within the area of search includes Normanton Lane, Butt Lane and grange farm, which provide scope for vehicular and sustainable access.</p>	G

	<p>The western boundary comprises a railway line that connects to the nearest rail station at Loughborough, approx. 2.5km walking distance south of the area of search.</p> <p>Green space is provided to the south of the area of search at Loughborough Meadows.</p> <p>Bus services could not be identified within the search area; however, several frequent services operate along Park Lane to west of the area of search, connecting Loughborough to Nottingham.</p> <p>The eastern extent of the National Cycle Network (NCN) Route 15 is located 2.8km cycle distance to the west of the search area.</p> <p>School provision is located in Normanton on Soar, Sutton Bonington Hathern and Loughborough.</p> <p>Public footpaths have been identified running through the search area.</p> <p>Cons</p> <p>Not in proximity to HS2.</p> <p>No access to tram services within the local area.</p>	
Infrastructure capacity and potential	<p>The area of search is located favourably to existing primary schools in Normanton-on-Soar, which has a surplus capacity of 23 places.</p> <p>The area of search is moderately located to secondary schools in Loughborough. Four schools are within 3900m of the area of search with varying capacities. Overall, there is a surplus of approximately 920 places, primarily from Charnwood College.</p> <p>The nearest medical surgery is about 2.1 away from the area of search with some capacity. Part of the area of search fall outside of existing catchment areas (from data published in March 2020 and submitted by GP practices) subject to further investigations.</p> <p>The nearest hospital, Loughborough Hospital, is approximately 2.3km away and provides acute healthcare services. Across Greater Nottinghamshire, acute healthcare provision is generally highly occupied and additional services may be required to support existing and future needs</p>	A
Housing considerations	Higher house prices; poor affordability; high levels of home ownership; limited affordable housing	G
Economic Development	<p>The areas in the vicinity of this area of search contain strong employment, with a density above the county average. The businesses in the area can select from a skilled labour pool, with over 36% of workers holding Level 4+ qualifications and over 43% occupying high-level occupations. These skilled workers are likely attracted to the major assets in the area, namely the University of Nottingham Sutton Bonnington Campus and the significant business or industrial parks to the north of Loughborough. The Sutton Bonnington Campus contains vital assets in the life sciences priority sector identified in the SEP, such as the School of Veterinary Sciences and School of Biosciences. These facilities produce an opportunity for future developments to utilise qualified graduates in a priority sector and benefit from any further spillover effects.</p> <p>The area of search also benefits from strong connectivity, with direct access to the A6 and M1. The location can also be considered attractive to businesses due to its strategic position near to the East Midlands Airport – an advantage for the majority of sectors. Part of the area of search is ranked within the 6th deprivation decile, meaning there is some regeneration potential – in addition to the potential for accommodating significant employment opportunities.</p>	G
Regeneration	The vast majority of the area of search falls in the Rushcliffe 015E LSOA, with the very minor parts crossing into Rushcliffe 014C and Charnwood 002E. The	A

	<p>2019 Index of Multiple of Deprivation (IMD) ranks the area of search's LSOAs as follows (1st decile is most deprived):</p> <p>The Rushcliffe 015E LSOA is in the 9th deprivation decile, meaning it is amongst the 20% least deprived parts of the country;</p> <p>The Rushcliffe 014C LSOA is in the 10th deprivation decile, meaning it is amongst the 10% least deprived parts of the country; and</p> <p>The Charnwood 002E LSOA is in the 6th deprivation decile, meaning it is amongst the 50% most deprived parts of the country.</p> <p>These rankings shows low levels of deprivation exists across much of the area of search, however the area to the south experiences medium levels of deprivation. Therefore, there is potential for regeneration in the Northof Loughborough assessment area to the south of the area of search.</p>	
Spatial Planning considerations	<p>The area of search is removed from a built up area in open countryside.</p> <p>The area of search has defensible boundaries to the west and east contained by rail lines, to the north by the A6006 and to the south by the River Soar.</p> <p>There is a need to avoid coalescence with Normanton On Soar.</p>	G
<p>Summary: The area has a low incidence of absolute natural constraints, but is in close proximity to the River Soar flood plain and associated SSSI and Local Nature Reserve. The area is Grade 2 very good quality agricultural land. The southern boundary of the areas is in Flood Zones 2 and 3 associated with the River Soar. Development should be avoided in the south, and along the floodplain of the unmodelled watercourse. The area is partially within a mineral safeguarding area for sand and gravel and proposed mineral safeguarding area for gypsum.</p> <p>Two belts of trees following tributaries of the River Soar provide defensive boundaries in addition to the highway network and existing field boundaries. A landscape buffer between the River Soar and proposed development would be required.</p> <p>The area is bounded to the north by the A6006 Rempstone Road, which provides connection westward to the A6 for routes to the M1 motorway. The area is bounded to the west by the Midland Main Line which in a local context connects East Midlands Parkway, Long Eaton and Loughborough. The western boundary of the area comprises a railway line that connects to the nearest rail station at Loughborough, approx. 2.5km walking distance south of the area. Bus services could not be identified within the area; however, several frequent services operate along Park Lane to west of the area, connecting Loughborough to Nottingham.</p> <p>The areas in the vicinity of this area of search contain strong employment, with a density above the county average. Major economic assets in the area include the University of Nottingham Sutton Bonnington Campus and the significant business or industrial parks to the north of Loughborough. The Sutton Bonnington Campus contains vital assets in the life sciences priority sector identified in the SEP, such as the School of Veterinary Sciences and School of Biosciences. These facilities produce an opportunity for future developments to utilise qualified graduates in a priority sector and benefit from any further spill over effects. The area also benefits from strong connectivity, with direct access to the A6 and M1. The location can also be considered attractive to businesses due to its strategic position near to the East Midlands Airport – an advantage for the majority of sectors.</p>		
<p>Potential area for strategic growth - The identified area provides sufficient land capable of delivering the largest strategic growth typologies (autonomous or co-dependent new settlement). The option in this location would represent a Loughborough-facing option with the potential to create linkages to Loughborough rail station. The location is detached from the main built up area of Nottingham and would require significant improvements to strategic infrastructure, such as highways and public transport. This option would require cooperation with Charnwood for it to be feasible.</p>		

Appendix B Specific Consultee Consultation Feedback

General Comments

Statutory Consultees Summary of Response

The Coal Authority	<ul style="list-style-type: none"> Where mine entries and/or surface mining highwalls are present on a site, the area of these features and their identified zones of influence should be avoided when development layouts are being designed This may have an impact on the quantum of development and therefore should be identified and assessed at the initial site selection stage
East Midlands Airport	<ul style="list-style-type: none"> Expresses interest in future plan making
Environment Agency	<ul style="list-style-type: none"> Currently looking at implementing local flood risk standing advice across Greater Nottingham, which will set out the minimum mitigation measures required for sites Emerging requirement for new developments to provide environmental net gain
Historic England	<ul style="list-style-type: none"> Published notes on historic environment and site allocations: <ul style="list-style-type: none"> <i>The Historic Environment in Local Plans</i> <i>The Setting of Heritage Assets</i> <i>Historic Environment and Site Allocations in Local Plans</i>
Natural England	<ul style="list-style-type: none"> Encourage to identify sites which would contribute to the Nature Recovery Network (Nottinghamshire Biodiversity Opportunities Map)
Severn Trent Water	<ul style="list-style-type: none"> Unable to assess impacts that growth will have on the sewers without specific site allocations There will be longer term constraints for providing potable water within the Greater Nottingham Area The Nottingham Water Resources Zone has little surplus over the next 5 years Encourages compulsory water efficiency target of 110 l/p/d
Sport England	<ul style="list-style-type: none"> Does not wish to raise any specific comments on the growth options Any growth options should be considered against health impacts and the creation of healthy and active communities Local authorities may need to update their community facilities strategies Would raise objections to allocations which impact upon or involve the loss of playing fields. Allocations for the loss of other sports facilities including golf courses should be fully supported by an appropriate needs' assessment and replacement or mitigation for the loss as appropriate
Western Power Distribution	<ul style="list-style-type: none"> Unable to comment specifically on developments in the individual areas General Network Capacity information can be viewed on: https://www.westernpower.co.uk/network-capacity-map/
Nottinghamshire County Council	<ul style="list-style-type: none"> Place planning – the assessments regarding the need or otherwise for additional school places are based on projections for planning areas. These areas typically contain several schools, although some schools – particularly those in small rural villages or those that are geographically isolated – comprise single-school planning areas. NCC were asked to comment on the period up to 2038. However, as per national practice, NCC's education projections cover only the next 5 years (primary) and 10 years (secondary).

Comments by Sub-Area

Area	Environment Agency	Natural England	Nottinghamshire County Council
Gedling North	<ul style="list-style-type: none"> Capacity constraint within the Day Brook/ River Leen catchment area. Recommends restricting runoff rates from new developments in this area to a level that is lower than greenfield rates Recommends the Core Strategy to make the creation of additional flood storage a mandatory requirement for new developments in this area 	<ul style="list-style-type: none"> This area falls within the area that may impact on Sherwood possible potential SPA - any development would need to consider impact on nightjar and woodlark habitat Potential opportunities for lowland heathland restoration/enhancement Opportunities for ecological corridor along River Leen (though more in Ashfield/ Nottingham City) 	<p>Place planning:</p> <ul style="list-style-type: none"> There is projected to be a small surplus of primary school places, to accommodate pupils from approximately 420 new houses. There is a projected shortfall of secondary school places. This area includes Linby-cum-Papplewick, where a projected insufficiency of primary places. <p>Waste:</p> <ul style="list-style-type: none"> The area is served by the Calverton Recycling Centre which has reasonable additional capacity.
Gedling South	<ul style="list-style-type: none"> Recommends the Core Strategy to make the creation of additional flood storage a mandatory requirement for new developments in this area 	<ul style="list-style-type: none"> River Trent corridor – opportunities for enhancement (part of wider Trent Vision project) 	<p>Place planning:</p> <ul style="list-style-type: none"> There is projected to be a small surplus of primary school places, to accommodate pupils from approximately 385 new houses. There is a projected shortfall of secondary school places. A new primary school will open in Carlton in September 2021, which is intended to serve an existing housing development. All primary schools in Mapperley are projected to experience a shortfall in school places. <p>Waste:</p> <ul style="list-style-type: none"> The area is served by the Calverton Recycling Centre which has reasonable additional capacity.
Rushcliffe East	<ul style="list-style-type: none"> Opportunities to improve fish passage (Holme Sluices at Colwick) – potential contributions from new developments 	<ul style="list-style-type: none"> River Trent corridor – opportunities for enhancement (part of wider Trent Vision project) 	<p>Place planning</p> <ul style="list-style-type: none"> There is projected to be a significant shortfall of both primary and secondary school places. New primary school will open in West Bridgford and Bingham in September 2021, which is intended to serve existing housing developments. There may be scope for small developments in some smaller villages where there is projected to be a surplus of primary places. <p>Waste:</p> <ul style="list-style-type: none"> A new Recycling Centre is required for Rushcliffe. The current site at West

Area	Environment Agency	Natural England	Nottinghamshire County Council
Mid-Rushcliffe	No comments		<p data-bbox="1155 259 1350 304">Bridgford is close to capacity.</p> <p data-bbox="1155 327 1305 349">Place planning:</p> <ul data-bbox="1118 353 1434 1137" style="list-style-type: none"> <li data-bbox="1118 353 1434 501">• There is projected to be a surplus of primary school places, sufficient to accommodate additional pupils from approximately 1,100 new homes. <li data-bbox="1118 506 1434 577">• There is projected to be a significant shortfall of secondary school places. <li data-bbox="1118 582 1434 680">• This sub-area includes Tollerton, where there is a projected insufficiency of primary school places. <li data-bbox="1118 725 1434 1137">• The Council is currently assessing the development of additional Secondary School provision to serve West Bridgford from the mid 2020's onwards to meet projected needs, partially arising from future housing development. The specific timing will be influenced by the demands resulting from actual rates of house building. The County is undertaking site assessment work to look at options for such development at present. <p data-bbox="1155 1173 1225 1196">Waste:</p> <ul data-bbox="1118 1200 1434 1330" style="list-style-type: none"> <li data-bbox="1118 1200 1434 1330">• A new Recycling Centre is required for Rushcliffe. The current site at West Bridgford is close to capacity.
Rushcliffe West	<ul data-bbox="472 1375 772 1541" style="list-style-type: none"> <li data-bbox="472 1375 772 1541">• Opportunities to improve fish passage (Thrumpton Weir, Kingston on Soar, Ratcliffe on Soar and Normanton on Soar) – potential contributions from new developments 	<ul data-bbox="796 1375 1070 1420" style="list-style-type: none"> <li data-bbox="796 1375 1070 1420">• Ecological enhancement along Fairham Brook 	<p data-bbox="1155 1375 1305 1397">Place planning:</p> <ul data-bbox="1118 1402 1434 1783" style="list-style-type: none"> <li data-bbox="1118 1402 1434 1523">• There is projected to be small deficit of primary school places and a significant deficit of secondary school places. <li data-bbox="1118 1527 1434 1599">• There is already significant new housing planned in East Leake. <li data-bbox="1118 1603 1434 1783">• A small surplus of primary places in Normanton and Sutton may support low level development, although additional secondary provision would be problematic. <p data-bbox="1155 1818 1225 1841">Waste:</p> <ul data-bbox="1118 1845 1434 1971" style="list-style-type: none"> <li data-bbox="1118 1845 1434 1971">• A new Recycling Centre is required for Rushcliffe. The current site at West Bridgford is close to capacity.
Erewash/Broxtowe South	No comments	<ul data-bbox="796 2016 1091 2060" style="list-style-type: none"> <li data-bbox="796 2016 1091 2060">• Protection of Attenborough Gravel Pits SSSI 	<p data-bbox="1155 2016 1305 2038">Place planning:</p> <ul data-bbox="1118 2042 1434 2119" style="list-style-type: none"> <li data-bbox="1118 2042 1434 2119">• In the Broxtowe portion of this sub area there is projected to be a surplus of

Area

Environment Agency

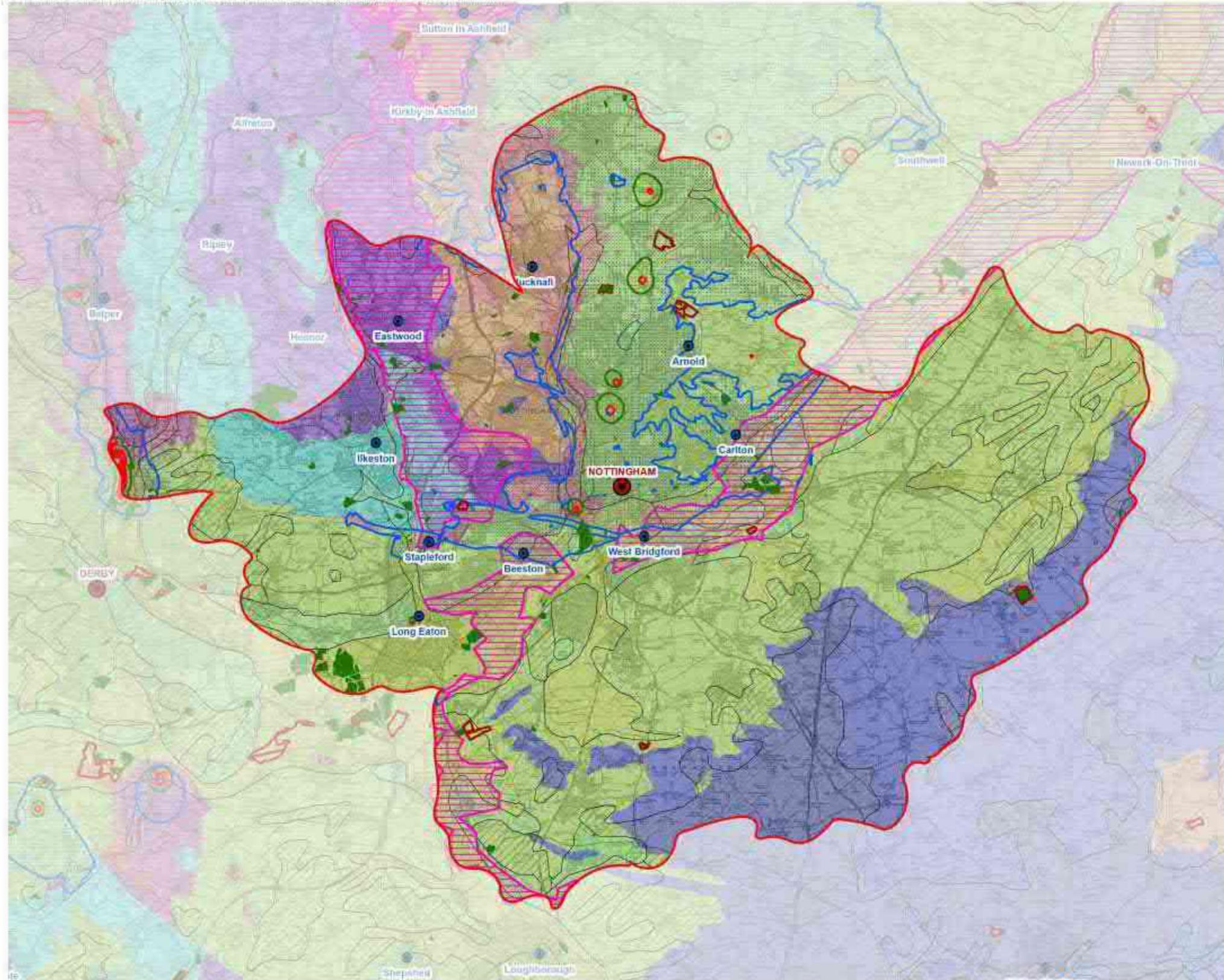
Natural England

Nottinghamshire County Council

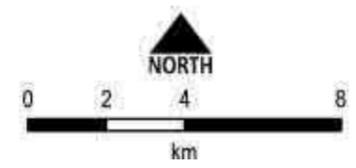
		<ul style="list-style-type: none"> Restorable habitat along the River Trent corridor 	<p>primary school places, sufficient to accommodate additional pupils from approximately 780 new homes.</p> <ul style="list-style-type: none"> In the same area, there is projected to be significant shortfall of secondary places. Further development in Beeston would be opposed by NCC due to the lack of primary school places in the area. The HS2 terminus in Stapleford may provide a significant engine of growth in this area. <p>Waste:</p> <ul style="list-style-type: none"> The Recycling Centres in Broxtowe currently have a reasonable amount of capacity. Development in Erewash shouldn't have an impact upon NCC Recycling Centre provision.
<p>Erewash/Broxtowe North</p>	<ul style="list-style-type: none"> Large areas of Flood Zone 2 and Flood Zone 3 – most constrained geographical area Opportunities to upgrade several ageing flood defence assets in this area – potential contributions from new developments 	<ul style="list-style-type: none"> Opportunities to enhance ecological network and improve connections of habitats 	<p>Place planning:</p> <ul style="list-style-type: none"> In the Broxtowe portion of this sub area there is projected to be a surplus of primary school places, sufficient to accommodate additional pupils from approximately 1,300 new homes. In the same area, there is projected to be significant shortfall of secondary places. <p>Waste:</p> <ul style="list-style-type: none"> The Recycling Centres in Broxtowe currently have a reasonable amount of capacity. Development in Erewash shouldn't have an impact upon NCC Recycling Centre provision.

Appendix C Thematic maps and site visit photos

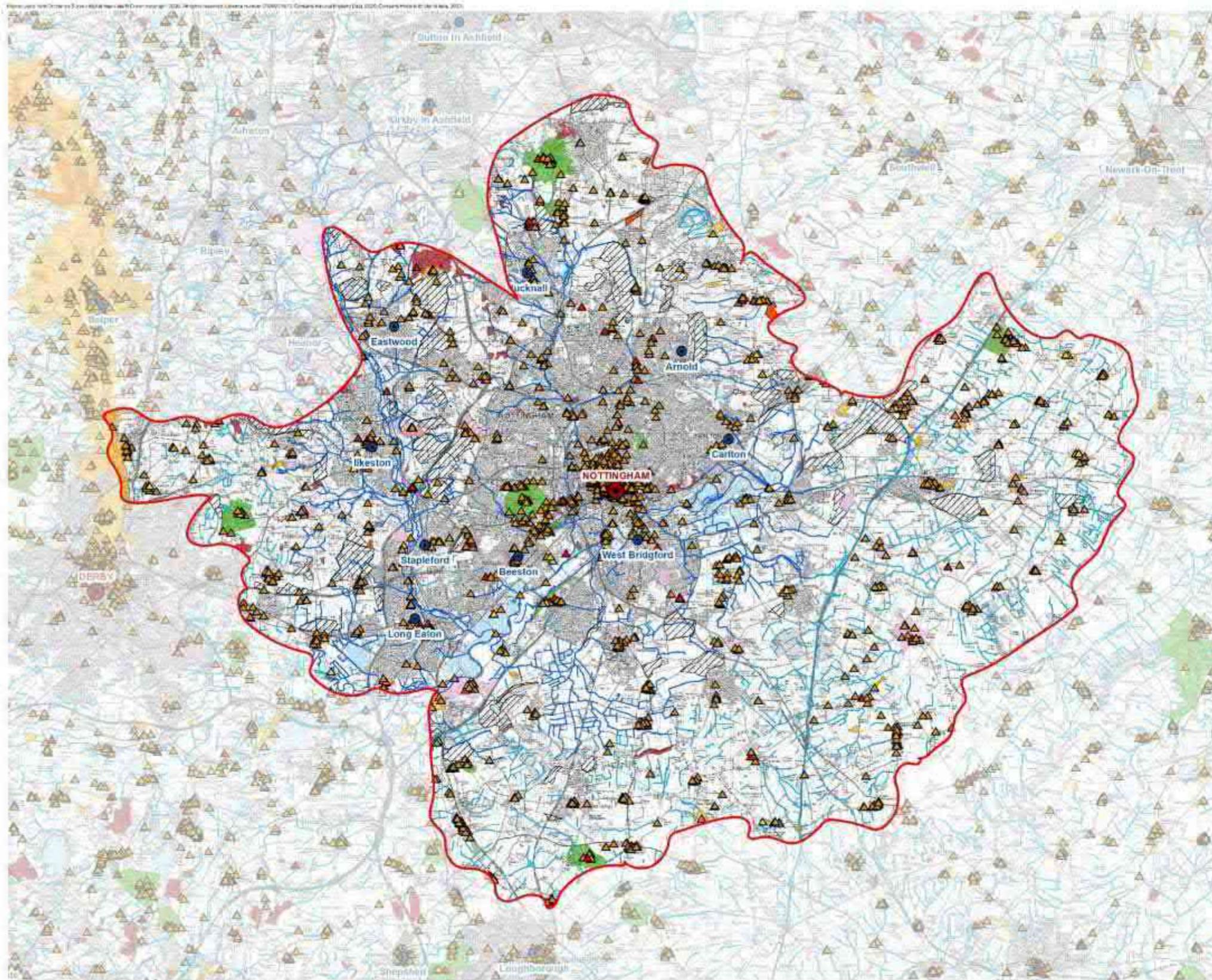
This appendix includes a series of thematic maps of the study area and a number of site photos collected in March 2020.



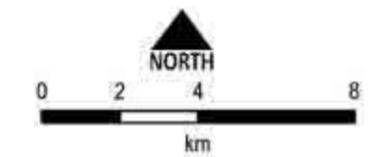
- Legend**
- Study Area
 - City
 - Town
 - Authorised Landfill Site
 - Local Geological Site
 - Minerals Safeguarding Areas
 - Historic Landfill Site
- Sources Protection Zone**
- Zone I - Inner Protection Zone
 - Zone II - Outer Protection Zone
 - Zone III - Total Catchment
- Superficial Geology**
- Alluvium
 - Glacial Sand And Gravel
 - River Terrace Deposits (Undifferentiated)
 - Till
- Bedrock Geology**
- Bowland High Group And Craven Group (Undifferentiated)
 - Devonian Rocks (Undifferentiated)
 - Inferior Oolite Group
 - Lias Group
 - Millstone Grit Group (See Also Mgr)
 - Pennine Lower Coal Measures Formation And South Wales Lower Coal Measures Formation (Undifferentiated)
 - Pennine Middle Coal Measures Formation And South Wales Middle Coal Measures Formation (Undifferentiated)
 - Permian Rocks (Undifferentiated)
 - Triassic Rocks (Undifferentiated)
 - Unnamed Metasedimentary Rocks Neoproterozoic
 - Zechstein Group



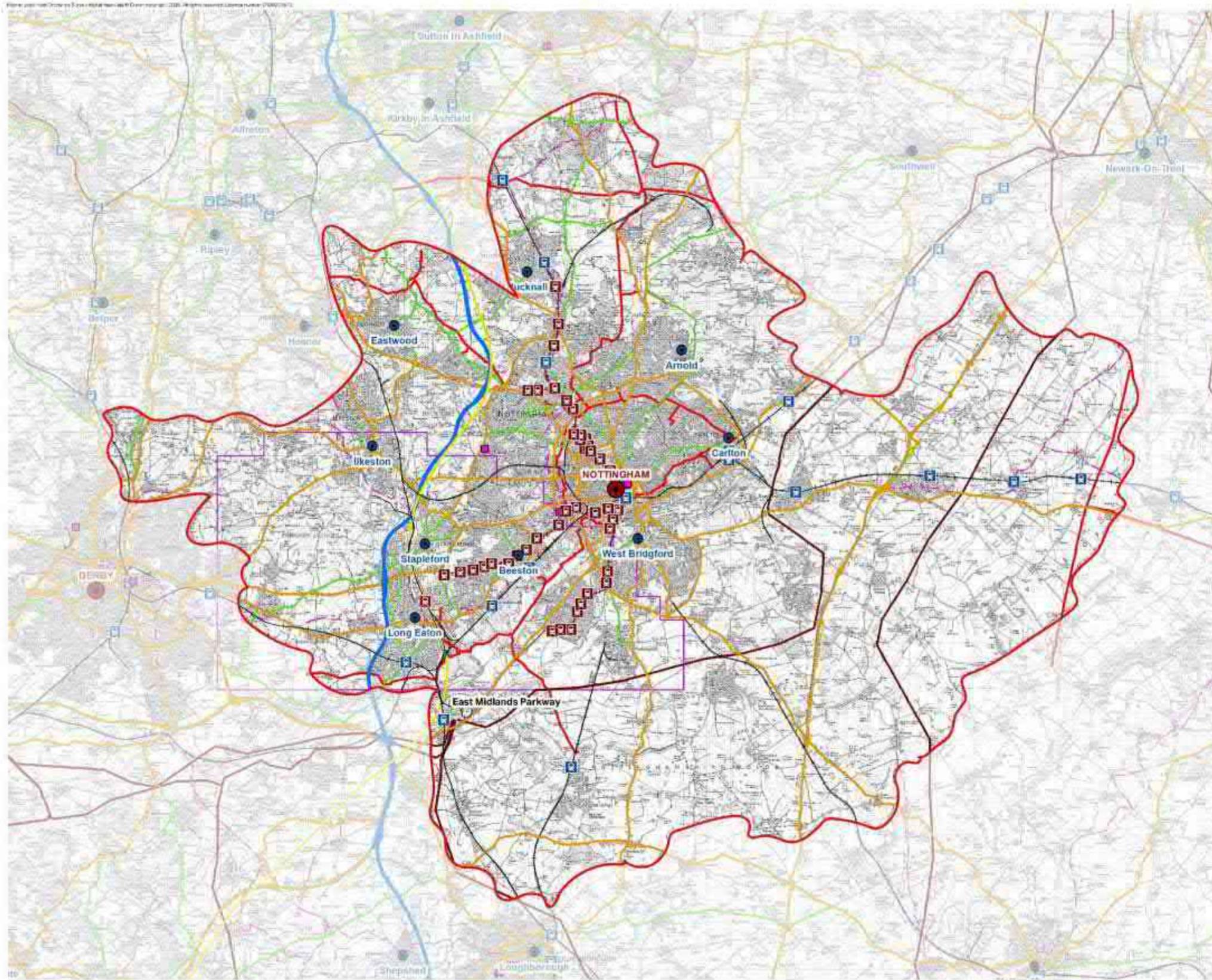
Geo-Environmental



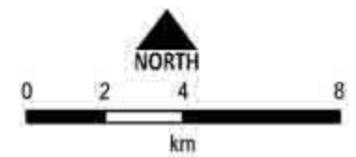
- Legend**
- Study Area
 - City
 - Town
 - Listed Building (Grade)**
 - ▲ Grade I
 - ▲ Grade II*
 - ▲ Grade II
 - Detailed River Network
 - Potentially Unsuitable Landscape for Development
 - Locally Interesting Building
 - Scheduled Monument
 - Article 4 Directions (Historic England)
 - Conservation Area
 - Waterbody
 - Ancient Woodland
 - Parks and Gardens
 - World Heritage Site



Heritage and Landscape



- Legend**
- Study Area
 - City
 - Town
 - EM East Midlands Hub Toton (Nottingham HS2 Station)
 - R Railway Station
 - T Tram Station
 - Overhead Power Lines
 - Cadent Gas
 - Tram Route
 - Railway
 - Motorway
 - A Road
 - B Road
 - HS2 Route
 - National Cycle Route
 - CAZ Civil Aviation Zone



Transport and Infrastructure

Greater Nottingham Growth Options Study

Site photos

March 2020

B1 Brinsley Extension



AECOM

B2 Eastwood Extension



AECOM

B3 Northwest of Bulwell



AECOM

B4 Watnall Extension



AECOM

B5 Nuthall Extension



AECOM

B6 Awworth Extension



AECOM

B7 North of Trowell



AECOM

B8 Land off Woodhouse Way



AECOM

B9 Northeast of Toton



AECOM

E1 North of Ikeston



AECOM

E2 West Hallam Extension



AECOM

E3 Kirk Hallam Extension



AECOM

E4 South of Little Eaton



AECOM

E5 Breadsall Extension



AECOM

E6 East of Derby



AECOM

E7 Stanton Extension



AECOM

E8 Stanton-by-Dale Extension



AECOM

E9 Ockbrook and Borrowwash Extension



AECOM

E10 Risley Extension



AECOM

E11 Breaston Extension



AECOM

E12 Long Eaton Extension



AECOM

G1 Ravenshead Extension



AECOM

G2 Newstead Extension



AECOM

G3 North of Hucknall



AECOM

G4 North of Burntstump Hill



AECOM

G5 Bestwood Village/Redhill Extension(s)



AECOM

G6 Calverton Extension



AECOM

G7 Arnold Extension



AECOM

G8 Woodborough Extension



AECOM

G9 Carlton Extension



AECOM

G10 Burton Joyce Extension



AECOM

R1 East Bridgford Extension



AECOM

R2 RAF Newton



AECOM

R3 Bingham Extension



AECOM

R4 Aslockton Extension



AECOM

R5 South of Orston



AECOM

R6 Radcliffe on Trent Extension



AECOM

R7 East of Gamston



AECOM

R8 Cotgrave Extension



AECOM

R9 Langar Airfield



AECOM

R10 West of Sharphill Wood



AECOM

R11 West of Tollerton



AECOM

R12 Ruddington Extension



AECOM

R13 West of Keyworth



AECOM

R14 East of Stanton on Wolds



AECOM

R15 A453 Corridor



AECOM

R16 East Leake Extension



AECOM

R17 North of Loughborough



AECOM

AECOM Imagine it.
Delivered.

the fact that the \mathbb{R}^n -valued function \mathbf{f} is continuous at \mathbf{a} if and only if each component function f_i is continuous at \mathbf{a} . This is a useful result because it allows us to reduce the study of the continuity of a vector-valued function to the study of the continuity of its component functions.

Another important result is the Intermediate Value Theorem for vector-valued functions. It states that if \mathbf{f} is a continuous function from a closed interval $[a, b]$ to \mathbb{R}^n , then the image of $[a, b]$ under \mathbf{f} is a connected subset of \mathbb{R}^n . This is a generalization of the Intermediate Value Theorem for real-valued functions.

Finally, we mention the concept of a path in \mathbb{R}^n . A path is a continuous function \mathbf{f} from a closed interval $[a, b]$ to \mathbb{R}^n . The image of $[a, b]$ under \mathbf{f} is called the path of \mathbf{f} . Paths are important in many areas of mathematics, including differential geometry and topology.

In conclusion, the study of vector-valued functions is a rich and important area of mathematics. It provides a natural way to study functions that take values in \mathbb{R}^n , and it has many applications in physics, engineering, and other fields. The results discussed here are just a few of the many interesting results in this area.

References
[1] M. Spivak, *Calculus*, 4th ed., Wiley, 1980.
[2] J. Marsden and M. Hoffman, *Vector Calculus*, 5th ed., W. H. Freeman and Company, 1993.
[3] G. B. Folland, *Real Analysis*, 2nd ed., Wiley, 1992.

Exercises
1. Let $\mathbf{f}: \mathbb{R} \rightarrow \mathbb{R}^2$ be defined by $\mathbf{f}(t) = (t^2, t^3)$. Show that \mathbf{f} is continuous at $\mathbf{a} = 0$.
2. Let $\mathbf{f}: \mathbb{R} \rightarrow \mathbb{R}^2$ be defined by $\mathbf{f}(t) = (t^2, t^3)$. Show that \mathbf{f} is not differentiable at $\mathbf{a} = 0$.

Problems
1. Let $\mathbf{f}: \mathbb{R} \rightarrow \mathbb{R}^2$ be defined by $\mathbf{f}(t) = (t^2, t^3)$. Show that the image of $[0, 1]$ under \mathbf{f} is a connected subset of \mathbb{R}^2 .
2. Let $\mathbf{f}: \mathbb{R} \rightarrow \mathbb{R}^2$ be defined by $\mathbf{f}(t) = (t^2, t^3)$. Show that the image of $[0, 1]$ under \mathbf{f} is a path.

Answers to Exercises
1. Let $\epsilon > 0$ be given. We want to find $\delta > 0$ such that if $|\mathbf{x} - \mathbf{a}| < \delta$, then $\|\mathbf{f}(\mathbf{x}) - \mathbf{f}(\mathbf{a})\| < \epsilon$. Since $\mathbf{a} = 0$, we have $\mathbf{f}(\mathbf{a}) = (0, 0)$. Let $\mathbf{x} = (x, y)$. Then $\|\mathbf{f}(\mathbf{x}) - \mathbf{f}(\mathbf{a})\| = \sqrt{x^4 + y^6}$. We want to find $\delta > 0$ such that if $\sqrt{x^2 + y^2} < \delta$, then $\sqrt{x^4 + y^6} < \epsilon$. Let $\delta = \min\{\epsilon, \epsilon^{1/2}\}$. Then if $\sqrt{x^2 + y^2} < \delta$, we have $x^2 < \delta$ and $y^2 < \delta$. Therefore $x^4 < \delta^2$ and $y^6 < \delta^3$. Hence $\sqrt{x^4 + y^6} < \sqrt{\delta^2 + \delta^3} < \epsilon$.

2. Let $\mathbf{h}: \mathbb{R} \rightarrow \mathbb{R}^2$ be defined by $\mathbf{h}(t) = (t^2, t^3)$. We want to show that \mathbf{f} is not differentiable at $\mathbf{a} = 0$. Let $\mathbf{v} = (v_1, v_2)$ be a vector in \mathbb{R}^2 . We want to show that \mathbf{f} does not have a unique tangent vector at $\mathbf{a} = 0$. Let $\mathbf{h}(t) = (t^2, t^3)$. Then $\mathbf{h}'(t) = (2t, 3t^2)$. At $t = 0$, we have $\mathbf{h}'(0) = (0, 0)$. Therefore \mathbf{f} does not have a unique tangent vector at $\mathbf{a} = 0$.