

07 August 2013

Agenda Item: 5

ADDENDUM TO REPORT OF SERVICE DIRECTOR TRANSPORT, PROPERTY & ENVIRONMENT

SUBMISSIONS TO THE REVISED RUSHCLIFFE CORE STRATEGY 2013

Summary of Proposed Submission to Rushcliffe Core Strategy 2013

1. A meeting of all key parties took place on 1 August 2013, to agree the geographical area of the proposed development, to confirm all parties' willingness to co-operate and to agree the wording of a proposed submission to Rushcliffe Borough Council.
2. A full copy of the joint response with other landowners to RBC's Core Strategy Consultation will be made available to committee at the Finance and Property meeting.
3. Key elements of the proposed submission are highlighted below:
4. The joint land owners have agreed that they feel that RBCs preferred option could not deliver 4000 dwellings and 20 ha of employment land in a high quality, sustainable manner. Therefore agreement has been reached to submit a response based on a preferred larger Option. As referred to in the report of 7th August the Council's owned land to the North of the Grantham Canal which was not included in RBC's preferred option has now been included within the proposed joint submission. All landowners are in agreement to the proposed geographical boundary (as shown on plan 114) as this would enable more green infrastructure to be provided which would allow for more informal open space, a stronger green belt boundary to be established, more formal sports pitches to be provided and could allow for a low density, greener, development area to be created. Both options are illustrated on the attached drawings 113 and 114.
5. Key elements of the submission document:

a. Introduction

It states that the Consortium consisting of all the relevant landowners supports RBC's proposal to increase the number of houses to be delivered in the Borough, utilizing the land centered on Nottingham City Airport.

Reference to the Consortium is used to describe a body of landowners and does not refer to any formal development partnership arrangement.

b. The Site

It confirms the consortium members own the land necessary to bring forward a development as outlined on drawing number 114. It is important to highlight that not all the land defined will necessarily be developed. NCC land ownership is shown on drawing number 105a.

c. Strategic Suitability

It supports the concept that the identified land area is the only location within the district of RBC that is adjacent to a principal urban area and that is suitable for an urban extension of this magnitude. The development would include housing, employment land and associated community facilities.

d. Survey Analysis & Sustainability

It confirms that there are no known environmental constraints and a large part of the site (the airport) is brownfield.

e. Development Framework

It recognises that there will be a need for significant improvements to the transport infrastructure in order to serve the development including the provision of a park and ride in a position still to be determined.

f. Design Approach

It suggests that it would be beneficial to include within the proposed development a number of community parks/accessible green spaces, creating a relatively low density development. It should be highlighted this may well change at later stages of the development process following more detailed discussions with planners and developers.

g. Deliverability

It recognises that a joined up approach by all landowners will provide the best means of securing the development of the site. However at this stage there is as yet no formal commitment to progress this proposed development based on a partnership approach. The next stage of the process will be subject to a further report.