

Summary of Core Strategy Spatial Growth Options Consultation Comments

A total of 437 representations were received from 230 organisations/individuals during the public consultation on the Core Strategy Spatial Growth Options (November 2009).

The comments received have been considered and officer responses to those comments have been prepared.

These can be summarised as follows:

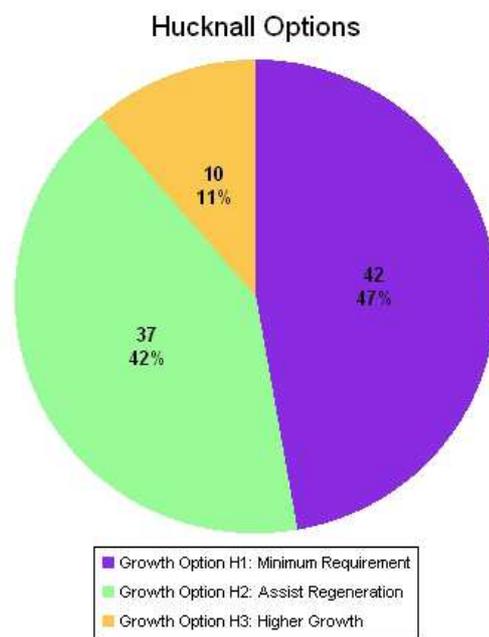
Hucknall

25% of all comments received on site options relate to the Hucknall Options.

The results clearly show that Option H1 (minimum growth) – 47%, is the most favoured, closely followed by Option H2 (assist regeneration) – 42%. Option H3 (higher growth) was the least favoured option with only 11%.

Concern regarding any development on Green Belt land was also raised as an issue.

The location of the Rolls Royce site and its proximity to Hucknall Town Centre (NET and train station) raised concerns. Each of the three available large sites (Options 1 to 3) are all located some distance from the Town Centre (Option H3 being located the furthest). As no other large site options (over 500 dwellings) are available it will be important that the Council works with the developers and infrastructure providers to ensure that public transport services are provided and enhanced to ensure sustainable transport is considered.



Government Office (GOEM) submitted specific comments regarding the growth options and have stated that Option H3: Higher Growth (Whyburn Farm) is not a realistic option as it would be in excess of the Regional Plan figures and the impact on Hucknall Town Centre, when considering the sites in Gedling, would be too great on the Sub-Regional Centre.

The Environment Agency submitted comments with regard to Flood Zones and each Option will be required to produce a Flood Risk Assessment to determine the risks and any mitigation measures necessary as appropriate.

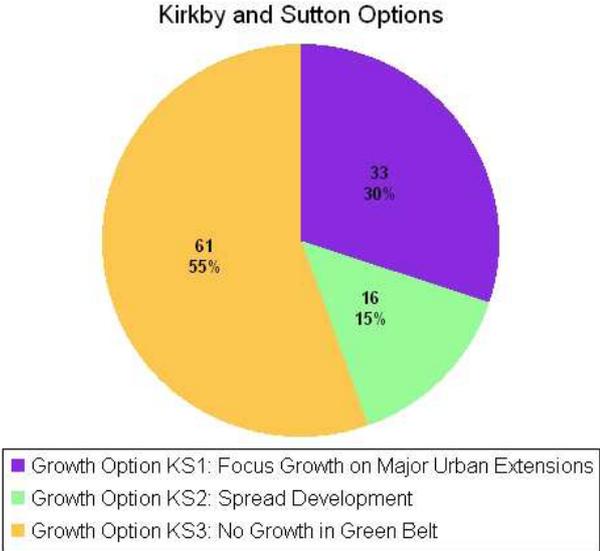
The Highways Agency submitted comments regarding the impacts on the Strategic Road Networks. A District wide Transport Study is shortly due to be commissioned to ensure that the impact of the increase in travel demand is addressed.

The Coal Authority submitted comments with regard to potential fissures caused by past mining activity located towards the south-western corner of the Whyburn Farm site.

Kirkby & Sutton

31% of all comments received on site options relate to the Kirkby & Sutton Options.

The results of the consultation regarding the Spatial Growth Options for Kirkby and Sutton clearly show that no growth in the Green Belt is the most favoured option (55%), Option KS1 (focus growth on the two large sites) received the majority of support (30%), with Option KS2 (spread development) received only 15% of the support.



Concerns were raised regarding infrastructure/services and highway capacity. An Infrastructure Capacity Study has recently been undertaken which identifies the current capacity of services. A Transport Study will shortly be undertaken to ensure that the impact of the increase in travel demand is addressed. Any new development will have to ensure that the development does not have a detrimental impact on existing infrastructure/services and, where necessary, new may need to be provided.

The Coal Authority submitted comments with regard to potential fissures caused by past mining activity located in areas C (Huthwaite) & E (land between Sutton and Stanton Hill – Meden Valley). If these areas are to be taken forward, further investigations will be necessary. They also discussed the issue regarding possible 'sterilisation' of coal resources, particularly in areas C (Huthwaite) and D (Fackley/north Stanton Hill) suggesting that these areas should undergo further investigations to assess coal reserves and possible extraction in these areas prior to any development taking place.

The Highways Agency submitted comments regarding the potential impact of increased traffic on the Strategic Road Networks. A District wide Transport Study is shortly due to be commissioned to ensure that the impact of the increase in travel demand is addressed.

Comments were also submitted by English Heritage with regard to the historic environment within and surrounding Kirkby and Sutton. Reference to the Conservation Areas, the scheduled ancient monuments and the historic parks and gardens which surround the area will be made in the Core Strategy Preferred Option document.

The Environment Agency submitted general comments with regard to Flood Risk. Flood Risk Assessments will need to be undertaken for each site to determine the risks and any mitigation measures necessary.

Comments were also received which suggest that the Open Break (Area G – north of Kings Mill Hospital) between Sutton and Mansfield should be protected.

Since undertaking the public consultation, the draft Water Cycle Study (being undertaken by ARUP) has highlighted a potential problem with regard to water treatment for area C (Huthwaite).

Rural Areas (Selston, Jacksdale and Underwood)

44% of all comments received on site options relate to the Kirkby & Sutton Options.

The results of the consultation regarding the Spatial Growth Options for the rural areas clearly show that 'Business as Usual' had the most support (73%) with 19% supporting for small growth and only 8% supporting a large settlement extension.

The Coal Authority submitted comments with regard to potential fissures caused by past mining activity. Further investigations will be necessary on any site allocations.

The Highways Agency submitted comments which highlighted their preference to minimising growth in this area to minimise the impacts on the Strategic Road Networks.

Comments were also submitted by English Heritage with regard to the historic environment within and surrounding the villages. Reference to the Conservation Areas, the scheduled ancient monuments and the historic parks and gardens which surround the area will be made in the Core Strategy Preferred Option.

Concerns have been raised regarding infrastructure/services and highway capacity. An Infrastructure Capacity Study has recently been undertaken which identifies the current capacity of services. A Transport Study will shortly be undertaken to ensure that the impact of the increase in travel demand is addressed. Any new development will have to ensure that the development does not have a detrimental impact on existing infrastructure/services and, where necessary, new may need to be provided.

All comments received have been taken into account whilst preparing the Core Strategy Preferred Option. Public consultation on which will be taking place during March/April 2010.

