
BROXTOWE LOCAL PLAN - Appendix 2

Development Briefs

Six development sites proposed in the plan are the subjects of Development Briefs. In each of these cases it was considered that sufficient issues arising from the particular characteristics of these sites, or the complexity of the proposals, justified the publication of a development brief.

The sites are:

	Main Policy References
A : Beeston: South of Queens Road/site of Maltings, Dovecote Lane	H1d
B : Cossall: Part of former ski facility, Soloman Road	EM1g
C : Eastwood: Land west of Eastwood Hall, east of A610	EM1h
D : Eastwood: Walker Street	H1h
E : Newthorpe: Chewton Street (fringe of former landfill site)	H1o
F : Strelley: North of Bilborough College, Bilborough Road	H1q

DEVELOPMENT BRIEF A

LAND OFF QUEENS ROAD AND DOVECOTE LANE, BEESTON

Proposed Uses: Housing

Main policy references: H1d

The site

- Consists of the main pitch and facilities of the Nottingham Rugby Club and a small part of the Beeston Lads Club playing fields adjoining Queens Road.
- Has a gross area of 8.8 hectares within the boundaries shown on the attached plan.
- Part of the site has been previously developed and comprises “brownfield” land. It contains existing buildings on the Rugby Club and Lads Club land which will be removed.
- Is no longer required by the Rugby Club, who intend to move to an alternative site.
- Allows for sports activities to be retained on the Lads Club playing fields and on the adjacent Rugby Club training pitch. There will also be room for a new facilities building to be provided within the Lads Club playing fields, if required.
- Is contiguous with the existing urban area of Beeston.
- Is served by a number of frequent bus routes to numerous destinations. Beeston railway station is also within easy walking distance giving quick and easy access to Nottingham, Derby and the rest of the rail network. In addition, when complete, the Millennium Cycle Route will run along the northern boundary of the site.
- Falls within the catchment area of John Clifford Primary School, which has surplus places. Chilwell Comprehensive provides for secondary education and is stated by the relevant authority to be at or near capacity of its present accommodation.

Effects of policies relating to the site

Policy

- The site is identified as contributing to the requirement for new housing land by providing space for around 229 dwellings on 4.6 hectares within the total site area. Because of the location and character of the site and its surroundings, and the opportunity it offers for accessibility to transport other than by the private car, it is expected that the site will be developed at a higher than average density of 45 dwellings per hectare. H6
- Regard shall be paid to the character of existing housing and the amenity of its occupants in the design and layout of new residential development abutting developed areas. E1
- Appropriately designed landscaping shall be used along the railway and the Queens Road frontage in order to protect the setting and environment of the new housing. Development should retain existing trees within and adjacent to the site as part of a planned landscape framework to be provided around new buildings, roads and parking areas. Close attention should be given in design and

environmental terms to the boundaries with the existing housing on Redwood Crescent and Ireland Avenue.	E1/E24
<ul style="list-style-type: none"> The maltings building would be appropriate for conversion to up to 45 residential units. The design of dwellings on this site will be expected to include measures to address noise arising from nearby railway operations. 	E1
<ul style="list-style-type: none"> Access to the maltings building only shall be from Dovecote Lane. Access to the remainder of the site shall be from a new road leading off Queens Road. There shall be no vehicular access to the site from Ireland Avenue, except for a link for emergency. 	
<ul style="list-style-type: none"> Access for pedestrians and cyclists shall be provided and enhanced. A route shall be provided for pedestrians and cyclists through the site of the maltings in order to provide convenient access from the remainder of the site to Dovecote Lane and the railway station. This route shall be designed so as to protect the privacy and amenity of residents. 	T7/T9
<ul style="list-style-type: none"> The existing Rugby Club training pitch, to the west of the main pitch, and the remainder of the Lads' Club playing area not needed for the housing and its access road, shall be combined and retained as public open space. A pavilion of permanent construction shall be provided, adjoining car parking spaces. The maintenance of the former Lads' Club playing field shall respect the margins which display important grassland characteristics and are recognized by designation as a SINC. 	RC6/RC8
<ul style="list-style-type: none"> Given the multiple ownerships of this site, a jointly agreed master plan must be submitted with any planning application. Phasing arrangements will be negotiated through a legal agreement before any development is permitted to take place. 	
<ul style="list-style-type: none"> At least 25% of the total number of dwellings will be required to be "affordable" within the definition of that term in paragraph 4.56 of the Plan. 	H5
<ul style="list-style-type: none"> Financial contributions will be negotiated towards the provision and enhancement of walking and cycling measures and public transport facilities serving the site. 	T1
<ul style="list-style-type: none"> Where considered necessary to ensure compliance with matters covered in this brief, binding agreement shall be made between the site developer and the local planning authority and other relevant bodies. 	

The accompanying plan illustrates an example of how the site could be developed in accordance with this brief. The layout shown however may be subject amendment.

DEVELOPMENT BRIEF B

LAND OFF SOLOMAN ROAD, COSSALL

Proposed use: Employment Main policy reference: EM1g

The Site

- Has a gross area of 10.8 ha, of which 1.8 ha would be suitable for employment development with the remainder to form a country park.
- Is on southern edge of the Cossall industrial estate, in the Green Belt.
- Much of the site is a former colliery spoil tip which was subsequently used as a dry ski slope. The northern part of the site is at a lower level and contains associated buildings and parking areas.
- The northern part of the site is mainly screened from view from the south by the former spoil tip and partly screened from the north by trees adjacent to Soloman Road.

Effects of main policies relating to the site

Policy

- Development should adhere to good design principles and wherever possible enhance particular characteristics of the site and its surroundings. The scale and design of buildings should be appropriate to the setting of the site. E1/E9
- Buildings shall be located adjacent to the northern boundary of the site, with parking provision immediately to the south of the buildings. The trees along the northern boundary shall be retained. E1/E9/E24
- The country park shall be appropriately landscaped using native woodland species. Landscaping proposals shall include measures for the retention and enhancement of the existing tree planting. The park shall be available for public access at all times and shall have pedestrian links to the adjacent canal towpath. It shall include measures to protect and enhance the nature conservation value of the site. E1/E10/E16/E23/E24/T9
- The access to the site from Soloman Road and, if necessary, Soloman Road and the junction of Soloman Road with Coronation Road shall be improved by or on behalf of the developer to the reasonable requirements of the highway authority.
- Provision for the parking of vehicles and cycles should be made in accordance with the latest guidelines agreed with the highway authority. T7/T11

- Financial contribution will be negotiated towards walking and cycling measures and the retention or improvement of public transport facilities serving the immediate vicinity of the site. Subject to the definition of a rail-based public transport service involving a proposed station at Ilkeston Station a sum could alternatively contribute to that service at the discretion of the relevant planning and highway authorities.
- Where considered necessary to ensure compliance with matters covered in this brief, binding agreement shall be made between the site developer and the local planning authority and other relevant bodies.

T1

The accompanying plan illustrates an example of how the site could be developed in accordance with this brief. The layout shown however may be subject to amendment.

DEVELOPMENT BRIEF C

LAND WEST OF EASTWOOD HALL AND EAST OF A610 LANGLEY MILL BY-PASS, EASTWOOD

Proposed Use: Employment Main policy reference: EM1h

The Site

- Has a gross area of 21.6 ha of which 14.8 ha would be suitable for employment development with the remainder to comprise informal open space.
- Is on the northern edge of the Eastwood urban area, in the Green Belt. Part of the site was formerly a tip with sludge lagoons.
- Is partly classified as Grade 4 agricultural land.
- Would take access from the A610 and adjoins an existing employment area at Mushroom Farm (Meadowbank Way) to which it would provide a new vehicular access
- On its eastern edge, adjoins the curtilage of Eastwood Hall, a listed building and conference centre.
- Would represent the reclamation of derelict land.
- Is mainly screened from view from the north by a colliery spoil hill.
- Is reasonably close to frequent bus services along Mansfield Road, to the east of the site.

Effects of policies relating to the site

Policy

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| • Development should adhere to good design principles and recognise and wherever possible enhance particular characteristics of the site and its surroundings. The scale and design of buildings should be appropriate to the setting of the site, particularly where it forms a future Green Belt boundary. | E1 |
| • Development close to the eastern boundary shall be restricted to Class B1 development, in order to protect the amenity of occupants of Eastwood Hall. | EM1h/E34 |
| • Development shall be appropriately landscaped using native species, including measures for the retention and enhancement of the existing landscape quality provided by the Nether Green Brook. A planting belt should be created at the eastern edge of the site, to help protect the setting of Eastwood Hall. | E1/E6/E23/E24 |
| • The site must be well linked to Eastwood and Langley Mill in order to promote journeys to work on foot, bicycles and public transport and a green commuter plan will be required in order to minimise commuting to the site by car. Some of the | |

pedestrian/cycle routes including the proposed greenway, will traverse Hall Park and cross Nether Green Brook.

T2/T7/T9/RC16

- Off-site highway improvements to provide a new junction with the A610 shall be undertaken by or on behalf of the developer to the reasonable requirements of the highway authority. The access road within the site shall be linked through to the industrial area on Meadowbank Way, following which an off-site road closure to all traffic except cycles and buses shall take place to Old Derby Road to convert that road to a cul-de-sac for all other traffic.
- Financial contribution will be negotiated toward cycling and walking measures and the retention or improvement of public transport facilities serving the immediate vicinity of the site.
- Phasing of development shall recognise the need for provision of infrastructure and services during or in advance of the completion of buildings. In particular it will be necessary for the new road through the site to link to Meadowbank Way to be completed prior to the occupation of buildings.
- The Council will need to be satisfied that the loading capacity of the ex-lagoon areas is suitable for the development proposed.
- Where considered necessary to ensure compliance with matters covered in this brief, binding agreement shall be made between the site developer and the local planning authority and other relevant bodies.

T1

A planning application will need to be submitted for the whole of the site, in the form of a master plan to allow an overall assessment of development proposals to be made. Detailed transport assessment work will be necessary in conjunction with any planning application submitted for this site, in order to determine the acceptability of any particular mix of B1, B2 and B8 uses.

The accompanying plan illustrates an example of how the site could be developed in accordance with this brief. The layout shown is however may be subject amendment.

DEVELOPMENT BRIEF D

WALKER STREET, EASTWOOD

Proposed Use: Housing, Recreation and extension to Primary School grounds

Main policy reference: H1h, RC5, RC7, RC8

The site

- Has a total area of approximately 7.6 hectares contained within the boundaries shown on the attached plan.
- Is previously developed ("brownfield") land containing vacant secondary school buildings and associated facilities including playing fields and a tennis court. Its availability has arisen through the consolidation of Eastwood Comprehensive Lower School on to the Upper School (Hall Park) site. In the eastern part of the land is an area of informal open space known locally as "The Canyons", on the site of a filled brickpit.
- Is located on the north-eastern edge of Eastwood town centre and within five minutes walk of frequent bus services along Nottingham Road.
- Is arranged in a series of terraces on a north-facing slope, from which there are extensive views into the countryside associated with D H Lawrence's works, and promoted as part of a heritage trail.

Effects of policies relating to the site

Policy

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| • The site is identified as contributing to the requirement for new housing land by providing space for a minimum of 130 dwellings on 2.8 hectares within the total site area. | H1 |
| • The site is also identified as contributing 4.8 hectares of recreation space including 1.0 hectares which will be retained by the adjoining Lynncroft Primary School. | RC5, RC7, RC8 |
| • Where considered necessary to ensure compliance with matters covered in this brief, binding agreement shall be made between the site developer and the local planning authority and other relevant bodies. | |
| • Development proposals shall include details of investigations of possible contamination of the land and measures to deal with any such contamination. | E27 |
| • The site is in Phase 1 of the housing allocations in the Plan, and therefore there is no imposed constraint to its early development. | H2 |
| • Development of this site will be expected to provide a | H3 |

variety of dwelling types and sizes.

- At least 25% of the total number of dwellings will be required to be “affordable” within the definition of that term in paragraph 4.59 of the Plan. H5
- The net density of housing development overall shall be not less than 40 dwellings per hectare. H6
- Provision should be made for the dedication of open space and the addition of a pavilion of an appropriate size to serve the pitches provided (including contribution toward the future maintenance thereof), with thirty car parking spaces. The pitches shall consist of one senior and one junior football pitch. RC7, RC8
- Provision should be made for a playground (including contribution toward the future maintenance thereof), to be located on the recreation area, to the standard of a Neighbourhood Equipped Area for Play (NPFA definition). RC6
- Vehicular access needs to be taken from two points on Walker Street, connected within the development.
- A cycling and pedestrian link shall be provided to Wellington Street, to the south-west corner of the site, in order to provide good accessibility on foot and bicycle to Eastwood town centre. T7/T9
- The public footpath which currently traverses the site from south to north shall be diverted around the edge of the area retained by the primary school, and shall join Garden Road at an existing footpath connection between nos 59 and 61. T9
- A corridor of open space of at least 25 metres wide shall be maintained at a suitable point along the southern boundary of the site in order to enable a panorama to be enjoyed northwards from Walker Street as part of the D H Lawrence Heritage Trail.
- Financial contribution will be negotiated towards the provision of walking and cycling measures and the retention or improvement of public transport facilities serving the immediate vicinity of the site. T1
- A Transport Assessment will be required for the development, which may identify improvements needed to the surrounding road network in order to safely accommodate the extra traffic that the development will generate. T11

The accompanying plan illustrates an example of how the site could be developed in accordance with this brief. The layout shown however may be subject to amendment.

DEVELOPMENT BRIEF E

CHEWTON STREET, NEWTHORPE (FRINGE OF FORMER LANDFILL SITE)

Proposed Use: Housing

Main policy reference: H1o

The site

- Has a total area of approximately 9 hectares, of which 8.0 hectares is expected to come forward for housing development.
- Is outside the Green Belt and classified as greenfield land, having not been previously developed. These fields, which have been used for grazing, form the northern and eastern fringes of a former landfill site, known locally as Matkins Tip and accessed off Newmanleys Road.
- Is located on the southern edge of the built-up area of Eastwood and Giltbrook and in close proximity to frequent bus services along Chewton Street, which connect to services to Nottingham. The site forms a logical extension to housing in the Giltbrook Farm and Newthorpe Common areas.
- Can only be brought into use through the construction of mitigation measures, which will prevent the migration of landfill gases into the area proposed for housing and other surrounding land. These are likely to include a bentonite wall to the depth of landfill, and, as an additional precaution, an impermeable membrane should be incorporated into the foundations of all structures. All details would be subject to the satisfaction and approval of the Environment Agency.

Effects of policies relating to the site

Policy

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| • The site is identified as contributing 8.0 hectares of land for new housing, which it is estimated will be capable of accommodating 320 dwellings. If further vehicular accesses are created to serve the site, it may be possible for this figure to be exceeded. | H1 |
| • Development proposals shall include details of the measures to be taken to deal with any contamination of the land through landfill gassing, and subsequent monitoring to demonstrate that the measures have been effective. | E29 |
| • Where considered necessary to ensure compliance with matters covered in this brief, binding agreement shall be made between the site developer and the local planning authority and other relevant bodies. | |
| • The site is in Phase 2 of the housing allocations in the Plan, however it is recognised that in order to secure its completion by the end of the Plan period it may be necessary to allow the construction of the bentonite slurry wall in advance of the Phase 2 period. | H2 |

- Development of this site will be expected to provide a variety of dwelling types and sizes. H3
- At least 25% of the total number of dwellings will be required to be “affordable” within the definition of that term in paragraph 4.59 of the Plan. H5
- The net density of housing development overall shall be not less than 40 dwellings per hectare. H6
- Provision should be made for an area of informal open space sufficient to contain the setting for a playground to the standard of a Neighbourhood Equipped Area for Play (NPFA definition). In addition to the provision of the playground, a contribution should be made towards the future maintenance of both the playground and any open space. This recreation space should not be provided on the former landfill area. RC8
- Vehicular access needs to be taken from at least two points: one on Chewton Street and one on Smithurst Road, connected within the development. Any additional points of access will be subject to the agreement of the highway authority as part of a Transport Assessment for the site.
- Cycling and pedestrian links need to be created to assist these modes of transport. In particular, the existing public footpaths across the site need to be incorporated in the development layout or diverted to logical alternative routes. The public bridleway on the site’s eastern boundary should be retained intact apart from where it would need to be breached by the vehicular access for the site and potentially linked to the western side along the southern edge of the developed area. T7/T9
- Financial contribution will be negotiated towards the provision of walking and cycling measures and the retention or improvement of public transport facilities serving the immediate vicinity of the site. T1
- A Transport Assessment for the development will need to be agreed with the highway authority, which may identify improvements needed to the surrounding road network in order to safely accommodate the extra traffic that the development will generate. Agreement has already been reached that the developers would fund an improvement to the Smithurst Road/Nottingham Road junction to create a mini-roundabout, or contribute to an alternative improvement scheme if that is preferred. T11
- A proposed layout showing the proposed position of open space within the site, and the proposed treatment of existing hedgerows within the site, shall be submitted for discussion E16

prior to the formal submission of a planning application. This layout should also show any proposals for the south-east extremity of the site, which is designated as a Site of Importance for Nature Conservation (SINC ref no. 2/257), where it will be necessary to demonstrate how the value of the area can be enhanced through positive measures. It is accepted that a further designated SINC (ref. no. 2/144) on two fields in the north-east of the site is of lesser value and that its loss should be mitigated by enhancement elsewhere, to be determined through a full ecological survey.

Information note regarding the proposed bentonite slurry wall

The bentonite slurry wall will provide an impermeable barrier which is constructed to the full depth of the landfill. This wall will be constructed along the boundary with the proposed residential development and along the boundary of the existing dwellings on Braemar Avenue. On the landfill side of the wall a vent trench will be constructed to a depth of 2 to 3 metres. This trench will be constructed around the extent of the landfill site and will capture and release in a controlled manner gases arising from the landfill. These gases are filtered through the trench and at release to the atmosphere the gases are not odious and are of no concern to human health.

On the development side of the wall a 5 metre maintenance strip will be allowed for visual inspections of the wall. Essentially the only threats to the integrity of such walls are civil engineering works such as service ducting. However, in this instance all service routes including drainage are proposed to go around the development and outside of the landfill site. The maintenance strip is therefore a precautionary measure. For the same reason a 'no build zone' of 25 metres is created. This 25 metres of land can include back gardens and public open space. A stand off between the landfill and dwellings is not required to keep people a safe living distance away from the landfill, it is purely precautionary to prevent any building encroachment upon the wall and ensure the integrity of the structure. There would be no human health consequence of living in close proximity to the wall.

The accompanying plan illustrates an example of how the site could be developed in accordance with this brief. The layout shown however may be subject to amendment.

DEVELOPMENT BRIEF F

NORTH OF BILBOROUGH COLLEGE, BILBOROUGH ROAD, STRELLEY

Proposed use: Housing

Main policy reference: H1q

The site

- Has a gross area of 4.8 ha contained within the boundaries shown on the attached plan.
- Is contiguous with the existing urban area of Nottingham City and separated from the mainly open countryside by Bilborough Road.
- Is capable of access off Bilborough Road.
- Is presently laid out for two full size adult pitches and one junior pitch. The development site is extremely level giving good views to the south-east towards Nottingham and Wollaton Hall and Park. Conversely due to the way the land slopes away from the site, any development will be prominent from the south-east.
- There is no formal public access to the site.
- The education facilities closest to the site fall within the city boundary. North of the site is Melbury Primary School and to the south is William Sharp Comprehensive, both of which are reported by the relevant authorities to be running at, or close to, full capacity of their present accommodation.
- Is served by bus services running from Nottingham to Bulwell along Bilborough Road. In addition there are other bus routes running along Bracebridge Drive to the south of the site.

Effects of main policies relating to the site

Policy

- The site is identified as contributing to the requirement for new housing land by providing space for around 120 houses on 3.5 ha of net developable land. H1q
- Development of this site will be expected to provide a variety of dwellings types and sizes. H3
- At least 25% of the total number of dwellings will be required to be 'affordable' within the definition of that term in paragraph 4.59 of the Plan. H5
- The net density of development shall not be less than 40 dwellings per hectare. H6
- The setting and environment of new housing shall be protected by an appropriate earth mound and landscaping in order to screen the new housing along Bilborough Road. E1/RC8

- Regard shall be paid to the character of existing housing and the amenity of its occupants in the design and layout of new development abutting presently developed areas. The issue is of particular importance due to the variance of ground levels between the site and adjoining housing. E1
- Within the site there are a number of trees to be protected which lend themselves to the main focus for both open space and landscaping requirements. In addition, provision for a junior play area should be made within the site. RC6/RC8
- Due to the site's present use, replacement playing facilities with public access will be required in close proximity to the site. No residential development shall take place until the replacement playing facilities have been laid out and are ready for use.
- The only vehicular access to the site shall be gained off Bilborough Road via a new traffic island. This will also form a new access to Bilborough College allowing the present entrance on Bilborough Road to be closed. Details of these arrangements shall be to the satisfaction of the highway authority.
- Particular attention shall be paid to creating pedestrian and cycle links with the existing urban and rural areas surrounding the site in order to aid modal transfer. In addition a traffic impact assessment will be required concentrating on the effects on Bilborough Road and Strelley junction. T7/T9
- Financial contribution will be negotiated toward the retention or improvement of transport facilities serving the immediate vicinity of the site. T1
- Where considered necessary to ensure compliance with matters covered in this brief, binding agreement shall be made between the site developer and the local planning authority and other relevant authorities.

The accompanying plan illustrates an example of how the site could be developed in accordance with this brief. The layout shown however may be subject to amendment.

