

Appendix 1

Greater Nottingham Strategic Plan

**Strategic Distribution and
Logistics:
Preferred Approach Consultation**

September 2023

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Chapter One: Introduction

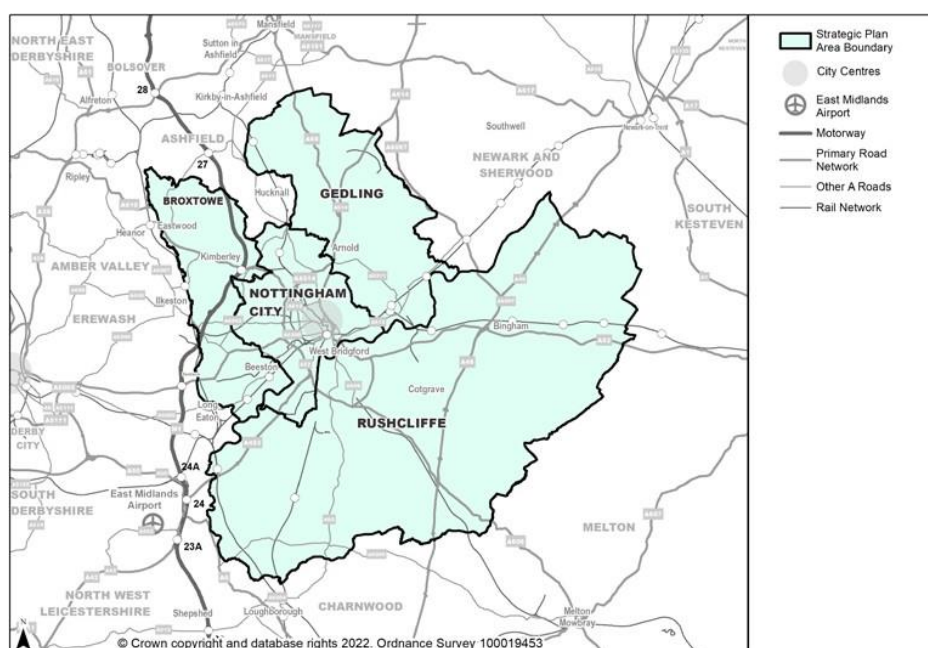
Introduction

- 1.1 Broxtowe Borough, Gedling Borough, Nottingham City and Rushcliffe Borough Councils (“the Councils”) are preparing the Greater Nottingham Strategic Plan.
- 1.2 As part of the evidence base, the Councils commissioned consultants to carry out an Employment Land Study ([Nottingham Core and Outer HMA Employment Land Study, Lichfields, May 2021](#)). This study included a specific recommendation to give further consideration to assess the need for major logistics facilities.
- 1.3 The Councils, with Ashfield, Erewash, Mansfield and Newark and Sherwood Councils commissioned a Logistics Study ([Nottinghamshire Core and Outer HMA Logistics Study Icenl, August 2022](#)) which estimates the level of need for logistics development and recommends “Areas of Opportunity” where distribution and logistics development may be located. Extending beyond the strategic plan area, this study recognised the regional scale and operations of strategic distribution and logistics, particularly along the M1 and A1. The study focused on proximity to: the strategic highway network; markets that will be served; areas of known under-provision; labour and areas of employment need. Following this study, the Councils undertook a “Call for Sites” during the Autumn of 2022.
- 1.4 The Councils, with Ashfield and Erewash Councils have now undertaken an assessment of the sites and reviewed the supply of sites coming forward from existing and likely commitments, in order to determine the remaining residual need. Details of the site assessments and the methodology are contained within a separate Background Paper. Following the assessments, a Preferred Approach to strategic distribution and logistics within the Greater Nottingham Strategic Plan area has been identified. This includes the proposed allocation of land within two sites.
- 1.5 The consultation seeks views on the proposed sites for strategic distribution and logistics.
- 1.6 Responses to this consultation will be considered as part of preparing the next version of the Strategic Plan which will be the Publication Draft (Regulation 19 of the Town and Country Planning Act (Local Planning) (England) Regulations 2012).

Chapter Two: Background

- 2.1 Broxtowe Borough, Gedling Borough, Nottingham City and Rushcliffe Borough Councils form part of the Nottingham Core Housing Market Area (HMA). The HMA also includes Erewash Borough Council. The Hucknall part of Ashfield District, whilst functionally part of Greater Nottingham, is part of the Nottingham Outer HMA (along with Mansfield and Newark and Sherwood District Councils).
- 2.2 These authorities, together with the County Councils of Derbyshire and Nottinghamshire, form the Greater Nottingham Planning Partnership. The Joint Planning Advisory Board (JPAB), established in 2008 and made up of Councillors from each authority, is an advisory body which oversees the preparation of strategic plans in the Greater Nottingham area.
- 2.3 With the exception of Ashfield District Council, strategic policies for the Greater Nottingham area are currently set out in the adopted Core Strategies:
 - Erewash Core Strategy – March 2014
 - Aligned Core Strategies (Broxtowe Borough, Gedling Borough and Nottingham City Councils) – September 2014
 - Rushcliffe Core Strategy – December 2014
- 2.4 JPAB agreed to the principle of reviewing the Core Strategies in December 2017. This has led to Broxtowe Borough, Gedling Borough, Nottingham City and Rushcliffe Borough Councils preparing the Greater Nottingham Strategic Plan.
- 2.5 Erewash Borough Council is undertaking a separate Core Strategy Review and Ashfield District Council is producing a separate Local Plan. However, the Councils are working together on a number of joint evidence base documents.

Figure 1: Greater Nottingham Strategic Plan Area



Progress with the Strategic Plan

- 2.6 In July 2020 and February 2021, Broxtowe Borough, Gedling Borough, Nottingham City and Rushcliffe Borough Councils consulted on the [Greater Nottingham Strategic Plan Growth Options](#) document.
- 2.7 In January 2023, a [Preferred Approach Consultation](#) was undertaken which included:
- Vision and Objectives
 - Proposed Planning Strategy
 - Approach to Housing Need
 - Approach to Employment Need
 - Preferred Sites
- 2.8 In respect to the approach to employment need, it was identified that “The approach to the strategic distribution sector will be determined at the next stage of plan preparation. The Councils have undertaken a “call” for strategic distribution sites to inform this.”
- 2.9 This consultation focuses on the approach to strategic distribution. The following documents have been prepared to support this consultation and may also be commented upon:
- Strategic Distribution and Logistics Sites: Background Paper, September 2023
 - Sustainability Appraisal Report: Strategic Distribution and Logistics Sites, September 2023

National Planning Policy Framework (NPPF)

- 2.10 Paragraph 11 of the NPPF states that strategic policies within local plans should, as a minimum, provide for objectively assessed needs for distribution and logistics, unless adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF as a whole. This includes the delivery of sustainable development and Green Belt policy.
- 2.11 Paragraph 83, specifically states that planning policies should recognise and address the specific locational requirements of different sectors. This includes making provision for storage and distribution operations at a variety of scales and in suitably accessible locations.

Chapter Three: The Need for Strategic Distribution and Logistics and Site Criteria

Evidence of Need

- 3.1 The Councils across the Nottingham Core and Nottingham Outer Housing Market Area jointly commissioned consultants to carry out an employment land study ([Nottingham Core and Outer HMA Employment Land Study 2021, Lichfields, May 2021](#)).
- 3.2 The study included a specific recommendation to give further consideration to assess the need for major logistics facilities within the Nottingham Core and Outer Housing Market and wider area. The recommendation at paragraph 10.25 of the Employment Land Study states:

‘Given the scale and urgency of this issue, the District Councils (potentially working with adjoining districts along the M1 Corridor) may wish to consider commissioning a further strategic study to quantify the scale of strategic B8 logistics need across the Core/Outer HMA and beyond that builds on the indicative suggestions set out above. This future study should seek to quantify the scale of strategic B8 requirements and potentially identify sites where this need should be allocated. Our view would be that the main focus of this future study should be along the M1 Corridor and A-roads near to the Motorway junctions’.
- 3.3 Ashfield, Broxtowe, Erewash, Gedling, Mansfield, Newark & Sherwood, Nottingham City and Rushcliffe Councils commissioned consultants to undertake a logistics study ([Nottinghamshire Core and Outer HMA Logistics Study, Icen, August 2022](#)) to assess the specific needs for strategic distribution and logistics facilities across the Nottingham Core and Outer HMA.
- 3.4 The study was undertaken from a “policy off” perspective, meaning that constraints such as the Green Belt or issues determining sustainability (historic and natural environment constraints and socio-economic factors) were not considered in the ability of the area to accommodate future logistic requirements. The study did not involve modelling capacity of the road network or individual junctions which will be addressed through future transport modelling work.
- 3.5 In accordance with national planning policy, the study assessed the quantitative need for additional strategic distribution floorspace and also set out more specific locational criteria for locating strategic distribution and logistics. The quantum of space estimated as being required is not viewed as a target but as guidance to the extent of which need may be met once account is taken of policy and environmental constraints.
- 3.6 In summary the Logistics Study concluded:
 - The requirement for planning policy purposes should be 1,486,000

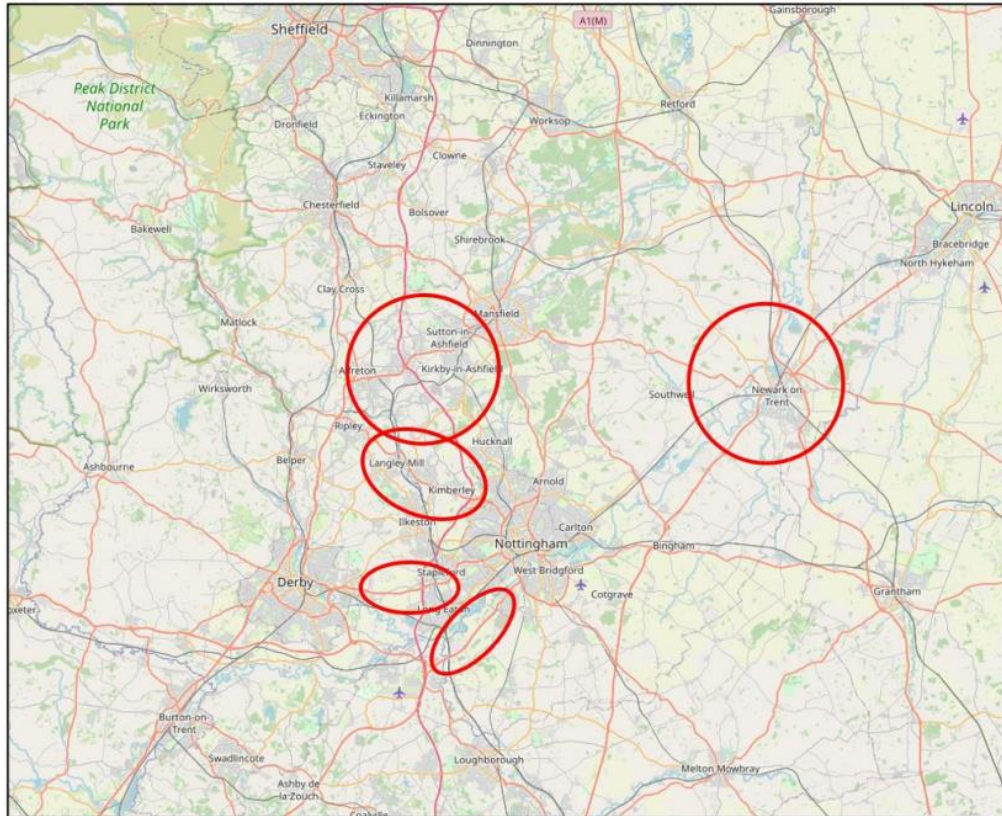
square metres (sq. m) or 425 hectares of logistics space.

- There is 315,000 sq. m of committed supply (units over 9,000 sq. m with planning permission or allocations in adopted local plans).
 - Potential “pipeline” sites (allocations in draft plans such as the draft allocations at Junction 27 and planning applications pending) would reduce the need to 601,000 sq. m or 172 hectares subject to the allocations being confirmed.
 - Some of the need is expected to be met through the redevelopment of existing logistics or other large manufacturing sites. It is assumed that this would meet 10 to 20% of the identified need reducing this need to 137 - 155 hectares (ha).
 - Residual need would fall to the order of two to three large strategic logistics parks across the study area, which comprises the Greater Nottingham Core and Outer Housing Market Area and includes Ashfield, Erewash, Mansfield and Newark and Sherwood.
- 3.7 Further details regarding the Logistics Study, including its relationship with other studies and to distribution and logistics need outside of the Strategic Plan area, are contained within the Background Paper.
- 3.8 Critically, the Background Paper has updated the supply of distribution and logistics developments with planning permission (commitments) and those without permission but are likely to come forward, for example within existing and local plans (pipeline sites). This update and the removing of sites that are delivering general employment development (avoiding the double counting of sites as both distribution and general employment) has resulted in an identified residual remaining need of between 131 – 147 ha across the wider study area.

Site Criteria

- 3.9 The Logistics Study identified Areas of Opportunity where new strategic logistic sites should be located. These are broad areas which: have good connections to the strategic road network; are appropriately located relative to the markets to be served; are located where there is a known under-provision of strategic sites; and are accessible to labour and located close to areas of employment need.
- 3.10 The following Areas of Opportunity are identified:
- Area adjacent to M1 Junction 28 and 27 (Sutton in Ashfield, Alfretton, Kirkby-in-Ashfield and towards Hucknall);
 - Area adjacent to M1 Junction 26 (Langley Mill, Eastwood and Kimberley);
 - Area adjacent to M1 Junction 25;
 - Area adjacent to A453; and
 - Area surrounding Newark (along A1 and A46).
- 3.11 The Study recommended that sites should be sufficiently large and flexible in configuration with a minimum size of 25 hectares being recommended although sites of 50 hectares or more are preferred.

Figure 2: Areas of Opportunity (taken from the Nottinghamshire Core and Outer HMA Logistics Study, Icení, August 2022)



- 3.12 A “Call for Sites” was undertaken in Autumn 2022 which sought sites over 25ha in size and within the Areas of Opportunity.
- 3.13 The submitted sites, together with sites which have been promoted as part of previous consultations and sites which are existing draft allocations, formed a ‘pool’ of sites. The first stage of the assessment considered whether the sites were of a sufficient size, were in proximity to the Areas of Opportunity and had good connections to the highway network. Sites which met these criteria were then subject to more detailed assessments following a set of criteria.
- 3.14 The assessments are contained with the Background Paper.
- 3.15 In order to determine whether the potential sites could deliver sustainable development and critically optimize opportunities to reduce their local and wider environmental impacts, the Councils took into account:
- whether the site could enable the transfer of freight onto the rail network, or, if direct access to the rail network is not available, whether it is in close proximity to an existing rail freight interchange;
 - whether the site is located close to centres of population and employees and/or is accessible by public transport and active travel infrastructure;
 - whether, within these centres of population, there are areas of high unemployment and deprivation;
 - whether there are good connections with the strategic highway network – close to a junction with the motorway network or long-distance dual carriageway. Motorway/dual carriageway junctions and the approach routes should have sufficient network capacity;

- if the site is within the Green Belt, whether this would undermine a key purpose of Green Belt policy;
- whether the site is being promoted for development;
- whether there are other policy designations (such as open space or employment) and evidence suggesting the designation should continue;
- whether a significant portion of the site is at risk of flooding; and
- whether development of the site would cause significant harm to a number of the factors identified (such as heritage, landscape).

3.16 Following this assessment, preferred sites have been identified.

Chapter Four: Preferred Sites for Distribution and Logistics

4.1 It is proposed that the following sites are allocated for Strategic Distribution and Logistics:

Site Reference	Site Name	Site Area	Estimated Floorspace
BBC-L01	Former Bennerley Coal Disposal Point, Broxtowe	68 ha	74,000 sq. metres
RBC-L01	Ratcliffe on Soar Power Station (part), Rushcliffe	36.4 ha (wider site area is 265 ha)	Up to 180,000 sq. metres

4.2 Details of the sites and site plans are contained within Appendix A.

The Former Bennerley Coal Disposal Point

4.3 The site covers approximately 68 ha and the landowner has indicated approximately 74,000 sq metres of floorspace could be delivered. The site contains areas of previously developed land due to the former use as a coal disposal point. Highways access to the M1 (Junction 26) is via the A610.

4.4 It is located adjacent to a railway line with access potentially achievable via a disused spur and railway bridge that crosses the River Erewash. The potential to deliver a rail access is a substantial benefit as it will enable low carbon transportation of rail freight. It would also provide rail access for distribution and logistics within the wider area, including existing strategic distribution sites to the north at junctions 27 and 28.

4.5 The site is located close to centres of populations at Eastwood, Awsworth and Ilkeston/Cotmanhay. It is also near to Kimberley/Nuthall and Nottingham. The site is close to areas of high deprivation within Eastwood, Ilkeston/Cotmanhay and also near to areas of deprivation in Nottingham. The development of this site for distribution and logistics would bring economic benefits to these areas. Active travel links in the area, including Bennerley Viaduct, could also be utilised and enhanced.

4.6 There are a number of site constraints. The site is located within the Green Belt between Awsworth/Eastwood and Cotmanhay/Ilkeston. It is also located adjacent to Bennerley Viaduct, which is Grade II* listed. The site also crosses the Erewash Valley, which is identified as a primary and secondary green infrastructure corridor. There are three Local Wildlife Sites within the site and one Local Wildlife Site within 250 metres. Development would have to be carefully designed to address these constraints.

4.7 Notwithstanding these constraints, the site will make a significant contribution to meeting identified distribution and logistics needs; is located adjacent to the railway line and opportunities to deliver a lower carbon distribution and logistics development; contains substantial areas of brownfield land; has no substantial highways access constraints; and is in proximity to existing populations (including areas of deprivation). These benefits outweigh the harm to the Green Belt and potential harm to heritage

and nature conservation assets (which must be avoided and/or mitigated). Exceptional circumstances, required to remove this site from the Green Belt therefore exist and the site is identified as a preferred location for strategic distribution and logistics development.

Ratcliffe on Soar Power Station

- 4.8 The site is a designated Freeport within which up to 180,000 sq. metres of logistics development is identified within the Ratcliffe on Soar Power Station [Local Development Order](#).
- 4.9 As an operational power station, there are existing utilities infrastructure on site. Its location adjacent to the Midland Mainline railway, the existing rail spur into the site and proximity to the East Midlands Gateway rail freight interchange are significant factors that favour this site as a location for strategic distribution and logistics. This would be delivered alongside other employment uses focused on researching and manufacturing low carbon and renewable energy technologies.
- 4.10 Redevelopment offers opportunities to improve the local environment and wider area.
- 4.11 Whilst the allocation of land south of the A453 is likely to have significant effects on the openness of the Green Belt in this area, redevelopment of the power station offers an opportunity to positively enhance the landscape and openness of the Green Belt and contribute to Green Belt purposes.
- 4.12 The site is considered suitable for strategic distribution and is a preferred location when compared against alternative sites. Although within the Green Belt, the site: would make a significant contribution to meeting identified need for distribution and logistics; contains extensive areas of brownfield land (north of the A453); would as a whole improve landscape and visual amenity across a wide area; has existing rail access and is in proximity to an existing rail freight interchange; has existing access onto the A453 (via two junctions) and is in close proximity to the M1. Critically the land is a designated Freeport and is covered by an adopted Local Development Order that identifies approximately 36 ha of land could accommodate storage and distribution. Combined these benefits outweigh the harm to the Green Belt and other potential environmental impacts, and exceptional circumstances exist to remove the land from the Green Belt.

Meeting the Overall Need

- 4.13 The Logistics Study recommends providing for approximately 425 ha of strategic warehousing and logistics facilities within the Greater Nottingham Core and Outer study area which, in addition to Greater Nottingham Strategic Plan area, includes Ashfield, Erewash, Mansfield, Newark and Sherwood. This wider area comprises the northern point of the 'Golden Triangle', a location within the centre of the United Kingdom (including the M1, M6 and M42) where the logistics sector can reach large parts of the country within 4 hours drive. The extent of this favoured area emphasises the flexibility of strategic distribution and contributions (although not quantified) that development beyond the study area (most notably along the M1 and A1) will make.
- 4.14 There is a considerable amount of "committed" and potential "pipeline" supply already identified by the Councils across the Nottingham Core and Outer HMAs. A significant quantity of which will be delivered within the Greater Nottingham Strategic Plan area. Taking into account this supply, a residual need of between 131 and 147 ha has been identified.
- 4.15 The estimate of need is considered to be guidance and not a target as all the

Councils must balance meeting demand for strategic distribution and logistics against planning policy and environmental constraints, principally the importance of protecting Green Belt.

- 4.16 The Councils have taken into account the various operational criteria and planning policy constraints and have identified two preferred sites which broadly meet the relevant criteria. This provision, combined with the identified “commitments” and potential “pipeline” supply across the entire study area (including within neighbouring authorities) would provide for significant growth in the delivery of strategic distribution and logistics facilities in the Study Area and an increased market share of the wider strategic distribution market.

Appendix A: Preferred Sites

Broxtowe

BBC-L01: Former Bennerley Coal Disposal Point

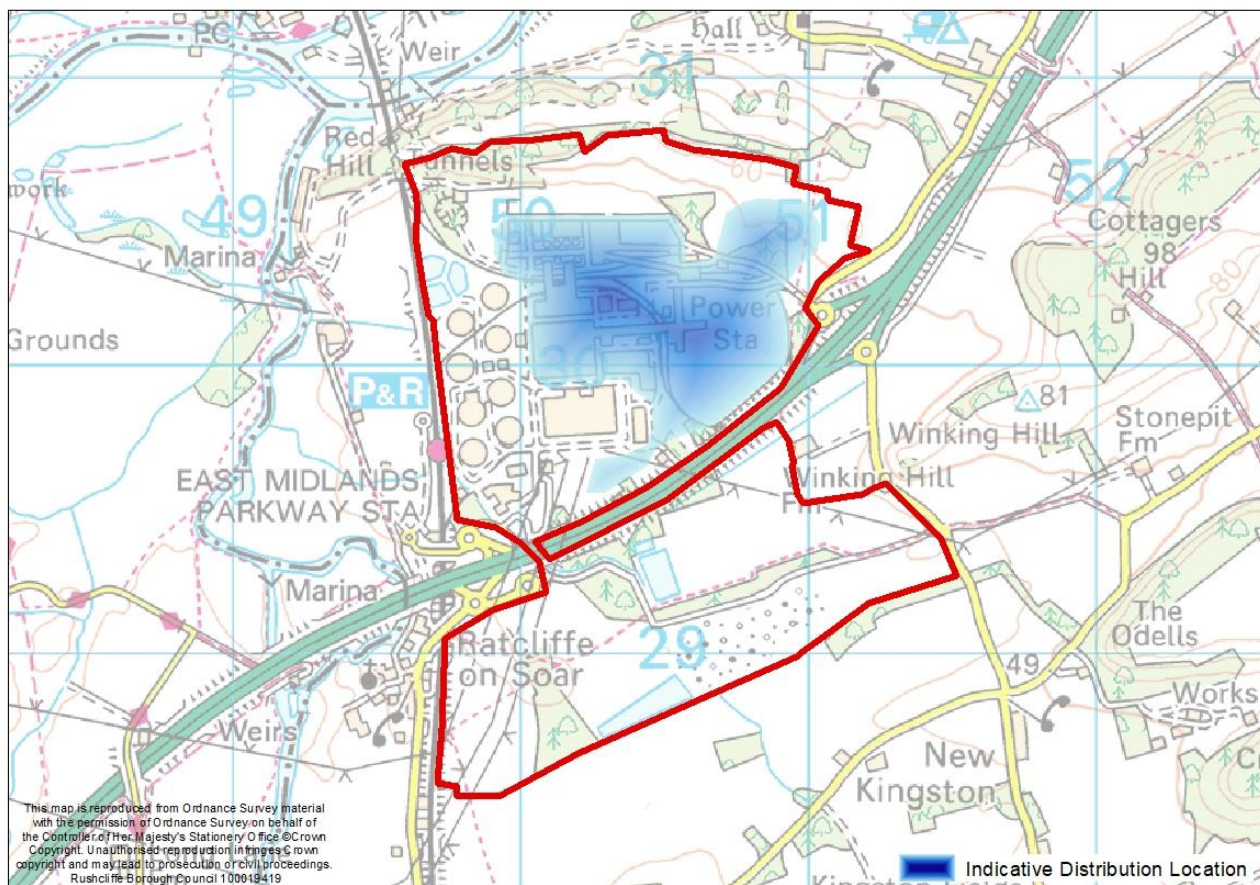


Factor	Site Information
Site Size	68ha
Estimated employment floorspace	74,000 sq metres
Existing use	Part agricultural. Part previously developed land. Previously used for reception, storage and dispatch of coal.
Is it within an Area of Opportunity?	Yes, the site is located within an Area of Opportunity at Junction 26 of the M1.

Factor	Site Information
Strategic Highway Connections	<p>Close to the A610 and to junction 26 of the M1.</p> <p>National Highways advises that the development would be likely to be acceptable, subject to Transport Assessment and any identified mitigation.</p> <p>Nottinghamshire County Council advises that the preferred access point would be the existing access on the A610 and the roundabout junction on Shilo Way. HGV traffic would be expected to utilise the M1/A610/A6096.</p> <p>NCC also advises that it would be necessary to ensure that appropriate public transport infrastructure is provided to serve the site with suitable footway connections and crossings where necessary. Cycling infrastructure should be delivered to "LTN 1/20 standard".</p>
Rail network accessibility	Potential for rail network accessibility.
Accessibility to labour	Close to Eastwood, Awsworth and Ilkeston/Cotmanhay, also near to Kimberley/Nuthall and Nottingham.
Constraints	<p>No abnormal utilities requirements identified.</p> <p>90% of the site is in a Coal Authority 'Development High Risk Area'.</p> <p>Site is within the Green Belt.</p> <p>Part of site is Agricultural Land Classification Grade 4 (poor quality).</p> <p>The site is not part of an Air Quality Management Area.</p> <p>River Flooding:</p> <p>Approximately 29% of the site is in Flood Zone 3.</p> <p>Approximately 39% of the site is in Flood Zone 2.</p> <p>Surface Water Flooding:</p> <p>Approximately 13% of the site is at 1 in 30 year risk of surface water flooding.</p> <p>There are 3 Local Wildlife Sites within the site and 1 Local Wildlife Site within 250m of the site.</p> <p>There is a Grade II* Listed Building, Bennerley Viaduct, within the site.</p>

Rushcliffe

RBC-L01 Ratcliffe on Soar Power Station (part)



Factor	Site Information
Site Size	265 ha, of which approximately 36.4 ha of the site is approved for logistics
Estimated employment floorspace	Up to 180,000 sqm (gross floor space) (as set out within the Local Development Order)
Existing use	Coal-fired power station
Is it within an Area of Opportunity?	Yes, the site is within an Area of Opportunity adjacent to A453.
Strategic Highway Connections	<p>Access can be achieved onto the A453 (and M1) via existing junctions on the A453. Given the scale of employment development Improvements are likely to be required to junctions on the strategic and non-strategic road network.</p> <p>National Highways advise that the Transport Assessment identified a 'severe' impact on the SRN at several junctions</p>

Factor	Site Information
	<p>including M1 J24. Mitigation required at several SRN junctions. Negotiations are currently underway and it has been agreed that mitigation can be agreed and delivered as the site is redeveloped.</p> <p>Nottinghamshire County Council highlight the potential for increased traffic on county roads if there is not sufficient capacity on the A453 (the primary route of access), noting that mitigating impacts on Junction 24 will not be delivered until phase 3.</p>
Rail network accessibility	The site has its own rail freight access to the national network. It is also only 4 miles from the existing rail freight interchange at the East Midlands Logistics Park.
Accessibility to labour	The site is not located in or adjoining the main built up area but the northern part of the site is adjacent (within 400 metres walking distance) of East Midlands Parkway Railway Station which provides direct rail services to Nottingham, London via Leicester and Sheffield via Derby and Chesterfield. The station also has a bus/coach stop with national and local services. The site is within 30 minutes' travel time via train to Derby and within 30 minutes' travel time to Nottingham by bus. Both cities offer a range of community facilities, schools, retail centres and employment areas.
Constraints	<p>No abnormal utilities requirements identified.</p> <p>Site is within the Green Belt.</p> <p>As an operation power station, areas of the site will be contaminated. The draft LDO is supported by an EIA that confirms there are areas contaminated by harmful material, including hydrocarbons and asbestos. Further risk assessments are required to confirm risks and inform mitigation.</p> <p>The site is not within or in proximity to an Air Quality Management Area.</p> <p>The site is at very low risk of flooding (less than 0.1% each year) from rivers. The power station site also has areas at low, medium and high risk of surface water flooding.</p> <p>The site is adjacent to Thrumpton Park Local Wildlife Site and part of the southern part of the site adjoins the Kingston on Soar Copse Local Wildlife Site</p> <p>A part of the Roman site scheduled monument at Redhill lies within the site, with the rest of the scheduled monument adjoining the part of the western boundary of the northern area of the site.</p> <p>Archaeological remains of an Iron Age Settlement at Redhill may extend into the site in the northwest corner, albeit such remains are likely to have been heavily disturbed by previous development at / operation of the power station.</p>

Factor	Site Information
	The Grade II Redhill Railway Tunnel Portals (north and south) are also adjacent to the western boundary of the northern part of site.

Appendix B: Glossary

Core Strategies: the key Development Plan Documents, setting out the long term spatial vision for the areas, the spatial objectives and strategic policies to deliver that vision.

Environmental constraints: constraints on development of an environmental nature such as flood risk, high-grade agricultural land, nationally and locally designated wildlife sites, ancient woodlands and public parks.

Evidence Base: the information and data that have informed the preparation of policies.

Freeports: freeports are special areas where different economic regulations apply. Freeports in England are centred around one or more air, rail, or seaport, but can extend up to 45km beyond the port(s). The East Midlands Freeport features three main sites: the East Midlands Airport and Gateway Industrial Cluster (EMAGIC) in North West Leicestershire, the Ratcliffe-on-Soar Power Station site in Rushcliffe in Nottinghamshire and the East Midlands Intermodal Park (EMIP) in South Derbyshire.

Greater Nottingham: made up off the administrative areas of Broxtowe, Erewash, Gedling, Nottingham City and Rushcliffe Councils and the Hucknall part of Ashfield Council.

Greater Nottingham Joint Planning Advisory Board: board made up of planning and transport lead councillors from all the Greater Nottingham Local Authorities, established to oversee the preparation of the Greater Nottingham Strategic Plan. The Board is advisory, and refers decisions to the executive bodies of the constituent Councils.

Greater Nottingham Strategic Plan: the Part 1 Plan being prepared by Broxtowe Borough, Gedling Borough, Nottingham City and Rushcliffe Borough Councils setting the strategic policies for the plan area.

Green Belt: a strategic planning tool, designating an area of land around a City having five distinct purposes:

1. To check the unrestricted sprawl of large built up areas;
2. To prevent neighbouring towns merging into one another;
3. To assist in safeguarding the countryside from encroachment;
4. To preserve the setting and special character of historic towns; and
5. To assist in urban regeneration by encouraging the recycling of derelict and other urban land.

Housing Market Area: a geographical area defined by household demand and preferences for all types of housing, reflecting the key functional linkages between where people live and work.

Infrastructure: facilities and services to meet the needs of the existing community and to meet the needs of new development. Includes transport infrastructure, public transport, education, health, affordable housing, open space, community facilities etc.

Joint Planning Advisory Board: see Greater Nottingham Joint Planning Advisory Board above.

Local Plans: plans for the future development of the local area, drawn up by the local planning authority in consultation with the community. The current Aligned Core Strategies forms Part 1 of the Local Plan. Part 2 Local Plans include site allocations and development management policies.

National Planning Policy Framework (NPPF): document setting out the Government's planning policies for England and how these are expected to be applied.

National Planning Practice Guidance (PPG): provides detailed guidance regarding how to apply the Government's planning policies.

Nottingham Core Housing Market Area: the functional Housing Market Area around Greater Nottingham, see definition of Housing Market Area above.

Nottingham Express Transit (NET): the light rail (tram) system for Greater Nottingham.

Nottingham Outer Housing Market Area: the functional Housing Market Area outside of Greater Nottingham which includes Ashfield District Council, Mansfield District Council and Newark and Sherwood District Council.

Part 1 and Part 2 Local Plans: in Greater Nottingham the Part 1 Local Plan comprises the Aligned Core Strategy and the Part 2 Local Plan comprises site allocations and development management policies such as the Gedling Borough Local Planning Document.

Plan Area: the area covered by the Greater Nottingham Strategic Plan comprising the administrative areas of Broxtowe, Gedling, Nottingham City and Rushcliffe Councils.

Planning Strategy/Spatial Strategy: the overall policy for achieving the pattern and distribution of development and place making.

Planning System: a plan led system with the key document being the Local Plan drawn up by local planning authorities where planning decisions should generally accord with the policies in the Local Plan. The Local Plan should be consistent with national planning policy drawn up by Government. The plan led system is complemented by a system of development management with decision making on planning applications largely carried out by local planning authorities but for some decisions on large infrastructure projects the responsibility lies with Government ministers. There is also a right of appeal against a refusal of planning permission to the Secretary of State for Levelling Up, Housing and Communities.

Publication Draft of the Strategic Plan: a full draft version of the Strategic Plan published under Regulation 19 of the Town and Planning Act (Local Planning) (England) Regulations 2012).

Regulation 18 of the Town and Planning Act (Local Planning) (England) Regulations 2012): requires that various bodies and stakeholders be notified that the council is preparing a plan. It invites them to comment about what that plan ought to contain.

Regulation 19 of the Town and Planning Act (Local Planning) (England) Regulations 2012): provides interested stakeholders with the opportunity to comment on the policy content of the draft Plan which is intended to be submitted for examination.

Strategic Plan: sets out the long term spatial vision for the areas, the spatial objectives and strategic policies to deliver that vision. The Strategic Plan looks at how Greater Nottingham's longer-term development needs can be met up to 2038.

Sustainability Appraisal: examines the social, environmental and economic effects of strategies and policies in a local plan.

Sustainable development: the NPPF defines this as follows: "at a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs". Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

- a) an economic objective – to help build a strong, responsive and competitive economy, by

ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

- b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- c) an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

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General queries about the process can also be made to:

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