

Site Ref	Rep Ref	Organisation	Site Address	Ward/ Parish	Comment	Initial Response	Proposed Change (s)
0	1	Hunter Page Planning	General	All	A discount should be made on small sites coming forward	In Rushcliffe's case all small sites are either planning permissions or garage block sites owned by Spiritia. Consultation has been undertaken on when these sites are likely to be delivered as well as an analysis of building control records. It is therefore considered that the delivery periods are robust. Assumptions on delivery and actual delivery periods can also be monitored on an annual basis, therefore providing an a reliable audit trail. The issue was also referred to the SHLAA panel which was in general agreement with this approach.	No Change
0	14	Hunter Page Planning	General		Accepts draft conclusions on deliverability and developability on the following sites: 168, 30, 117, 128, 354, 353, 1, 351, 352, 46, 216, 350, 152, 356, 277, 188, 69, 355, 42, 153, 81, 261, 149, 132, 150, 148, 135, 150, 184, 44, 82, 133, 116, 286, 89, 276, 98, 29, 183, 260, 134, 281, 346, 45, 207, 275, 186, 90	Noted.	No change
0	1	Langer cum Barnstone PC	General	Langar	No comments to make	Noted	No change
1	1	Hallam Land Management	Abbey Lane	Aslockton	Flooding. Attached email from David Marsh dated 2005 confirms that the site is protected by flood alleviation scheme. This should be given due consideration as part of the assessment	Agree in part, although the E-mail refers to the need to undertake a sequential test in relation to flood risk.	Amend assessment accordingly
1	2	Hallam Land Management	Abbey Lane	Aslockton	Highways. The premise that without a TA the site will be unachievable is wrong for this stage of the LDF process and for this scale of proposed development. A visit to the site will confirm that access is not an issue.	Agree Highways comments for all sites are being relooked at and standardised across Greater Nottingham.	Alter the two highways categories to 'Unknown highways infrastructure constraints' and 'Site would not receive planning permission or allocation without agreed transport assessment'
1	3	Hallam Land Management	Abbey Lane	Aslockton	Utilities. Studies have identified that services are available but the water main may need reinforcing. There is no evidence to suggest that the sewerage network cannot cope with further development, but any improvements should be deliverable within the LDF period	Agree. Incorporate text along the lines as stated in the comment.	Add comment; The site is serviced ,however the water main may need reinforcing'
1	4	Hallam Land Management	Abbey Lane	Aslockton	General. We acknowledge that the viability of a site is a requirement of current planning policy. The recent planning consent for affordable housing adjacent to the site should give sufficient information to strongly suggest that viability on the site is not in question	Noted	No change
8	1	ENTEC	Land off Chapel Lane (NO Railway)	Bingham	it appears that most if not all of the larger Greenfield sites in the borough have been classified as un-deliverable pending work on, and outcome of, the Joint Core Strategy. Many of these sites may otherwise be deliverable and could be allocated in the earlier phases of the plan providing that the spatial strategy supports their inclusion. It is our view that land north of Bingham, for example, is deliverable if the spatial strategy supports its inclusion.	This issue was discussed at the SHLAA Panel. Such sites are to be reclassified to 'Maybe suitable if policy changes'	Amend anticipated start date to 'beyond 15 years' to 'Maybe suitable if policy changes'
8	2	ENTEC	Land off Chapel Lane (NO Railway)	Bingham	the site is available and it is under single ownership, therefore there are no legal or ownership problems in bringing the site forward	Agree.	State that the site is in single ownership as part of the assessment

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8	3	ENTEC	Land off Chapel Lane (NO Railway)	Bingham	It is suitable – the site is not in a protected area and is free of any designations which would otherwise prevent development being brought forward at the present time e.g. Green Belt. There are no physical and infrastructure barriers which cannot be overcome, nor will development at this location impact on landscape/ conservation features with non identified in this area. Bingham offers a suitable location for future development as recognised by the Local Plan Inspector in his Report and by RBC itself in recent 'Ward Profiles' for the town; It is achievable - there is reasonable prospect that housing could be delivered/start on the site within 5 years of adoption of the Core Strategy DPD. Therefore this site could, and should, be identified as deliverable in the SHLAA. It is achievable - there is reasonable prospect that housing could be delivered/start on the site within 5 years of adoption of the Core Strategy DPD.	Disagree. The inspectors comments stated that there was not enough evidence in front of him at the time of the Inquiry to assess whether such a large scale proposal was suitable in the context of Bingham, although he did state that he had no reason to argue against the Council's conclusions when looking at the site in relation to the scale proposed and visibility of the site. There is still outstanding pieces of work to be done for the Nottingham Core Housing Market Area before the Core Strategy can determine what future role Bingham performs (namely a sustainable settlement and hierarchy strategy and a full blown landscape character assessment to replace the outdated guidelines from 1997). At this point in time there are massive infrastructure constraints to overcome. One of these constraints, the A46 may be overcome in the short to medium term, however the constraints relating to the A52 are significant. The A52 has been identified as one of the top three congestion spots in the East Midlands as part of the evidence supporting the partial review of the Regional Plan.	No change
8	4	ENTEC	Land off Chapel Lane (NO Railway)	Bingham	It is not the role of the SHLAA to determine spatial planning policy nor should it be applying emerging policy i.e. that for the Nottingham Core Area in the East Midlands Regional Plan. As we have demonstrated our site is deliverable and developable (being available, suitable and achievable), it would appear that application of existing and/or emerging spatial policy is wrongly the key determinant of SHLAAs emerging conclusions for land off Chapel Lane, Bingham.	Disagree. Paragraph 38 of the SHLAA guidance produced by the Government states that policy restrictions should be considered in determining a sites suitability	No change
8	5	ENTEC	Land off Chapel Lane (NO Railway)	Bingham	Draft assessment states that a convincing sustainability argument would have to be put forward to justify the loss of BMV agricultural land. This contrasts with conclusions on other sites where the majority of land is Grade 2 yet no similar statement has been made. PPS7 states that the presence of BMV agricultural land should be taken into account alongside other sustainability considerations when determining planning applications.	Agree in part. The current policy relating to agricultural land within Rushcliffe states that PP will not be granted for development involving the loss of best and most versatile agricultural land.....except where a proposal could not be accommodated on poorer quality land or where other sustainability considerations suggest the use of higher quality land is preferable. In revisiting PPS7 (paragraph 29), it does state that it is for Local Planning Authorities to decide whether best and most versatile agricultural land can be developed in light of competent advice. No work has been done to date in this field and it is the view that this decision would have to come through the Core Strategy process. Therefore BMV agricultural land would still be a barrier to delivery at this stage unless this can be overcome through an allocation or through consideration of the issue through the grant of Planning Permission. Reevaluate this issue and where sites are flagged up as likely to contain BMV land, add appropriate statement under agricultural land constraints but not to the reasoned judgement	Alter assessment accordingly
8	6	ENTEC	Land off Chapel Lane (NO Railway)	Bingham	Agricultural land. Amend assessment to read: Approximately half of the site consists of Grade 2 (Very good), the other half Grade 3a/3b (Good/Moderate).	Agree	Make change as suggested

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8	7	ENTEC	Land off Chapel Lane (NO Railway)	Bingham	The statement under topographical constraints has no bearing on the overall judgment	Disagree. It merely highlights in general terms what issues a site has in topographical terms and is relevant. No significant issues have been raised by the statement	No change
8	8	ENTEC	Land off Chapel Lane (NO Railway)	Bingham	Highways infrastructure constraints. There is an inconsistency in the assessments over the way the highway capacity is identified and recorded as a possible constraint to future development. For example, under the SHLAA there are a number of proposed sites located within the A52 corridor at which major development is proposed. Whilst the capacity of this road is commonly recorded as an issue, the importance placed on this issue varies. In the case of 46-RUS the capacity of the A52 is "a major concern", for site 351-RUS "significant improvements in transport infrastructure" are identified as a requirement for delivery, where as for 8-RUS we are informed congestion on the A52 "...will prevent development in the long term". Without good cause for doing there should be no difference in the emphasis placed on highway infrastructure capacity for the same road in the assessments. Where a difference is considered justified this should be clearly stated.	Agree. Consistency will be applied to sites that lie along the A52 corridor, along the lines of what was said for site 351. The LPA will also keep an eye on the situation with the A46 improvements in respect to this site, as an offer has been made by the Government to three Regional Assembly to part-fund the scheme if EMRA matches the funding. The scheme could therefore be bought forward earlier than anticipated if EMRA agrees to match fund it.	Ensure that a consistent approach is applied to sites along the A52 Nottingham-Bingham corridor, and alter comments in relation to the A46. Amend text to read: 'It is considered that the existing capacity of the A52 and A46 represents a significant constraint to development. Substantial development could not therefore be delivered without improvements in transport infrastructure to the east of the Greater Nottingham urban area, taking full account of the A52 Multimodal Study (MMS) recommended strategy measures. The A52 MMS has highlighted a package of measures but there has been limited commitment towards implementation at present. While the A46 has existing capacity constraints improved Government funding of a scheme to dual the A46 could mean that planned improvement to the road could start within the next 2 years
8	9	ENTEC	Land off Chapel Lane (NO Railway)	Bingham	Public Transport Accessibility. The assessment states that there are no bus stops within 20 minute walk of the site, where a bus runs along Chapel Lane.	This field is optional for the Nottingham Core SHLAA process and is for information purposes. It will help identify where there are issues at present in general sustainability terms and gives an idea where improvements may have to be made if development is proposed in the future. It is acknowledged that there are two services that run along Chapel Lane, but using information supplied by NCCs Public Transport team there are no bus stops along Chapel Lane to serve the routes.	No change
8	10	ENTEC	Land off Chapel Lane (NO Railway)	Bingham	Public Transport Accessibility. Question why on the site assessment proformas there is no opportunity to record how well a given site performs in terms of affording future residents accessibility to a passenger railway station. Under Appendix 4 of the NCHMA SHLAA Methodology (July 2008), 'proximity to railway stations' is one of the 'additional option fields' identified in the appendix. Given that there are passenger railway services operating through Rushcliffe and the presence of rail offers important opportunities to help deliver a modal shift away from the private car to public transport, this criterion should form part of the assessment process.	Agree.	Amend proximity to tram stops category to proximity to tram and rail stops. Will also reference level of current service at Bingham when amending the assessment, which is generally hourly during Monday to Saturday daytime.

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8	11	ENTEC	Land off Chapel Lane (NO Railway)	Bingham	Green Infrastructure Public Benefit. Based on the size of some of the sites alone it appears that through the draft assessments an 'opportunity' to create Green Infrastructure has been identified (e.g. RUS-350, 351, 352). This position is therefore at odds with what has been recorded under this criterion for our client's site (RUS-8) where the draft site assessment states "No public benefit identified or too expensive to deliver - None identified to date". As stated under point 2 below, information relating to GI opportunities on land north of Bingham has been identified previously by Entec.	Agree.	Update assessment to identify work to date undertaken by ENTEC
8	12	ENTEC	Land off Chapel Lane (NO Railway)	Bingham	It is our understanding that suitable expertise has not been available to make a judgement on whether utilities provision is likely to constrain the development of a site. As a consequence we would expect the provision of utilities to be assumed generally non-constraining, unless otherwise known. For many of the site assessments in Rushcliffe this appears to be the case, with "no known issues" recorded. However, for our clients site (RUS-8) the site assessment wrongly states "No indication from the site promoters as to whether the site is adequately served..." and that, as a result of this assumption, the site will be "unachievable". Greater consistency is therefore called for.	Agree. Infrastructure questionnaires have been sent by the Greater Nottingham authorities to all infrastructure providers in advance of Core Strategy preparation and no strategic issues have been raised as part of this consultation to date in relation to water and drainage. The greater Nottingham authorities are about to embark on a water cycle study which should give clarity to this issue in future.	Amend assessment accordingly. Keep reference to Aslockton sewage works and make reference to water cycle study
8	13	ENTEC	Land off Chapel Lane (NO Railway)	Bingham	Utilities, gas and electric: No known issues.	Agree to change	Add no known issues to assessment
8	14	ENTEC	Land off Chapel Lane (NO Railway)	Bingham	Flood Risk suggested text change: EA Maps suggest <1/2 site at risk from flooding (1 in 100 or greater) - Quite a large area of the site is 1:100 year flood risk according to EA flood maps. Proposals to alleviate risk to adjacent employment permissions which may alleviate risk on this site as well. SFRA currently being prepared undertaken for area north of Bingham.	Agree to text change	Amend text accordingly
8	15	ENTEC	Land off Chapel Lane (NO Railway)	Bingham	Natural environmental constraints: suggested change: No environmental constraints or designations - No official designations, however as with all Greenfield s sites would require further investigation prior to development for protected species etc.	Agree to text change	Amend text accordingly
8	16	ENTEC	Land off Chapel Lane (NO Railway)	Bingham	Built environment constraints. Delete reference to church. Amend text to: Entries on the Historic Environment Record asset record or the archaeology/ local list for historic buildings - close to settlement of Margidvnm.	Agree to change including reference views of church, however this will be an important consideration if the site was to be allocated in the future.	Amend text accordingly
8	17	ENTEC	Land off Chapel Lane (NO Railway)	Bingham	Operational or tenancy issues: Tenanted farmers are aware that Crown Estate are promoting land for development	Noted	No change
8	18	ENTEC	Land off Chapel Lane (NO Railway)	Bingham	The north and east of the site is beyond walking distance of Bingham town centre. The southern parts of the site would be within walking distance of existing facilities at Bingham. However, if the site were to be developed there would need to be new facilities developed north of the railway line.	Noted	Add reference to the need to develop new facilities to serve the site

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8	19	ENTEC	Land off Chapel Lane (NO Railway)	Bingham	Pedestrian and cycling accessibility to site: Cycle facilities within the locality include the National Cycle Network route No.15 which passes through Bingham and can be accessed via Chapel Lane which passes through the site. Pedestrian routes to the site via level crossings at Bingham railway station and further east as well as at Chapel Lane.	Agree to change	Change to: Pedestrian and cycling accessibility to site: Cycle facilities within the locality include the National Cycle Network route No.15 which passes through Bingham and can be accessed via Chapel Lane which passes through the site. Pedestrian routes to the site via level crossings at Bingham railway station and further east as well as at Chapel Lane.
8	20	ENTEC	Land off Chapel Lane (NO Railway)	Bingham	Draft Reasoned Judgement add: Topographically, the site is free from major constraints.	Agree	Add to reasoned judgment
8	21	ENTEC	Land off Chapel Lane (NO Railway)	Bingham	Draft Reasoned Judgement: Amend highways summarisation	Agree	Amend to: There are existing capacity issues on both the Capacity of A46 and A52; although planned dualling of the former could commence within the next two years .
8	22	ENTEC	Land off Chapel Lane (NO Railway)	Bingham	Draft Reasoned Judgement: mend text to: <b>Current</b> linkages to Bingham are very poor (via 4 foot crossings and one vehicle level crossing only).	Agree	Amend text accordingly
8	23	ENTEC	Land off Chapel Lane (NO Railway)	Bingham	Draft Reasoned Judgement: Delete <i>several small woodlands lie within the site. Some hedgerows surround and cross the site.</i>	Disagree. These features require consideration if the site is allocated for development in the future	Move text to Natural Environment Constraints
8	24	ENTEC	Land off Chapel Lane (NO Railway)	Bingham	Draft Reasoned Judgement: Delete reference to sequential and exception tests in relation to flood risk and add <i>A significant area of the site is presently at risk from flooding therefore sequential and exception tests within PPS25 may need to be satisfied if development is proposed within the area at risk of flooding. Proposals to alleviate risk to the employment permissions may alleviate risk on the rest of the site as well; SFRA currently being prepared by the site promoters.</i>	Disagree. Sequential and exception tests will still apply unless SFRA concludes that site is not at risk from flooding and EA agrees. There is agreement that the additional text should be added however.	Add: 'A significant area of the site is presently at risk from flooding therefore sequential and exception tests within PPS25 may need to be satisfied if development is proposed within the area at risk of flooding. Proposals to alleviate risk to the employment permissions may alleviate risk on the rest of the site as well; SFRA currently being prepared by the site promoters.'
13	13	Hunter Page Planning	Former RAF Newton	Newton	Site is capable of accommodating a larger number of dwellings than suggested in the draft assessment. SHLAA should be amended to reflect this additional capacity.	The draft assessment is based upon the current planning permission, which provides the best evidence for what the site is suitable in accommodating.	No Change

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18	3	Hunter Page Planning	R/O 64/66 Nottingham Road	West Bridgford	Site density too high to be implemented in first 5 years	Site is for a small 3 storey block of flats, therefore it is deliverable within 5 years	No Change
24	1	Sutherland Craig Partnership	The Old Hay Barn	Bradmore	Anticipated start. There are no physical reasons why the development could not proceed	Whilst there are apparent physical constraints to development there are policy and conservation area constraints that will prevent development without formal allocation of the site. Refusal of planning permission on this site confirms this position.	No change
24	2	Sutherland Craig Partnership	The Old Hay Barn	Bradmore	Dwelling Capacity. Should be adjusted to 3-4 dwellings as not suitable for high density development.	Agree. Change to be made	Adjust dwelling capacity to 3 dwellings
24	3	Sutherland Craig Partnership	The Old Hay Barn	Bradmore	Existing use. The site is a residential garden attached to the Old Hay Barn and has always been part of the residential planning unit	Agree. Comment against area character in the draft assessment confirms this.	No change
24	4	Sutherland Craig Partnership	The Old Hay Barn	Bradmore	The site is surrounded by existing trees therefore the it does not relate to the listed buildings nearby. Single storey development would not affect their setting.	Agree. The assessment under built environment constraints already confirms that the setting of the listed buildings may not be affected by development	No change
24	5	Sutherland Craig Partnership	The Old Hay Barn	Bradmore	The development of this site would not adversely affect the character of the conservation area	This would depend on the type of scheme promoted. Colleagues in Development control and the Design Conservation section confirm that the site is an important open area. They have also confirmed that the natural screening (hedge) around the site will not last forever. Until it has been confirmed in principle that a scheme would not detract from the character of the conservation area then the draft assessment should remain as stated.	No change
26	1	Shouler and Son	Land adj. Grange Farmhouse	Bunny	There has been changes to the site area as some of the site now has planning permission	Agree	Alter site area accordingly
27	1	CPRE	Land off Loughborough Road	Bunny	Given the number and strength of the constraints listed in the draft reasoned judgement, should it be designated beyond 15 years as all other Green Belt sites	Agree. This appears to be an error on the Counties combined database rather than our own individual database and draft report on our own website, which does state beyond 15 years. This appears to be the only anomaly that has occurred and the Counties version of the database will be amended accordingly.	Amend assessment from '0-5 years' to 'maybe suitable if policy changes'.
27	10	Hunter Page Planning	Land off Loughborough Road	Bunny	Site too constrained to be implemented in first 5 years	Agree. There was a mistake in relation to this site and its delivery period on the county council version of the website, therefore the delivery period will be amended accordingly	No change
27	1	Savills	Land off Loughborough Road	Bunny	it is pleasing that the council acknowledge that the site is suitable and available to provide new homes within the next five years (as identified on the enclosed initial site assessment). The assessment reveals that the site is of no agricultural merit (former playing field but now vacant) and there are no land contamination constraints.	There was an error in the county councils version of the assessment in relation to this site, and along with other Green Belt sites the site falls in the beyond 15 years category. I can reassure you however that the category beyond 15 years has been queried by numerous submissions across the Housing Market Area. This issue is to be put to the SHLAA assessment panel in order to explore other approaches to report such sites in a more positive light, whilst still identifying that there is a significant policy constraint to bringing forward such sites in advance of LDF production.	Amend assessment from '0-5 years' to 'maybe suitable if policy changes'.

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27	2	Savills	Land off Loughborough Road	Bunny	The landowner is wholly appreciative of the sensitivity surrounding new development on the site. We consider however there to be no reason to suggest that the land could not be developed to reflect the scale and character of the surrounding area i.e. architectural design, layout. Whilst we agree that the site is large enough (2.1 hectares) to be developed at a density of 40 dwellings per hectare, we suggest that a lower density of 15 – 20 dwellings per hectare to be more apposite given the nature and characteristics of the area and the capacity of local services.	Agree in part. Density policies will have to be developed through the LDF process. In many cases density issues can be overcome by good design. For example, the existing historic core of Bunny is built at a high density, However it is agreed as a starting point to reduce dwelling assumptions in this case to a level of around 20 dwellings to the hectare.	Amend potential site capacity to around 40 dwellings
27	3	Savills	Land off Loughborough Road	Bunny	The land abuts the access drive to Bunny Hall (grade I listed) where six new detached dwellings have been constructed (Plan Reference No 02/00745/FUL).	As the 6 dwellings were built as an enabling development scheme to support the renovation of Bunny Hall, it does not necessarily follow that adjacent sites are suitable for development at this time.	No change
27	4	Savills	Land off Loughborough Road	Bunny	The council recognise that the site has excellent accessibility to public transport links in the form of a bus service stop (within ten minutes walk) and a tram stop. There are no pedestrian and cycle routes, in this regard we consider that suitable routes could arise from an appropriate developer contribution in the event of the site being supported by the council to provide new housing..	Disagree. There is only hourly bus service during the day. This is not considered to be excellent access to public transport. It is not the role of the SHLAA to make assumptions about what could be improved in the future through new development. Its role is to identify the facts relating to the site as it stands at the moment.	No change
36	1	The Moore Group	Millers Lane	Costock	access issues have been resolved and assessment should be amended accordingly (evidence provided to support this)	Agree	Amend assessment accordingly
42	1	Capita Lovejoy	Land south of Hollygate Lane	Cotgrave	Previously developed: Site is predominantly Greenfield, not Brownfield as stated in draft assessment	Alter assessment accordingly	Alter to site predominantly greenfield
42	2	Capita Lovejoy	Land south of Hollygate Lane	Cotgrave	Topographical constraints - agree that the site slopes but this should not be a constraint to development as appropriate development has been demonstrated through the masterplan for the planning application.	Noted. The topographical constraint is only described as 'minor'.	No change
42	3	Capita Lovejoy	Land south of Hollygate Lane	Cotgrave	Material Planning Considerations: Green Belt. need to release sites for development to meet the Borough's housing needs is explicit within the East Midlands Regional Plan, and the Green Belt in this area is relatively insensitive, making a limited contribution to the stated purposes of Green Belt. Given the presence of the surrounding development, the proposed development of the site would not have a significant urbanising effect on the area, and its removal from the Green Belt would not, therefore, cause undue harm to the purposes and objectives of the residual Green Belt.	It will be the role of the Local Development Framework to decide whether and where Green Belt releases should be made.	No change
42	4	Capita Lovejoy	Land south of Hollygate Lane	Cotgrave	Area character - The landscape and visual impact assessment included in the ES submitted with the planning application highlighted that the site is visually well contained. This is not referred to in the SHLAA in respect of this site, but is for others in the vicinity.	The draft reasoned judgement makes some reference to area character and this should also be contained within the area character box.	Add 4th sentence of reasoned judgment to area character box

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42	5	Capita Lovejoy	Land south of Hollygate Lane	Cotgrave	Highways: 1) TA was submitted as part of the planning application. This concluded that appropriate access junctions can be provided to accommodate development traffic. The site can be developed without detriment to the surrounding highway network. The TA demonstrates that there is no constraint to development in either the short term or long term. 2) Contrary to what the SHLAA assessment currently indicates the HA have simply issued a holding direction whilst further discussions take place. This is a matter that applies to all prospective development sites included in the SHLAA yet is only referred to in respect of this site and the Colliery. 3) Full consideration has been given to the use of non-car modes, contrary to what is stated in the draft assessment.	Both the issues relating to highways and encouraging trips by non-car modes remain unresolved. Accept that cumulative affect of development on the highway network applies to all sites that are to be considered for future development and that this would be a matter for an infrastructure capacity study and infrastructure delivery plan which will be developed alongside the Core Strategy. The one of the purposes of the SHLAA is to identify barriers to delivery and highways infrastructure is one of the major barriers to delivery for all sites that would feed traffic onto the three major Trunk Roads that pass through the Borough.	Ensure that a consistent approach is applied to the assessment in relation to highways constraints, in particular the sites that feed onto the trunk road network.
42	6	Capita Lovejoy	Land south of Hollygate Lane	Cotgrave	Highways Recommendation - Whilst the TA has not yet been achieved the issues are readily resolvable. The conclusion that the site is unachievable is therefore entirely inaccurate.	Following discussions with the other authorities covered by the SHLAA, the Highways Recommendations category is to be refined	Alter to read 'site would not receive planning permission without an agreed transport assessment'
42	7	Capita Lovejoy	Land south of Hollygate Lane	Cotgrave	EIA - Disagree with the draft assessment's conclusions. The draft assessment states that the EIA indicates several adverse impacts that require mitigation (with a timescale for resolution of 0-15 years). That entirely misrepresents the conclusions of the ES submitted with the planning application that presents the results of the full EIA undertaken in accordance with the Scoping Opinion provided by the Borough Council. There is therefore no time constraint to development.	Disagree. It has raised issues in relation to transport that do need to be resolved.	No change
42	8	Capita Lovejoy	Land south of Hollygate Lane	Cotgrave	Bad neighbours - none of the properties surrounding the site present a bad neighbour issue. The masterplan proposes a green corridor along the northern site boundary which should mitigate any residual concerns in this respect.	Disagree. The details of a masterplan should not be taken into account as the SHLAA should only assess how sites stand at present, not how they may in the future. The industrial estate to the north should still be considered as a 'bad neighbour'.	No change
42	9	Capita Lovejoy	Land south of Hollygate Lane	Cotgrave	Flood risk - a FRA approved by the EA was submitted with the planning application. It identified a small area of land immediately adjacent to the canal that lies within a floodplain. The masterplan proposed to leave that area undeveloped.	The details of a masterplan should not be taken into account as the SHLAA should only assess how sites stand at present.	No change
42	10	Capita Lovejoy	Land south of Hollygate Lane	Cotgrave	Natural environment constraints - the conclusion presented in the SHLAA is not understood. The site is not subject to any environmental designations or overriding constraint to development. The adjacent Grantham Canal is designated as a SINC, but the EIA concluded that there would be a "negligible" impact upon it. this is an example of how the site has been assessed inconsistently when compared to other larger sites.	Disagree. If a site includes a SINC this should be noted in the natural environment constraint category as has been done in the draft assessment. Although the EIA addresses this the presence of the SINC still remains an important consideration at this stage . It is the role of the SHLAA to address constraints as they stand at present. This is a consistent approach that has been used in the methodology that has been applied to all sites in the assessment.	No change
42	11	Capita Lovejoy	Land south of Hollygate Lane	Cotgrave	Built environment constraints - draft assessment states that there are no built environment constraints yet the draft reasoned judgment highlight the stables as of importance. These do not warrant specific protection or present a constraint to development.	Agree	Remove reference to stables.
42	12	Capita Lovejoy	Land south of Hollygate Lane	Cotgrave	Contaminated land constraints - The Borough Council's Scoping Opinion did not highlight this as a significant issue. There is no constraint to development in respect to this issue and this should be noted in the assessment.	Disagree. The draft assessment states that although there may be contamination associated with agriculture use this should not be considered as a major constraint. No amendment to draft assessment therefore deemed necessary.	No change

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42	13	Capita Lovejoy	Land south of Hollygate Lane	Cotgrave	Operational or tenancy issues - All landowners support the development of the site, and there are no operational or tenancy issues that would prevent it coming forward for development in the short term.	Noted. The support of landowners is noted in the 'ownership constraints' category.	No change
42	14	Capita Lovejoy	Land south of Hollygate Lane	Cotgrave	Public transport accessibility - The TA identified the potential to direct existing bus services through the site and enhance their frequency. This has been discussed and agreed with the bus operators, and would ensure that bus services are readily accessible from all parts of the site. The SHLAA conclusions should reflect this potential.	Disagree. The SHLAA should only assess how sites stand at present, not how they may be served in the future.	No change
42	15	Capita Lovejoy	Land south of Hollygate Lane	Cotgrave	Facilities within the locality - Existing centre has a wide range of facilities which are all located within 5-10 minutes true walking distance of the site (Manual for Streets defines a walkable neighbourhood as 10mins which is 800m). The current conclusions of the SHLAA are, therefore, inaccurate.	Draft assessment states that the majority of the site is within a 10-15 minute walk. It is maintained that this is an accurate assessment.	No change
42	16	Capita Lovejoy	Land south of Hollygate Lane	Cotgrave	Pedestrian and cycle routes - the bridleway that crosses the site can be retained, as demonstrated in the masterplan. The criticisms of the route to Candleby Lane from Colston Gate through the retail centre are overstated. There is potential to improve the pedestrian routes. The conclusions of the SHLAA should reflect this potential.	Disagree. The SHLAA should only assess how sites stand at present, not how they may in the future.	No change
42	17	Capita Lovejoy	Land south of Hollygate Lane	Cotgrave	Green Infrastructure - The site's juxtaposition with the canal and country park offer a significant benefit in terms of access to existing green infrastructure. Moreover, the Masterplan submitted with the planning application retains the existing key green infrastructure elements within the site, and provides new elements within green corridors including significant tree and shrub planting and drainage basins. The SHLAA should refer to this potential.	Noted. The draft assessment notes the existing GI facility adjoining the site. Any details referred to that are associated with the masterplan should not be considered as the SHLAA should only assess how sites stand at present, not how they may develop in the future.	No change
42	18	Capita Lovejoy	Land south of Hollygate Lane	Cotgrave	Dwelling capacity and density - final capacity would be confirmed in the detailed design of the site.	The dwelling capacity is based upon the information submitted as part of the planning application, and therefore it was assumed that it was as a reliable source of what could be accommodated on the site.	No change
42	19	Capita Lovejoy	Land south of Hollygate Lane	Cotgrave	Anticipated start period - The basis for the SHLAAs conclusion that development could not start within 15 years is not understood. Subject to the grant of the planning permission (and an application is currently before the Borough Council), there are no constraints to development beginning within a year.	The planning application has been refused. Following discussions with the SHLAA Panel and other local authorities within the Greater Nottingham Area, sites with the 'Beyond 15 years' conclusion for the anticipated start period are to be recategorised as 'maybe suitable if policy changes' where there is a possibility of overcoming the barriers to delivery contained within the assessment through the LDF process.	Anticipated start period to 'maybe suitable if policy changes'
42	20	Capita Lovejoy	Land south of Hollygate Lane	Cotgrave	Development Period: It is anticipated that once started the development would take 5 years to complete.	Noted	No change as sites that have no 5 year tranche have no development period
42	21	Capita Lovejoy	Land south of Hollygate Lane	Cotgrave	Draft reasoned judgment - In any case it appears to be an unreasonably negative assessment that does not reflect the preceding assessment and the true potential the site has for residential development, or indeed the analysis of other comparable sites in the vicinity.	Noted. Relook at 42 and 359 and check for consistency	Ensure consistency with this reasoned judgment and the other sites in the vicinity for the final 08-09 SHLAA

Site Ref	Rep Ref	Organisation	Site Address	Ward/ Parish	Comment	Initial Response	Proposed Change (s)
42	22	Capita Lovejoy	Land south of Hollygate Lane	Cotgrave	It refers to determining what role Cotgrave should perform in the future, whether it is a suitable settlement for expansion, and whether alterations to the Green Belt are justified. However, it is apparent that Cotgrave is a sustainable location for development in its own right and the need for development led regeneration to ensure that it remains a prosperous and sustainable community in the long term has been long identified and is widely acknowledged. Assessment ignores the positive effects the site can have in integrated the Colliery site with the rest of Cotgrave. This has been recognised in the assessment for site 359. A consistent approach has not been applied.	The role and function of each settlement is to be determined through the Core Strategy process. Each settlement across the Greater Nottingham area is to be appraised in a consistent manner in advance of Core Strategy preferred options stage using a joint methodology which is under development at the moment. To make such statements in the SHLAA would pre-empt the outcome of this work	No change
42	1	CPRE Rushcliffe	Land south of Hollygate Lane	Cotgrave	Repetition in the draft reasoned judgment.	Agree.	Remove repetition
42	2	CPRE Rushcliffe	Land south of Hollygate Lane	Cotgrave	Under PDL the site is described incorrectly as "over 70% Brownfield". The site is nearly all Greenfield as is stated in the draft reasoned judgment	Agree. .	Amend accordingly
43	1	David Wilson Homes	Hollygate Lane	Cotgrave	The site is suitable and available for housing	As is noted in the draft reasoned judgement there are decisions that should be made through the Core Strategy process before the site is considered to be suitable.	No change
43	2	David Wilson Homes	Hollygate Lane	Cotgrave	Clarification sought over 'anticipated start period - beyond 15 years' when the site can be brought forward immediately.	The site is located within the countryside and would require a significant policy alteration for it to be deemed deliverable within 5 years. Following discussions with the SHLAA Panel and other local authorities within the Greater Nottingham Area, sites with the 'Beyond 15 years' conclusion for the anticipated start period are to be recategorised as 'maybe suitable if policy changes' where there is a possibility of overcoming the barriers to delivery contained within the assessment through the LDF process.	Alter to 'maybe suitable if policy changes'
45	1	Cotgrave Town Council	General / Cotgrave	Cotgrave	Concerned that the SHLAA process requires the planning authority to pre-determine the suitability of sites before applications are considered which should be done in an objective manner.	The SHLAA is a requirement placed upon Local Planning Authorities by Government, therefore not completing it against the guidance is not an option	No change
45	2	Cotgrave Town Council	General / Cotgrave	Cotgrave	It seems incongruous that the Local Plan Inquiry Inspector determined that Cotgrave should be treated separately for a regeneration study - a view which was shared by the RSS consultation - and now this study undermines that view by identifying a start date for the site of 'beyond 15 years'. This period is not reasonable and needs to be much shorter - probably within 5 years.	The view of the Local Plan Inspector was not accepted by the Borough Council The facts are that the site is within the Green Belt and wholesale redevelopment of the site The site was put before the SHLAA panel who are in agreement that the assessment is broadly correct and consistent with the appraisal of other sites across the Borough. There are several barriers to delivery on the site which led to the beyond 15 year conclusion. Following discussions with the SHLAA Panel and other local authorities within the Greater Nottingham Area, sites with the 'Beyond 15 years' conclusion for the anticipated start period are to be recategorised as 'maybe suitable if policy changes' where there is a possibility of overcoming the barriers to delivery contained within the assessment.	Alter anticipated start period to maybe suitable if policy changes

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45	3	Cotgrave Town Council	General / Cotgrave	Cotgrave	The draft assessment's judgment of garage blocks in Cotgrave is also incorrect as the Town Council are currently engaged in discussions with Metropolitan Housing about the possibility of the redevelopment of four of these sites.	All Spirita garage blocks within the Borough have been put into the assessment. Spirita have also been engaged in the consultation process and have suggested some minor alterations.	No Change
45	1	Signet Planning	Land at Main Road	Cotgrave	Para 4.2.3 of the RSS makes specific reference to the need to examine the case for supporting regeneration in Cotgrave		No change
45	2	Signet Planning	Land at Main Road	Cotgrave	Need for more houses to be built.	This is a matter for the LDF to consider	No change
45	3	Signet Planning	Land at Main Road	Cotgrave	The derestricted speed zone would not prevent an access being created provided the necessary technical issues such as visibility splays are achieved.	This is raised as an issue within the draft assessment and comment should be made more neutral	Remove reference to National Speed Limit as this could be altered.
45	4	Signet Planning	Land at Main Road	Cotgrave	Footpath access can be provided in a potential scheme.	This is raised as an issue within the draft assessment and comment should be made more neutral	Amend draft reasoned judgement to read footpath would be required along eastern side of Main Road
45	5	Signet Planning	Land at Main Road	Cotgrave	"within 15 minute walk" as an option is misleading under the public transport accessibility category as in this case access is within 5 minutes.	Accept	Amend to within 5 minute walk of a bus stop
45	6	Signet Planning	Land at Main Road	Cotgrave	Draft assessment incorrectly states that there are no facilities within a 10-15 minute walk. Public houses, Primary School, shops, community facilities are within a 5 minute walk.	The site is more than 15 minutes away from the defined shopping centre and the local schools, however it is within 15 minutes of the Sainsbury Local and a public house	Amend assessment accordingly.
45	7	Signet Planning	Land at Main Road	Cotgrave	Site is only used for occasional grazing. The site is Grade 3 and 3a land. As Grade 1 and Grade 2 is seen as the most productive this should not be an impediment to development.	Disagree. Grades 1, 2 and 3a are classified as "best and most versatile" agricultural land. Further work would need to be undertaken to assess whether the site in question is 3a or 3b.	No change
45	8	Signet Planning	Land at Main Road	Cotgrave	Site is free of flood risk.	Noted. This is stated in the draft assessment.	No change
45	9	Signet Planning	Land at Main Road	Cotgrave	There are no ecological or heritage designations on the site.	Noted. The assessment does not refer to any.	No change
45	10	Signet Planning	Land at Main Road	Cotgrave	Overall we feel that the site is developable in the short to medium term and certainly before the 'beyond 15 year' category as indicated on the assessment.	Following discussions with the SHLAA Panel and other local authorities within the Greater Nottingham Area, sites with the 'Beyond 15 years' conclusion for the anticipated start period are to be recategorised as 'maybe suitable if policy changes' where there is a possibility of overcoming the barriers to delivery contained within the assessment.	Alter anticipated start period to maybe suitable if policy changes
45	11	Signet Planning	Land at Main Road	Cotgrave	The Green Belt boundary should be reviewed so as to deliver a sustainable extension to Cotgrave.	It will be the role of the Local Development Framework and not the SHLAA do decide whether and where Green Belt releases should be made.	No change
46	1	CPRE	Cotgrave Place Golf Club	Cotgrave	Agree with what said however should be classed as unsuitable due to the concerns raised in SHLAA draft assessment relating to visual prominence, lack of infrastructure or facilities	Agree in part, although site being promoted as separate ecotown as well therefore it cant be completely ruled out at this stage	No change

Site Ref	Rep Ref	Organisation	Site Address	Ward/ Parish	Comment	Initial Response	Proposed Change (s)
46	1	Terence O'Rourke	Cotgrave Place Golf Club	Cotgrave	Since the site was submitted through the SHLAA the site has been promoted through the Eco-Towns initiative. The information that has been submitted supporting this promotion supersedes the information submitted at the time to SHLAA.	Noted. However, as the majority of the supporting information relates to master planning of a potential development such information has not been taken into account as the SHLAA should only look at how the site stands at the present time. Such information should be fed into the process at a later time. No additional information has been submitted in relation to the site that can be inputted into the draft assessment. The SHLAA for 2008/09 will be updated to reflect the salient changes that have emerged through the emerging eco-town submission (e.g. the precise site boundary as this has yet to be defined).	No change
47	1	Spirita	Grassmere Garage Block	Cotgrave	Spirita supports the development of this site in principle for affordable housing and are likely to submit a planning application on the site within the next 12 months. The dwelling capacity is likely to be 3 and the anticipated start period is likely to be 0-5 years	Agree.	Make changes to ownership constraints and alter start period to 0-5 years
60	1	Spirita	Sandside Garage Block	Cotgrave	Spirita are investigating the possibility of redeveloping this garage block. The garage block is the source of Anti-social behaviour in the area and are not well used at all. Existing users can be accommodated elsewhere. Potentially suitable for 3 dwellings in the medium term	Agree. Further information on usage welcomed.	Site record should be amended to 3 dwellings and to deliver within the 5-10 year period.
62	1	Spirita	Marlwood Garage Block	Cotgrave	The site is well used and alternative parking is limited in the area, therefore the site is not one where Spirita is considering exploring any further for redevelopment at this stage	Agree. Amend reasoned judgement accordingly, amend ownership constraints to owner not supporting development of the site and alter the delivery period to not developable or deliverable	
63	1	Spirita	Ritchie Close Garage Block	Cotgrave	Spirita is investigating a land swap deal to incorporate side gardens into the area to make the site viable for development. Currently looking at a couple of properties on the site	Agree.	Ownership details and draft reasoned judgment to be amended accordingly with a delivery period of 5-10 years and a site capacity of 2 dwellings
68	1	Spirita	Broadmeer Garage Block	Cotgrave	Currently being explored in more detail by Spirita. Site can accommodate 3 dwellings and replacement parking. Planning application imminent therefore suitable within the first 5 years	Agree. The Non deliverable conclusion seems to be an error given the positive draft reasoned judgement, especially as alternative parking provision has been provisionally identified.	Alter start period to 0-5 years
69	1	Capita Lovejoy	The former Cotgrave Colliery	Cotgrave	Reasoned judgment: Unreasonably negative and doesn't recognise the potential the site has to accommodate a significant regeneration scheme. It is apparent that Cotgrave is a sustainable location for development in its own right and the need for residential and employment development led regeneration to ensure that it remains a prosperous and sustainable community in the long term has been long identified and is widely acknowledged.	Disagree. The site is some distance from Cotgrave and there are a number of issues in relation to the site that have arisen as part of the SHLAA assessment and the planning application. It is for the LDF to decide examine the case for brownfield regeneration at Cotgrave and what the nature and scale of such development should be.	No change

Site Ref	Rep Ref	Organisation	Site Address	Ward/Parish	Comment	Initial Response	Proposed Change (s)
69	2	Capita Lovejoy	Land RO Mill Lane/The Old Park	Cotgrave	Moreover, the draft reasoned judgment refers to the potential for the site to form a link to the north and through to the Colliery site if that is redeveloped. There would be difficulties in doing so however particularly if a car and/or bus link is to be provided. 1. Access would have to cross third party land to the east of the site currently in employment use and not considered in the SHLAA. 2 access would require a new crossing over the canal (a designated SINC) requiring permission from British Waterways which may not be forthcoming, 3 access would sever part of the country park. 4. The existing pedestrian crossing is not direct and passes through the country park which may not be attractive at nighttime/Winter. The site at Hollygate Lane would provide more suitable access to the Colliery site.	1. Agree. 2. Raise issues as part of draft assessment. 3. The Cotgrave Colliery proposal would have similarly severed part of the country park, however agree to make reference in the draft reasoned judgment. 4. The nature of a link is not described in the draft SHLAA whether it would be current links or new links.	Make reference to third party land in ownership constraints if the site is to be considered alongside the colliery site, including crossing the canal and part of the country park.
69	1	CPRE	Cotgrave Colliery	Cotgrave	Would be helpful if database stresses that residential use would only make sense through planned expansion of Cotgrave which would have to involve sites 42 and 359. Such a combined development would have major implications for Highways, utilities etc and the site would still be a significant distance from the settlement and not be fully integrated with the west of the settlement	Comment Noted.	Cross reference to sites with comment in line with what CPRE has stated.
69	1	EMDA	Cotgrave Colliery	Cotgrave	The planning application has addressed transportation and connectivity issues	Disagree. There are still unresolved issues in relation to highways infrastructure and holding objections are still in place. There are still issues relating to connectivity as well therefore constraints still remain	No change
69	2	EMDA	Cotgrave Colliery	Cotgrave	Disagree with the beyond 15 years conclusion	The site is located within the Green Belt and is covered with an employment designation and it would require a significant policy alteration for it to be deemed deliverable within 5 years. It is considered by all the Nottingham Core HMA authorities that the SHLAA should not be used as an pseudo allocations document outside the democratic planning policy process and that where sites are located in the green belt, then a consistent approach is taken to their assessment. Since the draft SHLAA assessment was published it was agreed at the SHLAA panel that the delivery period for sites with major policy constraints is altered. Where sites are located in the Green Belt and there are potentially resolvable issues, they will be reclassified from 'beyond 15 years' to 'may be suitable if policy changes'.	Alter delivery period to 'maybe suitable if policy changes'
69	3	EMDA	Cotgrave Colliery	Cotgrave	Land ownership. The land is in the ownership of the RDA and that targeted financial support is available through the National Coalfield programme should be part of the draft reasoned judgment	The issue of RDA support and coalfield funding was taken to the SHLAA panel. The general consensus was that reference could be made to this fact, but this would not alter the overall conclusions on the site.	Make reference to RDA and potential national coalfields program funding support
69	4	EMDA	Cotgrave Colliery	Cotgrave	The contaminated land issues are resolvable	It appears that contaminated land issues can be remediate against from the result of the information submitted in the contaminated land assessment submitted as part of the planning application for the site. The methods have been agreed in principle by the EH section of the council. There are still outstanding issues relating to air quality that are required to be resolved.	Amend assessment to state that there is in-principle agreement that contaminated land issues are resolvable.

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69	5	EMDA	Cotgrave Colliery	Cotgrave	Public transport could be provided through the site and walking and cycling routes provided.	The SHLAA assesses the situation as it stands at the moment not what could be provided	No change
69	6	EMDA	Cotgrave Colliery	Cotgrave	Housing market. Acknowledge comment relating to viability.	Noted	No change
69	7	EMDA	Cotgrave Colliery	Cotgrave	Utilities. No utilities issues according to study.	Agree	Alter assessment accordingly
70	1	Sutherland Craig Partnership	Bassingfield	Bassingfield	No further comments	Noted	No change
81	1	Andrew Martin Associates	Land north of Fern Road	Cropwell Bishop	The draft assessment identifies constraints in relation to 1) access and 2) landscape and visual impact. Supporting information in relation to these matters can be made available but it is considered that this should be fed into the process at a later stage. It is stated that this should not restrict delivery.	SHLAA assesses sites as they stand at present. It is considered that the constraints identified are important to flag up at this early stage.	No change
81	1	CPRE Rushcliffe	Land north of Fern Road	Cropwell Bishop	Draft assessment should emphasise more strongly the size and visibility of this site. Development would be a major visual intrusion into the landscape would be out of scale with the existing village and facilities	Disagree. It is considered that the draft reasoned judgment describes the constraints to the site appropriately.	No change
82	2	Andrew Martin Associates	Land north of Fern Road	Cropwell Bishop	The draft assessment suggests a delivery timeframe of beyond 15 years. If the Council cannot maintain a deliverable 5 year land supply than sites such as this could find their way through the planning system much sooner. It is questioned whether the timeframe for delivery should be identified in this manner as the current policy framework is not geared up to allocate sites within the next 15 years.	The site is located within the Green Belt and would be a large release given the size of Cropwell Bishop. It would require a significant policy alteration for it to be deemed deliverable within 5 years. Following discussions with the SHLAA Panel and other local authorities within the Greater Nottingham Area, sites with the 'Beyond 15 years' conclusion for the anticipated start period are to be recategorised as 'maybe suitable if policy changes' where there is a possibility of overcoming the barriers to delivery contained within the assessment through the LDF process.	Alter to 'maybe suitable if policy changes'
82	1	CPRE Rushcliffe	Fernhill Nurseries, Fern Road	Cropwell Bishop	Site should be considered in conjunction with site RUS81 as it would not be feasible to develop site 82 in isolation from it.	Partly Agree- We have a commitment to consider each site as they are submitted. However it is acknowledged that it is unlikely that this site would be developed before the adjacent site. Therefore for the 2008/09 SHLAA assessment we can amend draft reasoned judgment to assess the likely impact of development of both sites.	No Change for this year
82	1	RG Fox	Fernhill Nurseries, Fern Road	Cropwell Bishop	Bus service - an hourly bus service passes the site. Other comments are noted.	Noted- the bus service is noted in the draft assessment. No other amendments necessary.	No change
83	3	Andrew Martin Associates	Land north of Fern Road	Cropwell Bishop	Notes that a separate submission has been put forward adjacent to this site. Suggests that the Council considers the potential for a larger site that amalgamates the two submissions.	Noted. This will be considered through the 2008/09 SHLAA	No change this year
90	1	Savills	Land at Lammas Lane	East Bridgford	The site itself is not prominent in landscape and relates well to the settlement form. This should be emphasised in the assessment.	Comments on visual prominence are kept as neutral as possible unless it is a major issue (see other assessments for comparison)	No change
90	2	Savills	Land at Lammas Lane	East Bridgford	The site meets the criteria of PPS3 and should therefore be considered as suitable for housing.	It is not the role of the SHLAA to consider whether a site is allocated. As it stands at the moment the site is Green Belt and no decisions have been made as to which settlements are suitable in sustainability terms to accommodate future development, therefore the site at present is not suitable.	No change

Site Ref	Rep Ref	Organisation	Site Address	Ward/ Parish	Comment	Initial Response	Proposed Change (s)
90	3	Savills	Land at Lammas Lane	East Bridgford	Green Belt - land can be released from this	The site is located within the Green Belt and would require a significant policy alteration for it to be deemed deliverable within 5 years. Following discussions with the SHLAA Panel and other local authorities within the Greater Nottingham Area, sites with the 'Beyond 15 years' conclusion for the anticipated start period are to be recategorised as 'maybe suitable if policy changes' where there is a possibility of overcoming the barriers to delivery contained within the assessment through the LDF process.	Alter anticipated start period to 'Maybe suitable if policy changes'
90	4	Savills	Land at Lammas Lane	East Bridgford	Can deliver housing within the next 5 years - not beyond 15 years as proposed in the draft assessment.	The site is located within the Green Belt and would require a significant policy alteration for it to be deemed deliverable within 5 years. Following discussions with the SHLAA Panel and other local authorities within the Greater Nottingham Area, sites with the 'Beyond 15 years' conclusion for the anticipated start period are to be recategorised as 'maybe suitable if policy changes' where there is a possibility of overcoming the barriers to delivery contained within the assessment through the LDF process.	Alter anticipated start period to 'Maybe suitable if policy changes'
98	1	Cllrs Hetherington and Males	Land south of West Leake Road	East Leake	The Traffic along West Leake Road is already at unacceptable levels at peak times. Any development would in our opinion require remedial action to create a bypass for West Leake who are already suffering from traffic through the village and in particular the dangerous bends in the road layout.	Comment noted	No change proposed
98	2	Cllrs Hetherington and Males	Land south of West Leake Road	East Leake	There is no comment about drainage in the report. Our assumption would be that special provision would be required to create a direct link with the West Leake Road Sewage works and bypass the East Leake pumping station (which is at capacity). Note, there may be an implication regarding the European Directive on pollution that applies to all sewage stations in the river soar catchment as the Sewage works is close to the 10,000 household limit that triggers the requirement for special measures.		Add comment relating to East Leake pumping station and sewage works
98	3	Cllrs Hetherington and Males	Land south of West Leake Road	East Leake	We strongly support the comments in the Draft Reasoned Judgement – This site is clearly in open countryside and outside the built up area of the village. We also strongly support the comment on the need for allotments as the present usage of allotments has been increasing in recent years.	Comment noted	No change
98	4	Cllrs Hetherington and Males	Land south of West Leake Road	East Leake	Neighbours: Note - the site partly surrounds the burial ground and this may have implications regarding public access and other restraints that we are unable to speculate on at this time.	Comment noted	Make reference to proximity of burial ground as part of the assessment
99	1	Cllrs Hetherington and Males	Land at Gotham Road	East Leake	We would draw your attention to the environment constraints imposed by the inspector, in particular the need for remedial design for noise attenuation. There are also issues as to the disposal of surface/storm water from the site with particular implications for the land drainage and restraints of capacity in area generally.		Make reference to noise attenuation and disposal of storm water in appropriate part of the assessment
99	2	Cllrs Hetherington and Males	Land at Gotham Road	East Leake	With reference to public transport, there has been a significant reduction in the local bus service since outline permission was given for this site.	Comment noted. Bus service frequency will be checked again	Alterations will be made accordingly

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99	1	Cllrs Hetherington and Males	Land off Bunny Lane	East Leake	The Dwelling capacity is deemed to be Nil – it is our belief that this area is totally outside the housing area of the village. And we would agree that the public benefit is likely to be Nil.	Comment noted. The dwelling capacity is set at nil although the anticipated start needs changing to non deliverable	
101	1	Cllrs Hetherington and Males	Sharpley Road Garage Block	East Leake	We would support the Draft Reasoned Judgement.	Noted	
102	1	Cllrs Hetherington and Males	De Ferrers Close Garage Block	East Leake	We would support the Draft Reasoned Judgement and would comment that the garages are privately owned by the residents of De Ferrers which is a narrow road that is unsuitable for on-road parking.	Noted	In land ownership comments alter to garages in private ownership
103	1	Cllrs Hetherington and Males	Bley Ave Garage Block	East Leake	Although we recognise the Draft Reasoned Judgement, we do not believe the site restraint issue can be satisfactorily overcome. There is also a history of localised flooding from drainage in this area.	Noted	Raise issue about drainage in assessment.
104	1	Cllrs Hetherington and Males	Maple Close Garage Block	East Leake	We would support the Draft Reasoned Judgement and would comment that the garages are privately owned by the residents of Maple Close and they have only a footpath access to their properties from the highway which means that without the garage there would be nowhere for loading and unloading any delivery by road vehicle.	Noted	Add statement relating to the private ownership of the garages
105	1	Cllrs Hetherington and Males	Maple Close Garage Block 12	East Leake	This is really a part of the same area as Site Ref 104, and the same comments apply.	Noted	alter start period to non deliverable or developable. Add comment relating to private ownership
106	1	Cllrs Hetherington and Males	East Leake Hall	East Leake	Site already developed.	Noted. Site survey gives position as of 1st April 2008	Remove from 2009-10 Refresh
132	1	Bellway Homes (East Midlands) Ltd	Land east of Gypsum Way	Gotham	Housing numbers - The emerging RSS requires a degree of development on Greenfield/Green Belt land. Gotham would be a suitable location to accommodate development this requirement.	Whether Gotham is suitable for development will be assessed through the Core Strategy process. It is not the function of the SHLAA to allocate development.	No change
132	2	Bellway Homes (East Midlands) Ltd	Land east of Gypsum Way	Gotham	Green Belt - the site should be considered for removal from the Green Belt in the next review.	It is the role of the SHLAA to assess sites at present. It is the role of the LDF to consider which alterations to the Green Belt are made	No change
132	3	Bellway Homes (East Midlands) Ltd	Land east of Gypsum Way	Gotham	The new railway station at Ratcliffe on Soar would enhance the sustainability credentials of Gotham	Disagree. The new station is 3 miles (approx) from Gotham. At this stage it is unclear whether a bus service would connect Gotham to the station or what the frequency of such a service would be. The sustainability credentials would not be enhanced if the only way residents of Gotham could reach the station would be by car. Until the station has opened and bus services established it would be inaccurate to state that the sustainability of the settlement has improved, especially considering the relatively large distance to the station.	No change
132	4	Bellway Homes (East Midlands) Ltd	Land east of Gypsum Way	Gotham	The removal of the bus depot would have a positive effect in relation to "bad neighbours"	Agree	Propose that under this category on the suitability matrix this comment be added as an extra note.
132	5	Bellway Homes (East Midlands) Ltd	Land east of Gypsum Way	Gotham	Part of the site is redeveloped land	Disagree. The draft assessment states that the site is 'predominantly Greenfield (more than 70%)'. This statement is accurate and does not need changing.	No change

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132	6	Bellway Homes (East Midlands) Ltd	Land east of Gypsum Way	Gotham	Amend density to 30 dph. Currently 27 dph.	Agree. Site submission suggested a dwelling range of 300-400 dwellings which was why the 27dph mid-range was applied. Amend to the 30dph.	Alter site capacity
132	7	Bellway Homes (East Midlands) Ltd	Land east of Gypsum Way	Gotham	Contamination from the bus depot can be mitigated and should not be viewed as a constraint	This is still a barrier to delivery until satisfactory measures are outlined to deal with the contamination through a contaminated land survey	No change
132	8	Bellway Homes (East Midlands) Ltd	Land east of Gypsum Way	Gotham	The site should not be assumed 'undeliverable' if a TA has not been carried out. Sites should be tested against minima criteria. Would like an opportunity to feed into this process further and in more detail.	This option has been refined to a more neutral stance across the Housing Market Area	Change conclusion to Site would not receive planning permission or allocation without agreed Transport Assessment
132	9	Bellway Homes (East Midlands) Ltd	Land east of Gypsum Way	Gotham	Public transport accessibility is improved through the new Parkway rail station.	The parkway station lies some 4 miles away from the site and access would be achieved by private car, therefore the new parkway station has no bearing on the sites accessibility by public transport.	No change
132	10	Bellway Homes (East Midlands) Ltd	Land east of Gypsum Way	Gotham	The public footpath running along the site can easily be enhanced to provide excellent foot and cycle access into the village.	Partly agree - recognise that there may be scope to improve existing footpath to integrate better with the settlement. This note can be added to the site assessment.	recognise that there may be scope to improve existing footpath to integrate better with the settlement. This note can be added to the site assessment.
132	11	Bellway Homes (East Midlands) Ltd	Land east of Gypsum Way	Gotham	GI - site has the capacity to provide GI	Agree -	Add that the site is of the size to accommodate Green Infrastructure
132	1	CPRE	Land EO Gypsum Way	Gotham	The site is the largest in Gotham and would alter village considerably. There is no facility in the database to register possible cumulative effect if all sites at a settlement were to be developed.	No change Both National guidance and our own guidance do not suggest that cumulative effect should be assessed through the SHLAA. It will be the function of the Core Strategy when defining the role and function of each settlement, and its sustainability appraisal to ensure that cumulative effect is taken into account.	No change
133	1	Bellway Homes (East Midlands) Ltd	Land north of Kegworth Road / Home Farm	Gotham	Necessary access requirements can be met.	Agree.	Amend assessment to be more neutral in relation to access.
133	2	Bellway Homes (East Midlands) Ltd	Land north of Kegworth Road / Home Farm	Gotham	Public transport accessibility is improved through the new Parkway rail station.	The parkway station lies some 4 miles away from the site and access would be achieved by private car, therefore the new parkway station has no bearing on the sites accessibility by public transport.	No change
133	3	Bellway Homes (East Midlands) Ltd	Land north of Kegworth Road / Home Farm	Gotham	The public footpath running along the site can easily be enhanced to provide excellent foot and cycle access into the village.	Agree -	recognise that there may be scope to improve existing footpath to integrate better with the settlement. This note can be added to the site assessment.

Site Ref	Rep Ref	Organisation	Site Address	Ward/ Parish	Comment	Initial Response	Proposed Change (s)
133	4	Bellway Homes (East Midlands) Ltd	Land north of Kegworth Road / Home Farm	Gotham	GI - site has the capacity to provide GI	Noted	Add that the site is of the size to accommodate Green Infrastructure
133	1	DPDS	Gotham Road/Home Farm	Gotham	Client is in full agreement with the draft assessment	comment noted	No change
146	1	M Barker	Blotts CC, Holly Lodge & Old Rectory Nursery	Holme Pierrepont	Assessment of flood risk is inaccurate.	Disagree. The 2008 SFRA shows that the northern third of the site is in the 1 in 100 year + 20% climate change flood risk zone. This assessment should be referred to as it is the most up-to-date and comprehensive study that has been completed. It is noted in the assessment that less than 1/2 the site is at risk from flooding (1 in 100 year).	No change
146	2	M Barker	Blotts CC, Holly Lodge & Old Rectory Nursery	Holme Pierrepont	Public transport section is inaccurate as the NCT 11C bus now terminates on Adbolton Lane which is a 9 min walk from Blotts.	Agree.	Amend assessment accordingly. However, it will be noted that the bus stop is only served by a Sunday service.
146	3	M Barker	Blotts CC, Holly Lodge & Old Rectory Nursery	Holme Pierrepont	Utilities - all sites have mains water, gas and electric	Agree.	Identify that there are no constraints
146	4	M Barker	Blotts CC, Holly Lodge & Old Rectory Nursery	Holme Pierrepont	Site benefits from excellent accessibility for pedestrians and cycling	Agree.	Add reference to pedestrian and cycle access to the site

Site Ref	Rep Ref	Organisation	Site Address	Ward/ Parish	Comment	Initial Response	Proposed Change (s)
148	1	Savills	Land at Bunny Lane (East)	Keyworth	Suggest that removing the land from the Green Belt would not conflict with including land within it. We believe that the sites identification as within the Green Belt should be balanced against the sites general suitability for development to support development and its suitability credentials. The site scores very well in relation to its sustainability credentials, therefore in accordance with paragraph 54 of PPS3, we believe the land to be suitable, available and achievable within 5 years	Disagree. The draft SHLAA has been produced to inform the Local Development Framework process and gives a picture of the sites situation as it stands at present. As stressed throughout the process, the SHLAA is not a decision making document. Until the role of settlements across the Borough and whether they should accommodate growth has been decided through the Core Strategy process, and allocations are made through a relevant DPD, any undeveloped site within the Green Belt is considered as undeliverable/unsuitable at present. This position has resulted in all undeveloped sites usually resulting in a status of 'beyond 15 years' in the draft assessment. However following discussions with the other authorities within the HMA and the meeting of the SHLAA Panel, such sites where the only major constraints are decisions on settlement function and Green Belt or countryside designations will be reclassified as 'may be suitable if policy changes' giving no timescale. If such sites are removed from the Green Belt and are allocated through a relevant DPD, then their suitability for development	Amend assessment from 'beyond 15 years' to 'maybe suitable if policy changes'.
163	5	Hunter Page Planning	North of 1 Blind Lane	Keyworth	Site density too high to be implemented in first 5 years	Seems to be confusion. The site is for four dwellings that are already under construction.	No change
163	12	Hunter Page Planning	Land at Selby Lane	Keyworth	Density too high to be implemented in first 5 years	The site has the benefit of planning permission. The site agent as part of this process has indicated that the site is likely to come forward within the first 5 years.	No change
168	1	National Grid	Kingston Fields	Kingston on Soar	Site crossed by one of National Grid's high voltage electricity transmission overhead lines. Potential developers of the sites should be aware that it is National Grid policy to retain existing overhead lines in-situ, because of the strategic nature of our national network. National Grid prefers that buildings are not built directly beneath its overhead lines. Development must abide by the statutory safety clearances.		Add standard text to assessment
169	1	CPRE Rushcliffe	Rear of 50 Main Street	Kinoulton	PDL - The site is agricultural land and therefore not PDL as stated in the draft assessment	Agree -	Amend assessment accordingly.
169	1	Kinoulton Parish Council	Rear of 50 Main Street	Kinoulton	PDL - The site is agricultural land and therefore not PDL as stated in the draft assessment	Agree -	Amend assessment accordingly.
170	2	Kinoulton Parish Council	Rear of 50 Main Street	Kinoulton	Flood risk - Although the site is not in flood risk zone 2 or 3, the location adjacent to the Grantham Canal means there is still a risk of flooding.	Agree	<i>Suggest that there may be a need a FRA due to proximity of canal.</i>
170	1	Kinoulton Parish Council	The Old Vicarage, 39 Main Street	Kinoulton	Natural environmental constraints - the site is located in an area of extensive trees which are subject to TPOs	Agree.	Amend assessment accordingly. As permission has been granted this should not impact on delivery so no amendments thought of as necessary in the draft reasoned judgment.

Site Ref	Rep Ref	Organisation	Site Address	Ward/ Parish	Comment	Initial Response	Proposed Change (s)
171	2	Kinoulton Parish Council	The Old Vicarage, 39 Main Street	Kinoulton	Facilities within the locality - there is a public house and an outreach post office for 3 half days per week. The village shop has now closed.	Agree.	Amend assessment accordingly
172	3	Kinoulton Parish Council	Rear of 50 Main Street	Kinoulton	Natural environmental constraints - this should identify the environmental impact of the Grantham Canal on the site.	Agree -	Amend natural environmental constraints to refer to the Grantham Canal and its environmental status
173	4	Kinoulton Parish Council	Rear of 50 Main Street	Kinoulton	Public transport - It should identify that there is a limited bus service to and from the village	Agree.	Amend notes under public transport category.
174	5	Kinoulton Parish Council	Rear of 50 Main Street	Kinoulton	Facilities within the locality - the village shop has closed and therefore the entry needs to be amended	Agree.	Amend assessment accordingly
175	1	National Grid	Wolds Farm, Wolds Lane	Normanton on the Wolds	Located in the vicinity of one of National Grid's high voltage electricity transmission overhead lines. Potential developers of the sites should be aware that it is National Grid policy to retain existing overhead lines in-situ, because of the strategic nature of our national network. National Grid prefers that buildings are not built directly beneath its overhead lines. Development must abide by the statutory safety clearances.		Add standard text to assessment
182	1	National Grid	Goods Yard and Shed, Station Road	Plumtree	Located in the vicinity of one of National Grid's high voltage electricity transmission overhead lines. Potential developers of the sites should be aware that it is National Grid policy to retain existing overhead lines in-situ, because of the strategic nature of our national network. National Grid prefers that buildings are not built directly beneath its overhead lines. Development must abide by the statutory safety clearances.		Add standard text to assessment
184	1	Andrew Martin Associates	Land north of Grantham Road	Radcliffe on Trent	Draft assessment states that without a TA the site is unachievable. Initial advice taken from Transport Consultants is that access is achievable on this site. The site should not be described as 'unachievable' because of these initial transport concerns. Supporting information in relation to these matters can be made available but it is considered that this should be fed into the process at a later stage. It is stated that this should not restrict delivery.	Disagree. The Highways agencies position is clear, they will not allow new accesses directly onto the trunk road network purely to service new residential development, which would be a significant barrier to delivery..	No change
184	2	Andrew Martin Associates	Land north of Grantham Road	Radcliffe on Trent	The draft assessment suggests a delivery timeframe of beyond 15 years. If the Council cannot maintain a deliverable 5 year land supply than sites such as this could find their way through the planning system much sooner. It is questioned whether the timeframe for delivery should be identified in this manner as the current policy framework is not geared up to allocate sites within the next 15 years.	The site is located within the Green Belt and would require a significant policy alteration for it to be deemed deliverable within 5 years. Following discussions with the SHLAA Panel and other local authorities within the Greater Nottingham Area, sites with the 'Beyond 15 years' conclusion for the anticipated start period are to be recategorised as 'maybe suitable if policy changes' where there is a possibility of overcoming the barriers to delivery contained within the assessment through the LDF process.	Alter to 'maybe suitable if policy changes'
184	1	CPRE Rushcliffe	Land north of Grantham Road	Radcliffe on Trent	Additional comment should be added to the database stating that the site can only be developed in conjunction with or after site 183.	Existing traffic issues are identified within the assessment	No change this year

Site Ref	Rep Ref	Organisation	Site Address	Ward/ Parish	Comment	Initial Response	Proposed Change (s)
188	1	National Grid	Land north of Nottingham Road	Radcliffe on Trent	Site crossed by one of National Grid's high voltage electricity transmission overhead lines. Potential developers of the sites should be aware that it is National Grid policy to retain existing overhead lines in-situ, because of the strategic nature of our national network. National Grid prefers that buildings are not built directly beneath its overhead lines. Development must abide by the statutory safety clearances.		Add standard text to assessment
188	1	RPS	Land north of Nottingham Road	Radcliffe on Trent	Object to assessment as deliverable 'beyond 15 years'. Site is fully deliverable within 10 years.	Following discussions with the SHLAA Panel and other local authorities within the Greater Nottingham Area, sites with the 'Beyond 15 years' conclusion for the anticipated start period are to be recategorised as 'maybe suitable if policy changes' where there is a possibility of overcoming the barriers to delivery contained within the assessment through the LDF process.	The conclusion on anticipated start period depends upon advice of the Environment Agency
188	2	RPS	Land north of Nottingham Road	Radcliffe on Trent	Land not part of functional floodplain.	The land is still identified as at risk from flooding (zone 3) on the Flood Risk maps at present. Until the EA gives assurances to the Local Authority that this is no longer the case, or the SFRA can be used instead, then Sequential and exception tests should still apply for this site.	Still awaiting a response from the EA in relation to this matter. This was requested at the SHLAA panel session given the conflicting information relating to flood risk on the site.
188	3	RPS	Land north of Nottingham Road	Radcliffe on Trent	Analysis of SHLAA trajectory shows that there is a significant shortfall of sites in Rushcliffe. In order to meet the Proposed Changes requirement larger sites will need to be brought forward.	Whilst there may be a shortfall in housing land under the proposed changes around the PUA, the SHLAA is not a decision making document and should not be classifying Green belt sites as suitable for development without a policy change. This is a consistent position taken by all HMA authorities.	No Change
188	4	RPS	Land north of Nottingham Road	Radcliffe on Trent	There needs to be a review of the Green Belt. The site in question fulfils only a very limited Green Belt role currently.	It is a matter for the LDF process to decide which locations are suitable for growth and where Green Belt changes should occur and not the SHLAA, which states only whether the site is Green belt (which it is) and whether there are ridgelines present (which there are not).	No Change
188	5	RPS	Land north of Nottingham Road	Radcliffe on Trent	Agreed that the site is not immediately available. But it is suitable, achievable and deliverable within 10 years.	Partly agree. Para 33 of the SHLAA guidance states that one of the criteria that has to be met for a site to be considered deliverable is if the site is available now. Following discussions with the SHLAA Panel and other local authorities within the Greater Nottingham Area, sites with the 'Beyond 15 years' conclusion for the anticipated start period are to be recategorised as 'maybe suitable if policy changes' where there is a possibility of overcoming the barriers to delivery contained within the assessment through the LDF process.	The conclusion on anticipated start period depends upon advice of the Environment Agency
188	6	RPS	Land north of Nottingham Road	Radcliffe on Trent	Other supporting information outlining the potential benefits of a residential scheme at this location.	SHLAA should assess sites as they stand at present. It should not be the role of the SHLAA to assess features of particular potential schemes.	No change

Site Ref	Rep Ref	Organisation	Site Address	Ward/ Parish	Comment	Initial Response	Proposed Change (s)
188	7	RPS	Land north of Nottingham Road	Radcliffe on Trent	Affordable housing need identified in Radcliffe on Trent. The identified need at Radcliffe on Trent justifies a local response.	There has been no specific needs survey undertaken for Radcliffe on Trent. The only information available is the Spirita housing waiting list. There are no restrictions on who can go on a waiting list (whether in actual need or not) and there is a severe element of double counting as people can have more than one preferred destination.	No change
207	1	Cllr Barbara Venes	Land adjoining St Peter's School	Ruddington	Present application will encourage further development towards A52 on very high quality land in the Green Belt. Southern side is subject to flooding.	The site is not located on agricultural land. Reasoned judgement raises issues relating to Green Belt and traffic. The site is not indicated as at risk of flooding, and a flood risk assessment was submitted and accepted by the EA (subject to conditions) as part of the recent planning application on the site.	No change
207	1	tp Bennett	Land adj. St Peter's Junior School	Ruddington	Suggests that the site should be brought forward from the draft assessment's judgement of developable as 'beyond 15 years'. Argues that this can be demonstrated through the current application.	The site is located within the Green Belt and would require a significant policy alteration for it to be deemed deliverable within 5 years. Notwithstanding this position those sites located within the Green belt that have been identified as beyond 15 years will be altered to 'may be suitable if policy changes' if the Green belt and the role and function of the settlement are the only major barriers to delivery	Amend Anticipated start period to 'Maybe suitable if policy changes'
207	2	tp Bennett	Land adj. St Peter's Junior School	Ruddington	Disagrees with the draft assessment's judgement that the site can only accommodate 57 dwellings. Proposes that the site can accommodate 80 units	Agree.	Amend site capacity
207	3	tp Bennett	Land adj. St Peter's Junior School	Ruddington	States that the loss of agricultural land is not a policy constraint as the site is not suitable for agricultural use due to its size and location. The Green Belt is therefore considered the only policy constraint.	Disagree. Grade II loss is considered to be an important policy consideration irrespective of whether or not the land is currently functioning as active farmland	No change
207	4	tp Bennett	Land adj. St Peter's Junior School	Ruddington	Transport - suggests that the transport comments submitted by consultants address the concerns raised by Notts CC in the outline application. It is suggested that the additional comments have demonstrated that the site is 'achievable' in respect of highways infrastructure.	there are still unresolved issues in relation to highways infrastructure therefore constraints still remain	No change
207	5	tp Bennett	Land adj. St Peter's Junior School	Ruddington	Contamination - stated that a diligence study submitted at the time the site was purchased has demonstrated that the site has no contamination	Agree	Amend assessment accordingly
207	6	tp Bennett	Land adj. St Peter's Junior School	Ruddington	Proximity to public transport - states that the outline planning application includes new pedestrian routes to reduce the distance to public transport.	The role of the SHLAA is to identify issues as they stand at present,	No change
207	7	tp Bennett	Land adj. St Peter's Junior School	Ruddington	Local facilities - suggests that the nearest local conveniences are a 4 minute walk from the site with the village centre a 12 minute walk.	Agree	Amend assessment accordingly
208	2	Cllr Barbara Venes	Land south of Landmere Lane	Ruddington	Site lies in the Green Belt. No nearby facilities. Buses are more than 25 minutes walk away.	Agree. Green Belt and facilities comments already noted in draft assessment.	Amend public transport comment accordingly.
215	3	Cllr Barbara Venes	Camelot Street	Ruddington	Over 25 minutes from a bus stop served by frequent Ruddington Connection bus.	Disagree. Nearest bus stop 0.5 miles away (Wilford Road) which is accessible within 15 minutes as stated in draft assessment.	No change

Site Ref	Rep Ref	Organisation	Site Address	Ward/ Parish	Comment	Initial Response	Proposed Change (s)
215	4	Cllr Barbara Venes	Camelot Street	Ruddington	Site has history of flooding.	Noted. Floodplain location is noted in draft assessment.	No change
215	1	Peter Tyers Associates	Park Lane Farm	Sutton Bonington	Planning application imminent. NCC highways have agreed in principle to a draft parking and access arrangement. Evidence provided via an E-mail to support this.	Agree	Amend Draft reasoned judgment and bring forward development period to 0-5 years
216	1	Cllr Barbara Venes	West of Wilford Road	Ruddington	High quality land.	Agricultural land quality already mentioned in the assessment	No change
216	2	Cllr Barbara Venes	West of Wilford Road	Ruddington	Southern section has history of flooding	Noted. Already stated in draft assessment	No change
216	3	Cllr Barbara Venes	West of Wilford Road	Ruddington	Would cause coalescence between Ruddington and the City	Noted. Already stated in draft assessment	No change
216	4	Cllr Barbara Venes	West of Wilford Road	Ruddington	Would affect SSSI at Willwell Cutting	Noted.	Amend assessment to highlight the proximity of SSSI.
216	5	Cllr Barbara Venes	West of Wilford Road	Ruddington	Access onto Wilford Road would be v. difficult.	Disagree. There s a large frontage onto Wilford Road where access could be gained.	No change
216	1	CPRE Rushcliffe	Land to the west of Wilford Road	Ruddington	This site is the largest of those in Ruddington and would enlarge the settlement considerably. However there is no facility in the database to register the possible cumulative effect if several sites were developed. In the case of Ruddington the total number of houses proposed if all the sites were developed would be 2289, which would change its character completely.	It is not the role of the SHLAA to assess the cumulative impact of potential developments on settlements. The SHLAA assesses sites on a case by case basis. The role of settlements will be examined in detail through the Core Strategy process. This will examine what level of development settlements can accommodate. as well as the issue of cumulative development	No change
217	8	Hunter Page Planning	Artex Blue Hawk	Ruddington	Site too constrained to be implemented in first 10 years	Planning application expected 09. Site promoters have indicated that the site is likely to come forward in the 5-10 year period	No change
217	1	Pegasus Planning Group	Artex Blue Hawk	Ruddington	The site is within single ownership. Persimmon Homes are promoting the site and also have agreement with the owners of the Artex site to promote their site for development. The Ransom Strip is therefore not a barrier to delivery	The site is within single ownership. Persimmon Homes are promoting the site and also have agreement with the owners of the Artex site to promote their site for development. The Ransom Strip is therefore not a barrier to delivery	Amend assessment to state that the site promoters, Persimmon Homes own the Ransom Strip along Pasture Lane, therefore this is not a barrier to delivery. Amend assessment accordingly on site 219
218	1	Cllr Barbara Venes	Brookside Road	Ruddington	Site fully occupied by small businesses. Need to keep as much local employment as possible.	An independent study (NCRELS) has recommended that the site be released for alternative forms of development, however the site is still protected by the employment policy in the Non Statutory Plan as stated in the draft assessment.	No change
218	2	Cllr Barbara Venes	Brookside Road	Ruddington	Access from Camelot Street and Clifton Road very difficult.	Agree.	Make reference to awkward junction arrangement in assessment
218	3	Cllr Barbara Venes	Brookside Road	Ruddington	Camelot Street congested by parking.	This in itself would not be seen as a barrier for delivery. Indeed an alternative view could be taken that lorries will be removed from this road if the area is redeveloped.	No change

Site Ref	Rep Ref	Organisation	Site Address	Ward/ Parish	Comment	Initial Response	Proposed Change (s)
219	1	Cllr Barbara Venes	Land at Pasture Lane	Ruddington	Site has history of flooding.	Agree. Site would need a FRA given the size.	Add the need for a flood risk assessment to the flood risk comment box
219	2	Cllr Barbara Venes	Land at Pasture Lane	Ruddington	Poor access to village and along Pasture Lane	Agree. Judgment raises the issue of improving access by non car modes.	Insert comment relating to poor connectivity back to village centre.
219	3	Cllr Barbara Venes	Land at Pasture Lane	Ruddington	Need to retain employment in the village to ease commuter congestion	Site currently protected under policy of non-statutory local plan, however independent study recommends considering the site for other uses in the future due to poor location and attractiveness in market terms	No change
219	1	David Wilson Homes	Land at Pasture Lane	Ruddington	No longer have a legal interest in the site	Noted	No change
219	9	Hunter Page Planning	Land at Pasture Lane	Ruddington	Site too constrained to be implemented in first 10 years	Planning application expected 09. Site promoters have indicated that the site is likely to come forward in the 5-10 year period	No change
219	1	Pegasus Planning Group	Pasture Lane	Ruddington	The site is within single ownership. Persimmon Homes are promoting the site and also have agreement with the owners of the Artex site to promote their site for development. The Ransom Strip is therefore not a barrier to delivery	The site is within single ownership. Persimmon Homes are promoting the site and also have agreement with the owners of the Artex site to promote their site for development. The Ransom Strip is therefore not a barrier to delivery	Amend assessment to state that the site promoters, Persimmon Homes own the Ransom Strip along Pasture Lane, therefore this is not a barrier to delivery. Amend assessment accordingly on site 219
221	1	Cllr Barbara Venes	10 Easthorpe Street	Ruddington	Conservation area	Noted. Already stated in draft assessment	No change
229	1	Cllr Barbara Venes	Clifton Road/Wilford Road	Ruddington	7 flats on a very small site - density 190dph on busiest junction in the village.	Noted. This site already has planning permission.	No change
236	1	Cllr Barbara Venes	Tudor Lodge	Ruddington	Green Belt site. No nearby facilities. Infrequent bus service.	Noted although planning permission granted.	No change
238	1	National Grid	Hafod Main Street	Scarring ton	Located in the vicinity of one of National Grid's high voltage electricity transmission overhead lines. Potential developers of the sites should be aware that it is National Grid policy to retain existing overhead lines in-situ, because of the strategic nature of our national network. National Grid prefers that buildings are not built directly beneath its overhead lines. Development must abide by the statutory safety clearances.		Add standard text to assessment

Site Ref	Rep Ref	Organisation	Site Address	Ward/ Parish	Comment	Initial Response	Proposed Change (s)
273	1	Melvyn Tidsbury	Bel Air Caravan Park	Gamston	Reasoned judgement incorrect as it fails to register RBC refusing Planning Permission on the site. The site only has potential for partial redevelopment as many of the mobile homes are owned by the residents	Agree with comment made.	Proposed change to status as previously refused planning permission. Need to add comment to the ownership details box explaining situation better. Need to also include in the reasoned judgment explanation of the previous appeal decision and outline more clearly the issues raised above. Development period should be altered to non-deliverable at this point in time due to the extensive constraints that need to be overcome.
274	11	Hunter Page Planning	Ludlow Hill Industrial Estate	West Bridgford	Site too constrained to be implemented in first 10 years	Other than the remaining employment uses, there are no constraints in relation to delivering the site in the 5-10 year period. The development of the site adjacent took 5 years to complete from a submission of planning application to completion as a comparable example.	No change
280	7	Hunter Page Planning	Land south of Wilford Lane	West Bridgford	Site too constrained to be implemented in first 10 years	The site agent as part of this process has indicated that the site is likely to come forward within the first 5 years rather than the 5-10 years. Most of the constraints have been addressed as part of the planning application.	No change
280	1	Vincent and Goring	Land SO Wilford Lane	West Bridgford	Development period should be 0-5 years	Agree in part. A cautious approach has been taken in relation to the development period of this site in the draft SHLAA It is agreed that there will be no barriers to delivery once contamination and flood risk issues are resolved through the planning application. Development could start within the First 5 years, however overall delivery on the site would cross over into the 5-10 year period.	Amend start period to 0-5 years
286	1	Cllrs Wheeler and Korn	Environment Agency Land, Wilford Lane	West Bridgford	Contaminated land issues text does not make sense.	Agree. that the text refers is confusing and is not a statement of fact.	Reword last sentence to read that there is an AQMA further down Wilford Lane that runs along Loughborough Road to Trent Bridge and the impact of any development upon this designation will need to be mitigated against.
296	1	Spirita	Hill Close garage block	West Bridgford	There are only a couple of garages still used and the users are in the process of being relocated to the site off Stamford Road. Potential in first five years for development.	Agree.	Ownership details and draft reasoned judgment to be amended accordingly with a delivery period of 0-5 years and a site capacity of 3 dwellings

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298	1	Spirita	Nearsby Drive Garage Block 1	West Bridgford	Site is in multiple ownership and not Spiritas	Agree.	Add comment to ownership constraints and reassess delivery period accordingly
318	2	Hunter Page Planning	Holme Lodge, Cheshire Home	West Bridgford	Site density too high to be implemented in first 5 years	Permission granted to convert existing building into 21 flats. Considered feasible as a recent permission for a conversion and no constraints identified. Consultation has also taken place and no issues were raised in respect of delivery	No Change
319	4	Hunter Page Planning	Land between Lady Bay Bridge/Radcliffe Road	West Bridgford	Site density too high to be implemented in first 5 years	Site owners have indicated that it is likely to be built within the next 5 years. A similar site next door (shops on ground floor and dwellings above) took a little over 12 months to complete. Consultation has also taken place and no issues were raised in respect of delivery	No change
331	6	Hunter Page Planning	1-27 Loughborough Road & 2-6 Bridgford Road	West Bridgford	Site density too high to be implemented in first 10 years	The site is phased over a 15 year period and involves the construction of apartments. The site owners have indicated that the first phase will be built within 5 years (84 dwellings) and the second phase will be 10-15 years due to a lease being taken up on the land (the remainder). This is based upon information provided by the developer	No change
346	1	Mr and Mrs. JR Carrier	London Lane / Back Lane	Willoughby-on-the-Wolds	Additional comments detailing features of a potential residential scheme. These include allocating a proportion of the land for first time buyers and using part of the land for car parking (for users of the village hall). Emphasis is given to the proximity of the A46 and the links to surrounding larger settlements.	The role of the settlement will be determined through the Core Strategy process. A proportion of any a site would need to be set aside for affordable housing were it to be allocated	No change
346	2	Mr and Mrs. JR Carrier	London Lane / Back Lane	Willoughby-on-the-Wolds	States that the field is not suitable for modern agricultural machinery due to its irregular contours.	This is not a reason itself for rendering a site suitable for development	No change
350	1	Cllr Barbara Venes	Land at Melton Road	Edwalton	Effects of development on Ruddington residents on Landmere Lane.	Existing traffic issues are identified within the assessment	No change
350	2	Cllr Barbara Venes	Land at Melton Road	Edwalton	Visual damage to landscape	The ridgeline to the west has been identified as part of the assessment. There are no areas protected because of their character across Rushcliffe therefore the assessment should remain neutral on this aspect.	No change
350	3	Cllr Barbara Venes	Land at Melton Road	Edwalton	Vast increase in traffic and traffic noise on A52.	Existing traffic issues are identified within the assessment	No change
350	4	Cllr Barbara Venes	Land at Melton Road	Edwalton	Damage to feeding grounds of protected mammals and other species.	This would be common on most sites and is not in itself a barrier to potential development	No change
352	1	Barton in Fabis Parish Council	Land south of Clifton	Barton in Fabis	Dwelling capacity - there is no justification for using this number as the exact area of land has not been identified. Capacity cannot therefore be determined.	The dwelling capacity figure is based upon the mid point estimate of what is contained within the SUE study. This is consistent with the site appraisals for all of the other SUEs within Rushcliffe.	No change

Site Ref	Rep Ref	Organisation	Site Address	Ward/ Parish	Comment	Initial Response	Proposed Change (s)
352	2	Barton in Fabis Parish Council	Land south of Clifton	Barton in Fabis	Historic nature of the landscape - an issue that should be greater emphasised in the draft assessment. The draft RSS recognises the importance of such landscapes - policy 30 highlights the need to protect them. The regional policy should be quoted in the document as a key criterion to be used when comparing the site against others.	Assume policy 30 that is referred to is now policy 31 in the proposed changes. The site has no special designations therefore there is no reason to make this assumption in the SHLAA assessment.	No change
352	3	Barton in Fabis Parish Council	Land south of Clifton	Barton in Fabis	Omissions from the SUE assessment - quotations in relation to the landscape from the SUE report should be included in the assessment	As with the other SUE sites in Rushcliffe, quotations have been used where appropriate from the SUE study, specifically under area character.	No change
352	4	Barton in Fabis Parish Council	Land south of Clifton	Barton in Fabis	Highways recommendations - the site cannot be assessed on the assumption that the A453 will be dualled, nor that the tram extensions will be built. Neither of these proposals has been approved.	The draft assessment makes no such assumptions and the reasoned judgment states that without the delivery of the NET and the A453 an urban extension would not be achievable on the site.	No change
352	5	Barton in Fabis Parish Council	Land south of Clifton	Barton in Fabis	Info from housing market - it is not clear what the word 'moderate' means. There should either be a full explanation of what definitions mean for all sites or the comment should be deleted.	This is only a general indication of how the market stood in April 2008 in terms of sales etc. Savills who are on the SLAA Panel provided an update in relation to the market.	Alter for final assessment based on information provided by Savills in relation to housing market in general.
352	6	Barton in Fabis Parish Council	Land south of Clifton	Barton in Fabis	Green Infrastructure public benefit - the whole area is GI at the moment. Any development would by definition reduce the amount of such assets for people who live in the area at the moment.	This is largely an information field which identifies if there is any publicly accessible GI features nearby or if the site is large enough to potentially incorporate GI on site.	No change
352	7	Barton in Fabis Parish Council	Land south of Clifton	Barton in Fabis	Natural environmental constraints - the statement beneath this header in the assessment does not make sense.	Agree. Make necessary changes to enable the section to make sense	Alter text under natural environment constraints
352	8	Barton in Fabis Parish Council	Land south of Clifton	Barton in Fabis	Ridgelines and site prominence - the statement under this header contradicts itself. Any development would be highly visible as recognised by the second part of the assessment, not just the part that would be on the ridgeline as suggested by the first part.	Sentence makes sense i.e. it highlights the ridge to the north west as well as the fact that the remainder of the site would be highly visible.	No change
352	1	Cllr Barbara Venes	South of Clifton	Ruddington	Importance of retention of best quality agricultural land and unique landscape.	Agricultural land issue already flagged up. The unique landscape perspective would be a subjective statement to make without the evidence to back this claim up at this stage, although a landscape character assessment is due to commence for the whole Housing Market Area in due course which may flag up issues that could be incorporated into future reviews of the SHLAA	No change
352	2	Cllr Barbara Venes	South of Clifton	Ruddington	Enormous size of development would spill over into nearby villages.	Concerns in relation to defensible boundaries have been raised as part of the draft assessment	No change
352	3	Cllr Barbara Venes	South of Clifton	Ruddington	Would affect drainage to Fairham Brook.	flood risk already flagged up in the assessment. Both ST and EA have been consulted in relation to the SHLAA and no strategic comments have been made in relation to drainage. Drainage issues are usually a matter to be dealt with through a planning application.	No change
352	2	J Potter	Land SO Clifton	Barton in Fabis	On 'natural environmental constraints', there is no mention made of the actual rare bird sightings on the proposed tram park & ride site.	Agree in part.	Add statement "The site would require further investigation prior to development for protected species."
352	3	J Potter	Land SO Clifton	Barton in Fabis	Under 'proximity to tram stops' it's fair to say the scheme here for this inflexible mode of transport, might well be increasingly unlikely to go ahead, given the current economic climate.	Disagree. There has been no indication to date that the scheme is unlikely to go ahead by the NET project team.	No Change

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352	5	J Potter	Land SO Clifton	Barton in Fabis	Housing market should be poor	This issue was discussed at length with the SHLAA panel for the Greater Nottingham area. Developers and housing market experts that sit on the panel have indicated that whilst larger site development has stagnated, the market is forecast to pick up during Autumn 2009. The panel also stated that larger properties are still selling well across the area,	No change
352	5	J Potter	Land SO Clifton	Barton in Fabis	Finally on the subject of 'green infrastructure - public benefit', forgive me if I've got this wrong, but the public from the all the locations mentioned above, already benefit from having a green infrastructure - it's called the open countryside , in the shape of all the Moors and Pastures that come together to make this one special place.	Comment noted	No Change.
352	1	J Potter	Land SO Clifton	Barton in Fabis	Little seems to have been made of the area's tranquillity. Something that is perhaps hard to quantify, but no less important for that. This is an area which needs to be viewed as a whole - to the people of all the surrounding villages be that Barton in Fabis, Gotham, the top part of East Leake, Bunny, Bradmore, Ruddington, Thrumpton, and also Clifton ; all being close enough to enjoy this rural treasure, but not so close as to spoil it. Not to mention the pleasure of the scenery encountered by people passing nearby en route. The historical value of the open landscape here, it having remained greatly unchanged over time, and featuring the site of a Roman villa, perhaps with as yet undiscovered archaeology waiting to be unearthed. All these attributes recharge one's soul, give local people a sense of identity, and if left undiminished will allow them to enjoy tranquillity.	Comment noted	No change.
352	1	National Grid	Land south of Clifton	Barton in Fabis	Located in the vicinity of one of National Grid's high voltage electricity transmission overhead lines. Potential developers of the sites should be aware that it is National Grid policy to retain existing overhead lines in-situ, because of the strategic nature of our national network. National Grid prefers that buildings are not built directly beneath its overhead lines. Development must abide by the statutory safety clearances.		Add standard text to assessment
352	10	Pegasus Planning Group	Land SO Clifton	Barton in Fabis	The layout of a development would be designed as a "walkable neighbourhood" with community facilities/hubs being a maximum of 10 minutes walk time (approx 800 metres) from the vast majority of dwellings. High frequency bus services could be provided within the development to complement the proposed tram extension and integrated ticketing arrangements could be put in place to ensure that multi modal trips could be easily undertaken.	A walkable neighbourhood concept would be expected on any large scale proposal in order to make it sustainable, therefore it is not appropriate to make reference to the concept in the SHLAA.	No change
352	11	Pegasus Planning Group	Land SO Clifton	Barton in Fabis	A comprehensive network of pedestrian and cycle routes could be provided throughout any development, providing safe and convenient links between the different land uses on the development. Enhancements could be made to existing public rights of way to improve pedestrian and cycle links between the development and the surrounding areas of Clifton, Barton in Fabis and Gotham.	Again, improvements to walking and cycling links and safe provision within would be expected to be delivered on any large scale proposal.	No change

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352	1	Pegasus Planning Group	Land SO Clifton	Barton in Fabis	Opening part of the assessment is subjective and does not reflect emerging evidence base. 6Cs growth point programme identified Rushcliffe south of Nottingham as being appropriate for SUE. This is recognised by SoS. It is therefore appropriate to acknowledge that other, alternative sites would be more sensitive in Green Belt Terms.	Whilst the 6Cs growth point bid identified Clifton as a possible location for an urban extension, the Secretary of State subsequently removed all reference to Clifton from the Regional Plan. There are numerous barriers to delivery on this site which need addressing, including its Green Belt designation. It is not the role of the SHLAA to rank one Green Belt site over another as the assessment.	No Change
352	2	Pegasus Planning Group	Land SO Clifton	Barton in Fabis	Tribal study clearly states that advantages outweigh the disadvantages of developing the site. In light of the above study it is therefore incorrect to suggest that issues relating to landscape quality have called into question the sites suitability for development.. It is also wrong to suggest that there are significant environmental constraints.	Disagree. Both landscape quality and environment issues were flagged up by the SUE study as major concerns, and on balance it was only the potential regeneration benefits of the site that ensured that the site was included in the report as a potential sustainable urban extension. It doesn't automatically follow that environmental and landscape concerns are just cast aside because of this conclusion.	No Change
352	3	Pegasus Planning Group	Land SO Clifton	Barton in Fabis	The assessment completely ignores the significant elements of planning gain that will flow from the site, in particular the regeneration of Clifton Urban Area.	Disagree. No package of measures have been put forward and formally tested through the planning process, therefore it has not been demonstrated that a scheme would aid the regeneration of Clifton. Any site large enough has S106 contributions to provide for therefore it is also wrong to include this statement as part of the SHLAA assessment.	No Change
352	4	Pegasus Planning Group	Land SO Clifton	Barton in Fabis	General comments relating to landscape character and Green Belt sensitivity.	The comments contained relating to landscape and environmental issues within the draft SHLAA assessment are largely taken from the Sustainable Urban Extensions Study that was undertaken across the Housing Market Area. The SUE study was undertaken by consultants (Tribal) in order to provide independent conclusions about the site and other sites around Greater Nottingham in a consistent manner. It is therefore considered more appropriate to retain the comments contained within the draft assessment	No Change
352	5	Pegasus Planning Group	Land SO Clifton	Barton in Fabis	Rushcliffe Country Park, created on the former MOD Ordnance Depot linked to the Great Central Railway, provides a well used population amenity which buffers Ruddington to the north. The proposal will also deliver substantial green infrastructure benefit, with around 50% of the site dedicated to such provision.	Whilst Rushcliffe Country Park located close to the site as the crow flies, access to the facility is via a very circuitous route, rendering it inaccessible by non-car modes in general. The SHLAA assessment does also make reference to the fact that substantial GI facilities would be expected to be provided as part of any scheme, therefore comment noted.	Make reference to the country park, but raise the accessibility issues between it and the site.
352	6	Pegasus Planning Group	Land SO Clifton	Barton in Fabis	The proposed A453 improvement scheme is currently being promoted by the Highways Agency and has been designed to provide both capacity and safety improvements on the A453 between J24, M1 and the Nottingham ring road. The scheme includes for widening of the A453 to dual carriageway along the length of what would be the site frontage and widening to provide a four lane single carriageway through Clifton to Farnborough Road. The scheme is included in the Government's Programme of Major Schemes, with the scheme predicted to be completed in 2012/2013.	The draft assessment already refers to the dualling of the A453, however it contains a health warning relating to the fact that the scheme has not got final approval and that the sites delivery is dependant on this programme. Given that the previous widening scheme was dropped in 1997 at a more advanced stage than the present widening scheme, it is considered that the reference in the draft SHLAA assessment is correct. This approach was endorsed by the SHLAA panel.	No change

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352	8	Pegasus Planning Group	Land SO Clifton	Barton in Fabis	The current programme for the NET Phase Two extension to Clifton would see construction commence in 2010 with trams operational in 2013. The phasing of any proposed development could include for construction of a NET extension and Park and Ride site in the early phases of a development programme to ensure that the necessary infrastructure is in place to influence modal choice for trips to and from the proposed development and establish the tram as a viable alternative to travel by car.	The position in respect of the NET is similar to that in relation to the A453 improvements, insofar as the development is dependant on the NET scheme and the scheme has not been given the final go-ahead. It is considered that the draft SHLAA assessment approach is the correct . This approach was endorsed by the SHLAA panel	No Change
352	9	Pegasus Planning Group	Land SO Clifton	Barton in Fabis	The likely scale and mix use nature of a development in this location could reduce the need to travel through provision of jobs, shopping and leisure facilities within the site in accordance with the principles of national planning guidance (PPG13). The provision of a park and ride site within any development would also reduce the morning peak period traffic volumes on the A453 towards Nottingham. Any extension of the proposed NET Phase Two into a development site would also reduce peak hour traffic flows.	Until the nature and scale of such uses are tested through the Statutory planning process, then such assumptions should not be made in the SHLAA. Park and ride already referenced in the Highways infrastructure constraints	No change
352	12	Pegasus Planning Group	Land SO Clifton	Barton in Fabis	A comprehensive Travel Plan would be developed which could include for individual travel plans for the residential, employment and educational elements of the development. The scale of any development could also mean the potential for area wide travel plan initiatives		Add statement to assessment referring to the need for comprehensive travel plan for the site.
352	13	Pegasus Planning Group	Land SO Clifton	Barton in Fabis	The actual dwelling capacity figure to be provided on this site will be less than this, but it will also include an important element of employment provision – an aspect completely ignored in this very subjective assessment	The dwelling capacity is based upon the mid-point contained within the SUE study. This dwelling capacity figure is also based upon a smaller developable area contained within the SUE study. The methodology for the capacity assessment is contained within appendix G of the SUE study and has been applied consistently to every potential SUE around the conurbation.	No change
352	14	Pegasus Planning Group	Land SO Clifton	Barton in Fabis	The anticipated start date is given as beyond 15 years. Objection is raised to this. In order to deliver the required housing within Rushcliffe Borough it is extremely important that land in this area comes forward imminently. A failure to do so will result in a shortfall in housing land supply. A more realistic start date for this land would be 2010/11.	It is considered by all the Nottingham Core HMA authorities that the SHLAA should not be used as an pseudo allocations document outside the democratic planning policy process and that where sites are located in the green belt, then a consistent approach is taken to their assessment. Since the draft SHLAA assessment was published it was agreed at the SHLAA panel that the delivery period for sites with major policy constraints is altered. Where sites are located in the Green Belt and there are potentially resolvable issues, they will be reclassified from 'beyond 15 years' to 'may be suitable if policy changes'.	Alter delivery period to 'maybe suitable if policy changes'
352	15	Pegasus Planning Group	Land SO Clifton	Barton in Fabis	The SHLAA assessment makes no comment in relation to the development period. It is considered an appropriate assessment would be that development would commence in 2010/11 and deliver housing beyond 2026 to assist in meeting the requirements of the RSS Proposed Changes to 2026 once adopted and any subsequent higher requirement that might emerge from the RSS Partial Review which is likely to cover the period to 2031.	Sites that are not currently within the 0-15 year period do not have a delivery period timescale. If the site were to be allocated or granted planning permission in the future, then this information would then be included in the assessment.	No change

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352	16	Pegasus Planning Group	Land SO Clifton	Barton in Fabis	The development of land in this area represents a unique opportunity to deliver significant change to the existing Clifton estate. Any proposal can maximise the potential to address weaknesses in the Clifton estate and improve the social environment. This can be achieved in a number of ways one of which is to ensure the delivery of a sustainable and integrated community by providing linkages between an SUE and the existing Clifton area. Far from being viewed as a constraint development in this area should be viewed as an opportunity to achieve a fully integrated community with the potential for significant regeneration benefits.	The role of the SHLAA is to identify barriers to delivery and as it stands the present time. It will be the role of the statutory planning process that the issues raised in the SHLAA assessment if the site is identified for development in the future.	No change
352	17	Pegasus Planning Group	Land SO Clifton	Barton in Fabis	There are no ownership constraints to the delivery of a SUE in this location.	Amend text	change category to 'No ownership constraints-all owners supporting development'
353	1	Cllr Barbara Venes	Land west of Pasture Lane	Ruddington	Would cause coalescence with Clifton. Refused at Local Plan Inquiry.	already identified in the assessment	No change
353	2	Cllr Barbara Venes	Land west of Pasture Lane	Ruddington	Flood area	Already identified in the assessment	No change
353	3	Cllr Barbara Venes	Land west of Pasture Lane	Ruddington	30 mins walk to bus service - infrequent	reinvestigate bus frequency along Clifton Road	reinvestigate bus frequency along Clifton Road
353	4	Cllr Barbara Venes	Land west of Pasture Lane	Ruddington	Poor access along Pasture Lane without car.	This has been noted in the assessment	No change
359	1	Capita Lovejoy	Land RO Mill Lane/The Old Park	Cotgrave	It appears from the draft assessment that this particular site has been assessed more positively than other sites in the vicinity, notably the land to the South of Hollygate Lane (ref 42), despite that: there are unresolved issues in relation to access and there is a lack of environmental information about the site.	Similar conclusions are drawn in relation to anticipated start period and draft reasoned judgement as other sites in the Green Belt. The issue of access being reliant on an adjacent site is clearly raised, however agree that this should also be contained within the reasoned judgment	State in draft reasoned judgment that access to the site is reliant on third party land
A	1	Cllrs Wheeler and Korn	Planning application Reference 08/377/FUL . Grenville House	West Bridgford	Site missing from the assessment. Planning application refused on the site.	The site will be appraised separately in 2009 update	Add site to the 2009-10 refresh
B	1	Spirita	Omission. Ring Leas Garage Block ii	Cotgrave	NEW SITE Missed this site out of the assessment of garage blocks. Potential for a couple of dwellings if side gardens incorporated	Noted. This will be considered through the 2009 SHLAA update	
C		Antony Aspbury	Land R/O and to the west of Main Road	Cotgrave	NEW SITE	Noted. This will be considered through the 2009 SHLAA update	
D		Mr Wilson	128 Melton Road	Stanton on the Wolds	NEW SITE	Noted. This will be considered through the 2009 SHLAA update	
E		Trustees of Lord Belper	Land south of West Leake Road	East Leake	NEW SITE	Noted. This will be considered through the 2009 SHLAA update	

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F		Greggs Limited	Site at Pasture Lane	Ruddington	NEW SITE	The site has already been appraised (site ref 353)	
G		Greiggs Limited	Site at Closes Side Lane	East Bridgford	NEW SITE	Noted. This will be considered through the 2009 SHLAA update	
SITE AMEN DMEN T		Andrew Martin Associates	Land north of Grantham Road	Radcliffe on Trent	Suggests a larger site to be considered as a wider area of land is under the same ownership as this site.	Noted. The larger area will be considered through the 2008/09 SHLAA	
SITE AMEN DMEN T (Site 133)		Savills	Nottingham Road	Gotham	Split site in two for the purposes of the assessment and assess brownfield proportion separately	The site will be appraised separately in 2009 update	
SITE AMEN DMEN T (sites to the East of Lady Bay/Gamston)		Graham Warren Ltd	Site at Gamston	Gamston	New site area to be considered through SHLAA along with supporting information.	The sites identified through this submission will be reassessed for the 2009-10 SHLAA	