

Linby Parish Council have prepared this supporting note for people within the Parish to help inform representations on the Gedling Local Development (GBC) Plan Publication Draft Part B (May 2026) (the Plan) and the accompanying Sustainability Appraisal (SA) in respect of the proposed site allocations, policies and local plan evidence base. **You have until the 3rd August 2026 to make and submit any representations directly to Gedling Borough Council.**

For more information about the Local Plan and to view the Gedling Borough Council consultation documents visit: <https://gedling.inconsult.uk/GLDPPD>

Linby Parish Council are strongly and robustly objecting to the proposed housing allocation HOU8 Top Wighay in GBC's Local Development Plan Publication Draft Part B (May 2026). The objection does not oppose housing growth in Linby in principle (Ret H3); in fact, the Parish Council explicitly supports more proportionate growth (small-scale and infill), provided they are properly mitigated. This is dealt with in our Linby Neighbourhood Plan and site Ret H3.

The core argument is that HOU8 is materially different in scale, constraint, and impact, and has not been shown to be sound, deliverable, or legally compliant.

The following summary is some of the key material considerations you may choose to consider, relevant to our Parish and the extensive proposed extension to Top Wighay in HOU8:

Green Belt Release:

The proposed additional Green Belt release includes the safeguarded land in the adopted local plan (Policy LPD16) and Joes Wood Local Wildlife Site to provide over 880 additional dwellings at Top Wighay. Clearly the additional release creates a site allocation a-kin with a new settlement and urban extension not the historic rural settlement of Linby.

The adopted Part 2 Local Plan states in paragraph 6.6.5 that:

"Top Wighay Farm and Moor Road may be suitable for development in their entirety subject to a detailed assessment of the site through a review of the Local Plan and a subsequent planning application."

The absence of a sequential assessment to justify the additional removal of Green Belt and the strong Green Belt contribution indicates that HOU 8 could be an unsound allocation. There is a clear need for sustainable development in appropriate locations and further rigorous site evaluation should be undertaken before proceeding.

Traffic Implications:

Linby Parish Council have commissioned independent reports on traffic and transport capacity to provide current data on traffic flows, movements and number of vehicles.

These demonstrate that recent traffic surveys show the B6011 is already carrying significantly more traffic than predicted. Since 2022, morning peak traffic has increased by 22.6%, evening peak traffic by 34.5%, and average daily traffic has risen from 13,214 to 15,961 vehicles. Heavy goods vehicles now make up around 11% of traffic. Importantly, these figures have been recorded **before** the 1,000 homes at Top Wighay Farm are fully occupied. This means the original transport assessment underestimated peak traffic by around 16% in the morning and 9% in the evening, with the B6011 now operating close to its theoretical capacity. The evidence suggests that previous traffic forecasts should be revisited and that a detailed capacity study is needed before further development proceeds, alongside greater emphasis on sustainable transport measures and the timely delivery of the proposed NET extension.

Flooding:

Linby Parish Council have commissioned independent reports on serial flooding within Linby village and related to the Top Wighay development. You can view copies of these reports via:

<https://linbyparishcouncil.co.uk>

Although the proposed development sites are in Flood Zone 1, there is not yet enough evidence to show that drainage can be managed without increasing flood risk. Before development is approved, developers should provide a detailed Sustainable Drainage Systems (SuDS) strategy demonstrating that surface water will be managed on site, drainage networks have sufficient capacity, and the development will not increase flooding locally or downstream. Blue-green infrastructure, such as swales, rain gardens and ponds, should be incorporated into the design from the outset rather than relying on off-site measures.

Infrastructure:

Paragraph 36 of the National Planning Policy Framework (NPPF) December 2024, requires plans to be deliverable over the plan period. Linby Parish Council does not consider that sufficient evidence has been presented to demonstrate that HOU8 is deliverable in environmental or infrastructure terms.

A central concern is the absence of a robust cumulative assessment of growth proposed across Linby. The Sustainability Appraisal appears primarily to assess sites individually rather than assessing the combined effects of allocations on:

- healthcare capacity, highway performance, school provision, drainage, infrastructure, biodiversity networks, recreational pressure on the Sherwood Forest ppSPA, landscape character and air quality associated with increased traffic.

The cumulative implications of multiple allocations appear insufficiently examined at the strategic level. In addition, the evidence base relies heavily on mitigation measures whose effectiveness, deliverability and viability have not yet been demonstrated. Examples include surface water mitigation, recreational mitigation, landscape mitigation, air quality mitigation, ecological mitigation, and transport mitigation.

Natural Environment:

After the proposed site allocations were prepared the Nottinghamshire Local Nature Recovery Strategy was adopted in September 2025. This maps all the important natural environment assets and wildlife areas across the Parish. It is unclear in any proposed allocations how this has been considered and HOU8 includes Joes Wood Local Wildlife Site.

Lived Experience:

As residents, you know the village better than anyone.

You know:

- Where roads regularly become congested.
- Where flooding happens after heavy rain.
- Which areas are important for wildlife.
- The pressures already faced by local services.

This local knowledge is valuable evidence.

If you have photographs, dates, videos or personal experiences of flooding, traffic congestion or other local issues, please include them in your response to GBC. Real-life experiences help demonstrate the challenges the parish already faces and why careful planning is so important before any further large-scale development is approved.