



# Rushcliffe Local Plan Part 2: Local Development Policies – Further Options

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## Response Form

Please return by **5pm on Friday 31 March 2017** to:  
 Planning Policy, Rushcliffe Borough Council  
 Rushcliffe Arena, Rugby Road  
 Nottingham. NG2 7YG  
 Or to: [localdevelopment@rushcliffe.gov.uk](mailto:localdevelopment@rushcliffe.gov.uk)

Please note that your comments can be directly entered through the Borough Council's online consultation system: <http://rushcliffe-consult.objective.co.uk/portal>

Your Details		Agent details (where applicable)
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Click here to enter text.	Address	Pure Offices, Lake View Drive, Sherwood Business Park, Nottingham NG15 0DT
Click here to enter text.	E-mail	B

### Housing Development

#### Housing Land Supply

**Question 1:** Do you agree with the Council's assessment of the present housing supply situation and that enough land will need to be identified by Local Plan Part 2 to accommodate around 2,000 new homes?

**Yes** .....



**No** .....

**Don't know** .....

Please provide any comments you wish to make to support your response.

However given that there are still outstanding issues to resolve before these strategic allocations can start delivering housing numbers there is still uncertainty and a real risk that by April 2019 the shortfall is greater than 900 homes. This further options consultation for an additional 2,000 dwellings is based upon the expectation that the Local Plan Part 2 will identify enough land for around 1,100 dwellings, plus the assumed 900 dwellings shortfall from the undelivery of the strategic allocations. However, the plan does not provide the necessary flexibility in the event that the issues surrounding the strategic allocations continue to cause delays and do not come forward in the timescale envisaged, as such we recommend a 20% contingency be added into the plan. A 20% contingency buffer would cover the anticipated housing delivery in 2019 from the sites known as Land north of Bingham, Land at former RAF Newton Phase 2 and land south of Clifton, which it is assumed will start construction in 2019, however this is a clear risk to the Council's 5 year housing land supply. As such, this would mean an additional 1,080 dwellings, plus 1,100 dwellings as identified in the Issues and Options document, giving an overall total of 2,180 dwellings. This approach is considered to be consistent with the principles set out in the NPPF and would allow the Council to plan positively for the housing delivery.

## Housing Sites adjacent to the Main Urban Area

**Question 2:** Do you agree with the Council's view that none of the three strategic allocations (Melton Road, Edwalton; South of Clifton; and East of Gamston/North of Tollerton) should be expanded as part of resolving the current shortfall in the amount of land that is available for housing development over the next few years?

**Yes** .....



**No** .....

**Don't know** .....

Please provide any comments you wish to make to support your response.

Expanding any of the three of the existing strategic allocations will not assist in the actual delivery of housing given the very reason for this further consultation for additional sites is due to the undelivery of housing on these sites. Allocating more housing numbers to these sites will only bring more risk to the plan and uncertainty over timescales. Furthermore, the issue of urban sprawl will be a serious concern given the scale of the existing allocations with will also put extra pressure on local services and facilities whilst adequate infrastructure is put in place where it is

*feasible, an approach that is not considered sustainable. It is clear that the main urban allocations have already been fully explored through the examination and Local Plan process and it was concluded that the allocations and urban area are at development capacity and would represent unsustainable development if made larger. As such the Council should be looking to direct growth lower down the settlement hierarchy and where development would be sustainable in accordance with Core Strategy and the NPPF.*

*It is accepted that the Council has effectively sought to apply the Spatial Strategy of urban concentration and regeneration required by Policy 3 of the adopted Part 1 Local Plan (Core Strategy). It has correctly utilised the settlement hierarchy to apply a sequential selection process to identifying additional housing sites.*

**Question 3:** Do you support housing development at:

	<b>Yes – all of site</b>	<b>Yes – but only part of site</b>	<b>No</b>
Site HOL1 – Simkins Farm, Adbolton Lane, West Bridgford (potential capacity around 40 homes)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Any other location (please specify which)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

*Please provide any comments you wish to make to support your answers. This could include comments on the services and facilities required to support development and the design, mix and layout of development.*

Click here to enter text.

## **Housing Development at the 'Key Settlements'**

### **Bingham**

**Question 4:** Do you agree that Local Plan Part 2 should not allocate further greenfield land for housing development at Bingham in the plan period (up to 2028)?

**Yes** .....

**No** .....

**Don't know** .....

*Please provide any comments you wish to make to support your response.*

Click here to enter text.

### **Cotgrave**

**Question 5:** *Do you agree that Local Plan Part 2 should allocate greenfield land for housing development at Cotgrave in the plan period (up to 2028)?*

**Yes** .....

**No** .....

**Don't know** .....

*Please provide any comments you wish to make to support your response.*

Click here to enter text.

**Question 6:** *Do you have a view on the total number of new homes that should be accommodated on greenfield sites at Cotgrave up to 2028? If possible, please give reasons for your answer.*

Click here to enter text.

**Question 7: Do you support housing development at:**

	<b>Yes – all of site</b>	<b>Yes – but only part of site</b>	<b>No</b>
<i>Site COT1 – Land rear of Mill Lane/The Old Park (potential capacity around 240 homes)</i>			
<i>Site COT2 – Land at Main Road (potential capacity around 50 homes)</i>			
<i>Site COT3 – Land rear of and to the west of Main Road (potential capacity around 125 homes)</i>			
<i>Site COT4 Land off Woodgate Lane (potential capacity around 80 homes)</i>			
<i>Site COT5 – Bakers Hollow (potential capacity around 60 homes)</i>			
<i>Site COT6 – The Brickyard, Owthorpe Road (potential capacity around 100 homes)</i>			
<i>Site COT7– Land behind Firdale (2) (potential capacity around 65 homes)</i>			
<i>Site COT8 – Land behind Firdale (potential capacity around 95 homes)</i>			
<i>Site COT9 – Land south of Hollygate Lane (1) (potential capacity around 140 homes)</i>			
<i>Site COT10 – Land south of Hollygate Lane (2) (potential capacity around 40 homes)</i>			
<i>Site COT11 – Land south of Hollygate Lane (3) (potential capacity around 250 homes)</i>			
<i>Site COT12– Land south of Plumtree Lane (potential capacity around 250 homes)</i>			

	<b>Yes – all of site</b>	<b>Yes – but only part of site</b>	<b>No</b>
<i>Any other location (please specify which)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

*Please provide any comments you wish to make to support your answers. This could include comments on the services and facilities required to support development and the design, mix and layout of development.*

Click here to enter text.

### **East Leake**

**Question 8:** *Do you agree that, apart from those eight sites that already have planning permission for housing development (sites EL1 to EL8 as shown at Figure 5), further greenfield land should not be allocated for housing development at East Leake?*

**Yes** .....

**No** .....

**Don't know** .....

*Please provide any comments you wish to make in support of your response.*

Click here to enter text.

**Question 9:** *Do you support housing development at:*

	<b>Yes – all of site</b>	<b>Yes – but only part of site</b>	<b>No</b>

	<b>Yes – all of site</b>	<b>Yes – but only part of site</b>	<b>No</b>
<i>Site EL9 – Land south of West Leake Road (potential capacity around 50 homes)</i>			
<i>Site EL10 – Land north of West Leake Road (potential capacity around 75 homes)</i>			
<i>Site EL11 – Brook Furlong Farm (potential capacity around 70 homes)</i>			
<i>Site EL12 – Land off Rempstone Road (north) (potential capacity around 235 homes)</i>			
<i>Site EL13 – Land off Rempstone Road (south) (potential capacity around 120 homes)</i>			
<i>Site EL14 – Land north of Lantern Lane (2) (potential capacity around 360 homes)</i>			
<i>Any other location (please specify which)</i>			

*Please provide any comments you wish to make to support your answers. For any of the sites, this could include comments on the services and facilities required to support development and the design, mix and layout of development.*

Click here to enter text.

### **Keyworth**

**Question 10:** *Do you have a view on the total number of new homes that should be built on greenfield sites at Keyworth up to 2028? If possible, please give reasons for your answer.*

Click here to enter text.

**Question 11: Do you support housing development at:**

	<b>Yes – all of site</b>	<b>Yes – but only part of site</b>	<b>No</b>
<i>Site KEY1 – Land east of Willow Brook (potential capacity around 40 homes)</i>			
<i>Site KEY2 – Land off Selby Lane and Willowbrook (potential capacity around 15 homes)</i>			
<i>Site KEY3 – Land south of Selby Lane (potential capacity around 60 homes)</i>			
<i>Site KEY4 – Land off Nicker Hill (potential capacity around 450 homes)</i>			
<i>Site KEY5 – Hill Top Farm, Platt Lane (1) (potential capacity around 50 homes)</i>			
<i>Site KEY6 – Hill Top Farm, Platt Lane (2) (potential capacity around 80 homes)</i>			
<i>Site KEY7 – Shelton Farm, Platt Lane (potential capacity around 160 homes)</i>			
<i>Site KEY8 – Land between Platt Lane and Station Road (potential capacity around 180 homes)</i>			
<i>Site KEY9 – Land north of Debdale Lane (1) (potential capacity around 110 homes)</i>			
<i>Site KEY10 – Land south of Debdale Lane (1) (potential capacity around 230 homes)</i>			
<i>Site KEY11 – Land south of Debdale Lane (2) (potential capacity around 200 homes)</i>			
<i>Site KEY12 – Land north of Debdale Lane (2) (potential capacity around 160 homes)</i>			
<i>Site KEY13 – Hillside Farm (potential capacity around 60 homes)</i>			
<i>Site KEY14 – Land south of Bunny Lane (potential capacity around 410 homes)</i>			



	Yes – all of site	Yes – but only part of site	No
Any other location (please specify which)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please provide any comments you wish to make to support your answers. For any of the sites, this could include comments on the services and facilities required to support development and the design, mix and layout of development.

Click here to enter text.

### Radcliffe on Trent

**Question 12:** Do you have a view on the total number of new homes that should be built on greenfield sites at Radcliffe on Trent up to 2028? If possible, please give reasons for your answer.

We agree with the Core Strategy target of at least 400 dwellings, however given the uncertainty that still remains over the delivery of housing numbers from the six large strategic allocations this should be a minimum and the plan should be flexible enough to respond in order to ensure sufficient housing is being delivered. Radcliffe on Trent is identified as a sustainable Key Settlement, therefore housing growth which cannot be accommodated within the main settlements should be directed down the Settlement Hierarchy in line with the Core Strategy.

**Question 13:** Do you support housing development at:

	Yes – all of site	Yes – but only part of site	No
Site RAD11 – North of Holme Lane (potential capacity around 115 homes)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Yes – all of site	Yes – but only part of site	No
Site RAD12 – Land to the north of Shelford Road (potential capacity around 180 homes)			
Any other location (please specify which)	✓		

Please provide any comments you wish to make to support your answers. For any of the sites, this could include comments on the services and facilities required to support development and the design, mix and layout of development.

The site at RAD1 was considered by the Inspector during the examination of the 2005 Non Statutory Local Plan Review. He considered the site as an objection site, and concluded in February 2006 that in applying a sequential test to development locations, Radcliffe on Trent ranks as the next most preferential, after sites within and adjoining the PUA.

In considering the issue of sequentially, the Inspector accepted ‘that Radcliffe-on-Trent should properly be considered as a settlement closely related to the PUA’ Further, he added ‘that the allocation of this site (RAD1) would represent a limited incursion into the Green Belt, and that the development would be well-screened with a defensible boundary created by the railway embankment.’

Considering that both flood risk and transport issues could be suitably and appropriately mitigated in any development scheme for the site, he concluded that the site should be the “next preference”.

The RAD1 site has recently been considered for development within planning application reference 13.02498/OUT. The application was recommended for approval by the Council’s Planning officers, who noted that there were no objections from statutory consultees. In particular it is noted that The Borough Council’s Planning Policy Manager did not object to the application. He advised that the minimum 400 home requirement will almost certainly need to be delivered through development on undeveloped land on the village edge within the Green Belt.

Overall, he concluded that there is a strong case to consider that very special circumstances do exist in this instance, provided that factors such as the likely impact on highways locally are also judged to be acceptable.

The officer’s report to Committee concludes ‘it is considered that the harm to the Green Belt arising from development would not be significant and that the railway embankment would very much form a strong defensible and permanent boundary against future countryside encroachment. The characteristics of the site are such that development would be well contained. Given these particular strengths in the context of land surrounding the village as a whole, officers are confident that from a Green Belt impact perspective, the site would be chosen for removal from the Green Belt and allocated for development through part 2 of the Local Plan.’

*It is considered that there are 6 issues which each and collectively provide the exceptional circumstances needed to overcome the inappropriateness of the development proposal. These are:*

- Green Belt review.*
- The severe shortfall in five year housing land supply.*
- The urgent need for affordable housing within the settlement.*
- The contribution of the development to improving surface water drainage in the settlement.*
- The contribution of the application to residual flood risk prevention to approx. 130 existing at risk properties through reinforcement of the existing flood defences.*
- The ability of the application to assist in accessing the Cotgrave Greenway.*

*The development of this site would result in an expansion of Radcliffe on Trent, with the consequent encroachment toward the Nottingham PUA. However, the Nottingham-Derby Green Belt Review states that in considering growth of the villages in this area 'there is no real threat of settlements merging'. Furthermore, the NPPF is very clear that it is important for Green Belt boundaries to be clear and defensible, and preferably based upon identifiable physical features which is supported by policy 4 of the Rushcliffe Core Strategy. In this instance, the railway embankment is a clear and identifiable physical feature, which encloses and constrains the site, and provides delineation between the urban area of the settlement and the countryside to the east. In addition, the embankment serves as a flood defence, further distinguishing the site from undevelopable land between Radcliffe on Trent and Nottingham. In this way, the site has the potential to serve as a more suitable limit to the western edge of Radcliffe on Trent, with the opportunity to consolidate the open and development free area between the urban areas. The ability to identify a clear and defensible boundary in the railway embankment will ensure that the settlement remains contained to the west and will prevent coalescence with Holme Pierrepont.*

*The application proposal would undoubtedly reduce the openness of the Green Belt in this location, but the context for this is the acknowledgment that the Green Belt boundaries will be inevitably redrawn around Radcliffe to meet housing needs. As such the harm through loss of openness and countryside encroachment must be considered as moderate but necessary. The site is not physically connected to the Nottingham urban area and as such there would be no harm resulting from 'sprawl of a large built up area'. The strong defensible boundary of the railway embankment would ensure that the development could not increase the potential for neighbouring settlements to merge and no harm would arise in this respect. The development proposal would have no impact on setting or special character of a historic town. The adopted Core Strategy allocates sizeable areas of Green Belt land for development and envisages housing delivery from those allocated sites within the first five years of the plan. As such the current proposal cannot be considered to encourage or discourage the recycling of urban land which is in insufficient supply to meet immediate housing growth needs.*

*It will be noted that both the County Council and Borough Council, in their strategic planning observations raised no objections on Green Belt grounds.*

*The Radcliffe on Trent Neighbourhood Plan has been presented as a Regulation 14 draft for consultation. While little weight can be given to the neighbourhood Plan at this stage, the plan supports land to the west of Radcliffe as an appropriate direction for a proportion of the settlements growth.*

## *Sustainability and Landscape*

*Radcliffe on Trent is a local centre and lies within 1km of the site. The site is within easy walking distance of an existing bus stop, with intentions to extend the bus service into the site and a railway station within 1.3km of the site. The settlement centre is also within easy walking distance and a traffic-free cycle route runs alongside the A52 ensuring numerous alternatives to the use of the private car. Notably, it is recognised that the majority of car journeys from the site will turn right, travelling west towards the main urban area. As such, peak vehicle movement will be away from the centre of the village and the development would not lead to large numbers of additional vehicles travelling through the centre of Radcliffe.*

*Environmental sustainability considers the impact on biodiversity and the harm to the open countryside. Ecological surveys concluded the site provided suitable habitats for a number of notable and protected species, and as a result, a range of further surveys were carried out. Mitigation measures have been identified for implementation and the badger sett found present on the edge of the site has been incorporated into the developments design offering a green buffer to secure the protection of the badger sett. The development and wider community will benefit from a network of informal and formal open spaces consisting of a wide green corridor, village greens, allotments, community orchards, enhanced existing hedgerows and tree belts, together with a sustainable flood alleviation scheme comprising wetlands, water meadows, ponds and swales. Therefore, it is considered the development accords with the aims of policies 16 and 17 of the Core Strategy.*

*There were no objections to the application proposals from the Wildlife Trust or Natural England and as such previous concerns regarding the level of ecological impact have been satisfactorily addressed.*

*The County Councils Principal Landscape Architect reviewed the submitted Landscape and Visual Impacts assessment and agreed with the conclusions that the impacts range from moderate adverse to beneficial depending on location. For a greenfield development this level of impact is considered to be good. The site is visually well contained by existing border trees and the height of the railway embankment and has a limited visual envelope.*

*Overall it is clear that the site represents a sustainable location development. The NPPF states that sustainable development should be permitted unless the adverse effects significantly and demonstrably outweigh the benefits.*

### *Highway matters*

*The site can readily be accessed from two major/minor priority T-junctions onto Nottingham Road with provision of ghost island right turn lanes on Nottingham Road to assist vehicles turning right into the proposed development.*

*The identified site access junction layout would also include for appropriate pedestrian crossing facilities to enable residents of the proposed development to access a new bus stop facility to the south of Nottingham Road.*

*The provision of a pedestrian and cycle only access onto Holme Lane directly connects the site to the Trent Valley Way, and puts the site within easy walking distance of the settlement centre. Within the site, shared surface streets, and*

*dedicated cycle lanes will make cycle use easier and more attractive.*

*There was no objection to the planning application from NCC (Highways) or Highways England on highway grounds.*

### *Flood Risk and Drainage*

*The site is located within Flood Zone 1 as defined by the Greater Nottingham Strategic Flood Risk Assessment. The site benefits from flood defences in the form of the railway embankment and the flood defences at Holme Lane. It is emphasised therefore that there is no risk of flooding on the site from the River Trent.*

*Detailed consideration has been given to the effects of surface water drainage through the site from the wider land drainage catchment. Water flows from the A52 across the site and under the railway bridge out towards the Trent. A detailed assessment has been made of surface water impacts when the Trent is in flood and water is prevented from passing under the embankment. A detailed mitigation proposal has been designed with a sustainable, simple and natural approach to flood water management which can contain a worst case scenario of surface water. A network of integrated sustainable urban drainage solutions comprising water meadows, ponds, wetlands and swales form a central and key element of the site's green infrastructure.*

*The modelling has been undertaken on a worst case scenario and the proposal will reduce the risk of flooding to existing properties. The network of swales, ponds, wetlands and water meadows will also form part of the public informal and formal open space and has been carefully designed following natural and simple design principles ensuring water is retained below housing floor level removing any risk to people and surrounding property.*

*The mitigation proposed takes into account breach analysis and a strengthening of the existing flood defence on Holme Lane is offered by the applicants.*

*It will be noted that the Environment Agency raised no objections to the recent planning application on these grounds.*

### *Noise*

*The recent application proposal was assessed in detail for the potential impacts of noise from both the RSPCA kennels and from the powerlines that cross the site. The Borough Councils Environmental Health Officer concluded that there are no identified impacts from the powerlines, and that impacts arising from the proximity of the RSPCA can be fully mitigated through the use of 3m high acoustic fencing between the site and the kennels. The mitigation proposed is considered to be sufficient to avoid complaints from new residents and would not inhibit the operation of the kennels themselves.*

### *Powerlines*

*The presence of the powerlines across the site do not represent any bar to the development proposed on planning grounds. The Health Impact Assessment submitted with the recent application reviews international findings on the potential health risks associated with powerlines and find no evidence sufficient to represent a*

*material consideration in determining and planning application. The applicant has confirmed that there is active and specific interest in developing the site from two housebuilders and while the presence of the powerlines will have an impact on land value, it does not impact on the deliverability of the site from the housebuilders' perspective.*

#### *Archaeology*

*The site promotor has carried out a geophysical assessment of the site and trial trenching in accordance with the recommendations off the County Archaeologist. No evidence of important archaeology has been unearthed and no further actions are recommended by the County Archaeologist who had no objections.*

#### *Impact on Infrastructure*

*Policy 18 of the Core Strategy provides for opportunities to secure improvements to infrastructure where there are deficiencies identified by consultees. This is supported by policy 19 of the Core Strategy. In respect of the recent planning application on the site, requests were made to secure improvements to existing community infrastructure from relevant consultation bodies.*

#### *Education:*

*In the course of the recent planning application, the applicant agreed to a fully policy and DfE multiplier compliant financial contribution towards 63 primary school places as requested.*

*It is noted that the County Council currently has an application under consideration for an extension to increase capacity of the infant school to a 3 form entry.*

#### *Health:*

*In the course of the recent planning application, the applicant agreed to a fully policy compliant financial contribution towards improvement and enhancement of Radcliffe on Trent Health Centre.*

*In conclusion, no other site being considered around Radcliffe on Trent has been through such a thorough and robust assessment of impacts, benefits and deliverability as that north of the Nottingham Road. No other site has carried out such a detailed and robust technical analysis of all potential constraints, and been endorsed by relevant statutory consultees. No other site has tested through planning application and been recommended for approval by both the Planning Policy Manager and the Head of Development Management. No other site has been directly identified by a local plan inspector as representing a 'minimal incursion' into the Green Belt and the 'next preference' in Rushcliffe for growth – hence the conclusion that 'officers are confident that from a Green Belt impact perspective, the site would be chosen for removal from the Green Belt and allocated for development through part 2 of the Local Plan.'*

*We strongly disagree with the east of Radcliffe as a direction for growth. While the Sustainable Locations for Growth Study (2010) suggested the northeast as a potential direction for growth, this was based on incorrect assumptions about flood risk to the east, which has now been proven incorrect. Land to the west does not lie in an area of identified flood risk zone as a matter of fact and surface water has bene*

demonstrated to be entirely manageable.

Land to the east consists entirely of wide open countryside with virtually no urban features. Further there are no significant, robust and substantial physical barrier to prevent further encroachment eastwards, merging with Newton and Bingham. The existing narrow hedgerows, must be considered to be a relatively weak boundary when compared to a major, physical, engineered boundary such as a railway embankment, trunk road or river. Hedgerows are impermanent, susceptible to encroachment and damage, and provide a limited visual edge to a settlement.

By contrast the officer's recommendation of approval to committee for the Nottingham Road site to the west of Radcliffe notes that: 'The presence of the railway embankment would also significantly contribute towards limiting the visual intrusion of development in the surrounding landscape.'

### Ruddington

**Question 14:** Do you have a view on the total number of new homes that should be accommodated on greenfield sites at Ruddington up to 2028? If possible, please give reasons for your answer.

[Click here to enter text.](#)

**Question 15:** Do you support housing development at:

	Yes – all of site	Yes – but only part of site	No
Site RUD11 – Old Loughborough Road (potential capacity around 40 homes)			
Site RUD12 – Land to the east side of Loughborough Road (potential capacity around 60 homes)			
Site RUD13 – Land opposite Mere Way (potential capacity around 170 homes)			

	<b>Yes – all of site</b>	<b>Yes – but only part of site</b>	<b>No</b>
Site RUD14 – Croft House (potential capacity around 25 homes)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Any other location (please specify which)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please provide any comments you wish to make to support your answers. For any of the sites, this could include comments on the services and facilities required to support development and the design, mix and layout of development.

[Click here to enter text.](#)

### Housing development at ‘other villages’

**Question 16:** Do you agree that, apart from the site to the south of Abbey Road, Aslockton with planning permission for up to 75 new homes, Local Plan Part 2 should not allocate greenfield land for housing development at Aslockton and Whatton in the plan period (up to 2028)?

**Yes** .....

**No** .....

**Don't know** .....

Please provide any comments you wish to make in support of your response.

[Click here to enter text.](#)



**Question 17:** Should Local Plan Part 2 identify the following ‘other’ villages as suitable for a limited level of housing growth on greenfield sites?

	Yes	No	Don't know
<i>Cropwell Bishop</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>East Bridgford</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Gotham</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Sutton Bonington</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Tollerton</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Any other settlement (please specify which)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please provide any comments you wish to make to support your answers.

Click here to enter text.

### **Cropwell Bishop**

**Question 18:** If greenfield land is allocated for housing development at Cropwell Bishop, do you have a view on the total number of new homes that should be built up to 2028? If possible, please give reasons for your answer.

Click here to enter text.

**Question 19:** Do you support housing development at:

	<b>Yes – all of site</b>	<b>Yes – but only part of site</b>	<b>No</b>
<i>Site CBI1 – Land to the south of Nottingham Road and east of Kinoulton Road (potential capacity around 30 homes)</i>			
<i>Site CBI2 – Land north of Memorial Hall (1) (potential capacity around 75 homes)</i>			
<i>Site CBI3– Land north of Memorial Hall (2) (potential capacity around 60 homes)</i>			
<i>Site CBI4 – Land north of Fern Road (2) (potential capacity around 30 homes)</i>			
<i>Site CBI5 – Land north of Fern Road (1) (potential capacity around 250 homes)</i>			
<i>Site CBI6 – Land to the north of Fern Road (3) (potential capacity around 70 homes)</i>			
<i>Any other location (please specify which)</i>			

*Please provide any comments you wish to make to support your answers. For any of the sites, this could include comments on the services and facilities required to support development and the design, mix and layout of development.*

Click here to enter text.

### **East Bridgford**

**Question 20:** *If greenfield land is allocated for housing development at East Bridgford, do you have a view on the total number of new homes that should be built up to 2028? If possible, please give reasons for your answer.*

Click here to enter text.

**Question 21:** Do you support housing development at:

	<b>Yes – all of site</b>	<b>Yes – but only part of site</b>	<b>No</b>
<i>Site EBR1 – Land behind Kirk Hill (east) (potential capacity around 15 homes)</i>			
<i>Site EBR2 – Land behind Kirk Hill (west) (potential capacity around 70 homes)</i>			
<i>Site EBR3 – Land north of Kneeton Road (1) (potential capacity around 95 homes)</i>			
<i>Site EBR4 – Land north of Kneeton Road (2) (potential capacity around 150 homes)</i>			
<i>Site EBR5 – Land at Lammas Lane (potential capacity around 40 homes)</i>			
<i>Site EBR6 – Closes Side Lane (west) (potential capacity around 20 homes)</i>			
<i>Site EBR7 – Closes Side Lane (east) (potential capacity around 20 homes)</i>			
<i>Site EBR8 – Land to the north of Butt Lane (potential capacity around 20 homes)</i>			
<i>Site EBR9 – Land to the south of Springdale Lane (potential capacity around 30 homes)</i>			
<i>Any other location (please specify which)</i>			

*Please provide any comments you wish to make to support your answers. For any of the sites, this could include comments on the services and facilities required to support development and the design, mix and layout of development.*

Click here to enter text.

**Gotham**

**Question 22:** *If greenfield land is allocated for housing development at Gotham, do you have a view on the total number of new homes that should be built up to 2028? If possible, please give reasons for your answer.*

Click here to enter text.

**Question 23:** *Do you support housing development at:*

	<b>Yes – all of site</b>	<b>Yes – but only part of site</b>	<b>No</b>
<i>Site GOT1 – Land to the rear of former British Legion (potential capacity around 25 homes)</i>			
<i>Site GOT2 – Land north of Kegworth Road/Home Farm (west) (potential capacity around 50 homes)</i>			
<i>Site GOT3 – Land north of Kegworth Road/Home Farm (east) (potential capacity around 20 homes)</i>			
<i>Site GOT4 – The Orchards, Leake Road (potential capacity around 50 homes)</i>			
<i>Site GOT5 – Land east of Gypsum Way/The Orchards (potential capacity around 200 homes)</i>			
<i>Site GOT6 – East of Leake Road (potential capacity around 45 homes)</i>			
<i>Site GOT7 – Land east of Hill Road (potential capacity around 160 homes)</i>			
<i>Site GOT8 – Land south of Moor Lane (potential capacity around 15 homes)</i>			
<i>Any other location (please specify which)</i>			

*Please provide any comments you wish to make to support your answers. For any*

*of the sites, this could include comments on the services and facilities required to support development and the design, mix and layout of development.*

Click here to enter text.

### **Sutton Bonington**

**Question 24:** *If greenfield land is allocated for housing development at Sutton Bonington, do you have a view on the total number of new homes that should be built up to 2028? If possible, please give reasons for your answer.*

Click here to enter text.

**Question 25:** *Do you support housing development at:*

	<b>Yes – all of site</b>	<b>Yes – but only part of site</b>	<b>No</b>
<i>Site SUT1 – Land north of Park Lane (potential capacity around 140 homes)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Any other location (please specify which)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

*Please provide any comments you wish to make to support your answers. For any of the sites, this could include comments on the services and facilities required to support development and the design, mix and layout of development.*

Click here to enter text.

## Tollerton

**Question 26:** *If greenfield land is allocated for housing development at Tollerton, do you have a view on the total number of new homes that should be built up to 2028? If possible, please give reasons for your answer.*

Click here to enter text.

**Question 27:** *Do you support housing development at:*

	<b>Yes – all of site</b>	<b>Yes – but only part of site</b>	<b>No</b>
<i>Site TOL1 – Land at Burnside Grove (potential capacity around 180 homes)</i>			
<i>Site TOL2 – West of Tollerton Lane and North of Medina Drive (potential capacity around 360 homes)</i>			
<i>Site TOL3 – Land east of Tollerton Lane (potential capacity around 50 homes)</i>			
<i>Any other location (please specify which)</i>			

*Please provide any comments you wish to make to support your answers. For any of the sites, this could include comments on the services and facilities required to support development and the design, mix and layout of development.*

Click here to enter text.

## Other issues

**Question 28:** Please identify any matters related to housing development which are not covered here or elsewhere.

Click here to enter text.

Please return by **5pm on Friday 31 March 2017** to:

Planning Policy  
Rushcliffe Borough Council  
Rushcliffe Arena  
Rugby Road  
Nottingham. NG2 7YG

Or to: [localdevelopment@rushcliffe.gov.uk](mailto:localdevelopment@rushcliffe.gov.uk)

Please note that your comments can be directly entered through the Borough Council's online consultation system: <http://rushcliffe-consult.objective.co.uk/portal>

**Data protection:** The details you submit to the Borough Council will be used in the Local Plan preparation and associated processes. Please note that comments and personal details cannot be treated as confidential and may be made available for public inspection both physically and/or through the Borough Council's website. We may publish all names, addresses and comments received, including on our website. We will use our best endeavours to not publish signatures, personal telephone numbers or email addresses.

## Response Form

Your Details		Agent details (where applicable)
Mosaic Group	Name	Bob Woollard Planning and Design Group
	Address	Pure Offices, Lake View Drive, Sherwood Business Park, Nottingham NG15 0DT
	E-mail	.uk

### 1. Green Belt Review Part 2 (b): Additional sites review

Do you agree or disagree with the review of the additional Green Belt sites around Rushcliffe's Key Settlements and other villages against the purposes for including land within the Green Belt? If you disagree, state why the assessment is incorrect and provide your Green Belt score and conclusions on Green Belt importance. Your comment should focus on the land's performance against Green Belt purposes.

We agree with the review and principle of altering the Green Belt boundaries. As acknowledged by the Council there is a need for additional allocations which should be made across the full range of sustainable settlements, including Radcliffe on Trent. It is accepted that the Council has effectively sought to apply the Spatial Strategy of urban concentration and regeneration required by Policy 3 of the adopted Part 1 Local Plan (Core Strategy). It has correctly utilised the settlement hierarchy to apply a sequential selection process to identifying additional housing locations. The land at Nottingham Road, Radcliffe on Trent (RAD 1) is an excellent opportunity to provide up to 300 high quality dwellings in a location which is well related to the settlement and facilities and would round off the village using a clear defensible boundary.

Given the challenging circumstances faced by the Council in finding at least 900 additional dwellings it is vital that land is released from the Green Belt to meet the development needs now and in the future. The NPPF is clear that Green Belt reviews should ensure that boundaries can endure beyond the plan period, so the identification of safeguarded land must also be considered at this stage.

The review of the Green Belt must look to release those sites which are considered most suitable, having regard both to the 5 purposes of the Green Belt, and also to the suitability of each site for residential development. This should be determined having regard to the established principles of sustainable development in the NPPF.

We would note that the site at RAD1 was considered by the Inspector during the examination of the 2005 Non Statutory Local Plan Review. He considered the Nottingham Road site as an objection site, and concluded in February 2006 that in applying a sequential test to development locations, Radcliffe on Trent ranks as the next most preferential, after sites within and adjoining the PUA.

In considering the issue of sequentially, the Inspector accepted 'that Radcliffe-on-Trent should properly be considered as a settlement closely related to the PUA' Further, he added 'that the allocation of this site (RAD1) would represent a limited incursion into the Green Belt, and that the development would be well-screened with a defensible boundary created by the railway embankment.'

Considering that both flood risk and transport issues could be suitably and appropriately mitigated in any development scheme for the site, he concluded that if the Council were unable to fulfil housing requirements through the allocation of other sequentially preferable locations, the application site should be the "next preference".



The RAD1 site has recently been considered for development within planning application reference 13.02498/OUT. The application was recommended for approval by the Council's Planning officers, who noted that there were no outstanding objections from statutory consultees. In particular it is noted that The Borough Council's Planning Policy Manager did not object to the application. He advised that the minimum 400 home requirement will almost certainly need to be delivered through development on undeveloped land on the village edge within the Green Belt.

Overall, he concluded that there is a strong case to consider that very special circumstances do exist for the RAD1 site, provided that factors such as the likely impact on highways locally are also judged to be acceptable.

The officer's report to Committee concludes 'it is considered that the harm to the Green Belt arising from development would not be significant and that the railway embankment would very much form a strong defensible and permanent boundary against future countryside encroachment. The characteristics of the site are such that development would be well contained. Given these particular strengths in the context of land surrounding the village as a whole, officers are confident that from a Green Belt impact perspective, the site would be chosen for removal from the Green Belt and allocated for development through part 2 of the Local Plan.'

The following section comprises an assessment of the RAD1 site, which formed a Green Belt Assessment submitted as part of planning application reference 13.02498/OUT. It gives consideration of the specific physical, visual and cultural attributes of the Nottingham Road site against Green Belt criteria.

**"To check the unrestricted sprawl of large built up areas"**

The site lies within the east of the Nottingham Green Belt. The large urban area, which the Green Belt is intended to contain, is the Nottingham PUA. As such, the green belt in this location does not contain the outward encroachment of Nottingham in itself but forms part of its overall width, adjacent to an inset small settlement. Development in this location would not compromise the function of the Green belt in preventing the unrestricted sprawl of Nottingham. Ironically, the SUEs originally conceived within the Options for Growth Consultation would undoubtedly represent the sprawling outwards of the PUA.

The site comprises a relatively modest area of land, hemmed in between the RSPCA, the traveller site the railway line and the urban edge. The RSPCA and traveler site are urban land uses, while the railway line entirely separates and disconnects the site from the open countryside to the north.

In this context, the site appears as a relatively small, isolated pocket of partially developed, part brownfield land, surrounded by urban structures and uses. It does not project outwards, but hugs the edge of the urban area. In these circumstances, the proposed development would appear as a natural and logical extension to the settlement, or the filling of a gap. It would therefore not constitute urban sprawl of the kind that Green Belt policy is intended to prevent.

The existing urban edge of Radcliffe on Trent is poorly defined and the Green Belt boundary is consequently weak and varied in its defining boundary features. The Green Belt currently extends across and encompasses the railway line leaving land to the south of Holme Lane disconnected and difficult to manage effectively as agricultural. Logical, enduring and clearly defensible boundaries would be established to the Green Belt in this location by an amendment to the railway line. The rail line corridor would define the boundary to the north and west.

This new boundary would be clear and defensible in the long term. The Inspector into the 2005 Local Plan review considered that 'that the allocation of this site would represent a limited incursion into the Green Belt, and that the development would be well-screened with a defensible boundary created by the railway embankment.'

As a planned and strategic site, development in this location would not constitute 'unrestricted sprawl' but a single and sustainable development project.

**"To prevent neighbouring towns from merging into one another"**

With reference to the area east of West Bridgford to Bingham and encompassing Radcliffe on Trent the Nottingham-Derby Green Belt Review states that is considering growth of the villages in this area 'there is no real threat of settlements merging'

The development of this site would result in an expansion of Radcliffe on Trent, with the consequent encroachment toward the Nottingham PUA. However, the NPPF is very clear that it is important for Green Belt boundaries to be clear and defensible, and preferably based upon identifiable physical features. In this

instance, the railway embankment is a clear and identifiable physical feature, which encloses and constrains the site, and provides delineation between the urban area of the settlement and the countryside to the east. In addition, the embankment serves as a flood defence, further distinguishing the site from undevelopable land between Radcliffe on Trent and Nottingham. In this way, the site has the potential to serve as a more suitable limit to the western edge of Radcliffe on Trent, with the opportunity to consolidate the open and development free area between the urban areas.

The proposal would maintain a clear and wide break between Nottingham and Radcliffe west of the railway line. That area would not be affected by the development proposed. The site contributes little to the separation, because of its small size and its severance by the major railway structure. If the site were developed, the impression as seen on the ground would therefore be little different from that which exists now.

The physical distance would still be similar to or greater than many of the existing separation distances between other settlements in close proximity to the site. The situation post development would not threaten the separate identity of the respective settlements nor further their prospective merger.

Narrow gaps between settlements are not unusual around Nottingham, where many of the other small towns and villages have grown close to the suburban edge of the city. In a number of locations, including Stapleford, Hucknall, Long Eaton and Kimberley, the settlements touch the city boundary, while maintaining an open break. In the context of this prevailing development pattern, developing the Nottingham Road site would not make the remaining countryside any more vulnerable than many other similar gaps between settlements in the area.

The removal of the site area from the Green Belt would not prejudice this particular policy purpose. The application site is not fundamentally important in maintaining separation between existing towns.

**“To assist in safeguarding the countryside from encroachment”**

The development would clearly result in some encroachment into the defined countryside and in principle would conflict with this aspect of Green Belt function. However, this aspect of the Green Belt cannot be divorced from the context of local housing growth requirements, and the identified need for Green Belt review. As set out below, it is accepted and acknowledged that in order to meet population growth requirements as reflected in the Regional Plan targets, Rushcliffe will need to deselect areas of Green belt Land, and see some level of encroachment into the countryside. This encroachment needs to be in and adjoining sustainable settlement locations, which in Rushcliffe are all located within the Green Belt. The inevitability of encroachment into the Green Belt in Rushcliffe is an acknowledged reality of ensuring that sufficient homes are built in the district, and in this in principle respect, the site has no greater or lesser disadvantage than any other countryside site in the District. Further, the countryside in this location has not been identified as having any special landscape qualities.

In fact, this small area of farmland, is largely contained by urban developments and non-agricultural uses. In landscape and topographical terms it is a relatively small self-contained area with well-defined boundaries. It is much less important in this respect than many other Green Belt sites.

Indicative proposals have been carefully considered to minimise the potential adverse effects upon the surrounding countryside. Detailed attention has been paid to the visual effects of the proposed development and design measures incorporated substantially to screen the built proposal. Given the nature and scale of the proposed development it is inevitable that some countryside encroachment will occur. Nevertheless, the location of the site with its relationship to the built-up area and to the national rail and road networks will lessen the ‘encroachment’ into the countryside. Consequently, although the proposed development would involve encroachment, the resultant harm to the countryside, and to the purposes of the Green Belt, would be limited.

As part of comprehensive and sustainable proposals for development of the site a clearly defined, appropriate and enduring boundary to the adjacent countryside will be established. This can combine new woodland tree belts, existing vegetation and major transport boundaries to designate the new Green Belt boundary.

**“To preserve the setting and special character of historic towns’**

Radcliffe on Trent is not specifically identified as a historic town, and the site has not played a significant role in defining the settlement morphology. No significant issues of archaeological interest have been identified through assessment. Through the Design and Access assessment and evaluation, the low key gateway function of the main routes have been identified and preserved, while the LVIA identified limited visual impact from or to the settlement. The proposed development would have no effect upon the setting and character of other settlements.

**“To assist in urban regeneration, by encouraging the recycling of derelict and other urban land”**

As set out above, the housing situation in Rushcliffe is such that the very limited amount of derelict and urban land available for development does not scratch the surface in terms of delivery. As such, it is an acknowledged reality in the District, that derelict urban land will not meet housing requirements and is not a significant element of the land supply bank. Further, it must be recognised that the level and nature of available urban land is not such that the prevention of development elsewhere will make a significant difference to whether it comes forward for development, and in Rushcliffe, this particular function of Green Belt is limited.

Within the Green Belt itself, within the whole of the East Midlands, there is only 25 ha of brownfield land<sup>1</sup>. Even if all of this land were in Rushcliffe, it could only deliver 1000 dwellings at 40 dph, of the Councils 15,000 dwelling requirement.

Not all Green belt land is of equal quality. The Landscape and Visual Impact Assessment which accompanied the application has assessed the characteristics and qualities of the landscape on this site. No locally specific landscape designations are identified. The conclusions of the study are that the landscape and local visual receptors are mostly of low to moderate sensitivity, and that the development proposal would have a long term minor adverse visual impact. In the context of urban extension sites generally, this level of impact is extremely low.

The recent Green Belt study by the CPRE and Natural England ‘Green Belts – A Greener Future’ notes that, 36% of the Nottingham Derby Green Belt is neglected, while 47% is diverging from its traditional character with a new character emerging. The site is located within the Trent Washlands Character area where the dominant character is a divergence away from its objective of attractive landscape, and moving towards neglect. The development proposals offer the opportunity to consolidate a lower quality and limited function area of Green belt Land, with the potential to enhance the quality and function of adjoining Green Belt to its long term benefit.

The proposed development aims to deliver a number of positive enhancements that will improve the site’s contribution to the environmental quality of the wider area.

Currently there is no public access within the site. The proposed development will offer substantial improvements in this respect with leisure links including footways and/or cycleways enhancing the network of routes from the existing urban edge out into the rural areas beyond.

No recreational provision exists within the current site. However, as described above development in this location has the potential to include a package of environmental and recreational measures that will offer improved opportunities for access to adjoining open spaces. This will include various informal recreational measures (although “cross-country” walking, running and cycling will be encouraged).

The retention of existing tree and hedgelines and the potential for new structural, native planting will enhance the existing landscape and careful attention will be paid in the design of the proposals to minimise any potential adverse visual effects for the surrounding population. The principal visible aspect of development in this location will be mature frontage to Nottingham Road which will remain relatively unchanged.

The potential effects of development in this location upon nature conservation are identified in the ecology appraisal previously submitted to the Council. There will be some small adverse effects upon the existing interest of the site but some significant and notable benefits and opportunities through new habitat creation. Overall, the proposed development will provide some significant contributions towards positive land use objectives.

The ‘harm’ to the Green Belt which is taken as read because of the policy in the National Planning Policy Framework, is mitigated to minimise the residual impact of the development. The harm to the openness of the Green Belt is not substantial because of its enclosed visual envelope and the potential for built form to be subsumed within an enhanced landscape.

The openness of Green Belt between the various towns and villages is maintained. The open, undulating farmland to the west is not interrupted; the site would provide a new, permanent boundary at a defensible, visible and physical transport route.

So, not only is the ‘harm’ to the Green Belt mitigated, there exist exceptional circumstances, necessary to justify a strategic amendment to the Green Belt.

To further assist the Council in their consideration of sites, an assessment has been undertaken of RAD1

against the Assessment Matrix Scoring system. This has been provided under a separate cover accompanying this response form. The assessment concludes the site is of low Green Belt value and therefore advocates its removal from the Green Belt.

(please continue on a separate sheet if necessary)

## 2. Please provide any others comments you wish to make

(please continue on a separate sheet if necessary)

Please return by **5pm 31 March 2017**

to: Planning Policy  
Rushcliffe Borough Council  
Rushcliffe Arena  
Rugby Road  
West Bridgford  
Nottingham  
NG2 7YG

Or to: [localdevelopment@rushcliffe.gov.uk](mailto:localdevelopment@rushcliffe.gov.uk)

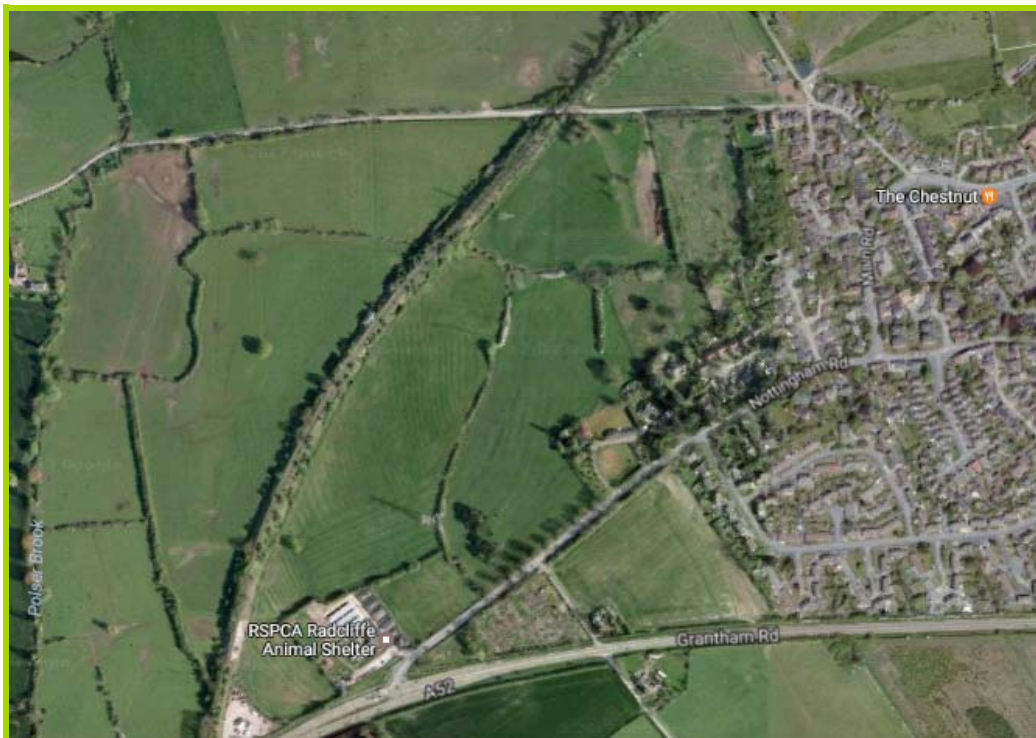
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# Land at Nottingham Road, Radcliffe on Trent (RAD 1)

## Green Belt Site Assessment

March 2017



To assist the Council in their consideration of sites, an assessment has been undertaken of the land at Nottingham Road, Radcliffe on Trent (RAD1) against the Assessment Matrix Scoring system. This is set out below, and demonstrates that the site is suitable for release from the Green Belt.

<b>Green Belt Purpose</b>	<b>Score</b>	<b>Justification</b>
To check unrestricted sprawl of large built-up areas	1	The site has existing development to the east and would represent a logical extension. The site is not physically connected to the Nottingham urban area and as such there would be no harm resulting from 'sprawl of a large built up area'. The strong defensible boundary of the railway embankment would ensure that the development could not increase the potential for neighbouring settlements to merge and no harm would arise in this respect.
Prevent merging of settlements	2	To the west of Radcliffe the railway line is such a clear, permanent and impenetrable barrier to development, building to its east cannot reasonably be described as resulting in an increased merging of settlements. Development to the north of Nottingham Road would be entirely divorced from Holme Pierrepont by the railway embankment and there would be no indivisibility between the two. Clearly the embankment is a permanent and substantial physical feature. No one in Holme Pierrepont would have any perception or sense of Radcliffe merging or encroaching. Any suggestion that there would be some merging with Gamston is wholly untenable.

Assist in safeguarding the countryside from encroachment	2	The site is fronted in no small part by a traveller site, the expanse of RSPCA buildings, and domestic gardens. The undeveloped length of road frontage to the site totals 382 m and views into the site are primarily glimpsed between and strong belt of trees. With reference back to the assessment matrix, the site is acknowledged to contain the RSPCA site and 2 national grid pylons. In respect of the trees to the frontage, the proposed development scheme for the site, retained the trees along Nottingham Road and proposed a broad band of landscaping within the site that would significantly diminish the visibility from Nottingham Road.
Preserve setting and special character of historic settlement	1	There are no statutory or non-statutory historical features within or adjacent to the site.
To assist in urban regeneration	3	There are no specific urban regeneration projects within Radcliffe on Trent.
<b>Total Score</b>	<b>9</b>	<b>Low Green Belt Value</b>

Land at Nottingham Road (RAD1) clearly represents an obvious opportunity to develop a site which is sustainable, well related and contained within the existing settlement and holds low Green Belt value. The could offer a significant number of housing to assist with the Borough's housing delivery and reduce risk to the Council's 5 year housing land supply. We therefore ask the Council to seriously consider removing the site from the Green Belt where it can provide a sustainable, logical and defensible extension to the existing settlement.



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