

Chapter 4: Housing

Introduction

4.1 A main purpose of the local plan is to ensure that housing needs in Broxtowe are catered for. Broxtowe contains housing of different types generally well located in relation to amenities and transport facilities and providing for the needs of people across a wide spectrum of ages, incomes and family circumstances.

4.2 Current and projected changes in population and household size mean that a supply of new dwellings will be required to meet needs over the plan period 1991 to 2011. Some of this housing has already been provided through the implementation of the 1994 Local Plan, but new sites for housing must be found.

4.3 The 1996 Nottinghamshire Structure Plan Review estimates that the 1991 population of 108,757 will increase by just over 0.5% over the period 1991 to 2011 to 109,349. This slight increase is primarily a result of a continuing rise in the elderly population of the borough. Despite the small projected increase in population, the requirement for new dwellings identified in Structure Plan Review is 5,500. This is largely because of the projected decrease in average household size over the same period, which reflects increased numbers of single elderly people, rising divorce rates and changed styles of living. Latest government estimates are that around 80% of growth will consist of single person households with resultant effects on the size, type and cost of housing units to be built.

Existing Stock of Housing

4.4 The borough's housing stock at April 2004 was estimated to be 47,187. Table 4.1 shows that the large majority of the stock is owner occupied.

Table 4.1

Dwelling Stock by Tenure – Broxtowe (2001 Census)

Owner Occupied	76%
Council Rented	10%
Private Rented	11%
Housing Association / Registered Social Landlord	2%

4.5 The majority of new housing has been, and is likely to continue to be, provided by the private sector. It is the responsibility of the Council to ensure that the housing needs of all present and future residents are catered for. Therefore, the Council will require private development to be of a form which meets the various housing needs of the community as set out in the annual Housing Strategy Statement, including 'affordable' housing. The Council will also take opportunities to bring forward other special needs housing as appropriate.

4.6 The housing stock in Broxtowe is generally in a good state of repair and vacancy rates are low (estimated at 2.02% in 2003 Housing Strategy). The Council continues to work towards keeping vacancy rates to a minimum and operates schemes to eliminate unfit dwellings both in the public and private sector. Proposals which bring vacant housing back into use are supported by the Council, in accordance with its Empty Homes Strategy. A reduction in vacancy rate is already assumed in the calculation of

the Structure Plan housing provision figures. If monitoring shows that the rate of reduction has, in practice, varied significantly from that predicted, then an adjustment will be made at the next review when a fresh calculation of local housing need is made.

BACKGROUND TO THE PLAN'S POLICIES

Government Guidance

4.7 PPG3 Housing (March 2000) requires that the provision made in Structure Plans for new housing will be translated into specific land allocations through local plans. It places great emphasis on achieving sustainable patterns of development and introduces a search sequence for the selection of land for housing in development plans, as well as a sequential approach to the release of housing sites. Moves towards higher densities, a greater emphasis on re-use of brownfield land, and examination of scope for reducing parking requirements should all help to bring a greater variety of house-types on to the market. The principles involved are recognised as the appropriate direction for revising local policy.

4.8 Circular 06/98 on Planning and Affordable Housing states that "a community's need for affordable housing is a material planning consideration". The circular advises local authorities to define what they regard as affordable housing and indicate how many affordable houses need to be provided throughout the plan area. It advises that local plans, in response to local need, should set indicative targets for affordable housing to be achieved on specific housing sites of 25 dwellings/1 hectare or more.

4.9 PPG1 General Policy and Principles (February 1997) reaffirms the importance of the development plan in shaping new development. It also develops the three guiding principles of sustainable development, encouragement of mixed uses and high quality design. With regard to housing, the PPG advises local authorities to allocate the maximum amount of housing to previously-developed sites within larger urban areas and to provide a mixture and range of housing types to meet increasingly varied housing requirements.

4.10 PPG12 Development Plans (December 1999) describes the central role of development plans in ensuring that development growth is sustainable. It reaffirms the importance of sustainability issues and advises that the links between development plans and local transport plans must be clearly demonstrated. Further comment on this theme appears in the Transport chapter.

4.11 PPG13 Transport (2001) states that housing development should be located, wherever possible, so as to provide a choice of means of travel to other facilities.

4.12 Regional Planning Guidance for the East Midlands (RPG8, 2002) also emphasises the need to concentrate development in or adjacent to existing urban areas and co-ordinate development with transport policies to assist in the objectives of sustainable development. A new Regional Spatial Strategy is expected to be adopted in 2005.

1996 Nottinghamshire Structure Plan Review

4.13 The 1996 Nottinghamshire Structure Plan Review sets the

strategic policy context for the local plan and should be referred to in conjunction with this document. The policies in the Structure Plan Review which have directly shaped policies in this plan are described in the following paragraphs.

4.14 Policy 1/1 states that provision will be made for a scale of economic development that meets the needs of the County's population and enables the protection and enhancement of the environment. This involves the provision of sufficient housing sites.

4.15 Policies 1/2 and 1/3 give guidance on the distribution of development. Policy 1/5 gives guidance for Green Belt revision and for Safeguarded Land.

4.16 Policy 4/1 sets the scale of housing provision over the plan period for Broxtowe at 5,500 dwellings. The breakdown of how this commitment will be addressed is set out in Table 4.2 which carries forward dwelling requirements identified in the Structure Plan population and housing technical report (Table 9.2) to April 2000, using the Borough Council's own annual survey records.

4.17 Policy 4/2 states that provision will be made in Local Plans for affordable housing in both urban and rural areas through policies which facilitate affordable housing where there is a demonstrable need and which exceptionally allow affordable housing in rural areas on land that would not normally be released for housing.

4.18 Policy 4/3 states that Local Plans should contain policies which facilitate development taking place at as high a density as is compatible with the characteristics of the site and indicates types of location where

higher densities may be appropriate.

4.19 Policy 10/4 states that in preparing local plans and in considering proposals for all major new development, preference will be given to the establishment of energy efficient land use patterns and proposed development which incorporates energy efficient layouts.

1994 Broxtowe Local Plan

4.20 Policies HO1 and HO2 identified a number of housing sites, some of which have not been developed. Some, but not all, are still considered to be suitable and readily available for development and these sites have been carried forward into this Plan.

Urban Capacity Studies

4.21 Central government has promoted the use of urban capacity studies in order to encourage local authorities to make a fresh examination of the capacity of existing urban land to accommodate development requirements. This approach was reaffirmed in PPG3 Housing, issued in March 2000, and the guide to good practice entitled 'Tapping the Potential' issued in December 2000. The Council carried out two studies, in 1997 and 1999, which are summarised below. Details are included in Technical Report 2.

4.22 At the start of the local plan review in 1997 an urban site searching exercise was undertaken, involving an examination of open urban sites of over 0.5 hectares. The first phase of the exercise brought together information already available within the Council. In total 171 hectares of open urban land was assessed. Any sites protected for other uses in the 1994 Local Plan and sites known to be well utilised were excluded at this stage.

Sites with particularly difficult conditions, such as steep slopes, were also discounted. Planning histories were checked for each site and in some cases previous assessments gave information which ruled out potential development. The remaining sites were then subject to further investigation and individual site visits. At this stage certain sites were excluded due to difficulty of access or environmental importance. All the remaining 15 sites were then put forward as potential development sites in the Consultation Draft of the Local Plan Review in April 1998.

4.23 In early 1999 the Council, together with local authorities across Britain, carried out a survey for Phase 1 of the government's National Land Use Database (NLUD). The Council's survey involved a combination of map scrutiny, site visits and reference to other relevant Council records such as annual land availability studies, business rate vacancy records and derelict land surveys. The information from the 1997 exercise was also an important input to this survey. The NLUD survey was wider in scope than the site searching exercise, as it attempted to identify all land, within both urban and rural areas, which was previously developed or known to have redevelopment potential. Although the survey only considered development for residential purposes, it analysed at a greater level of detail by including all known land that could potentially accommodate at least one house plot (0.02 hectares). Additional analysis was undertaken to assess which sites may realistically come forward within the Plan period. This resulted in an area of 41.1 hectares on 11 sites, which all contributed to development requirements (for both housing and employment) identified in the Deposit Draft.

Annual Housing Strategy Statement

4.24 The Council produces an Annual Housing Strategy Statement which sets out housing aims and also the methods for meeting housing needs over the coming year. The statement includes an assessment of the current housing stock in the borough and the housing requirements of different sections of the population. The policies in this chapter have been developed in conjunction with this strategy and the two documents are designed to be complementary.

AIMS AND OBJECTIVES

4.25 The policies and proposals set out in this chapter have been developed from the strategic aims of the plan. The aims which are of particular relevance to housing are reproduced below. The objectives are a refinement of the aims and relate to specific planning issues. Each policy is designed to meet aspects of specific objectives which are referred to for each policy.

Aims

4.26 The strategic aims which are of particular relevance to housing are:

- * encouraging accessibility by means of transport other than the private car and minimising the need to travel;
- * meeting the needs of the borough for new housing, employment development and community facilities;
- * protecting and enhancing urban and rural environments.

Objectives

4.27 The Council's housing objectives are derived from the strategic aims and are:

framework set out in Chapter 2.

- h/a To encourage the provision of a wide range of housing types and tenure to meet the needs of all sections of the population;
- h/b To provide sufficient new housing land to meet projected demand until 2011;
- h/c To ensure that the net density of new housing development is generally maximised;
- h/d To ensure that new housing development is integrated with the existing and proposed public transport network and travel to work destinations so that additional journeys by private car are kept to a minimum;
- h/e To maintain a high quality of design in new housing development and protect the amenity and character of existing residential areas;
- h/f To provide affordable housing in all parts of the borough;
- h/g To locate as much new housing as possible without detriment to amenity on previously-developed sites in the existing urban area;
- h/h To require reasonable measures to maximise energy efficiency in housing design;
- h/i To encourage mixed use developments in appropriate circumstances.

4.28 The formulation of housing policies and proposals has been carried out within the strategic

POLICIES FOR HOUSING

Overall Need

4.29 The overall need for new housing in the Borough has been derived from the Structure Plan requirement for the period 1991-2011, less the number of dwellings completed and conversions carried out during the first part of this period. The figures are set out in more detail in Table 4.2 and represent the position at 1 April 2000, the base date of the Plan. The requirement for new dwellings will be satisfied by: (i) an allowance for presently unidentified sites at a rate based on past performance, the expectations of the Structure Plan Population and Housing technical report and increased expectations for re-use of urban land where appropriate; (ii) an allowance for conversions and changes of use projected from past performance and anticipated developments in the light of the Council's housing strategy and more flexible policy applications introduced under paragraphs 4.55 and 4.56 of this plan; and (iii) new housing land allocations and existing commitments to be carried forward. It can be seen from a comparison of the figure of 1972 in Table 4.2 with the total of the Policy H1 Housing Allocations table (1781) on page 52 that the total number of dwellings proposed by this Local Plan represents a small shortfall from the Structure Plan target. The shortfall is just under 200 dwellings, or less than 4% of the Structure Plan's requirement of 5500. The justification for this shortfall is partly based on the rapid progress of housing completions in Nottingham City beyond the expectations of the Structure Plan.

Table 4.2 - Housing Provision

Dwellings already completed 1/4/91 – 1/4/00	2005
Dwellings with planning permission not completed at 1/4/00 (not including conversions and changes of use)	423
Allowance for windfalls ¹ 1/4/00 – 1/4/11 @ 85 pa	935
Allowance for conversions and changes of use 1/4/00 – 1/4/11 @ 15pa	165
Subtotal	3528
Dwellings to be provided on newly allocated sites 1/4/00 – 1/4/2011 (i.e. 5500 minus 3528)	1972²

Footnotes:

- ¹ Definition of "windfall" sites: sites (of any size) which are not allocated for housing and which obtain planning permission for this use.
- ² 5500 is the Structure Plan target figure. 1972 is the figure for newly allocated sites with no shortfall assumed, therefore reference to Table H2 demonstrates the shortfall from the Structure Plan target figure of just under 200 dwellings.

NEW HOUSING SITES

4.30 Policy H1 identifies all sites on which residential development is proposed, noting those sites which have been previously developed. Site specific criteria for constraints on the form of development are identified in supplementary detail paragraphs which form part of the policy.

4.31 A number of sites which were identified in the 1994 Local Plan or had the benefit of planning permission for housing development remain undeveloped. These sites have been the subject of reconsideration and, where appropriate, are carried forward as allocations in this local plan. Sites which were previously allocated for employment development have also been reconsidered and, as a result, land south of Smithurst Road, Giltbrook is now proposed for housing development in Policy H1 (k).

4.32 Policy H1 is designed to implement objective h/b, and to satisfy the requirement for new housing land as referred to in Table 4.2 above.

H1 Planning permission will be granted for residential development on the following sites subject to the provisions of Phasing Policy H2:

	Net Area (ha)	Min. no. of dwgs	Applied min. net density (dwgs per ha)
Attenborough:			
(a) Central Ordnance Depot, Swiney Way (pd)	9.1	377	40
(b) T.A. Centre, Ranson Road (pd)	2.3	95	40
Awsorth:			
(c) East of Main Street	0.7	25	35
Beeston:			
* (d) South of Queens Road / site of Maltings, Dovecote Lane (part pd)	4.6	229	45
Bramcote:			
(e) East of Chilwell Lane	1.4	50	35
Chilwell:			
(f) Field Lane (pd)	1.4	50	35
Eastwood:			
(g) West of Church Street	0.6	24	40
* (h) Walker Street (pd)	3.3	132	40
Giltbrook:			
(i) Halls Lane	2.2	88	40
(j) Dyers & Cleaners site, Hampden Street (pd)	1.3	50	40
(k) South of Smithurst Road	2.3	92	40
Kimberley:			
(l) Builders' yard, north of Eastwood Road (pd)	0.6	22	40
(m) South of Eastwood Road (pd)	1.0	40	40
(n) North-west of Hardy Close	0.6	25	40
Newthorpe			
* (o) Chewton Street (fringe of former landfill site)	8.0	320	40
(p) East of Pinfold Road	0.6	22	
Strelley:			
* (q) North of Bilborough College, Bilborough Road (pd)	3.5	140	40
Total		1781	

Applications for development on the above sites will be considered with regard to site-specific criteria set out over the following pages and in the context of the detailed policies of the plan.

- * Development Brief prepared for site: see Appendix 2
 (pd) Previously developed land

4.33 Central Ordnance Depot, Swiney Way, Attenborough:

An urban brownfield site to the west of existing new housing has been released from Ministry of Defence use. Housing would be permitted as part of a comprehensive redevelopment scheme including employment land (see policy EM1). The site is flat land in an unobtrusive low-lying location. The density figure chosen reflects the site's proximity to frequent public transport services, which are within 400 metres walking distance of the site. The development should ensure an attractive appearance to the Swiney Way frontage and appropriate measures should be taken with the design, layout and landscaping at the interface between the housing and employment development. The development will include a primary school, which should be provided within three years of the completion of the 350th dwelling on the site, or by 1 April 2011, whichever is the earlier. The school is also intended to be available as a community facility. If the school is not provided, part of its land reservation will be needed to build a community facility, and the remainder would be available for additional housing.

H1 (a) Central Ordnance Depot, Swiney Way, Attenborough:

Development shall be accessed from Swiney Way, primarily from the northern spur of the existing roundabout on Swiney Way/Ranson Road. The site layout shall be designed so as to deter through traffic. New facilities shall be provided for the safe crossing by pedestrians and cyclists of Swiney Way.

The minimum net housing density for the site shall be 40 dwellings per

hectare.

Development proposals shall include details of investigation of possible contamination on the site and measures to deal with any such contamination.

The proposals shall include measures for the protection of mature trees within and adjacent to the site.

Provision shall be made for the enhancement of recreation provision by extending the existing open space adjoining the eastern boundary of the site. A landscaped footpath and cycleway should be provided next to the line of mature trees in the south-east part of the site.

Provision should be made for a primary school which together with its playing space requires 1.4 hectares. The school's buildings and playing space should be available for public use when not in school use.

4.34 TA Centre, Ranson Road, Attenborough:

This urban brownfield site is on flat land between recently built housing on former depot land and housing at Haddon Crescent. The site contains a number of mature trees near its existing entrance. The density figure chosen reflects the site's proximity to frequent public transport services, which are within 400 metres walking distance of the site.

H1 (b) TA Centre, Ranson Road, Attenborough:

Development shall be accessed from the existing roundabout on

Ranson Road and an additional emergency access link is also required. The proposals shall include measures for the protection of mature trees within the site.

The minimum net housing density for the site shall be 40 dwellings per hectare.

4.35 East of Main Street, Awsworth:

This site is not in the Green Belt, but is on the built-up edge of the village. It was previously used for private allotments and abuts housing on its west side. As the site’s eastern boundary coincides with the Green Belt boundary, additional measures to enhance and strengthen this edge should be incorporated in proposals. The density figure chosen reflects the site’s proximity to reasonable public transport services.

H1 (c) East of Main Street, Awsworth:

Development shall be accessed from Old School Lane. Additional planting will be required along the eastern boundary of the site to provide a clear and attractive green belt boundary.

The minimum net housing density for the site shall be 35 dwellings per hectare.

4.36 South of Queens Road / site of Maltings, Dovecote Lane, Beeston:

This urban site presently 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, together with the Maltings building and associated land served from Dovecote Lane. The majority of the site has been previously developed and is

therefore “brownfield” land. The greenfield part of the site is needed to provide access to the remainder, resulting in a reduction of the area of the Lads Club field which is also a Site of Importance for Nature Conservation. The Rugby Club has indicated that it wishes to relocate to the Highfields area within the City boundary. The Maltings has already been vacated and would be unlikely to attract new business uses. Its conversion to residential use would be expected to yield up to 50 units, and it would need to include measures to address noise from the railway. Access to the Maltings building, or to an agreed equivalent number of bed spaces in new property that its conversion could achieve, would continue to be from Dovecote Lane, but the remainder of the site would be accessed from Queens Road. The remaining land in the Lads Club and Rugby Club ownerships, which is not to be built on, would be retained as open space and dedicated to the Council. It would include a brick-built pavilion and car parking area to serve the pitches and play area to be laid out in this open space. The whole site is appropriate for relatively high density development, given its proximity to the railway station and its immediate access to good public transport services along Queens Road. A contribution will be sought towards education provision commensurate with the impact of the new housing. A development brief for the site appears in Appendix 2.

H1 (d) South of Queens Road / site of Maltings, Dovecote Lane, Beeston:

Appropriately designed landscaping along the railway line shall protect the setting and environment of the new housing. The proposals shall include measures for the protection of mature trees within the site.

The minimum net housing density for the site shall be 45 dwellings per hectare due to the site's proximity to the railway station, and suitability for high-density treatment.

Housing on the Lads Club land and the Rugby Club land shall be accessed by a new road off Queens Road. Access may be taken from Dovecote Lane for the Maltings building if converted to residential use or for the equivalent number of bed spaces in new property that its conversion could achieve.

Access for pedestrians and cyclists within and around the site, including links to existing networks and Beeston rail station, should be provided and enhanced. In particular a pedestrian and cycle link must be provided between the Maltings and the Rugby Club parts of the site.

Land to the west of the new road off Queens Road, and to the west of the Rugby Club ground, should remain as open space and include formal pitches, an equipped children's play area, a permanent pavilion and associated car parking. Land attached to the Maltings does not require its own open space but developers of this part of the site would be expected to contribute proportionately to the recreation provision in the western part of the site.

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.

4.37 East of Chilwell Lane, Bramcote:

This edge-of-urban site, formerly a grazing field but not in the Green Belt, was previously safeguarded for education purposes but is no longer needed for that purpose. A prominent band of trees across the site would be retained. To the east of the site the County Council has built a residential home for older people, with an access road which cuts across the site. The density figure chosen reflects the site's proximity to reasonable public transport services.

H1 (e) East of Chilwell Lane, Bramcote:

Development shall be accessed from Chilwell Lane, and an emergency access link is also required. The proposals shall include measures for the protection of mature trees within the site.

The minimum net housing density for the site shall be 35 dwellings per hectare.

4.38 Field Lane, Chilwell:

This site currently forms part of the Central Ordnance Depot, Chilwell. It was identified for housing development in the 1994 Local Plan but constraints arising from a high voltage power line across the site and the MOD's review of land releases led to the site not coming forward. It is now understood that the land will become available for development and the power line is scheduled to be dismantled, following the commissioning of a replacement route elsewhere. The density figure chosen reflects the site's proximity to reasonable public transport services.

H1 (f) Field Lane, Chilwell:

Development shall be accessed from Field Lane.

Development will not be permitted to take place until the overhead power line crossing the site has been removed.

The minimum net housing density for the site shall be 35 dwellings per hectare.

4.39 West of Church Street, Eastwood:

This urban site has not been previously developed, and in the previous local plan was safeguarded as a site to construct a replacement for the primary school on Devonshire Drive. It is now confirmed for this purpose, with a small amount of housing, both accessed from a new road to be constructed adjoining no. 84 Church Street. The site consists of former grazing fields and the part allocated for housing abuts back gardens of properties on South Street and Woodland Way. The density figure chosen for the housing reflects the site's proximity to frequent public transport services.

H1 (g) West of Church Street, Eastwood:

Development shall be accessed from Church Street. The minimum net housing density for the site shall be 40 dwellings per hectare.

4.40 Walker Street, Eastwood

This site has come forward because of the planned consolidation of the Eastwood Comprehensive Lower School on to the Hall Park site. It consists of school buildings and facilities including two terraces of playing fields and a tennis court. To

the east, the site incorporates informal open space known as The Canyons. A public footpath runs north-south across the site, which will need to be diverted. The adjoining primary school will acquire part of the existing open space as a permanent junior pitch. The remaining pitches shall be serviced by a permanent changing facility. Vehicle access to the housing and open space will be made from Walker Street. The development will be laid out in a manner which maintains a view northwards from Walker Street near the western edge of The Canyons area. The net area for the development will be 3.3 hectares, and the density figure chosen reflects the site's proximity to frequent public transport services, which are within 400 metres walking distance of the site. A Development Brief for the site appears in Appendix 2.

H1 (h) Walker Street, Eastwood:

Vehicular access to the site shall be from Walker Street.

Provision shall be made for the dedication of open space complementing the housing development, with the addition of permanent changing facilities and associated car parking.

The minimum net housing density for the site shall be 40 dwellings per hectare.

4.41 Halls Lane, Giltbrook:

This site is on the edge of the urban area, not in the Green Belt, and consists of grazing land restored from former colliery use. A former landfill site to the west of Halls Lane had previously been expected to be adversely affecting this land through migrating landfill gas, but technical reports have concluded that the land is

suitable for development. In any case the allocation for housing on the fringes of the landfill site, incorporating a bentonite slurry wall, would provide protection against migrating landfill gas. Nevertheless suitable precautions would be taken in any development of this land such as the requirement for an impervious membrane and the removal of permitted development rights so as to ensure continuity of measures in any additional construction. The southern edge of the site adjoins a landscaped and planted area on the north side of the former Dyggor Gaylord office site and additional and complementary treatment should be provided along this boundary area to assist in the separation of commercial and residential uses.

4.42 Whether this development is accessed via Wessex Drive or via the adjoining housing allocation to the west, the additional traffic generated will require traffic calming measures on Smithurst Road and improvement of the Nottingham Road/Smithurst Road junction. The density figure chosen reflects the site's proximity to frequent public transport services, which are within 400 metres walking distance of the site.

H1 (i) Halls Lane, Giltbrook:

Development shall be accessed from Smithurst Road, via either Wessex Drive or the adjoining development site, subject to the prior provision of traffic calming measures on Smithurst Road and the improvement of the Nottingham Road/Smithurst Road junction. An emergency link may also be required.

The minimum net housing density for the site shall be 40 dwellings per hectare.

Development proposals need to incorporate measures to help protect properties from any migrating landfill gas from the former tip to the west and to ensure the continuity of such measures through the removal of 'permitted development' rights as necessary.

A belt of planting shall be provided adjacent to the southern boundary of the site.

4.43 Dyers and cleaners site, Hampden Street, Giltbrook:

This urban site is occupied by a laundry whose operators wish to relocate locally. The site is surrounded by housing and is on the Nottingham-Eastwood public transport corridor. Access can be formed either from recently-built housing to the south of Acorn Avenue and/or from both Hampden Street and Portland Road connected within the site to form a loop. If the Acorn Avenue option is chosen, this leads on to Smithurst Road, for which potential traffic calming and improvement measures have been identified. At the western edge of the site, provision will need to be made for a proposed greenway running south along the linear open space area towards the A610 Eastwood by-pass. The density figure chosen reflects the site's proximity to frequent public transport services, which are within 400 metres walking distance of the site.

H1 (j) Dyers and cleaners site, Hampden Street, Giltbrook:

Development will be accessed from Acorn Avenue to the south or from the combination of Hampden Street and Portland Road to the north. If the Acorn Avenue option is chosen, contributions will be negotiated towards the provision of traffic

calming measures on Smithurst Road and the improvement of the Nottingham Road/Smithurst Road junction.

The minimum net housing density for the site shall be 40 dwellings per hectare.

4.44 South of Smithurst Road, Giltbrook:

This is an edge-of-urban site, not in the Green Belt, which was allocated for employment use in previous Local Plans, to be accessed by an extension to Giltway. After re-assessment, it is considered to relate satisfactorily to the Giltbrook Farm residential area based on Smithurst Road, from which it can take access. Noise amelioration measures will be required in order to ensure that residents of the new housing do not suffer undue disturbance as a result of traffic noise from the A610. A substantial belt of woodland planting will be required between the new housing and the A610, complementing the existing wood to the west. A strip of public open space should be provided alongside the stream on the western edge of the site, complementing the existing public open space to the north. A longstanding proposal for a community facility in this area could be satisfied by locating it within this land, if required. Extra traffic generated by the development of this site for housing will require traffic calming measures on Smithurst Road and improvements to the Nottingham Road/Smithurst Road junction. The provision of an adequate visibility splay may require setting back part of the fence to the adjacent children's' play area. The density figure chosen reflects the site's proximity to frequent public transport services, which are within 400 metres walking distance of the site.

H1 (k) South of Smithurst Road, Giltbrook:

Development shall be accessed from Smithurst Road, subject to the prior provision of traffic calming measures on Smithurst Road and the improvement of the Nottingham Road/Smithurst Road junction. An emergency link also needs to be provided.

The minimum net housing density for the site shall be 40 dwellings per hectare.

Development proposals shall include noise amelioration measures to ensure that residents do not suffer undue disturbance as a result of traffic noise from the A610.

A substantial belt of woodland planting shall be provided adjacent to the southern boundary of the site.

A strip of public open space shall be provided adjacent to the western boundary of the site.

4.45 Builders' yard, north of Eastwood Road, Kimberley:

The site comprises small workshop and storage units which were previously used mainly as a builders' depot. The site is not in the Green Belt and is surrounded by housing. It was allocated for housing in the 1994 Local Plan and there is no indication of any constraint which would prevent this site coming forward for development in the present Plan period. Some property acquisition on Eastwood Road, adjoining the proposed site access, would be necessary to achieve the required visibility splays. The density figure chosen reflects the site's proximity to frequent public transport services.

H1 (l) Builders' yard, north of Eastwood Road, Kimberley:

Development shall be accessed from Eastwood Road. The minimum net housing density for the site shall be 40 dwellings per hectare.

4.46 South of Eastwood Road, Kimberley:

This site comprises the plot of no. 59 Eastwood Road and associated land to the rear. It is not in the Green Belt, and the southern boundary of the site is the present Green Belt boundary. Access will be formed on to Eastwood Road by removing the existing property. The density figure chosen reflects the site's proximity to frequent public transport services.

H1(m) South of Eastwood Road, Kimberley:

Development shall be accessed from Eastwood Road. The minimum net housing density for the site shall be 40 dwellings per hectare.

4.47 North-west of Hardy Close, Kimberley:

This site lies to the north-east of the main complex of brewery buildings in Kimberley, and has been held by its owners for potential expansion of the brewery operation over the years. Such a need now seems less likely and the land is considered suitable for residential development. The existing access via Hardy Close will need improving, particularly at the junction with Hardy Street. The site is not in the Green Belt and its frontage to Hardy Street lies within the Kimberley Conservation Area. Development here will need to preserve or enhance the character and appearance of the Conservation Area. The density figure chosen reflects the site's proximity to

frequent public transport services, which are within 400 metres walking distance of the site.

H1 (n) North-west of Hardy Close, Kimberley:

Development shall be accessed from Hardy Street, through improvement to the present Hardy Close. The minimum net housing density for the site shall be 40 dwellings per hectare.

4.48 Chewton Street (fringe of former landfill site), Newthorpe:

The site consists of open fields adjoining a former landfill site which is depicted as derelict land on the Proposals Map. To the north are houses on Chewton Street, Wyvern Close and Commons Close, and to the west are houses on Braemar Avenue. Vehicular access can be obtained by demolishing property in Chewton Street and by connecting through to Smithurst Road near its junction with Halls Lane. The development will need to incorporate a bentonite slurry wall to enclose the former landfill area and thus protect residential property from gas emission and migration arising from the landfill. This bentonite wall, sunk into the ground, will provide an impermeable barrier which is constructed to the full depth of the landfill. On the landfill side of the wall a vent trench will be constructed to a depth of 2 to 3 metres. The trench will capture and release, in a controlled manner, gases arising from the landfill. On the development side of the wall a 5 metre maintenance strip will be allowed for visual inspections and a further 20 metre zone without buildings will be created as a precautionary measure. Permitted development rights would be removed so as to ensure continuity of the impervious membrane for each house in any additional

construction. Extensions to properties would also be controlled by removal of permitted development rights, in order to maintain the 25 metre building-free zone adjacent to the bentonite slurry wall. New planting should be introduced at the southern end of the site to enhance an existing Site of Importance for Nature Conservation (SINC) and provide additional screening from the A610 Eastwood bypass. Subject to the outcome of an ecological value survey on the SINC in the north-east corner of the site, there may be a need for compensatory measures to create a replacement habitat area. The developers of this site have indicated a willingness to provide public open space on the landfill side of the bentonite wall, but the Council will not expect to adopt this as a public facility. The additional traffic generated by the site will require traffic calming measures to be taken on Smithurst Road, and the improvement of the Nottingham Road/Smithurst Road junction. The density figure chosen reflects the site's proximity to frequent public transport services within 400 metres walking distance. A Development Brief for the site appears in Appendix 2.

H1 (o) Chewton Street (fringe of former landfill site), Newthorpe:

The housing development and other adjoining land shall be protected from the former landfill site by a bentonite slurry wall of suitable depth to prevent gas emission and migration. Permitted development rights will be removed so as to ensure a 25 metre building-free zone on the development side of the bentonite slurry wall, and to ensure continuity of measures to protect individual buildings from landfill gas beyond this zone.

Vehicular access shall be gained from Chewton Street and Smithurst Road, subject to the prior provision of traffic calming measures on Smithurst Road and the improvement of the Nottingham Road/Smithurst Road junction.

Additional planting will be required in the southern part of the site where it will enhance a Site of Importance for Nature Conservation.

The minimum net housing density shall be 40 dwellings per hectare.

4.49 East of Pinfold Road, Newthorpe:

This site is used as paddock. Its general level is significantly raised above the road level and the construction of an access will reduce the developable land. The existing mature vegetation on the site should be retained where possible. The density figure chosen reflects the site's proximity to frequent public transport services, which are within 400 metres walking distance of the site.

H1 (p) East of Pinfold Road, Newthorpe:

Development shall be accessed from Pinfold Road. The minimum net housing density for the site shall be 40 dwellings per hectare.

4.50 North of Bilborough College, Bilborough Road, Strelley:

The playing fields which form the northern part of the college grounds are located on the edge of the urban area and are not within the Green Belt. Access will be gained off Bilborough Road. The density figure chosen reflects the site's proximity to frequent public transport services. Replacement enhanced recreation facilities will be provided in the form of

a sports hall within the redeveloped college complex. A cycling and walking route will be created around the eastern edge of the development site, to form a new link between the urban area and the countryside towards Strelley Village. A development of this scale would typically be the subject of negotiations to seek a financial contribution towards education facilities. However a contribution will not be sought in this case, as it would be inappropriate to direct money away from the general educational improvements proposed to Bilborough College. A Development Brief for the site appears in Appendix 2.

H1 (q) North of Bilborough College, Bilborough Road, Strelley:

The setting and environment of new housing shall be protected by an appropriately landscaped earth mound.

Development proposals shall include measures for the retention and enhancement of the trees within the site.

Land in close proximity to the site should be identified for replacement recreation facilities, which should be completed prior to occupation of the first dwelling.

Vehicular access to the site shall be gained off Bilborough Road. This road will also form a new entrance to Bilborough College allowing the present entrance to be closed.

Access for pedestrians and cyclists within and around the site, including links to existing networks, shall be provided and enhanced.

The minimum net housing density shall be 40 dwellings per hectare.

PHASING OF HOUSING

4.51 Government advice in PPG3 is that local plans should include policies for the phased release of sites for housing development based on the assumption that previously-developed sites, or buildings for re-use or conversion, should be developed before greenfield sites. Policy H2 places the sites allocated in policy H1 into two phases in accordance with this guidance. A limited amount of greenfield development is however included in phase one, at sites H1d (Queens Road, Beeston), and H1e (Chilwell Lane, Bramcote). This helps to provide a range of development opportunities across the borough within the two phases. The greenfield development at site H1d is needed mainly to provide access to the remainder of the site; the inclusion of site H1e reflects the fact that the County Council has built a residential home to the east of the site, which has resulted in an access road cutting across the site. Taking into account anticipated completions of existing permissions, and allowing for windfalls and conversions, policy H2 will result in approximately 75% of development during phase one being on previously-developed land. The figure for phase two will be approximately 45%, with the figure for both phases combined being approximately 65%.

4.52 The intention of the policy is to minimise greenfield development when previously-developed sites are available in the South Nottinghamshire sub area. The rate of development of phase one will be established through the monitoring of the development of sites, including windfalls and conversions. This policy is designed to implement objective h/g.

H2 Development will not be permitted on sites identified as Phase 2 in the list below until a review of housing provision establishes that they need to be brought forward in order to maintain satisfactory progress towards achieving the 1996 Structure Plan housing requirement for the South Nottinghamshire Sub Area by 2011. In the event that no review is carried out by April 2006, development will be permitted on Phase 2 sites sufficient to achieve the 1996 Structure Plan requirement, taking account of completions and commitments:

a. Phase 1:

Site	Min. no. of dwellings
H1a Central Ordnance Depot, Swiney Way, Attenborough	377
H1b TA Centre, Ranson Road, Attenborough	95
H1d South of Queens Road / site of Maltings, Dovecote Lane, Beeston	229
H1e East of Chilwell Lane, Bramcote	50
H1f Field Lane, Chilwell	50
H1h Walker Street, Eastwood	132
H1j Dyers & Cleaners site, Hampden Street, Giltbrook	50
H1l Builders' yard, north of Eastwood Road, Kimberley	22
H1q North of Bilborough College, Bilborough Road,	140
Total	1145

b. Phase 2:

Site	Min. no. of dwellings
H1c East of Main Street, Awsworth	25
H1g West of Church Street, Eastwood	24
H1i Halls Lane, Giltbrook	88
H1k South of Smithurst Road, Giltbrook	92
H1m South of Eastwood Road, Kimberley	40
H1n North-west of Hardy Close, Kimberley	25
H1o Chewton Street (fringe of former landfill site), Newthorpe	320
H1p East of Pinfold Road, Newthorpe	22
Total	636

(Overall Total 1781)

HOUSING TYPE AND SIZE

4.53 In addition to identifying a sufficiency of land to meet overall housing development needs, policies of this plan are designed to ensure that new housing is provided in a variety of types, sizes, and costs. In particular it is anticipated that average household size will fall during the plan period and beyond, and there will accordingly be growing need to provide a supply of small housing units, which themselves should be of varying type and price. Development proposals will therefore be assessed in relation to their capacity to provide a variety of housing forms at market price, and in relation to the contribution they make toward the supply of housing accessible to people on low incomes.

4.54 The following policy is intended to implement objectives h/a and h/c of this Plan and work toward the implementation of Structure Plan policy 4/3.

H3 Development of sites of 1 hectare or more should provide a variety of house types and sizes to cater for a range of housing requirements. Proposals which involve predominantly a single type or size of house on such sites will therefore not be acceptable.

SUBDIVISION OR ADAPTATION OF EXISTING BUILDINGS

4.55 Changes in living patterns and household sizes, increased demand for new homes and the need to prevent the uncontrolled spread of development into the countryside combine to focus attention on the potential for meeting some of our housing needs within urban areas.

Attention must therefore be given to the adaptation of existing buildings to contribute to the community's changing housing need, to produce lower cost housing in accessible locations, and to relieve pressure for the release of land elsewhere. For example, the creation of flats above shops can provide suitable, affordable accommodation and make efficient use of space that may otherwise be unused or underused.

4.56 Proposals for the subdivision of existing buildings may have in the past been inhibited by the rigid application of planning and other standards, in particular private open space and car parking criteria. Whilst there can be little compromise in the provision of good living environments it is considered that, with greater attention to design of buildings and their settings, significant subdivision of properties could be achieved. The Council wishes to encourage such developments and will therefore welcome proposals which demonstrate good design.

4.57 This policy relates to existing buildings other than employment and agricultural buildings, which are covered by policies EM2 and E8 respectively.

4.58 The following policy is intended to work towards the implementation of objectives h/a, h/b and h/i.

H4 Proposals for the subdivision or adaptation of existing buildings, other than employment and agricultural buildings, which produce new housing will be permitted provided that:

(a) residents would have an acceptable standard of amenity;

- (b) the development would not result in unacceptable parking problems either by itself or by setting a precedent; and**
- (c) in the case of proposed flats above shops, the development would not prejudice the operation of the shop or premises by the loss of storage space or by preventing servicing.**

AFFORDABLE HOUSING

4.59 A principal objective of this plan is to ensure as far as possible that the housing needs of all sections of the population are met, including provision for affordable housing. The Council defines affordable housing as “dwellings developed specifically for those whose incomes generally deny them the opportunity to purchase or rent houses on the open market”. This includes both low cost “market” and “subsidised” housing. Housebuilders will therefore have opportunity to demonstrate how specific developments meet the overall objective to provide a variety of dwelling types including housing within the financial reach of people needing houses.

4.60 Study of affordable housing need has been undertaken in collaboration with all local authorities in the South Nottinghamshire area, resulting in the South Nottinghamshire Study. The main aim of the study was to provide a basis for consistency on the affordable housing issues likely to be examined within each district’s local plan reviews. The constituent councils, Broxtowe, Gedling, Rushcliffe, Nottingham City and Ashfield, recognise that in terms of a

housing market they are all embraced within the Nottingham conurbation and that therefore a study of the whole area is more meaningful than individual research within each district’s administrative boundaries in isolation. The study indicated that approximately 25% of new housing in both Broxtowe and south Nottinghamshire as a whole should be affordable. This equates to approximately 930 dwellings in Broxtowe, some of which will be provided through conversions and redevelopment of small sites. Details of the study are given in Technical Report 4. Future studies will address the needs of the various specific groups identified in PPG3, such as rough sleepers, “key workers” and occupiers of houseboats.

4.61 Consequently, taking into account advice in Circular 06/98 and PPG3, it is proposed that provision will be made for affordable housing within all large sites to a scale predicted by the need analysed in the South Nottinghamshire Study. This would also produce housing in this category at a scale of at least that achieved over the last 7 years, ie 25% of total dwelling numbers. All allocated sites to which the policy applies have been individually assessed and are considered to be suitable for the provision of affordable housing, having regard to the economics of provision. Where such provision is made conditions or planning obligations will be required to ensure that affordable housing is retained for those who need it, both initially and in the future. The Council will prepare further supplementary planning guidance on this issue. More specific information on dwelling completions in the Housing Association sector, and about average house prices, is contained in Technical Report 4. As policy H5 should enable the need for affordable housing to be

met, the Council considers a rural 'exception' policy of the kind referred to in PPG3 to be inappropriate.

4.62 In order to give flexibility for housebuilders in making provision for affordable housing the Council will consider various mechanisms for achieving provision including dedication of land or dwellings to the Council or housing association, or reservation of an option to purchase at discounted value by a housing association. On sites developed by Registered Social Landlords or the Council for specific purposes, such as homes for the elderly, the policy criteria of H5 will be regarded as met without additional contribution. The Council has established a fund to assist in the delivery of affordable housing provision throughout the borough. Until this fund is fully allocated towards identified schemes, it is unlikely that the Council would wish to further extend this fund through developers' contributions in lieu of on-site provision. Policy H5 therefore envisages this will occur only in exceptional circumstances.

4.63 The following policy is intended to implement objectives h/a and h/f of this Plan and work toward the implementation of Structure Plan policy 4/2.

H5 On housing sites of over 1 hectare or over 25 dwellings the Council will seek to ensure that at least 25% of dwellings built will be affordable or, exceptionally, that a financial contribution will be made to enable the provision of an equivalent amount of affordable housing off site.

DENSITY OF HOUSING DEVELOPMENT

4.64 In order to achieve sustainable patterns of development, this policy aims to ensure the more efficient use of land in the development of new housing. PPG3 encourages the net density of new housing development to be within a range of 30-50 dwellings per hectare, ensuring density levels do not fall below a minimum of 30 dwellings per hectare. Thus to accord with this advice a range in density from 30-45 dwellings per hectare net, dependent on location and distance from frequent public transport services, will be expected. This is an acceptable and achievable goal considering information contained in the Annual Residential Land Monitoring Report 2004, which shows an average net density of 33.5 dwellings per hectare achieved on large housing sites in 2003/4.

4.65 A number of benefits result from locating a greater intensity of development at areas closest to public transport facilities. Accessibility to a choice of transport modes is increased, whilst at the same time the opportunity to walk and cycle is maximised. Reductions in the need to travel and the reliance on the private car will result, helping to support local services and public transport viability.

4.66 A walking distance of 400 metres (a 5 minute walk) has been identified as the optimum distance within which most people choose and are able to walk to public transport services. This well-tried standard is explained in 'Sustainable Settlements: A Guide for Planners, Designers and Developers'; UWE and Local Government Management Board (1995). Hence sites within 400 metres of frequent public transport services are required to reach a target density of at least 40 dwellings per hectare net. Beyond a distance of 400 metres it is estimated that a smaller number of

people are willing to walk to bus services, giving rise to greater car use, in such cases 35 dwellings per hectare would be expected. 'Frequent' public transport services are considered as at least a service every 15 minutes on weekdays during the daytime. Sites within 400 metres of a range of public transport services will be expected to achieve a density of at least 45 dwellings per hectare.

4.67 In the pursuit to make more efficient use of land, good design and layout of new housing development is essential. It will require imagination, sensitivity and a commitment to quality, to ensure developments maintain and improve townscape standards and the amenity of the area, as advised in PPG3. The policy recognises that each location and situation is different and for varying reasons it may not always be appropriate to reach high densities of development. Development at a lower density (30 dwellings per hectare) can still contribute to providing a range of house types and encourage low cost housing.

4.68 This policy is designed to implement objective h/c and Structure Plan policy 4/3.

H6 The net density of new residential development shall be not less than that indicated in the categories below, for development falling within the following walking distances from existing or proposed frequent public transport services:

(a) Within 400 metres:

40 dwellings per hectare or 45 dwellings per hectare where there is a choice of public transport

modes within this distance;

(b) Beyond 400 metres:

35 dwellings per hectare.

In all the above cases, if the Council is satisfied that the specified densities would have a detrimental impact on the character or appearance of the locality, the net density may be reduced, but it shall be not less than 30 dwellings per hectare.

LAND NOT ALLOCATED FOR HOUSING PURPOSES

4.69 Small scale infilling or redevelopment can be an appropriate way of bringing forward land for housing and contributing to the satisfaction of overall housing needs. Such developments within urban areas are consistent with government advice, can best utilise existing infrastructure and support the aims of sustainable development. The policy below lists a number of criteria, each of which must be satisfied in order for permission to be granted for any new sites coming forward. A supplementary guidance leaflet has been produced which gives further advice for residential development on small sites.

4.70 The following policy is designed to work toward the implementation of objectives h/a, h/c, h/e and h/g.

H7 Residential development on sites within existing built-up areas will be permitted provided that the following criteria are all satisfied:

(a) Occupiers of the new dwelling(s) would have a satisfactory degree of

privacy and amenity;

- (b) **The development, by itself or by the precedent it would set, would not result in an undesirable change in the character or appearance of the area;**
- (c) **The development would not be piecemeal in character and likely to prejudice the potential for the satisfactory development of a larger area;**
- (d) **Satisfactory arrangements can be made for access and parking;**
- (e) **The development would not have an unacceptable effect on the privacy and amenity of the occupiers of nearby properties;**
- (f) **The site is not of significant value to nature conservation or local visual amenity; and**
- (g) **The site is not identified or required to be retained for another purpose within the local plan.**

BUSINESSES IN RESIDENTIAL AREAS AND PROPERTIES

4.71 Whilst the Council is supportive of private initiative and the creation of business activity it is acknowledged that even small-scale business activities in residential properties can generate conditions which cause disturbance and loss of amenity to the

occupiers of neighbouring property. It is the Council's aim to resist the development of such proposals, whilst seeking to permit those small developments which can be integrated into mainly residential areas without environmental harm.

4.72 The following policy is designed to work towards the implementation of objectives h/e and h/i. A supplementary guidance leaflet is available on this subject.

H8 Business activities in residential areas or in residential properties will be permitted where each of the following apply:

- (a) **the residential amenity of neighbouring properties is not adversely affected;**
- (b) **appropriate provision is made for vehicle parking and highway safety; and**
- (c) **the residential character of the area is not adversely affected.**

DOMESTIC EXTENSIONS

4.73 During the normal family cycle it is to be expected that needs for space within the home will change. Although many people respond to those changing needs by moving house, others prefer to remain in familiar surroundings and adapt their home to fit changing needs. In principle the Council will support the adaptation and extension of existing houses, provided that the consequent changes to buildings are not gained at the expense of residential amenity elsewhere. Two storey side extensions should not cause or risk the creation of a terraced effect by filling the gap between dwellings without a significant

variation in roof height and front wall alignment at first floor level. The extent of the set-back and corresponding drop of roof level on any side extension will be determined with reference to the need to avoid a terraced or cramped effect, and to retain the character and form of the street scene. Supplementary planning guidance published separately by the Council will illustrate good and bad practice on this matter and give guidance on the circumstances where a set-back is required.

4.74 This policy is designed to work towards the implementation of objective h/e.

H9 Extensions to dwellings will be permitted provided that the following criteria are all satisfied:

(a) extensions must be in keeping with the original building in terms of style, proportion and materials;

(b) extensions must be in keeping with the street scene and not create a terraced or cramped effect which would be out of character;

(c) extensions must not cause an unacceptable degree of loss of privacy or amenity for the occupiers of neighbouring properties.

EXTENSIONS FOR DEPENDENT RELATIVES

4.75 Extensions may serve to give a degree of independence to elderly or disabled relatives whilst ensuring that help is at hand when needed. However, few domestic plots are suitable for the creation of a further, separate dwelling. Extensions should

therefore form an integral part of the original dwelling and be capable of use as part of the original dwelling when their need for separate occupation ceases. Conditions will be imposed to ensure that this remains the case. Further advice is available in a supplementary guidance leaflet. Policy H9 will also apply to applications for extensions for dependent relatives.

4.76 This policy is designed to work towards the implementation of objective h/e.

H10 In cases where the domestic plot is not suitable for the creation of a further, separate dwelling, extensions to dwellings to provide accommodation or adaptation to meet the needs of disabled or dependent occupiers should be designed to be used as part of the main dwelling when no longer required for that purpose. Therefore:

(a) the extension should be physically linked to the remainder of the dwelling and have direct internal access to it; and

(b) use of the extension should be dependent upon the main dwelling and not contain all the facilities required for independent occupation.

MINOR DEVELOPMENT

4.77 Various relatively minor forms of domestic development may be classed as 'permitted development' and therefore may not be subject to the need for planning permission. However, in circumstances where permission is required, care should be

taken with the details of their siting and design, in order to avoid a detrimental effect on the appearance of an area.

4.78 This policy is designed to work towards the implementation of objective h/e.

H11 Planning permission will be granted for minor development, such as sheds, garages, fencing and satellite dishes, provided that the siting, design and materials do not substantially harm the appearance of the property or the street scene, or the amenity of neighbouring occupiers.

LOSS OF RESIDENTIAL ACCOMMODATION

4.79 It is important that, outside the town centres, the existing stock of housing does not diminish and have the effect of increasing housing need which has to be addressed elsewhere. Exception to this principle can be made in appropriate circumstances for business activities, leisure, community and education facilities and policies H8, RC1 and RC2 will therefore take precedence over policy H12.

4.80 This policy is designed to work towards the implementation of objective h/b.

H12 Development proposals outside defined town centres that result in a net loss of dwelling units will not be permitted.

SITES FOR GYPSIES AND TRAVELLING SHOW PEOPLE

4.81 Circular 1/94 'Gypsy sites and planning' and Circular 22/91 'Travelling show people' indicate that local

planning authorities should address these special accommodation needs, through either the allocation of sites, or the inclusion of a criteria-based policy by which proposals can be determined. Demand or need for such sites in the borough has been sporadic and relatively low in recent years. The Council participates in the government's national bi-annual survey of caravans, and has taken action against unauthorised sites where they have occurred. The policy below is based on Structure Plan Policy 4/4, and identifies the criteria under which any emerging permanent proposals would be assessed. Paragraph 4.21 of the Structure Plan confirms that Green Belt areas are inappropriate for such sites.

H13 Outside the Green Belt, proposals for gypsy caravan sites and sites for travelling show people will be permitted where each of the following criteria are satisfied:

- (a) a need for the site has been established;**
- (b) they are reasonably accessible to community services and facilities;**
- (c) there is no adverse impact on the visual amenities of the area, or on the amenity of nearby residents and other occupiers.**

