Appendix: Potential Development Sites

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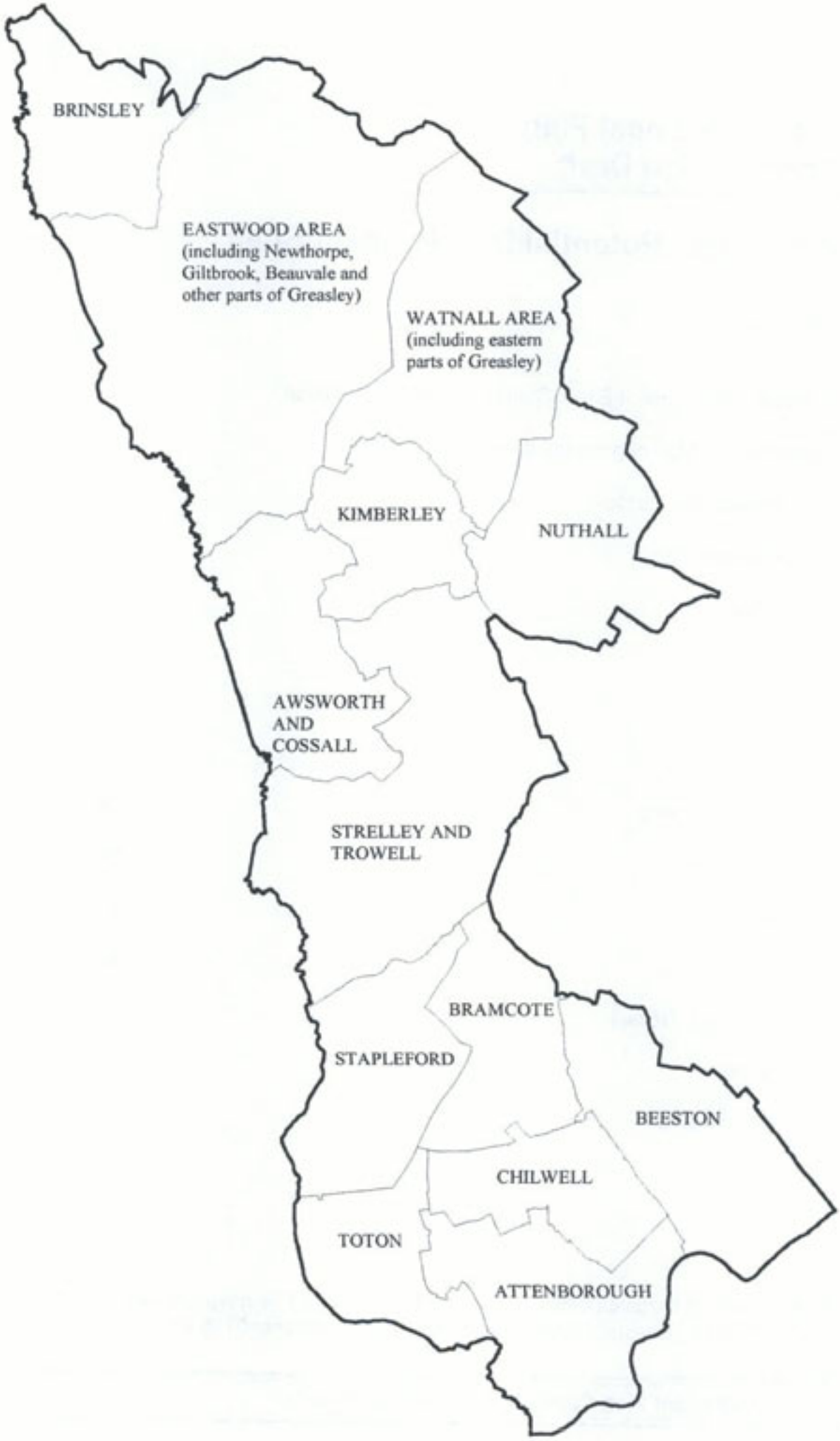

BRINSLEY
EASTWOOD AREA
(including Newthorpe,
Giltbrook, Beauvale and
other parts of Greasley)
WATNALL AREA
(including eastern
parts of Greasley)
KIMBERLEY
NUTHALL
AWSWORTH
AND
COSSALL
STRELLEY AND
TROWELL
BRAMCOTE
STAPLEFORD
BEESTON
CHILWELL
TOTON
ATTENBOROUGH

Potential Development Sites

This appendix identifies a wide range of sites in all parts of the Borough which could be developed to meet housing and employment needs during the plan period. The sites - which provide for about 8 times the land area likely to be needed - are primarily based on those already put forward for possible development by developers and landowners and it is emphasised that at this stage the Council neither approves nor disapproves of their allocation. Instead it is hoped that the process will encourage an open and wide-ranging debate on the future pattern of development in the Borough. The Council will take into account all comments received before putting forward a preferred selection of sites in the deposit draft version of the local plan. That preferred allocation which is eventually selected will need to accord with the overall development strategy and the guiding policies and principles to be set out elsewhere in the plan and so respondents are encouraged to examine and comment on the relevant draft policies as well as on individual sites.

Three broad categories of potential development sites are included in this appendix. Firstly, in line with the Council's aim to limit the amount of new development in the Green Belt as far as possible, an examination of all undeveloped sites in the urban areas has been carried out and those vacant sites which may have potential for development are identified. Secondly, each site over 0.5 ha which has been put forward by developers/ landowners is included. Finally a small number of sites which have not been specifically promoted but which may be suitable for development are identified.

A summary information sheet has been prepared for each of the sites and these are grouped together into particular areas of the Borough for ease of reference (see map opposite). Each site sheet includes an ordnance-survey based identification plan, followed by information about the site. This is mainly factual but also includes some planning comments, for example, where only part of the site may be suitable for development with the remainder undeveloped, landscaped or providing open space. The information is grouped under various headings which are explained on the next page.

* **Agricultural land quality:** - is graded by the Ministry of Agriculture Fisheries and Food on a scale of 1 to 5. Grade 1, 2 and 3a agricultural land is considered to be the highest quality and most versatile in terms of the types of agriculture it could support. These grades of land are considered a national resource and development on such land is generally discouraged.

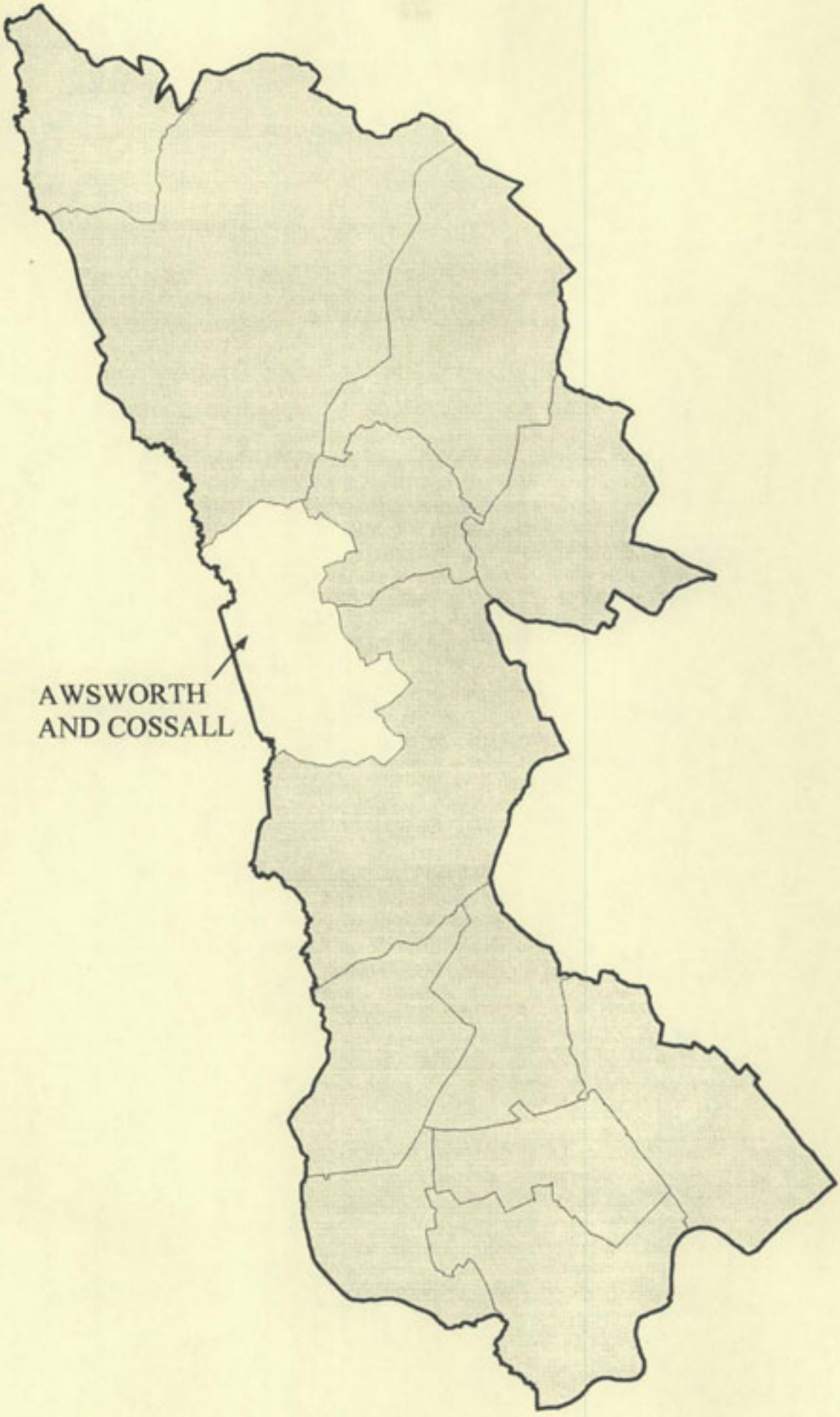
* **Ecological Value:** - Parts of the Borough have been designated as a result of their importance for nature conservation or landscape value. These designations include Sites of Special Scientific Interest, Sites of Importance for Nature Conservation and Mature Landscape Areas.

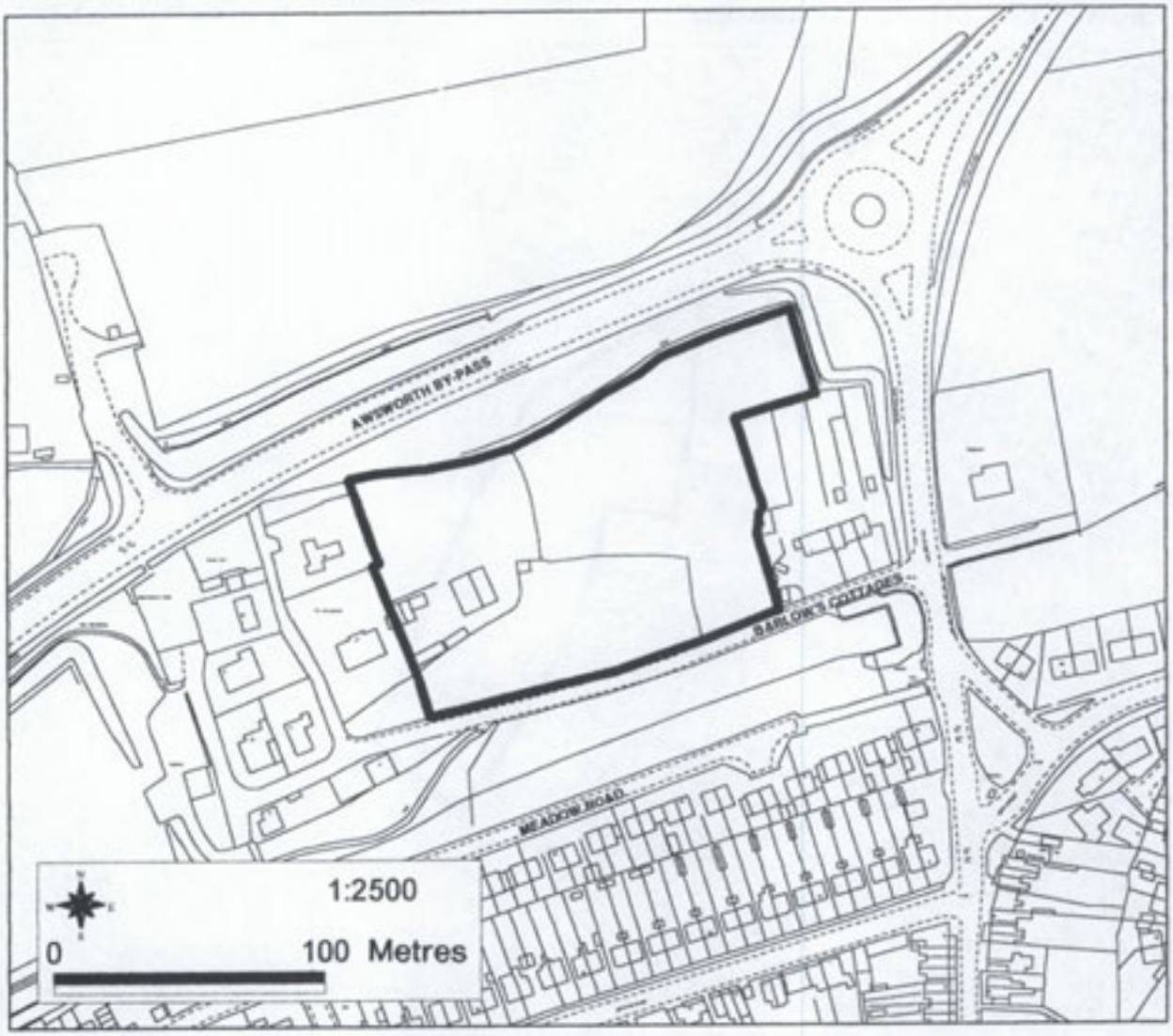
* **Green Belt:** - It is inevitable that some new development will need to be sited within current Green Belt in order to meet the requirements for new housing and employment. The strategy favours sites which are on the edge of the urban area, do not seriously affect Green Belt gaps between settlements and which maintain clear defensible Green Belt boundaries.

* **Public Transport:** - The strategy aims to ensure that new development is fully integrated with existing or proposed public transport facilities. Details of existing public transport provision are given in this section, although it is recognised that new developments may themselves sometimes bring forward improvements to existing or new public transport services. "Within walking distance" refers to bus or rail facilities within 400 metres and "frequent services" refer to at least a half hourly service on weekdays during the daytime.

* **Road Access:** - The most likely road access points into the site are given here. In cases where there are severe highway issues which may prevent the development of the site in a particular way, these are noted.

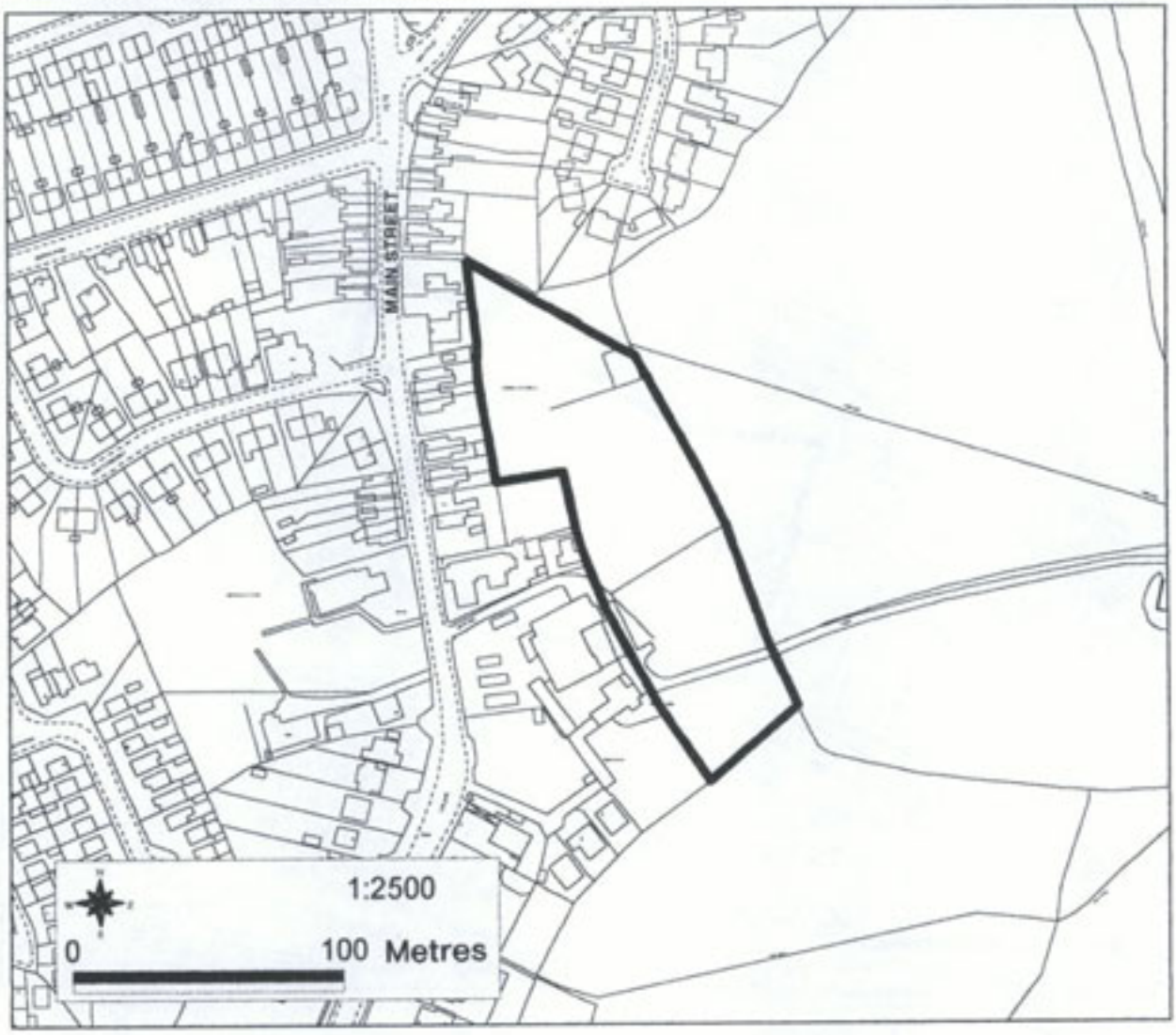
* **Planning Issues:** - This section highlights other issues which relate specifically to the site and which should be taken into account when examining their potential for development. Where a developer has put forward a scheme which includes the provision of facilities of general benefit to the local community, these have been mentioned. On larger sites, over 1.5 hectares, other policies of the draft plan would normally require the provision of affordable housing (either on the site or a contribution towards its provision on another site), the provision of recreation and/or social facilities and measures to provide public transport and/or highway improvements to ensure the development will not create traffic congestion in the locality.


AWSWORTH
AND COSSALL



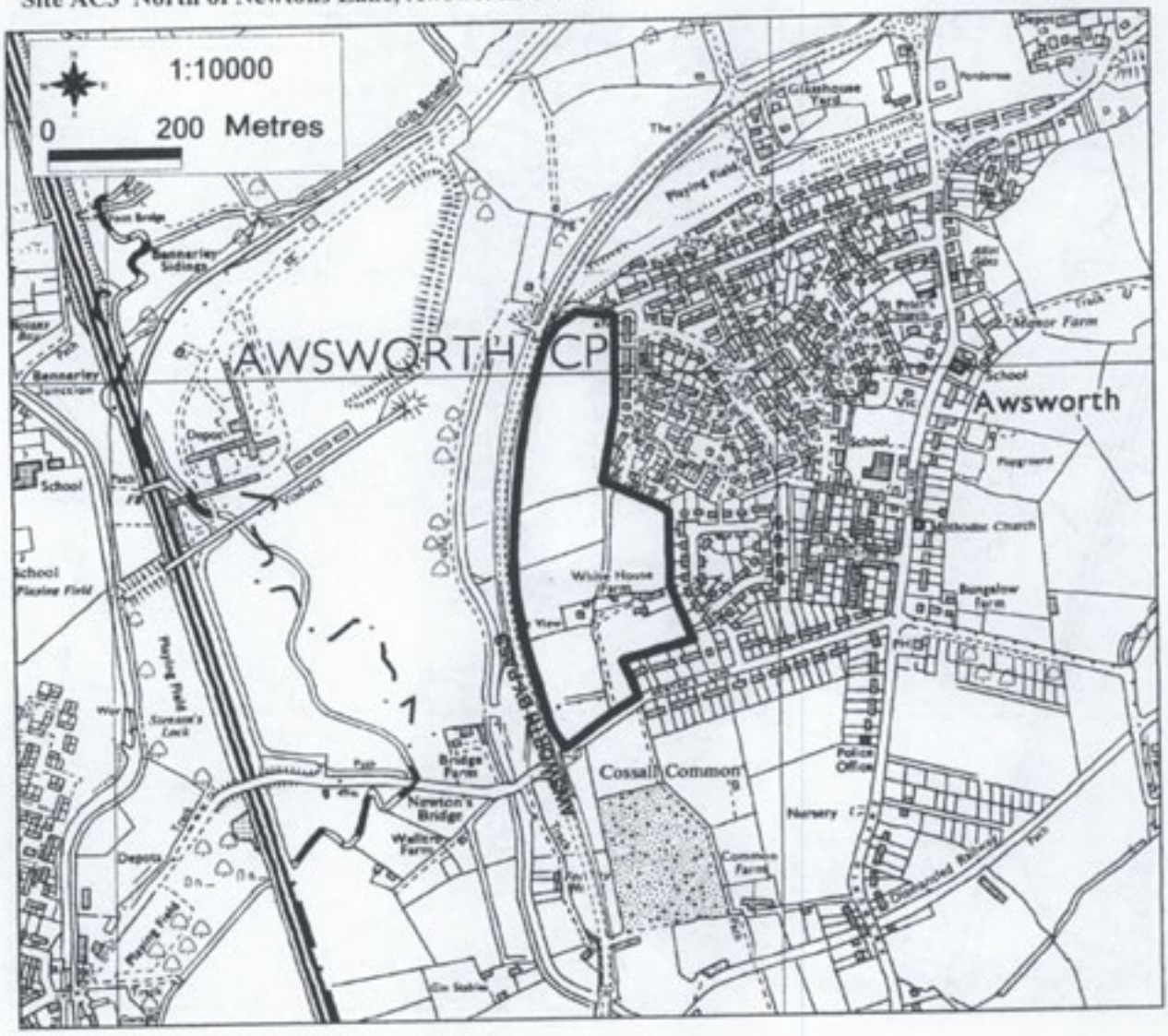
Site Area:	1.4 hectares (3.5 acres)
Current Use:	Agricultural land (Grade 4)
Ecological Value:	A Site of Importance for Nature Conservation covers approximately 70% of the site
Green Belt:	The site is in the Green Belt and on the edge of the urban area. It occupies part of the gap between Awsworth and Giltbrook.
Public Transport:	Frequent bus services along Main Street/Gin Close Way are within walking distance.
Road Access:	From Barlow's Cottages
Other Issues:	The site is on a steep slope and is relatively prominent, but the by-pass could form a new Green Belt boundary.

Site AC2 East of Main Street, Awsworth **Potential Housing Site**



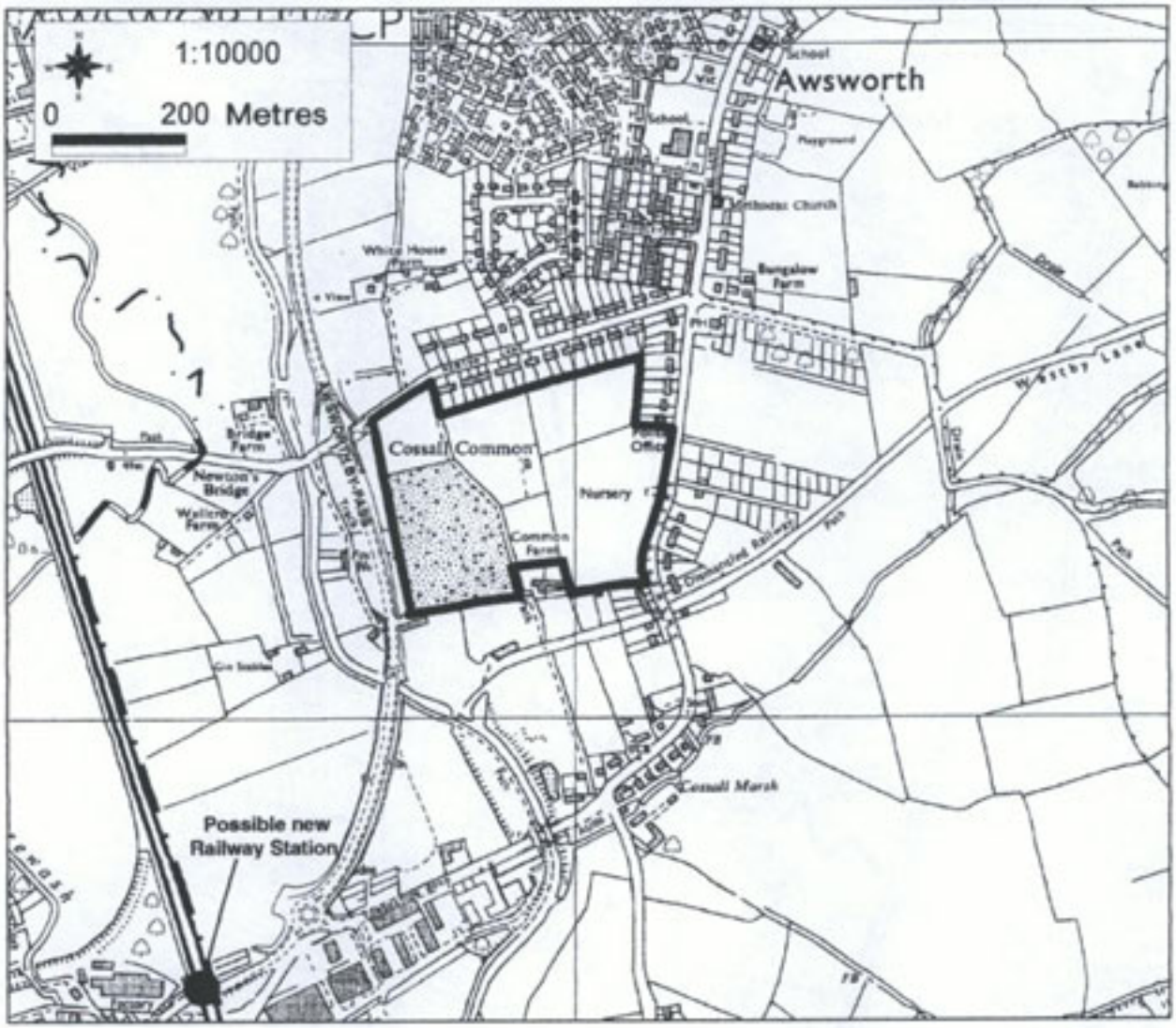
Site Area:	1.0 hectare (2.5 acres). The site is not in the Green Belt except for 0.25 hectares at the southern end.
Current Use:	Vacant, former allotments
Ecological Value:	The south of the site is designated as part of a Mature Landscape Area
Public Transport:	A frequent bus service runs along The Lane which lies within walking distance of the site
Road Access:	From Main Street, Awsworth
Other Issues:	This site has been used as private allotments but is currently vacant.

Site AC3 North of Newtons Lane, Awsworth/Cossall **Potential Housing Site**



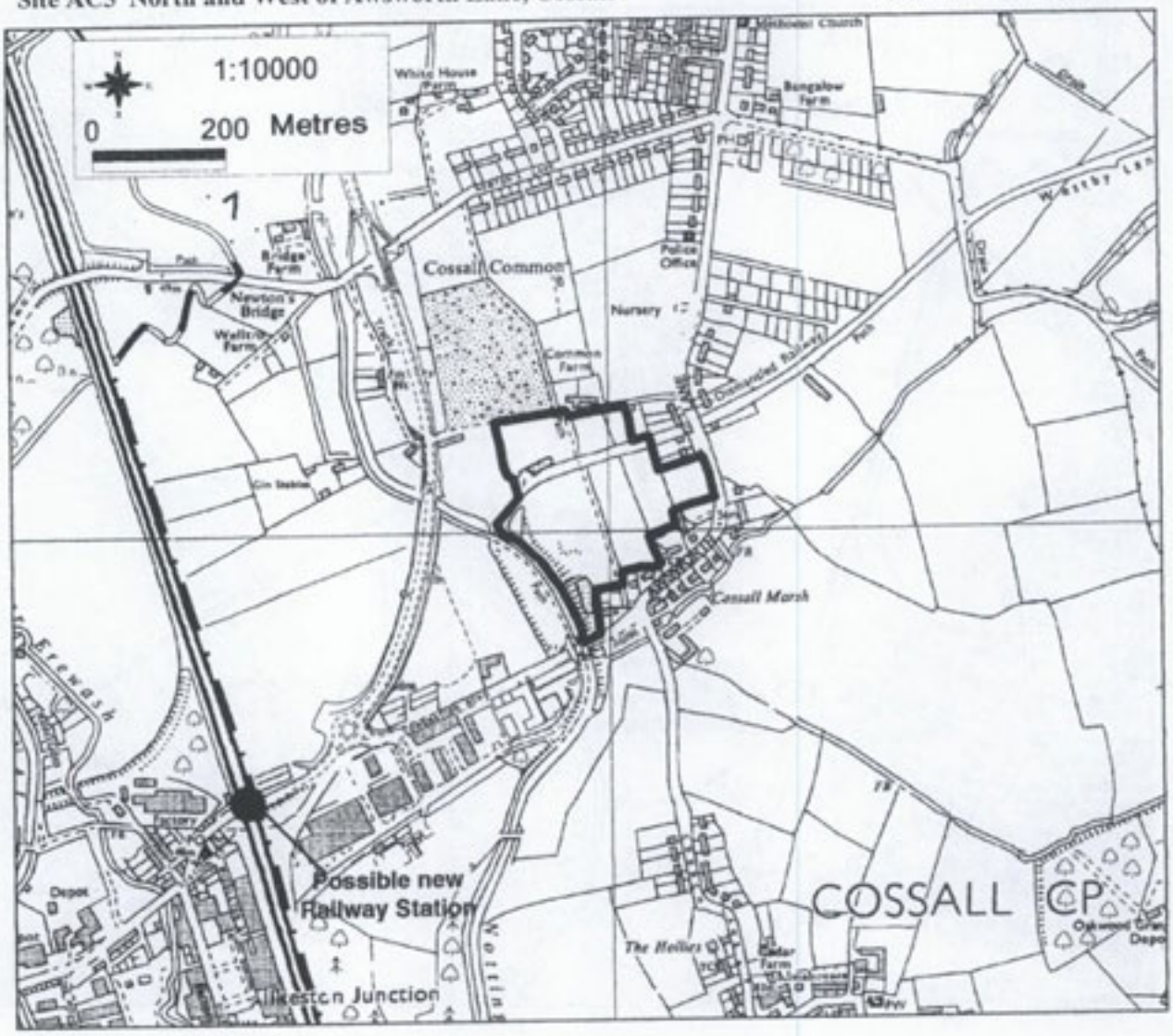
Site Area:	10.3 hectares (25.4 acres)
Current Use:	Agricultural land (Grade 4)
Ecological Value:	There are no designated wildlife sites on this land
Green Belt:	The site is in the Green Belt on the edge of the village. Development would reduce the Green belt gap between Awsworth and Cotmanhay
Public Transport:	There is a frequent bus service which runs through Awsworth and along The Lane. This service is within walking distance of the south of the site. A railway station at Ilkeston might be developed within 1 kilometre of the southern part of the site
Road Access:	Access would be from Newtons Lane and Barlow Drive North providing a new link road between the two
Other Issues:	The development would improve the overall accessibility of the north west of Awsworth. The western edge of the site slopes down towards the Awsworth by-pass and is highly visible from Ilkeston and Cotmanhay. The visual impact could be lessened if development were limited to the eastern part of the site, with woodland planting on the western part.

Site AC4 West of Awsworth Lane/south of Newtons Lane, Cossall **Potential Housing Site**



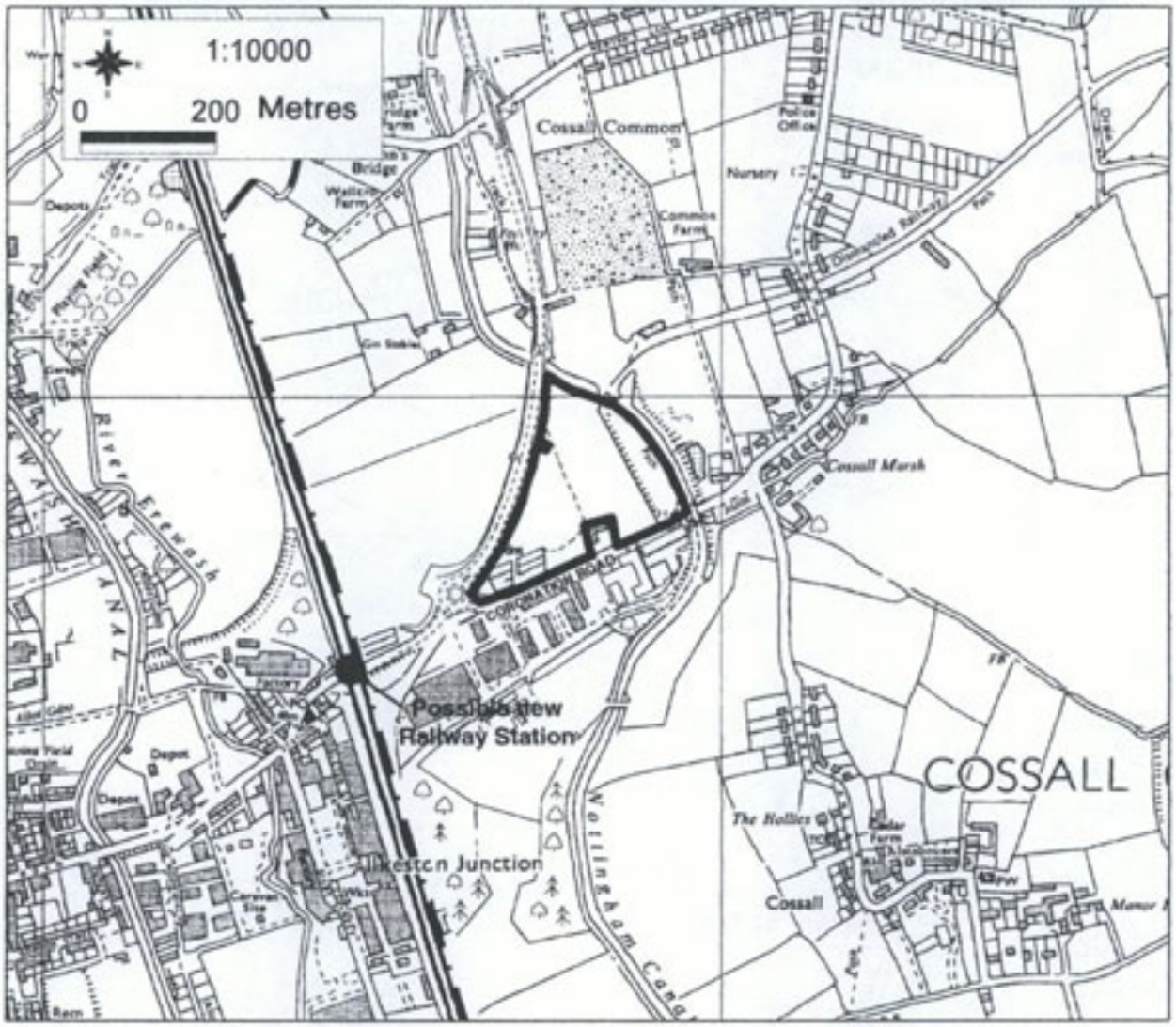
Site Area:	11.6 hectares (28.7 acres)
Current Use:	Agricultural land (Grade 4) and former nursery
Ecological Value:	There are no designated wildlife sites on this land
Green Belt:	The site is in the Green Belt and on the edge of the village. Development would decrease the Green Belt gap between Awsworth and Ilkeston
Public Transport:	Frequent bus services run along Awsworth Lane which is adjacent to the site. The site is within 1 km of the possible new railway station at Ilkeston.
Road Access:	Access would be from Awsworth Lane and Newtons Lane
Other Issues:	The site contains former tip land which could be reclaimed for public open space and/or community woodland as part of any development. The development could contribute towards the cost of providing the proposed new railway station at Ilkeston junction.

Site AC5 North and West of Awsworth Lane, Cossall **Potential Housing Site**

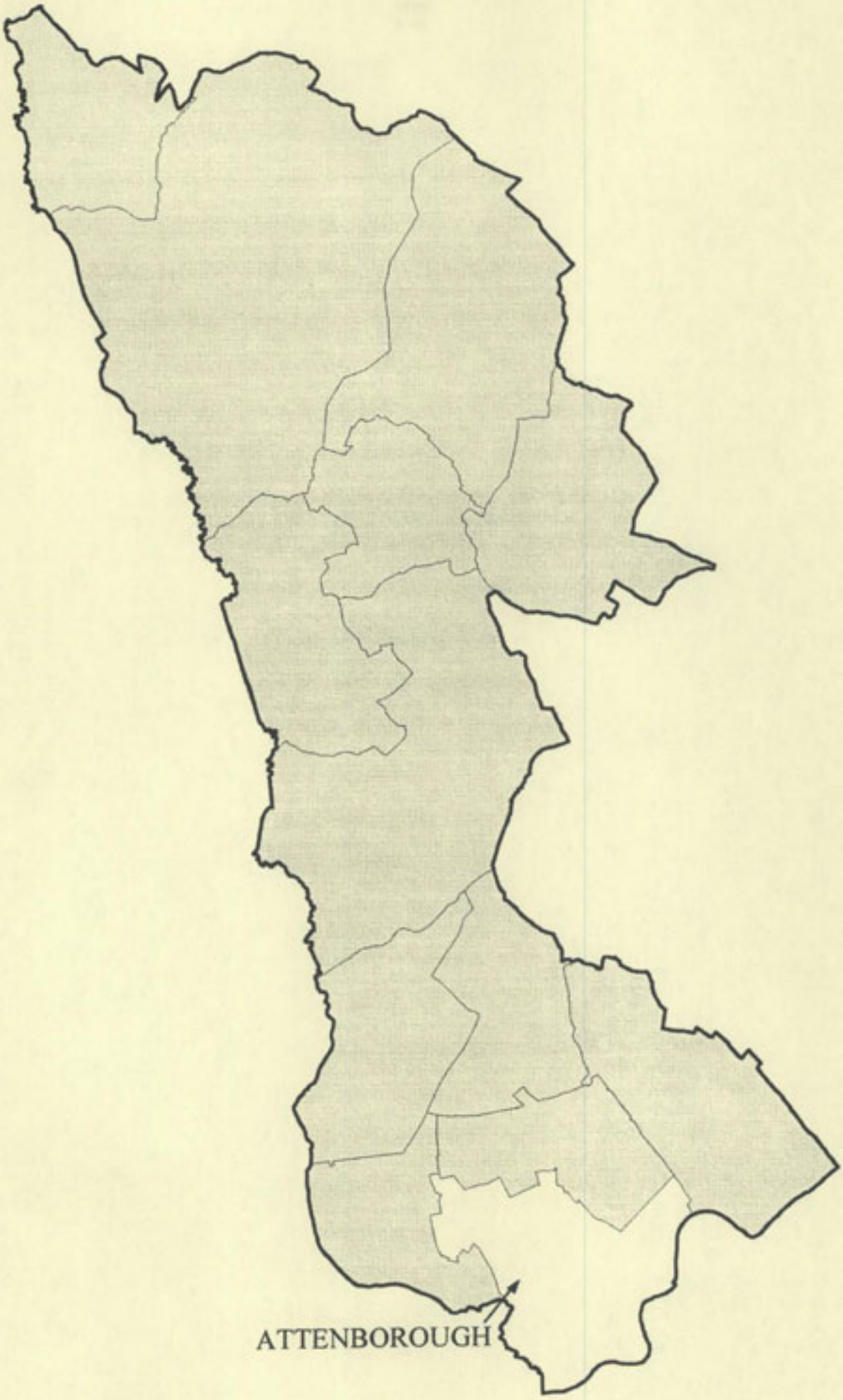


Site Area:	6.1 hectares (15.1 acres)
Current Use:	Agricultural land (Grade 4)
Ecological Value:	Approximately 40% of the site is designated as a Site of Importance for Nature Conservation. The site also adjoins Nottingham canal which is designated a local nature reserve
Green Belt:	The site is in the Green Belt and development would narrow the Green Belt gap between Awsworth and Ilkeston Junction. The site is within 1 kilometre of the possible new railway station at Ilkeston
Public Transport:	Frequent bus services run along Awsworth Lane which bounds the site
Road Access:	Access could be gained from Awsworth Lane
Other Issues:	The site is reasonably low-lying but is visible from the village of Cossall. Planning benefits could include woodland planting and safeguards for the nature conservation site on the western parts of the site

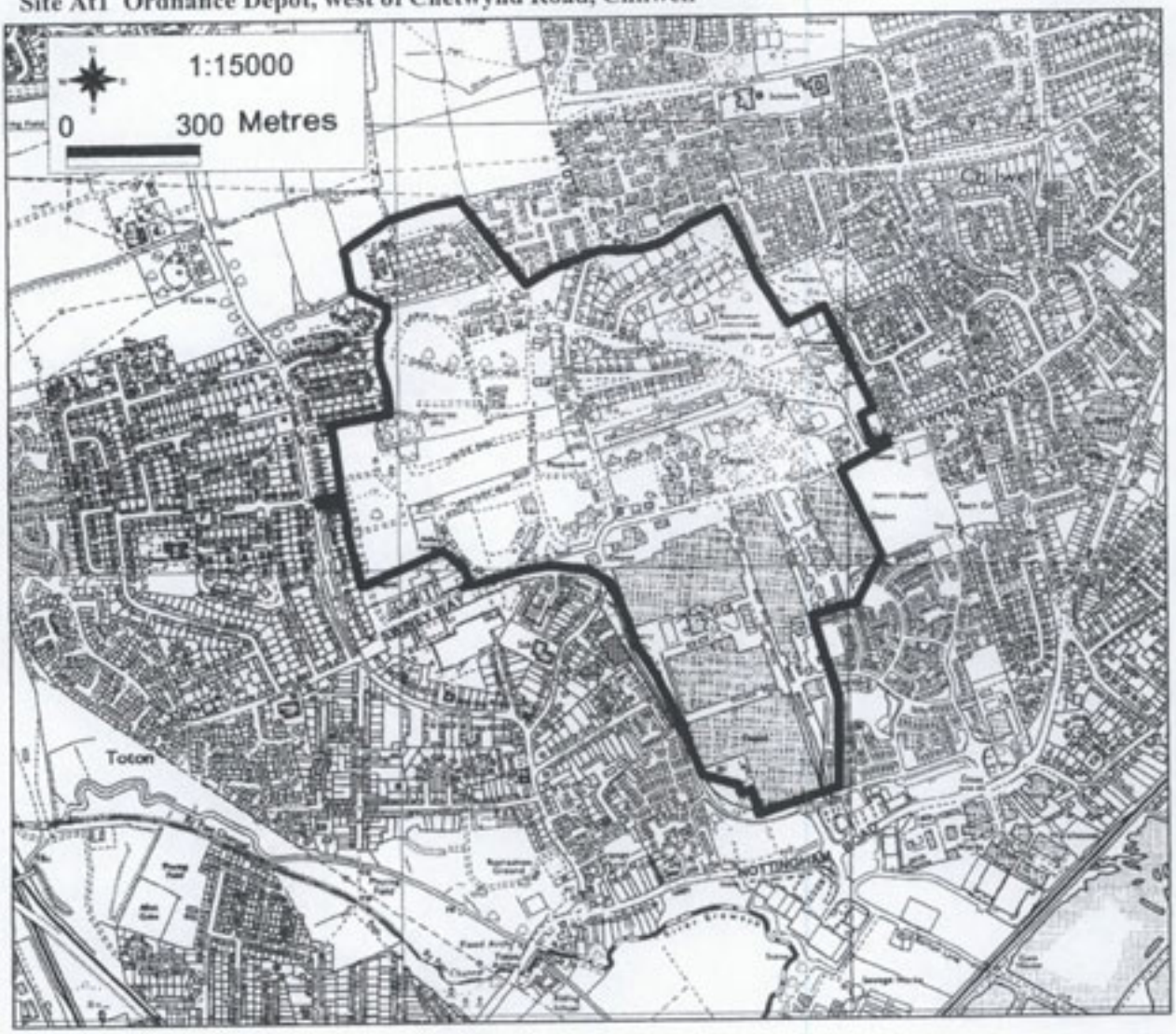
Site AC6 North of Coronation Road, Cossall **Potential Employment Site**



Site Area:	4.8 hectares (11.9 acres)
Current Use:	Agricultural land (Grade 4)
Ecological Value:	The site adjoins the Nottingham Canal which is a designated Local Nature Reserve
Green Belt:	The site is in the Green Belt and on the edge of village. Development of this site would narrow the Green Belt gap between Awsworth/Cossall and Ilkeston Junction
Public Transport:	Frequent bus services run along Coronation Road which bounds the site. The site is also within 1 kilometre of the proposed new railway station in Ilkeston
Road Access:	Access would be gained from Coronation Road
Other Issues:	This site was formerly opencast and reclaimed for agricultural use. Development could contribute towards the cost of providing the proposed new railway station at Ilkeston junction.


ATTENBOROUGH

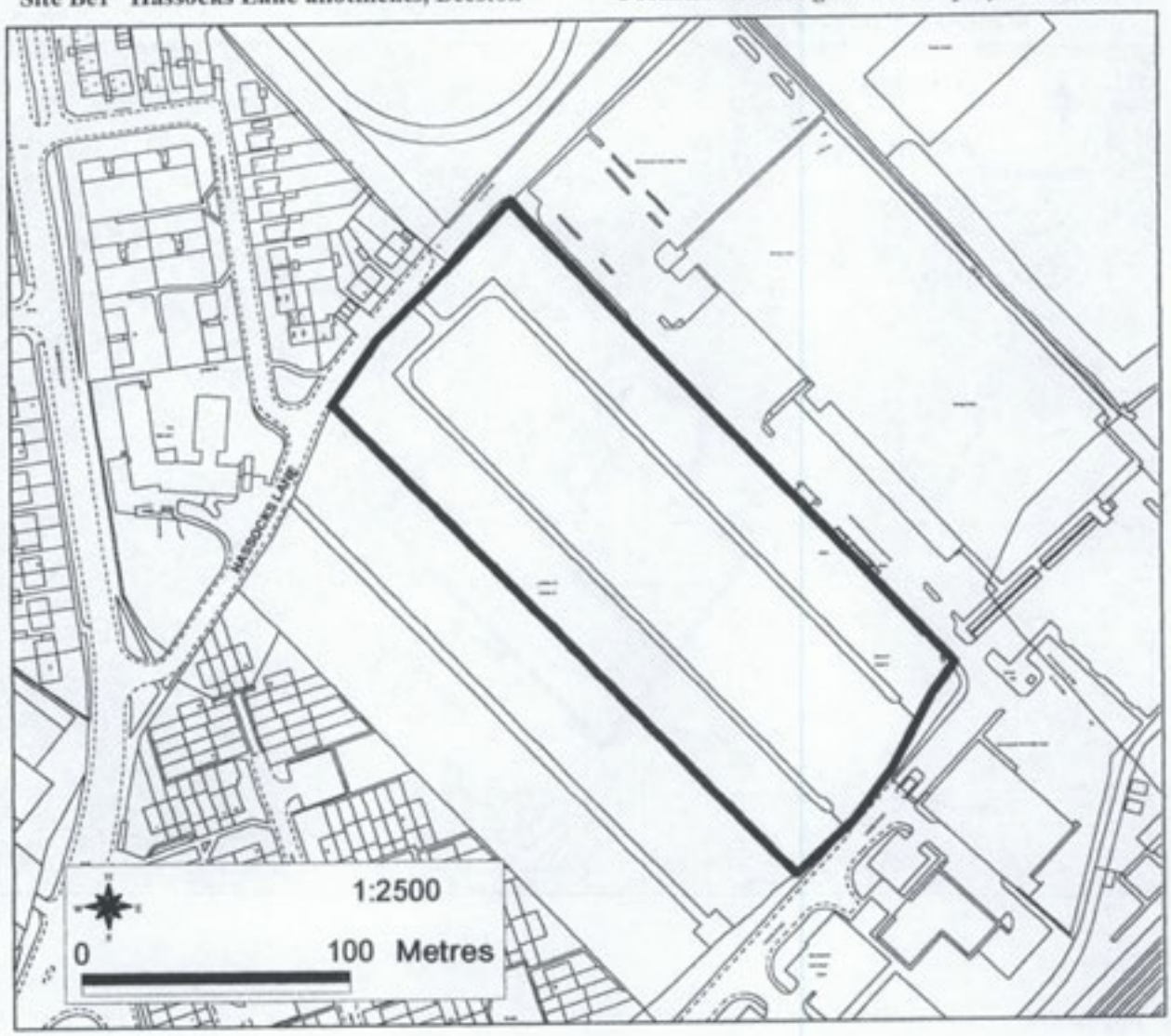
Site At1 Ordnance Depot, west of Chetwynd Road, Chilwell



Site Area:	The area that might be available is not known at present. This site is not in the Green Belt
Current Use:	Ministry of Defence depot
Ecological Value:	There are no designated wildlife sites on this land
Public Transport:	Southern and north-eastern parts of the site are within walking distance of frequent bus services along Nottingham Road and Field Lane respectively
Road Access:	This would depend on which parts of the depot, if any, were to be released for development. Swiney Way might be the most suitable means of access to large parts of the site
Other Issues:	Parts of the depot have been released for development in the past and it is possible that more land may become available in the future.

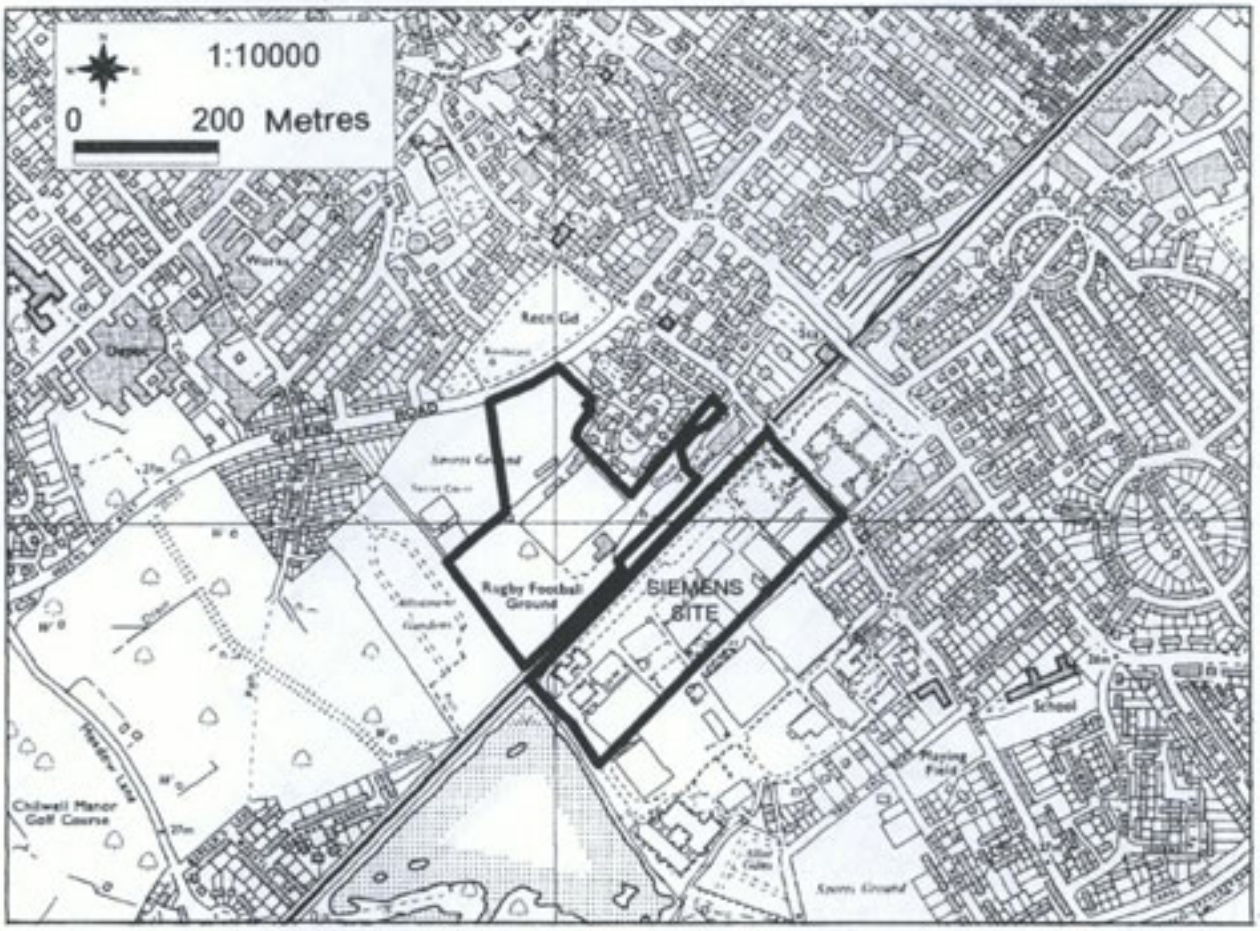
BEESTON

Site Be1 Hassocks Lane allotments, Beeston **Potential Housing and/or Employment Site**



Site Area:	2.4 hectares (5.9 acres). The site is not in the Green Belt
Current Use:	Allotments (privately owned)
Ecological Value:	There are no designated wildlife sites on this land
Public Transport:	Frequent bus services along Queens Road are within walking distance
Road Access:	From Padge Road
Other Issues:	Access from Hassocks Lane may be unsuitable for significant amounts of additional traffic. If employment development were to take place, the amenities of nearby residents would need to be protected.

Site Be2 Nottingham Rugby Club ground and open space off Queens Road, plus part of Siemens Site, Beeston



Site Area: 5.5 hectares (13.6 acres) plus an unknown area within Siemens site. The site is not in the Green Belt.

Current Use: Privately-owned open space including rugby ground, and land within an employment complex

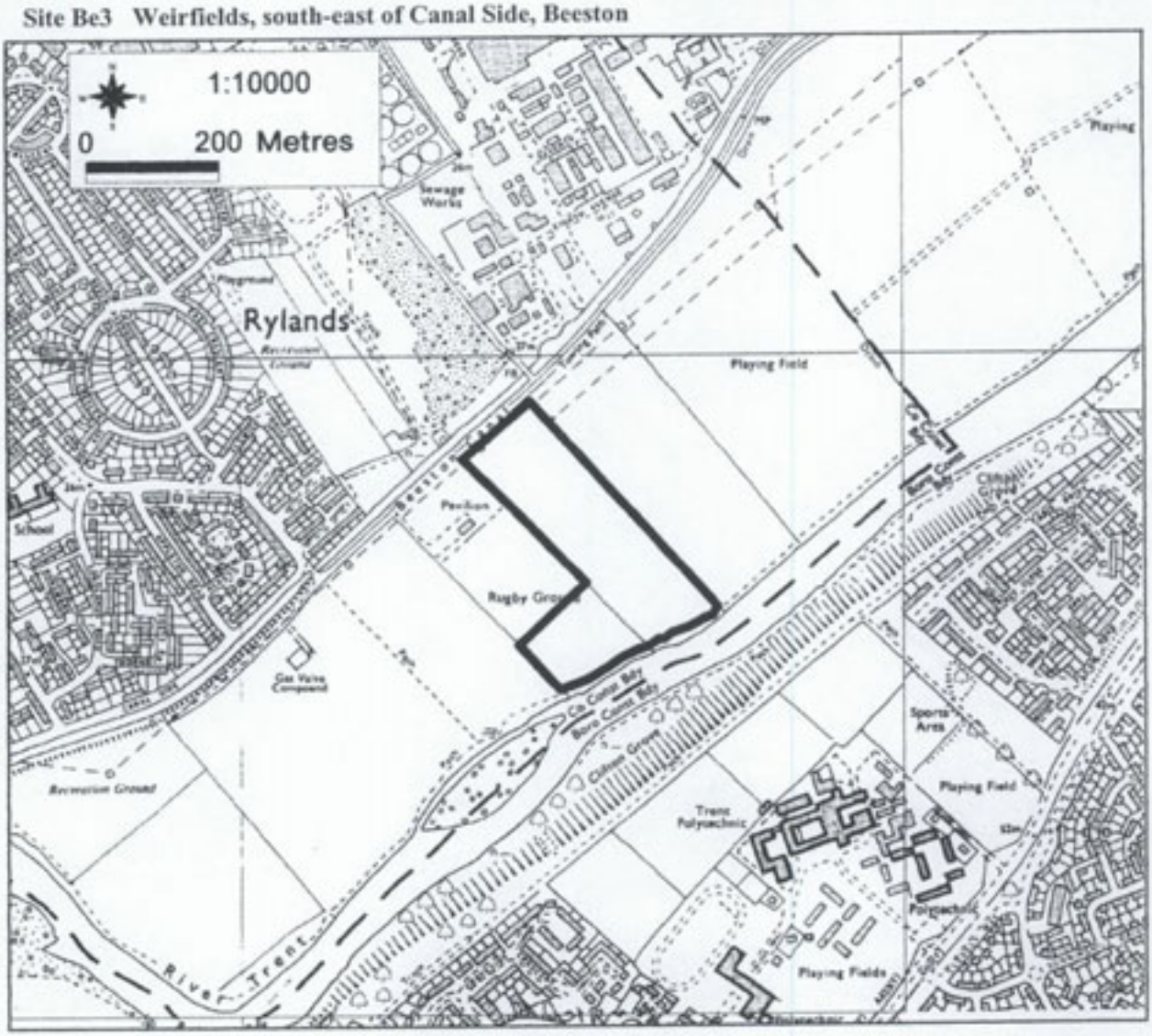
Ecological Value: The sports ground adjoining Queens Road is designated as a Site of Importance for Nature Conservation, a herb-rich meadow grasslands area

Public Transport: The site is within walking distance of frequent bus services along Queens Road, and within 1 kilometre of Beeston railway station

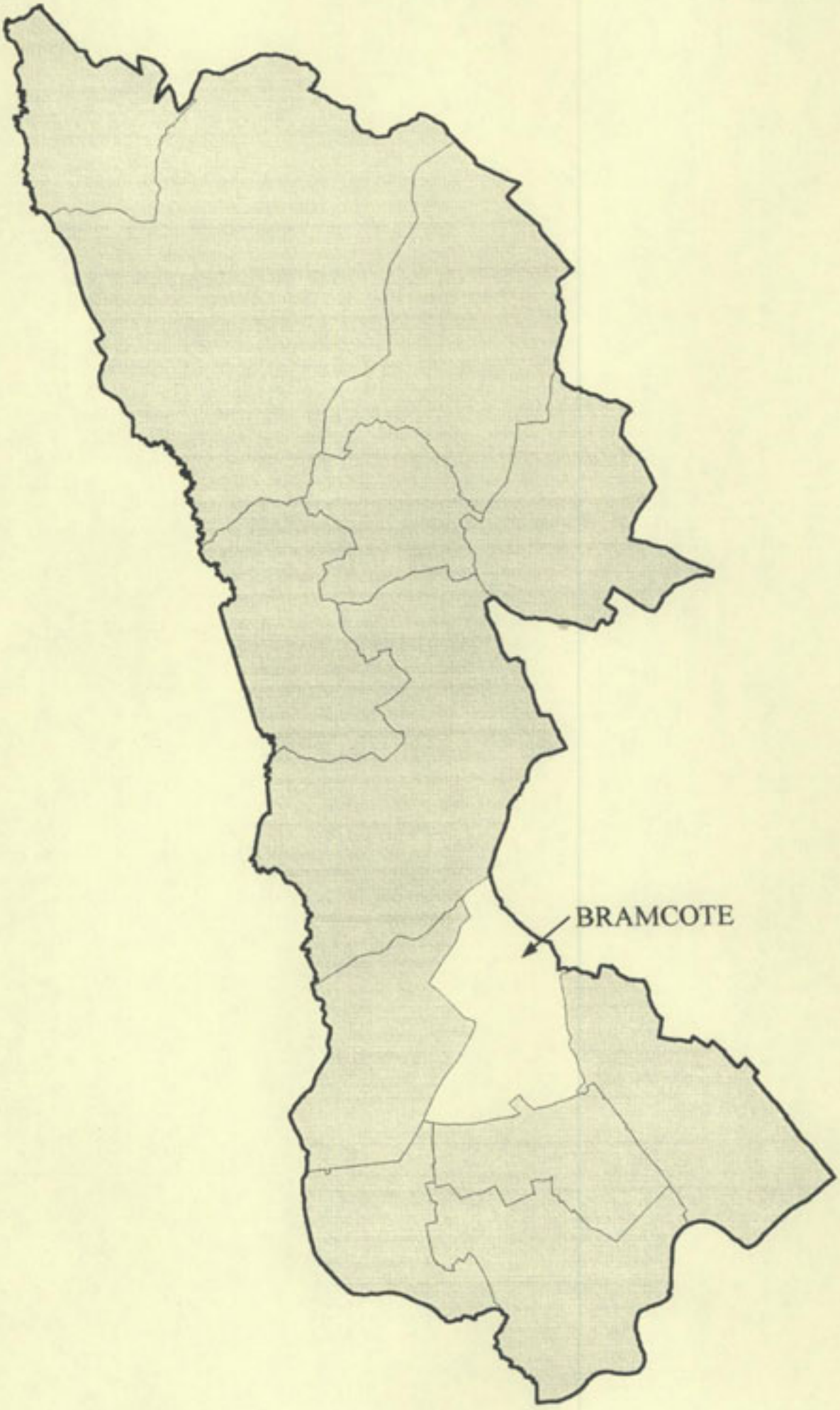
Road Access: A new access from Queens Road could serve an area of housing north of the railway line and then bridge over the railway to create a new main access for Siemens. The firm's present access via Technology Drive to Station Road would be used for new development towards the eastern end of the site.

Other Issues: Part of the Siemens site close to Beeston station could be suitable for relatively high density housing, taking advantage of proximity to a choice of public transport systems. Other available parts of Siemens site could be re-allocated for employment purposes, to retain jobs in this area.

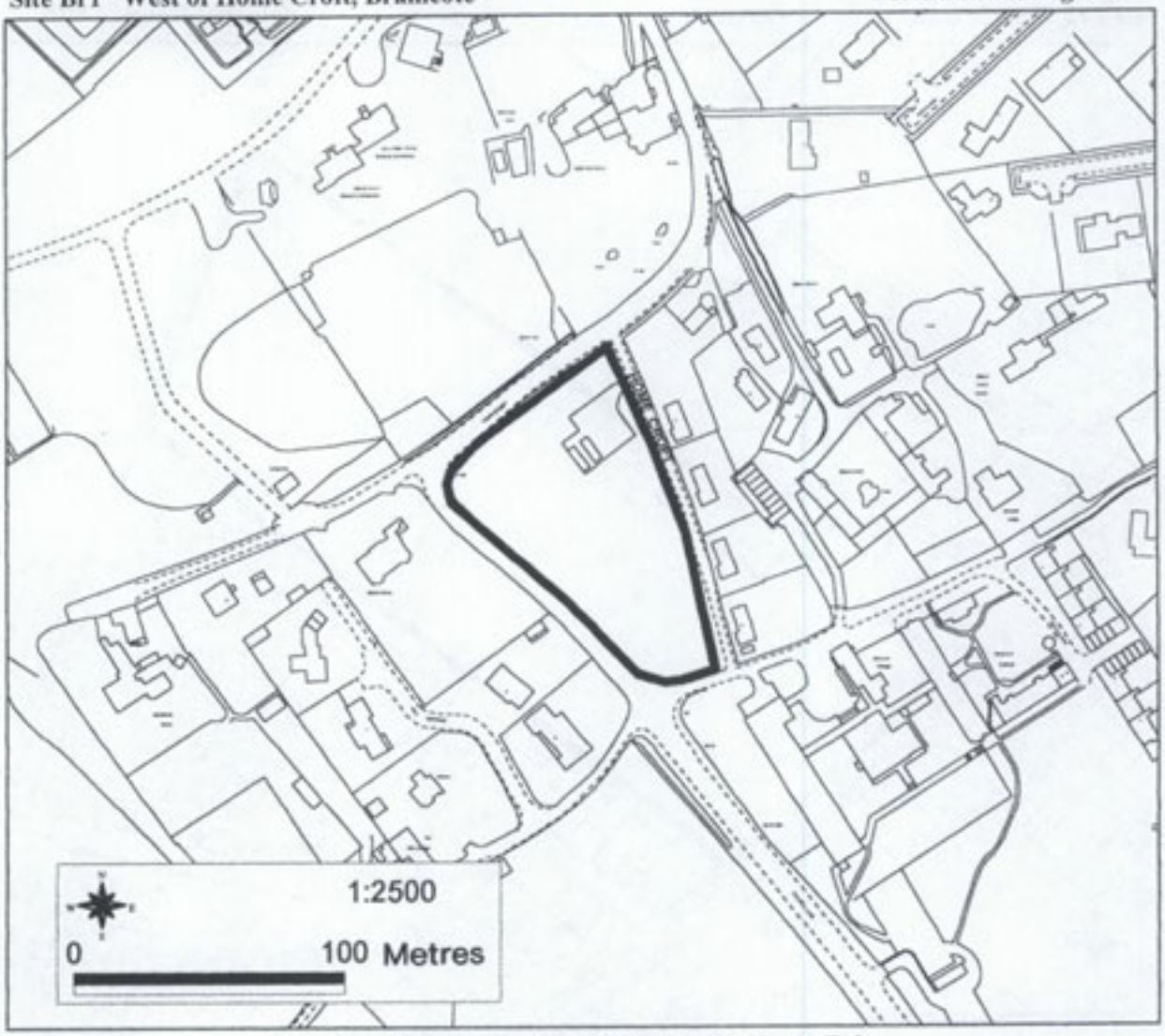
Site Be3 Weirfields, south-east of Canal Side, Beeston



Site Area:	6.7 hectares (16.6 acres)
Current Use:	Agricultural land (50% Grade 3a, 50% ungraded)
Ecological Value:	There are no designated wildlife sites on this land
Green Belt:	The site is in the Green Belt and on the edge of the urban area. It forms part of the gap between Beeston and Clifton
Public Transport:	There are no frequent bus services within walking distance
Road Access:	There is no suitable means of access for residential or employment development
Other Issues:	The site lies within the washlands of the River Trent.

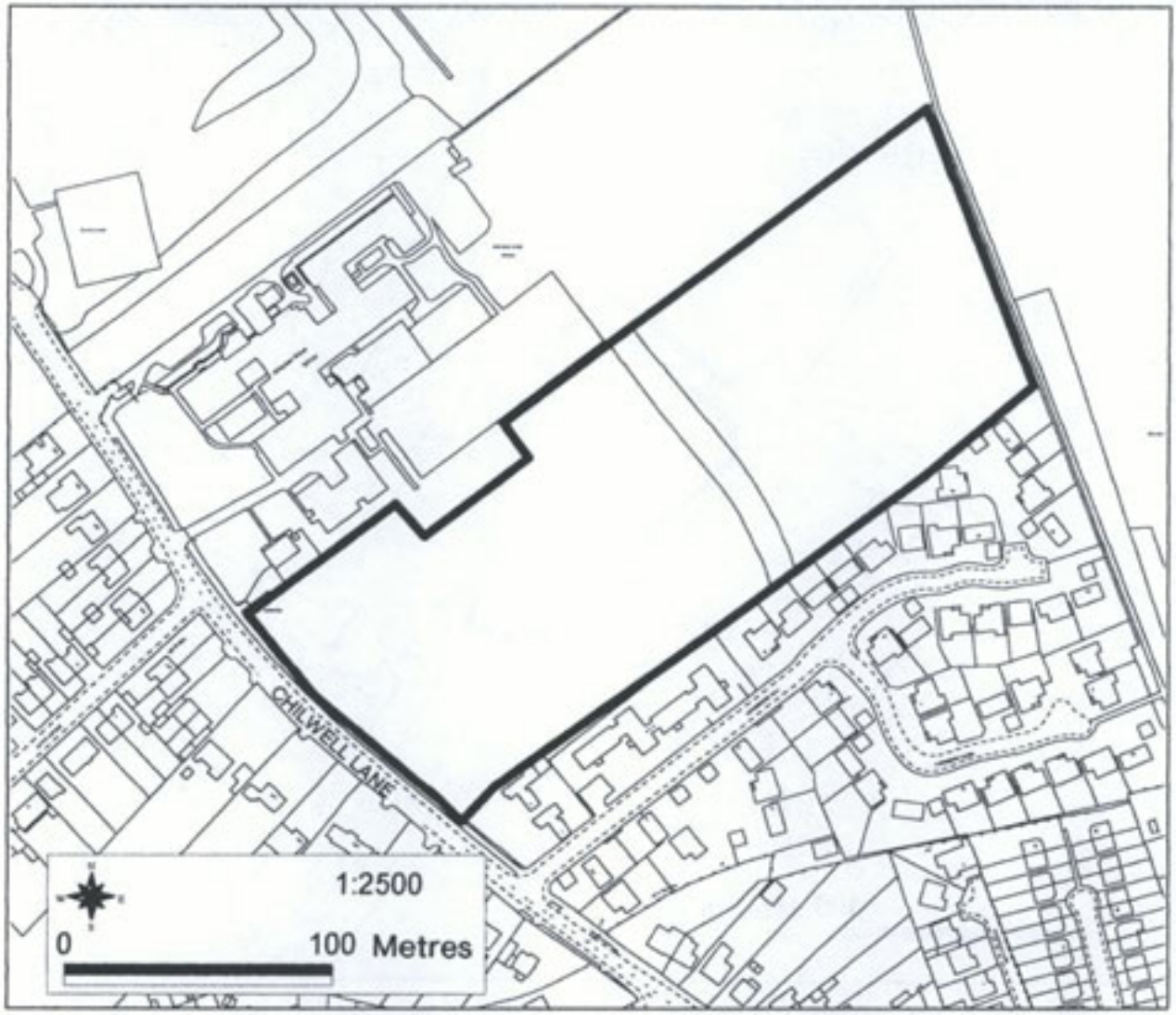

BRAMCOTE

Site Br1 West of Home Croft, Bramcote **Potential Housing Site**

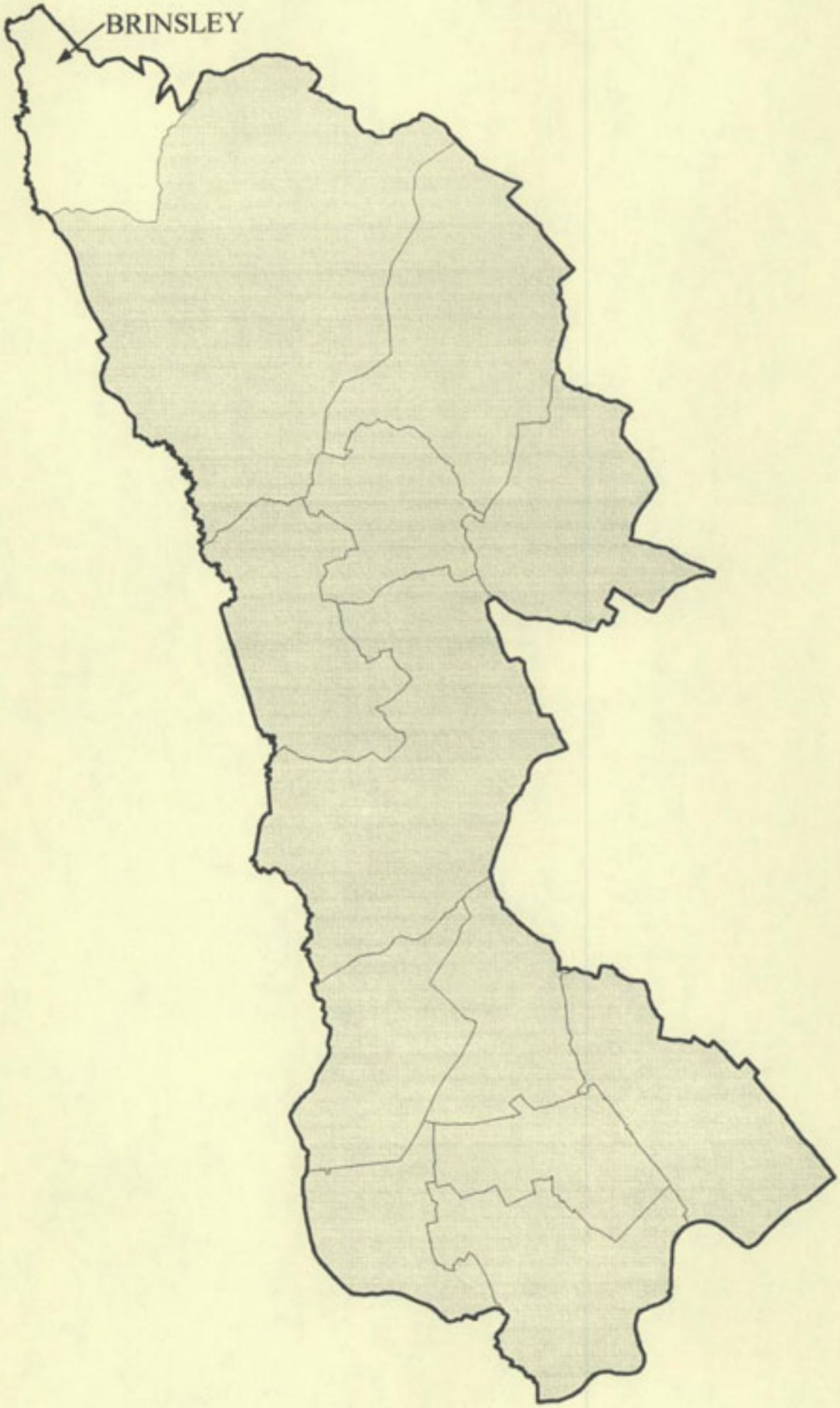


Site Area:	0.6 hectares (1.5 acres). The site is not in the Green Belt
Current Use:	Lock-up garages, open land
Ecological Value:	There are no designated wildlife areas within this site
Public Transport:	There is a frequent bus service along Chilwell Lane which adjoins the site
Road Access:	This would need to be from Home Croft via the St John's College access off Chilwell Road. Significant improvement to the junction with Common Lane/St John's College access may be required and it is unlikely that satisfactory access would be achievable for general purpose housing. However, the site could be suitable for consideration for specialist student housing with minimal parking provision
Other Issues:	Any access arrangements would need to avoid harming the character of the Conservation Area and buildings would need to be of a high standard of design and in character with the Conservation Area.

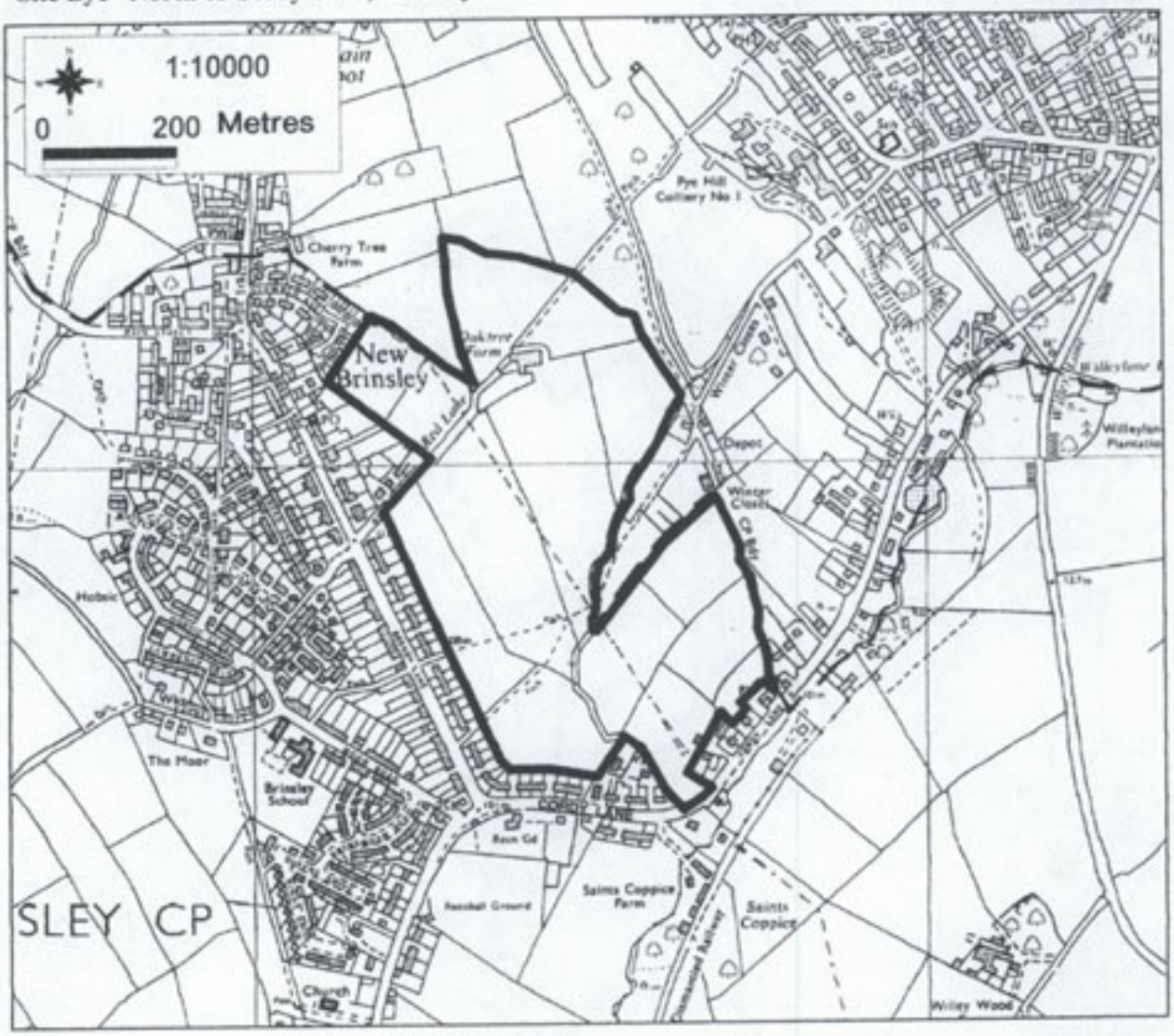
Site Br2 East of Chilwell Lane, Bramcote **Potential Housing Site**



Site Area:	3.2 hectares (7.9 acres)
Current Use:	Grazing land. (Ungraded)
Ecological Value:	There are no designated wildlife areas within this site
Public Transport:	There is a frequent bus service along Chilwell Lane which adjoins the site
Road Access:	This would be from Chilwell Lane
Other Issues:	The site forms part of a Protected Open Area, as designated in the 1994 Local Plan, and is also safeguarded for development for education purposes. However, the County Council now considers that a replacement for the Alderman White (Lower) School could instead be built in the grounds of the Upper School at Beeston Fields. An unspecified part of the Chilwell Lane site is nevertheless likely to be required for playing field use.

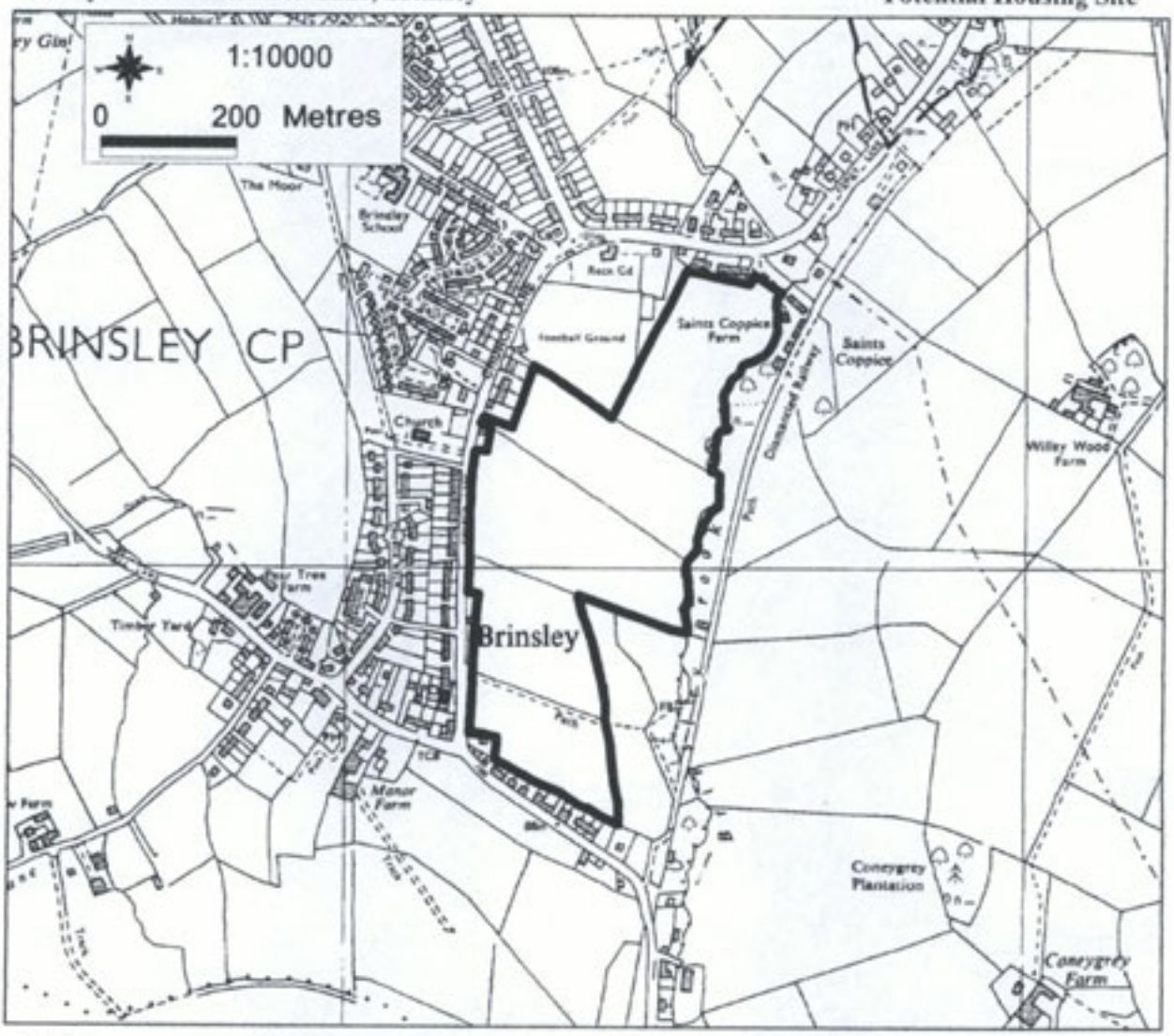

BRINSLEY

Site By1 North of Cordy Lane, Brinsley **Potential Housing Site**



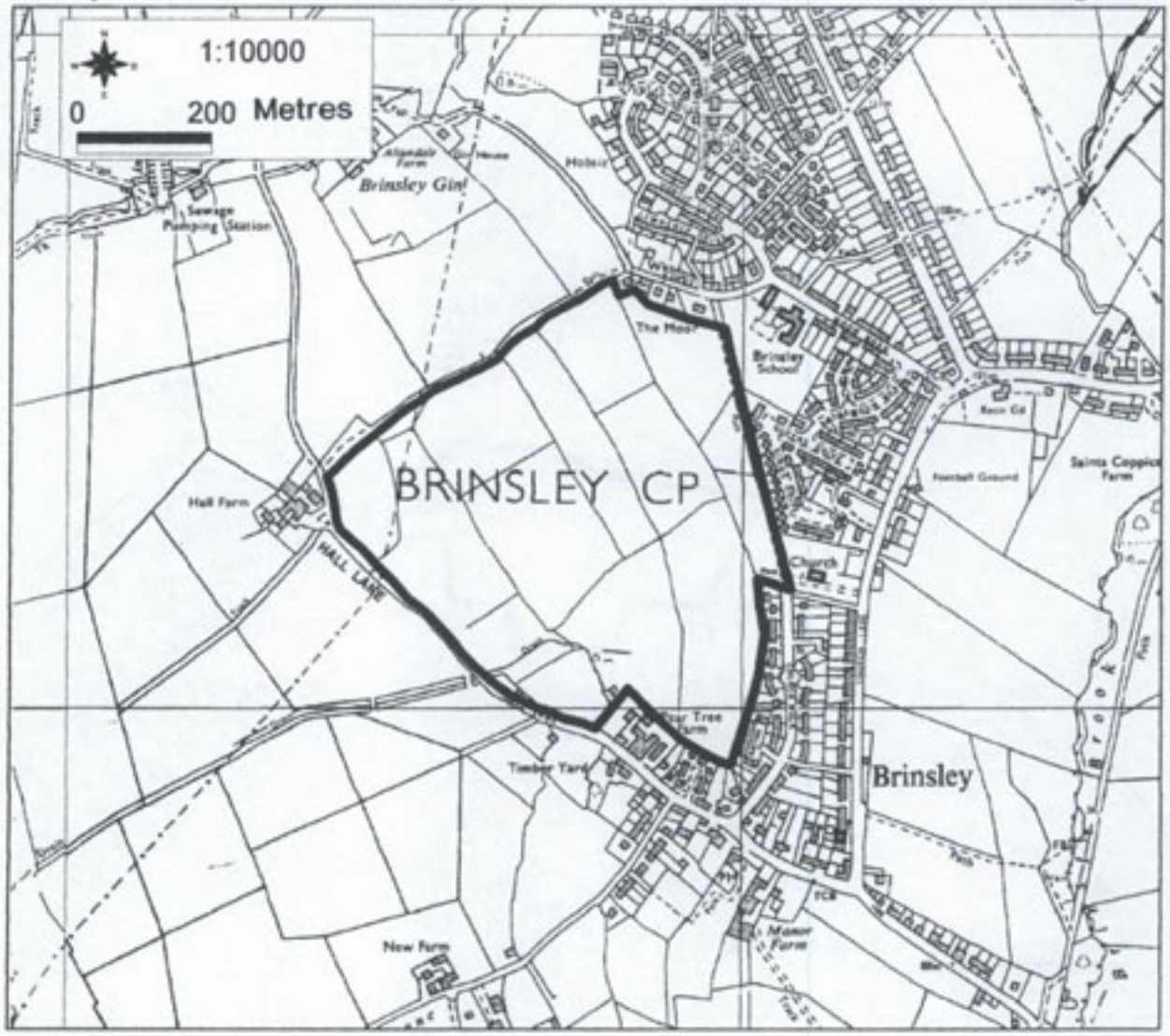
Site Area:	29.3 hectares (72.4 acres)
Current Use:	Agricultural land (Grade 4)
Ecological Value:	No designated wildlife sites on this land
Green Belt:	The site is in the Green Belt and on the edge of the village. Development of the site would decrease the Green Belt gap between Brinsley and Underwood
Public Transport:	The southern half of the site is within walking distance of a frequent bus service which runs along Cordy Lane
Road Access:	Access to the site would be from Red Lane via Broad Lane and from Cordy Lane. Improvements to these roads would be necessary to gain safe access
Other Issues:	Planning benefits might include the provision of new community facilities such as shops. The area north of Red Lane is more prominent.

Site By2 East of Church Lane, Brinsley **Potential Housing Site**



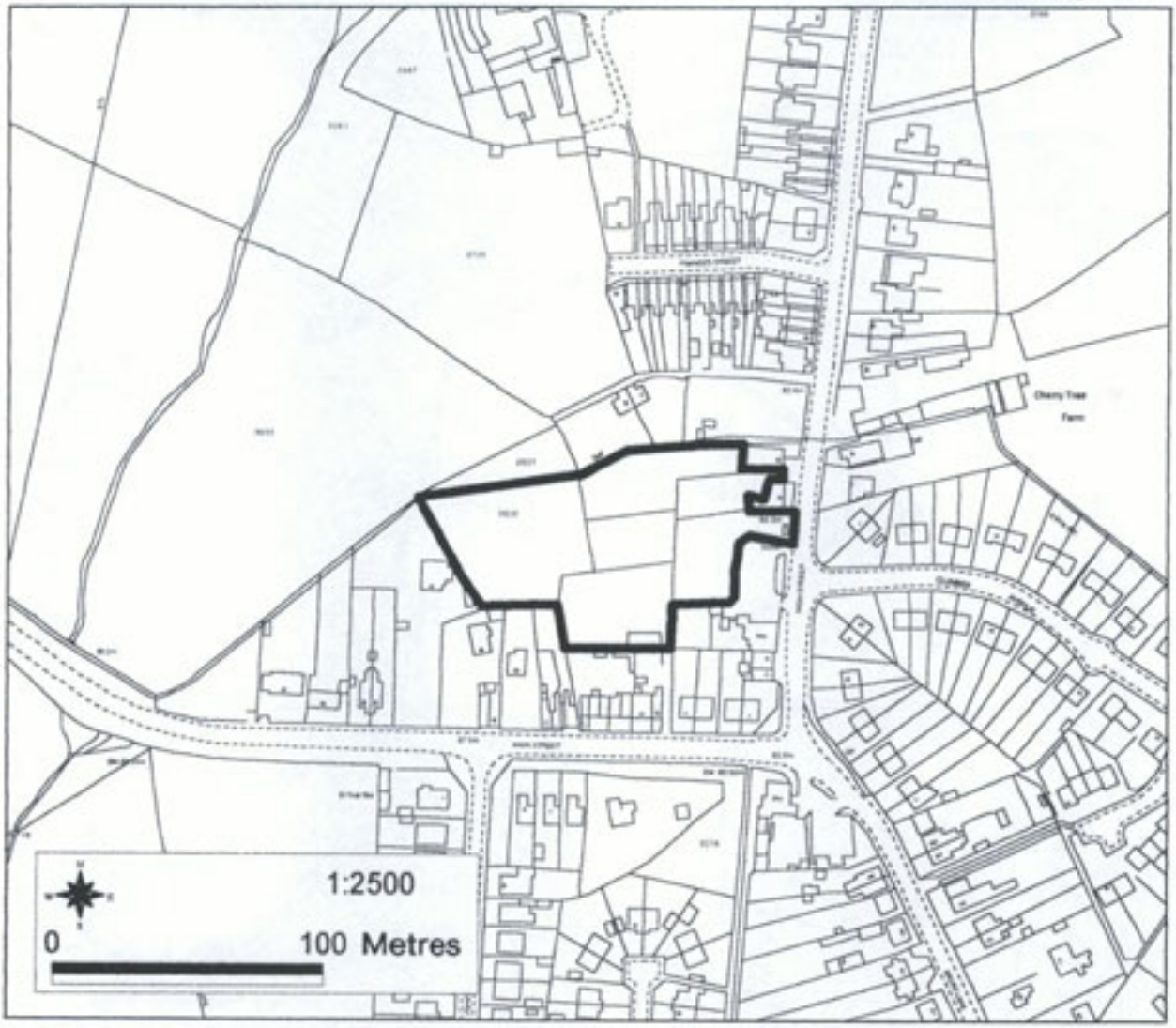
Site Area:	18.6 hectares (46.0 acres)
Current Use:	Agricultural land (Grade 4)
Ecological Value:	There are no designated wildlife sites on this land
Green Belt:	The site is in the Green Belt and on the edge of the village. Development would not lead to the reduction of a Green Belt gap between settlements
Public Transport:	A frequent bus service runs along Church Lane which bounds the site
Road Access:	From Church Lane
Other Issues:	Planning benefits might include the provision of new community facilities such as shops. A buffer strip would need to be created along the eastern edge of the site adjacent to Brinsley Brook, which could provide public open space and a wildlife habitat.

Site By3 North of Hall Lane, Brinsley **Potential Housing Site**



Site Area:	30.3 hectares (74.8 acres)
Current Use:	Agricultural land (Grade 4)
Ecological Value:	Approximately two thirds of the site is designated as part of a Mature Landscape Area in the 1994 Broxtowe Local Plan
Green Belt:	The site is in the Green Belt on the edge of the village
Public Transport:	The eastern side of the site is within walking distance of a frequent bus service which runs along Church Lane
Road Access:	It is difficult to access the site by road. The principal access would be from Hall Lane
Other Issues:	Planning benefits might include the provision of new community facilities such as shops. The land is highly visible from the west side of the Erewash Valley and extensive landscaping would be likely to be necessary in the western part of the site, were development to be considered.

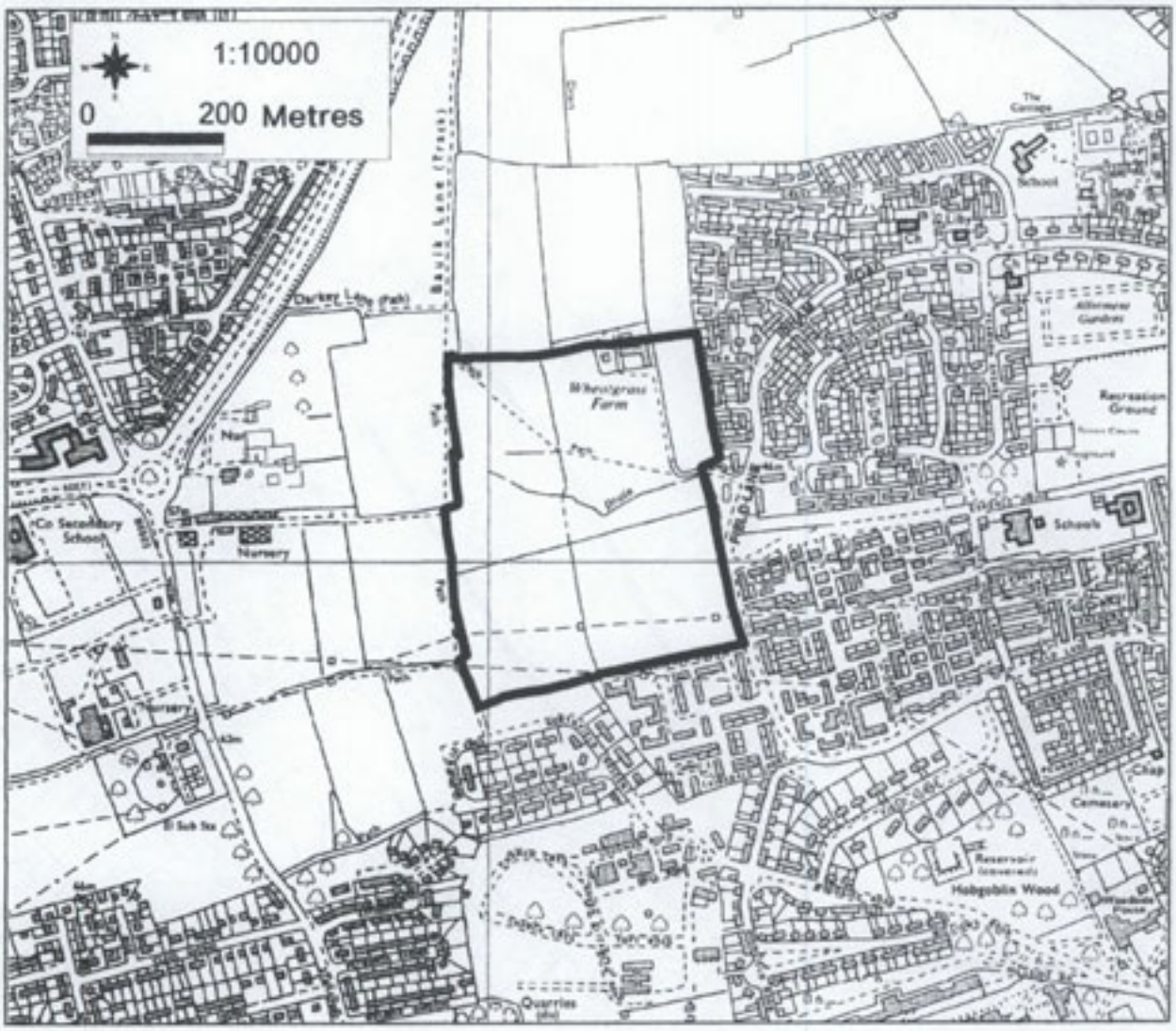
Site By4 West of High Street, Brinsley **Potential Housing Site**



Site Area:	0.6 hectares (1.5 acres). The site is not in the Green Belt
Current Use:	Gardens, public house car park, some parts derelict
Ecological Value:	There are no designated wildlife areas within this site
Public Transport:	There are no frequent bus services within walking distance
Road Access:	This would be from High Street, near to its junction with Clumber Avenue

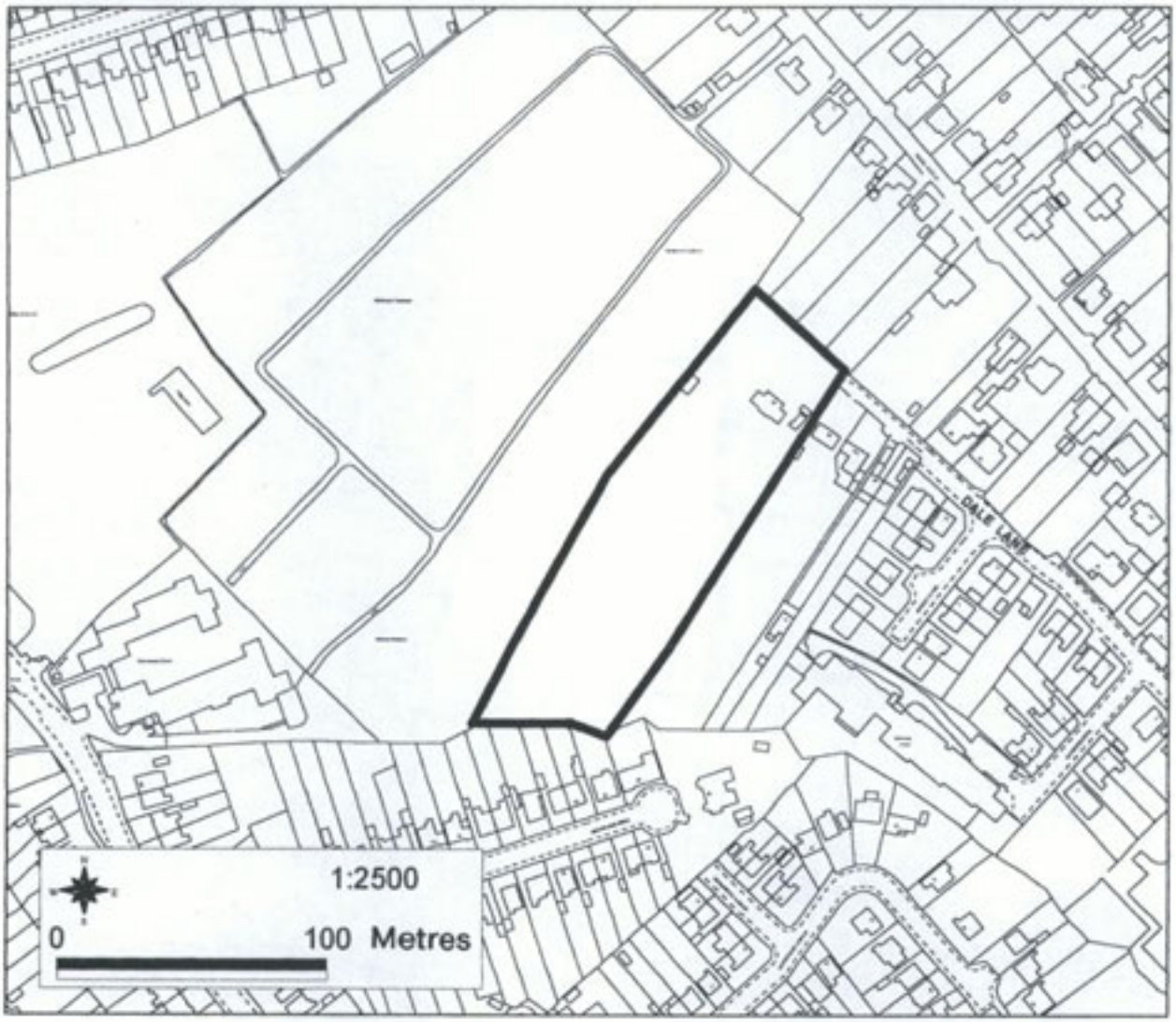
CHILWELL

Site Ch1 West of Field Lane, Chilwell **Potential Housing Site**



Site Area:	18.9 hectares (46.7 acres)
Current Use:	Agricultural land. Grade 2 (30%), Grade 3a (55%) and Grade 3b (15%)
Ecological Value:	There are no designated wildlife sites on this land
Green Belt:	The site is in Green Belt on the edge of the urban area. It occupies a large part of the narrow Green Belt gap between Chilwell and Stapleford
Public Transport:	Frequent bus services run along Inham Road and Field Lane which are accessible from the eastern part of the site
Road Access:	From Eskdale Road and/or Field Lane. However, major development could cause traffic difficulties on nearby roads
Other Issues:	Planning benefits might include new woodland planting to soften the current Green Belt edge. High voltage overhead power lines cross the site.

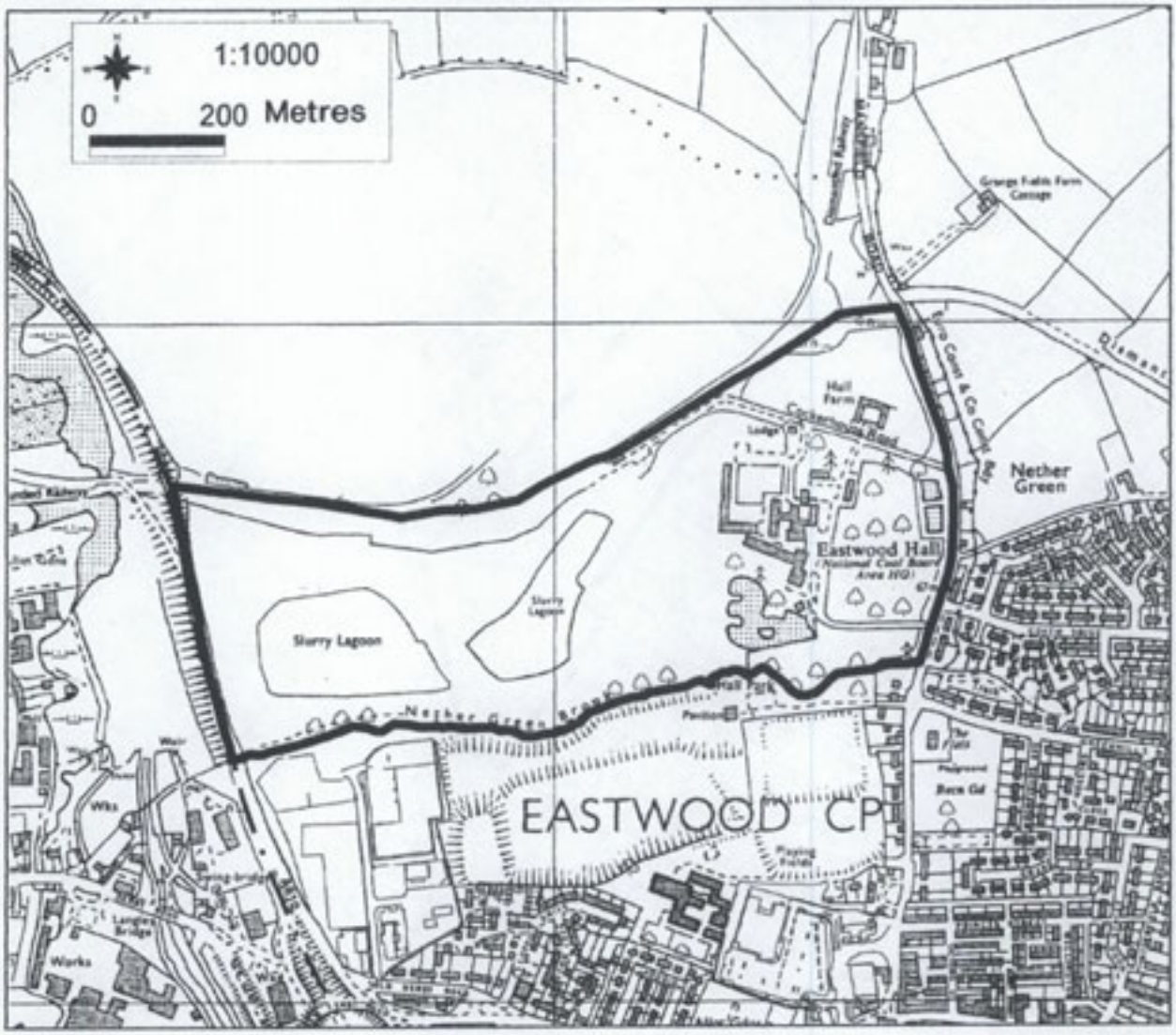
Site Ch2 South-west of Dale Lane, Chilwell **Potential Housing Site**



Site Area:	0.8 hectares (2.0 acres). The site is not in the Green Belt
Current Use:	Residential and garden area
Ecological Value:	There are no designated wildlife areas within this site
Public Transport:	Within walking distance of frequent bus services along Chilwell High Road
Road Access:	Access would need to be from Brookland Drive, via adjacent land with landowner's consent

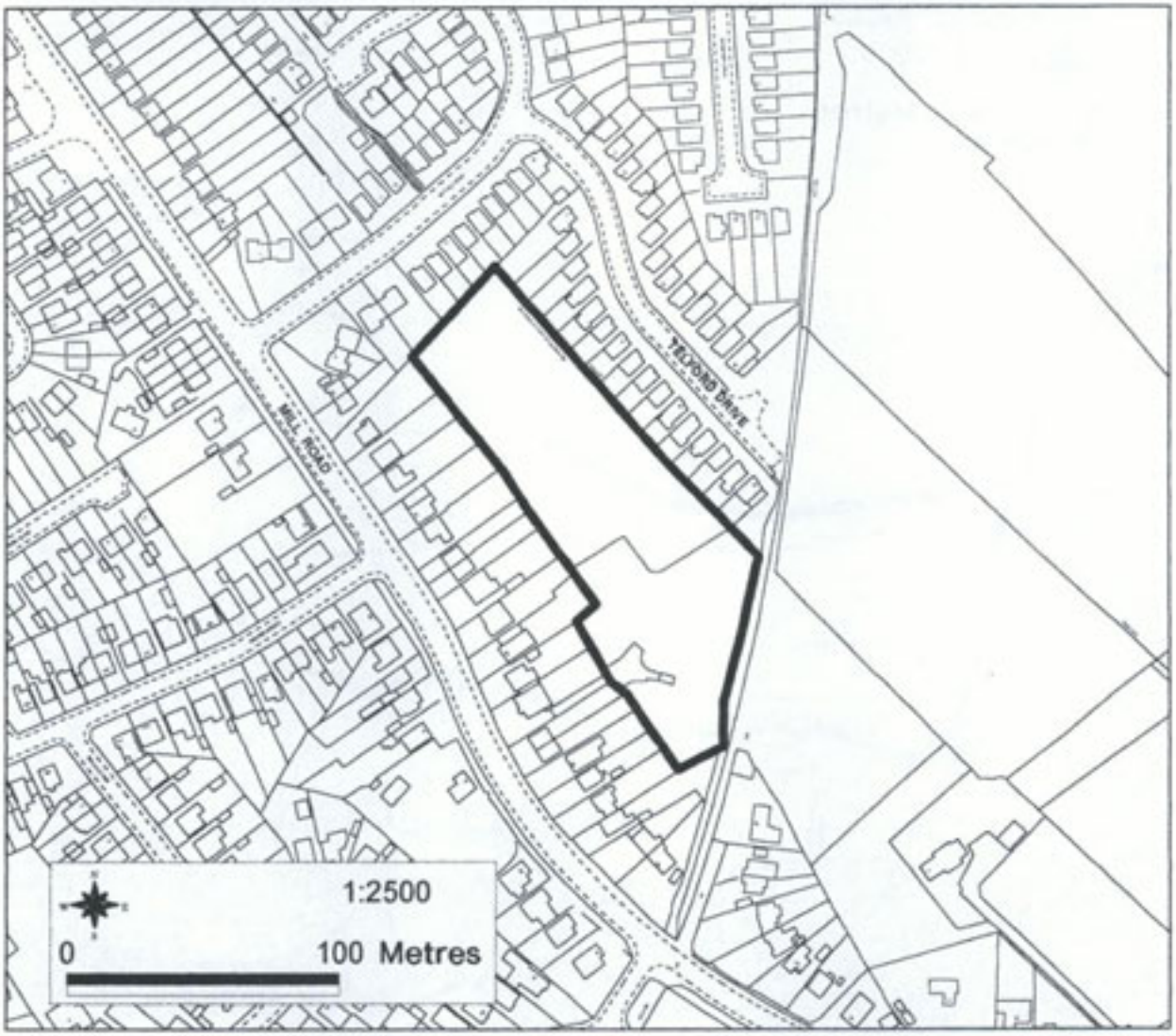
EASTWOOD AREA
(Including Newthorpe, Giltbrook,
Beauvale and other parts of Greasley)

Site Ea1 Eastwood Hall and adjacent land, east of A610/west of Mansfield Road, Eastwood



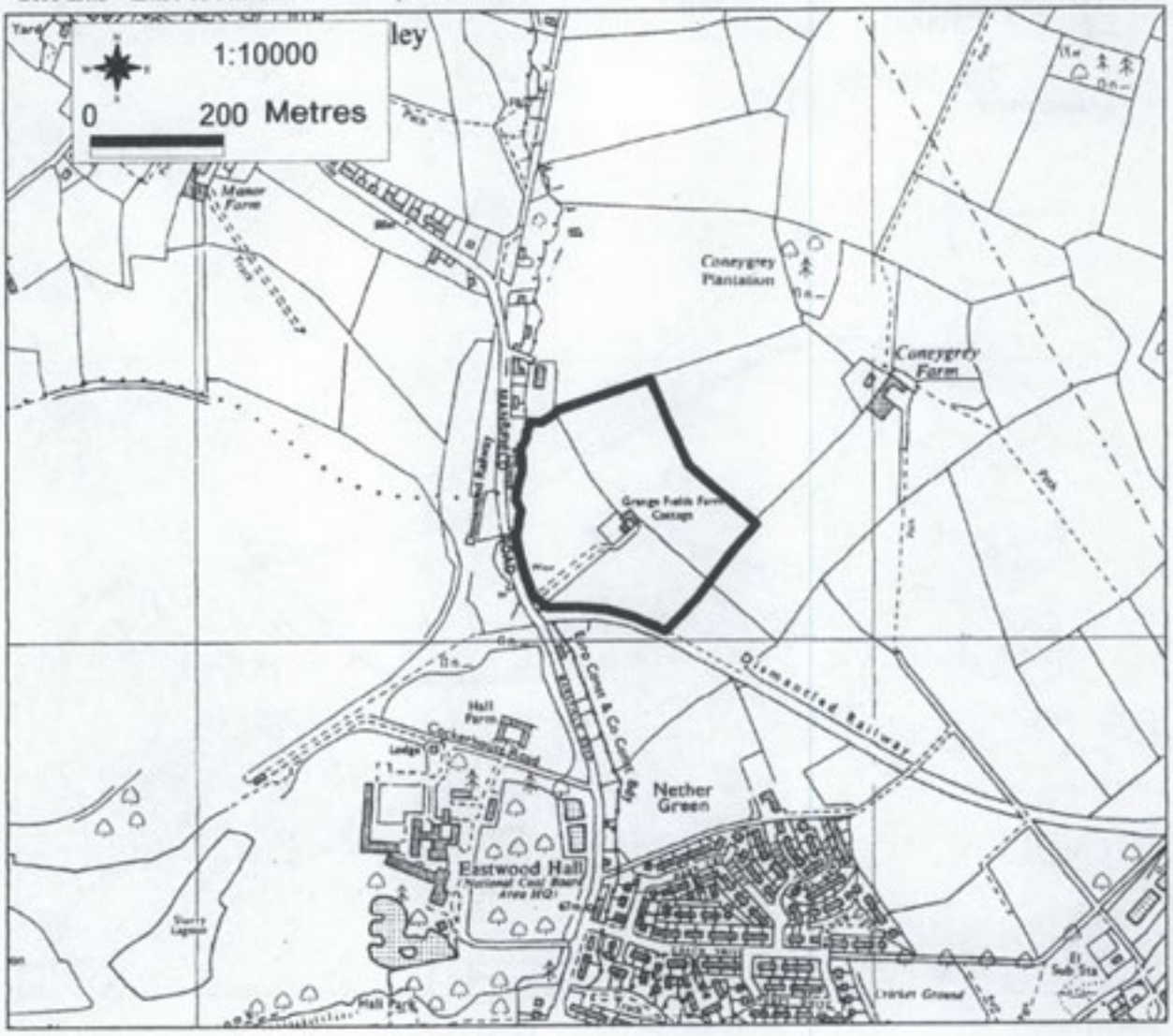
Site Area:	43.5 hectares (107.5 acres)
Current Use:	Eastwood Hall is vacant offices, the land to the west partially unused, partially agricultural land (80% Grade 4, 20% ungraded)
Ecological Value:	There are no designated wildlife sites on this land
Green Belt:	The site is in the Green Belt and on the edge of the urban area. It occupies part of the Green Belt gap between Eastwood, Langley Mill and Brinsley
Public Transport:	Frequent bus services along Mansfield Road are accessible from the eastern part of the site
Road Access:	Possible new link road between the A610 and Mansfield Road (A608)
Other Issues:	Planning benefits might include a reduction in through traffic in Eastwood town centre resulting from the new link road. The site is screened from view from the north by a colliery spoil heap. The western part of the site is derelict land currently being restored and the Council would need to be satisfied that the land is physically capable of accommodating development. Eastwood Hall is a listed building.

Site Ea2 North-east of Mill Road/south-west of Telford Drive, Beauvale, Eastwood



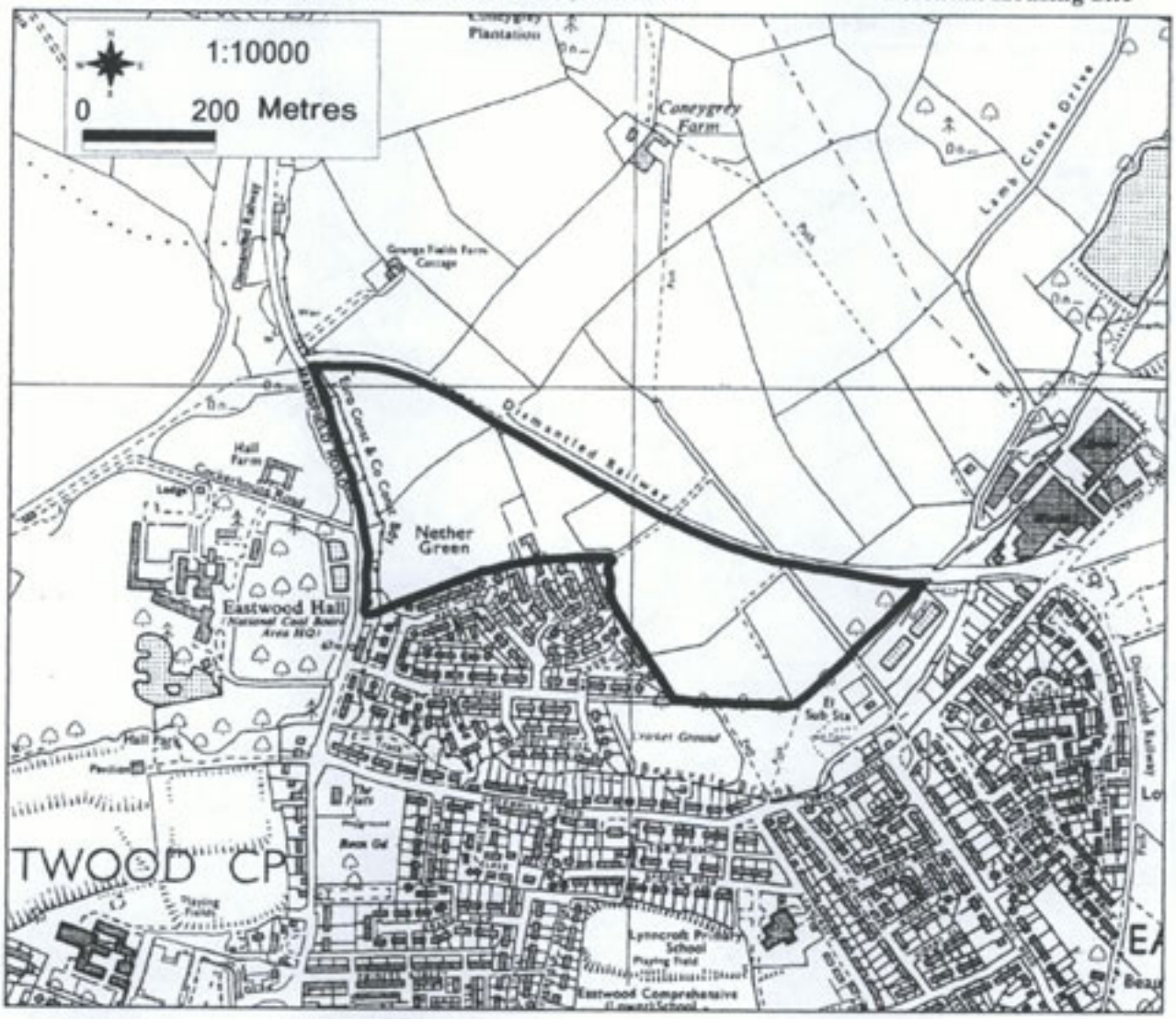
Site Area:	0.9 hectares (2.2 acres). The site is not in the Green Belt
Current Use:	Garden/paddock
Ecological Value:	There are no designated wildlife areas within this site
Public Transport:	There are no frequent bus services within walking distance
Road Access:	This would involve demolition of at least one house on Mill Road (in the same ownership as the site). Alternatively if part of the adjacent land (site Ea5) were to be developed, access could be obtained via that land

Site Ea3 East of Mansfield Road, Eastwood **Potential Housing Site**



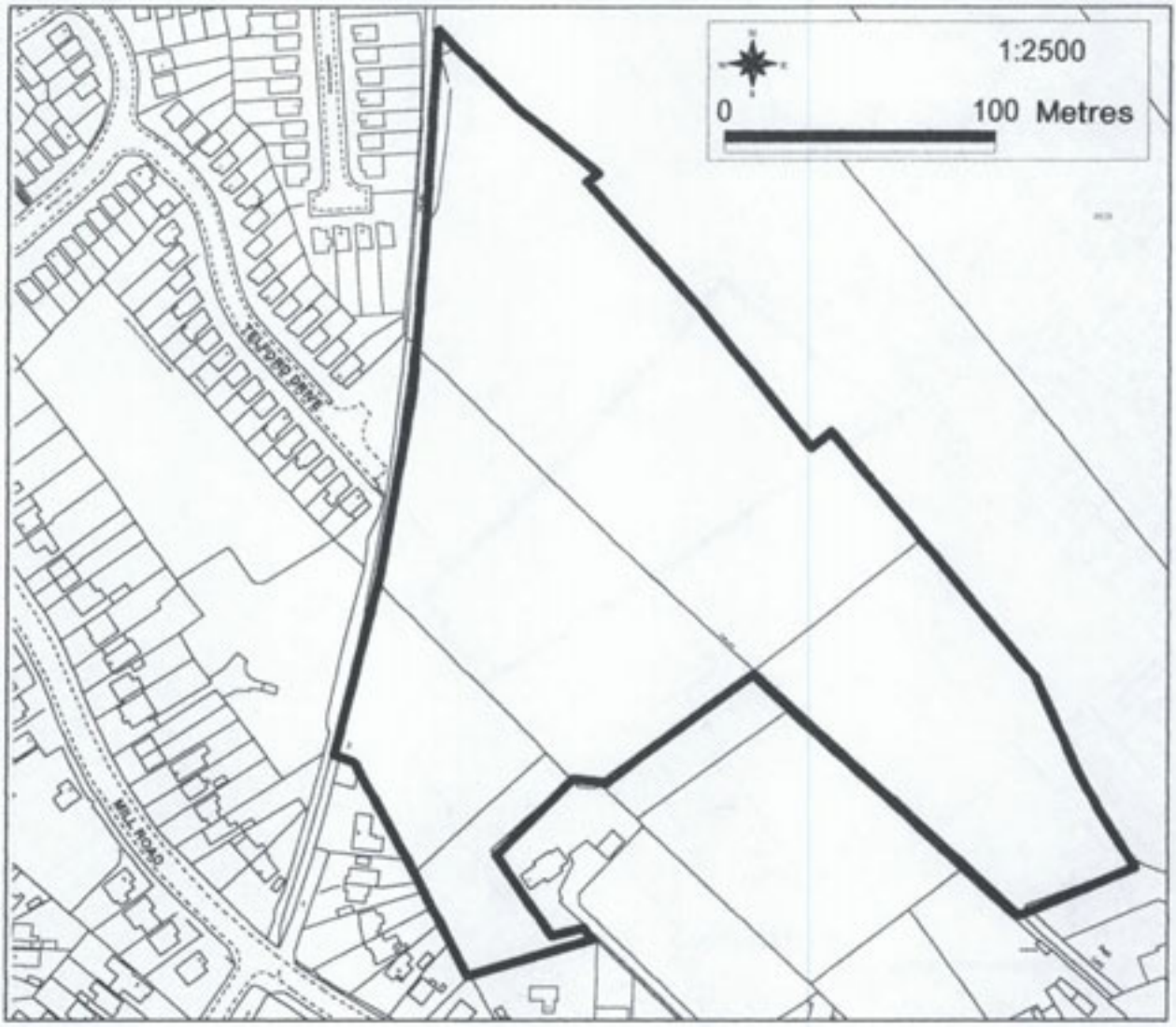
Site Area:	8.6 hectares (21.3 acres)
Current Use:	Agricultural land (Grade 4)
Ecological Value:	There are no designated wildlife sites on this land
Green Belt:	The site is in the Green Belt and remote from the urban area. It occupies part of the Green Belt gap between Eastwood and Brinsley
Public Transport:	Frequent bus services run along Mansfield Road
Road Access:	From Mansfield Road. However, satisfactory visibility for traffic entering and leaving the site cannot be achieved.
Other Issues:	Most of the site is elevated and prominent.

Site Ea4 Nether Green, east of Mansfield Road, Eastwood **Potential Housing Site**



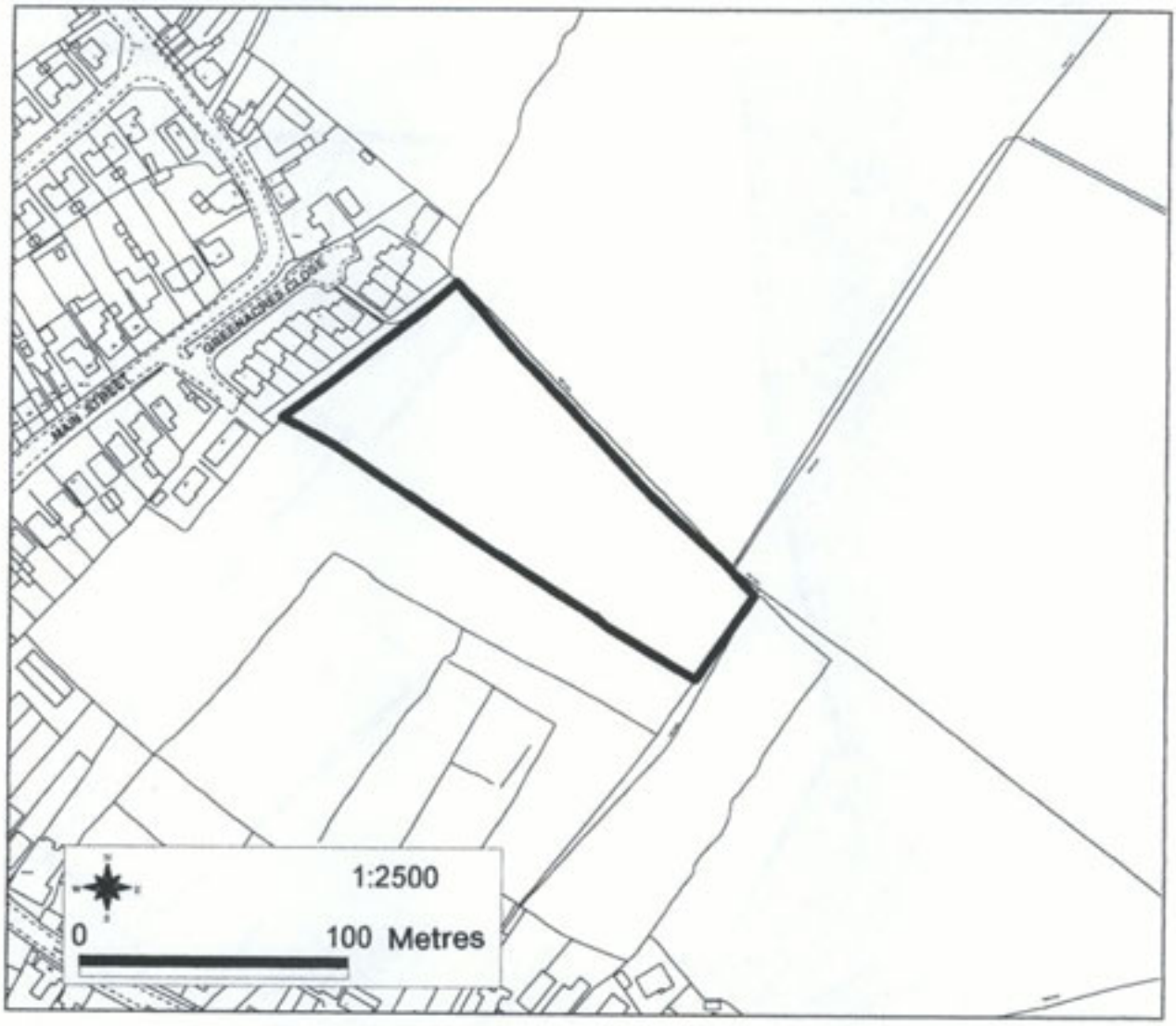
Site Area:	18.0 hectares (44.5 acres)
Current Use:	Agricultural land (Grade 4)
Ecological Value:	There are no designated wildlife sites on this land
Green Belt:	The site is in the Green Belt and on the edge of the urban area. The western part of the site contributes to the Green Belt gap between Eastwood and Brinsley
Public Transport:	Frequent bus services run along Mansfield Road which are accessible from the western part of the site
Road Access:	Via a new road between Mansfield Road and Engine Lane
Other Issues:	Planning benefits might include a reduction in through traffic in Eastwood town centre resulting from the new road, traffic calming on nearby roads, and woodland planting on the more prominent north western part of the site. Part of the site is currently allocated for new allotment gardens and a replacement may be needed. The former railway line could form a new Green Belt boundary

Site Ea5 North of Mill Road, Beauvale, Eastwood **Potential Housing Site**



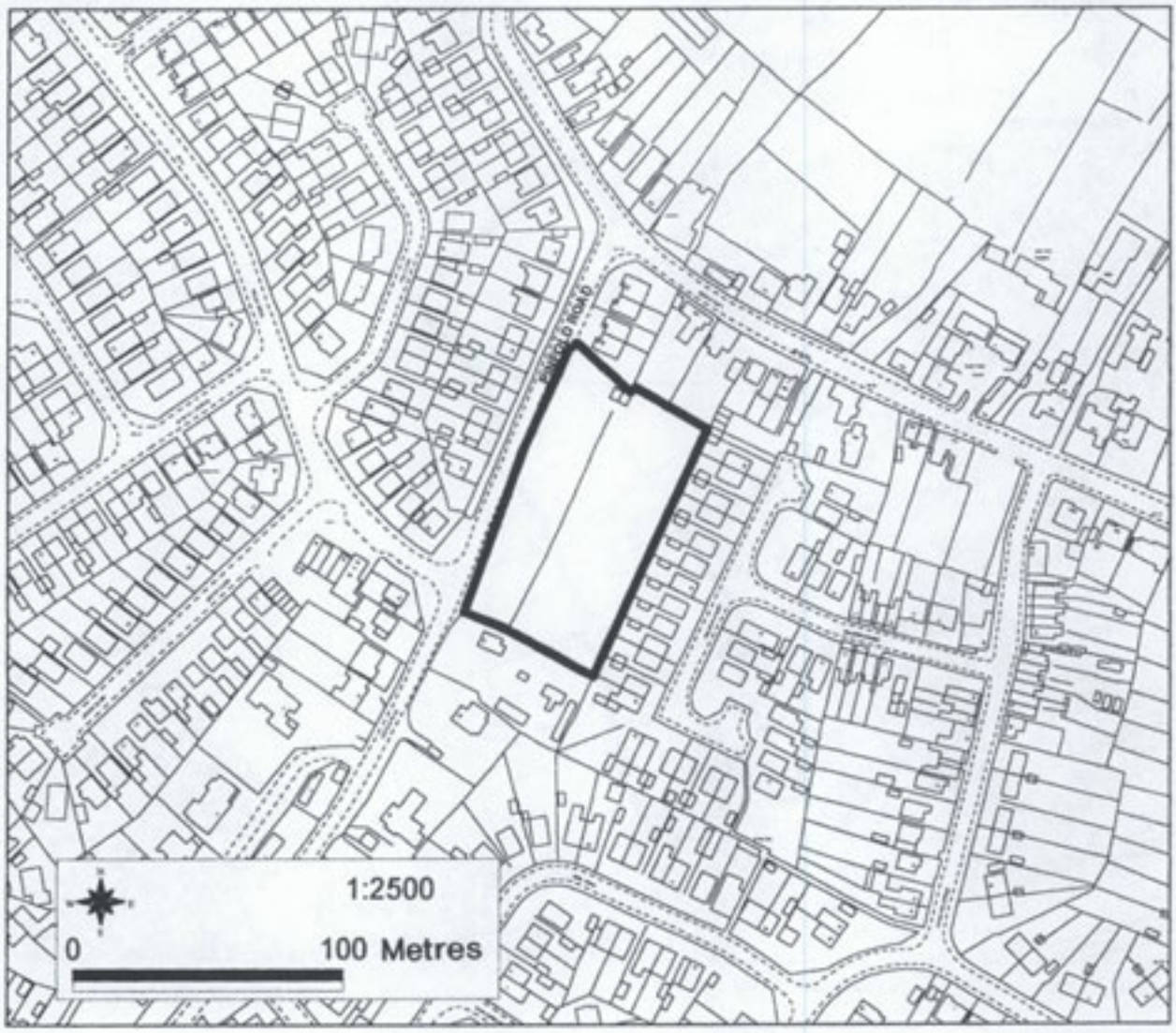
Site Area:	4.4 hectares (10.9 acres)
Current Use:	Agricultural land (Grade 4)
Ecological Value:	There are no designated wildlife sites on this land
Green Belt:	The site is in the Green Belt and on the edge of the urban area. It lies between Eastwood and Moorgreen
Public Transport:	There are no frequent bus services within walking distance
Road Access:	Part of the site might be accessed from Telford Drive. Access might also be obtained from Engine Lane or from Beauvale, both involving land outside the site.
Other Issues:	The site is elevated and most of it is very prominent; extensive landscaping would therefore be likely to be necessary if the site were considered for development. If part of it were to be developed it could provide access to adjacent land south-west of Telford Drive (site Ea2)

Site Ea6 East of Greenacres Close, Newthorpe **Potential Housing Site**



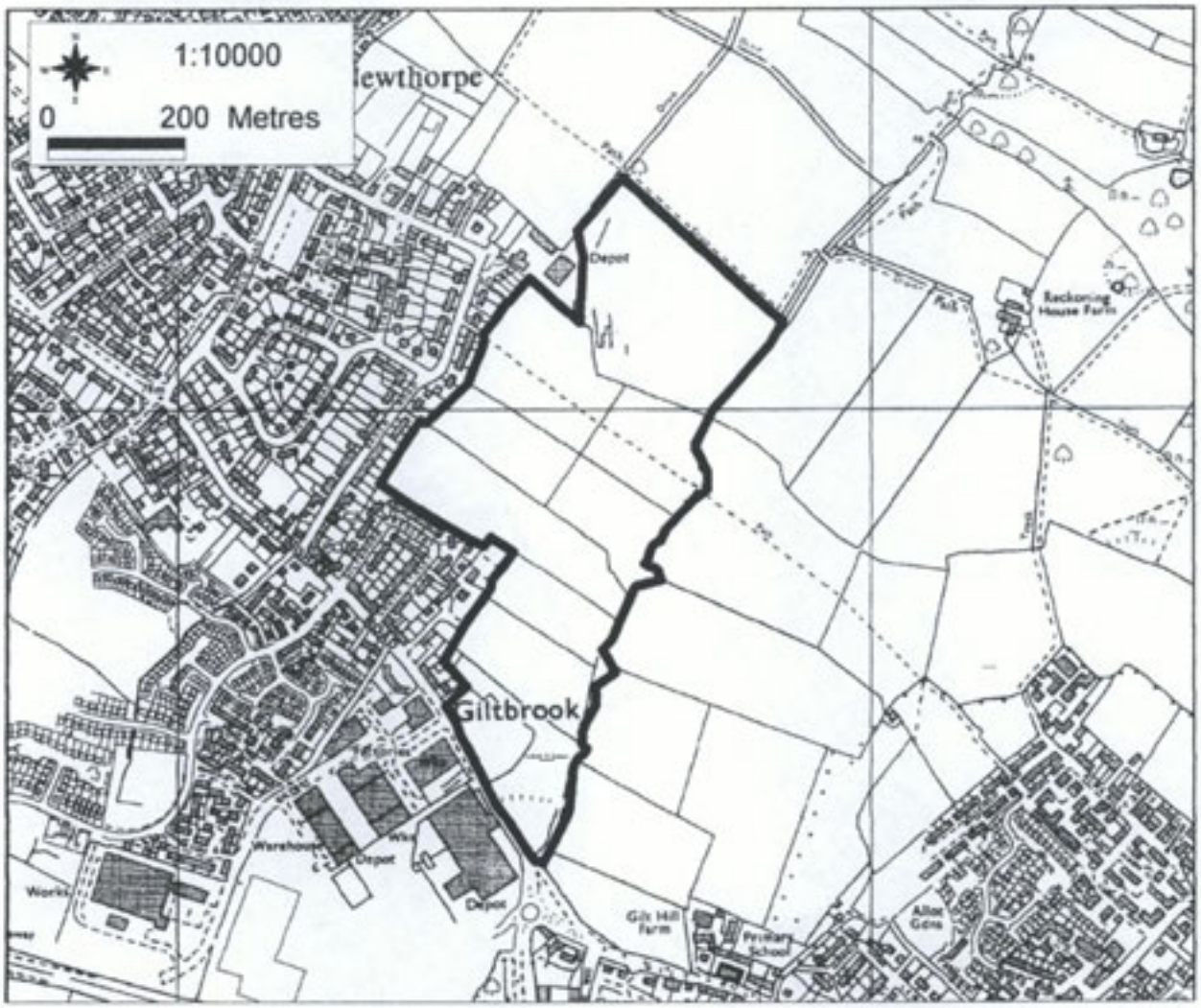
Site Area:	1.0 hectares (2.5 acres)
Current Use:	Agricultural land (Grade 4)
Ecological Value:	The land forms a Site of Importance for Nature Conservation
Green Belt:	The site is in the Green Belt and on the edge of the urban area. It forms part of a large area of open countryside to the north of Newthorpe
Public Transport:	There are no frequent bus services within walking distance
Road Access:	From Greenacres Close. Improvements are likely to be needed

Site Ea7 East of Pinfold Road, Giltbrook **Potential Housing Site**



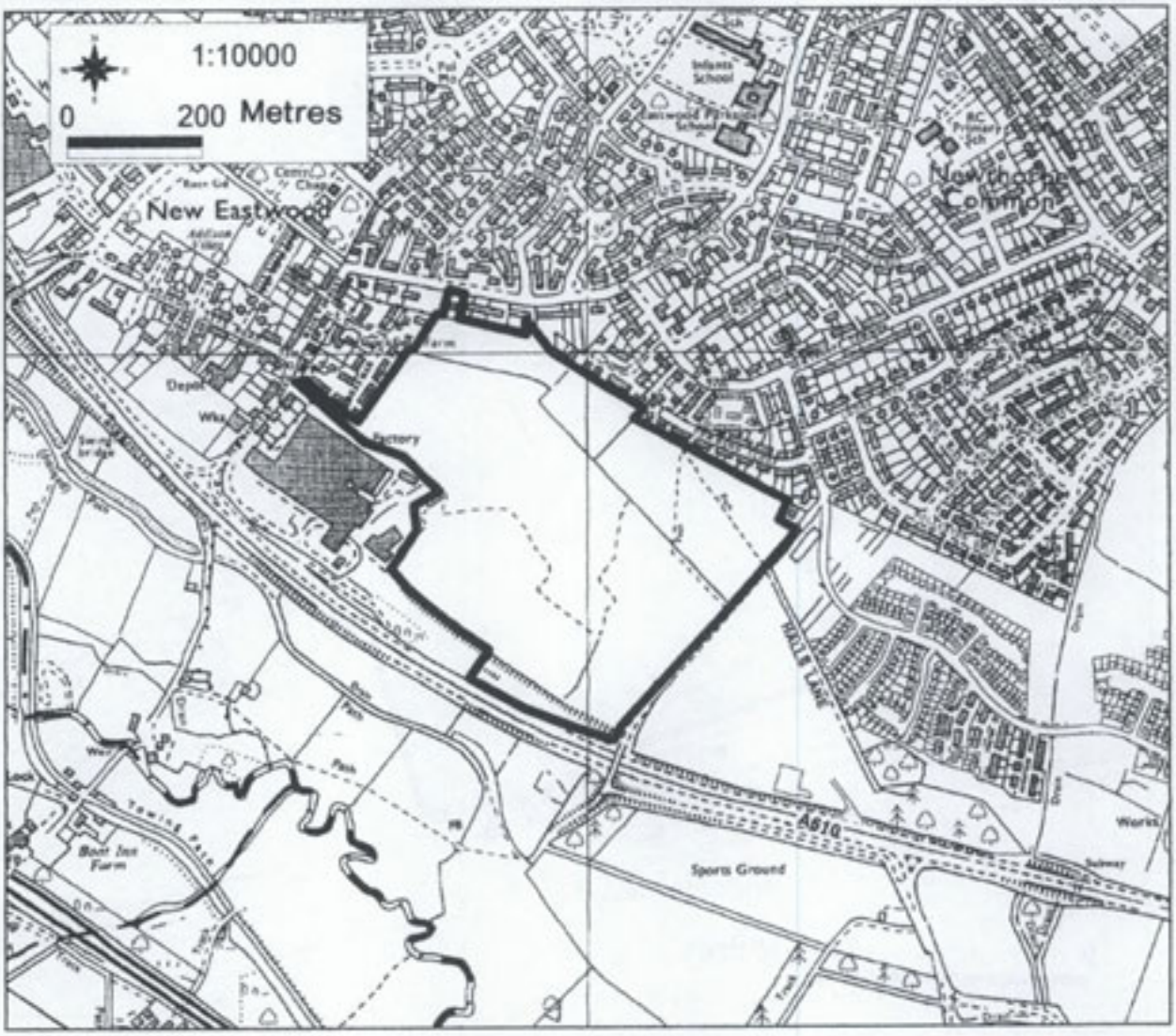
Site Area:	0.6 hectares (1.5 acres). The site is not in the Green Belt
Current Use:	Garden/paddock
Ecological Value:	There are no designated wildlife areas on this site
Public Transport:	There is a frequent bus service along Nottingham Road within walking distance of the site
Road Access:	From Pinfold Road

Site Ea8 East of Baker Road/north of Nottingham Road, Giltbrook **Potential Housing Site**



Site Area:	24.5 hectares (60.5 acres)
Current Use:	Agricultural land (Grade 4) and disused former colliery/tip
Ecological Value:	Sites of Importance for Nature Conservation cover approximately 10% of the site. Part of a Mature Landscape Area also covers approximately 10% of the site, along the Gilt Brook
Green Belt:	The site is in the Green Belt and on the edge of the urban area. It occupies a large part of the gap between Eastwood and Kimberley
Public Transport:	Frequent bus services along Nottingham Road are accessible from the southern part of the site
Road Access:	From Nottingham Road, possibly with links to Baker Road. A new roundabout may be required on Nottingham Road to gain this access
Other Issues:	Planning benefits might include the creation of areas of open space and/or woodland adjacent to the Gilt Brook and on the former colliery tip, which is designated derelict land.

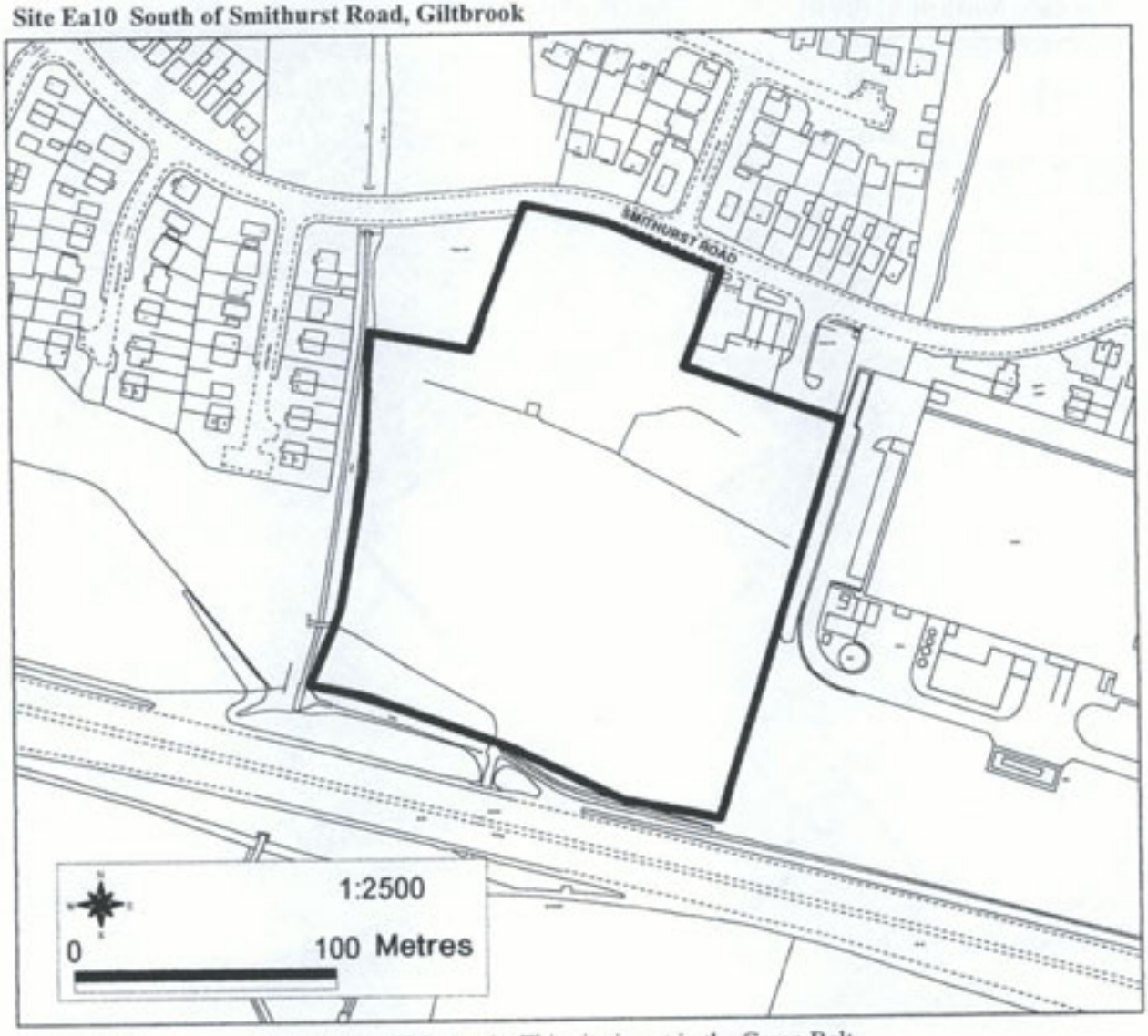
Site Ea9 North of A610/east of Newmanleys Road, Giltbrook



Site Area:	22.9 hectares (56.6 acres). The site is not in the Green Belt.
Current Use:	Agricultural land (Ungraded). Part of the site is a former tip.
Ecological Value:	Sites of Importance for Nature Conservation occupy approximately 15% of the site
Public Transport:	Frequent bus services run along Smithurst Road which is within walking distance of the majority of the site
Road Access:	Small areas of development might be accessed from Chewton Street and Newmanleys Road. The majority of the site does not have suitable means of access
Other Issues:	The site is currently allocated for open recreational use. The Council would need to be satisfied that the site is physically capable of accommodating development and is not subject to gas migration, in the light of its previous use as a landfill site.

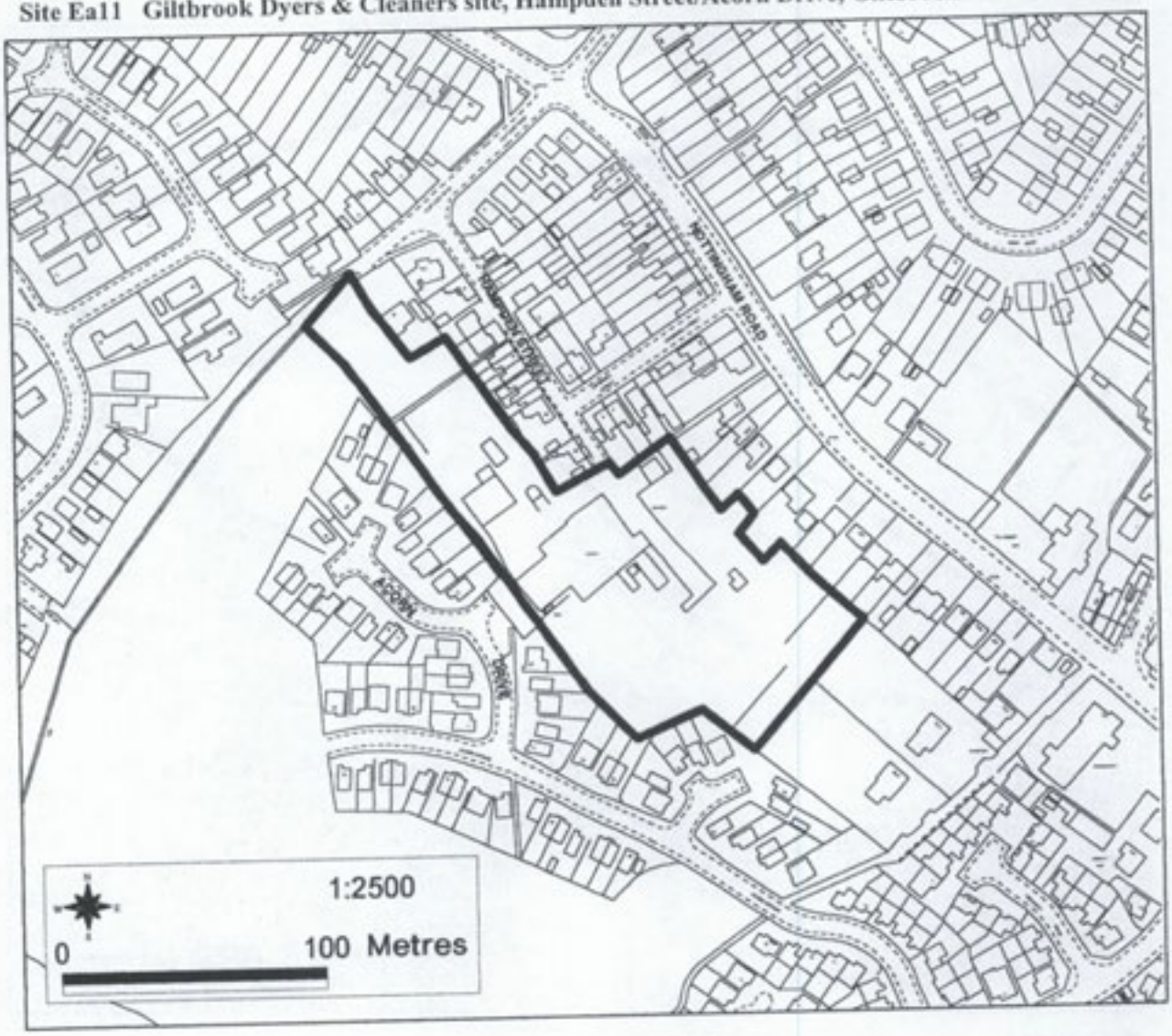
Potential Housing Site (including community use designation)

Site Ea10 South of Smithurst Road, Giltbrook



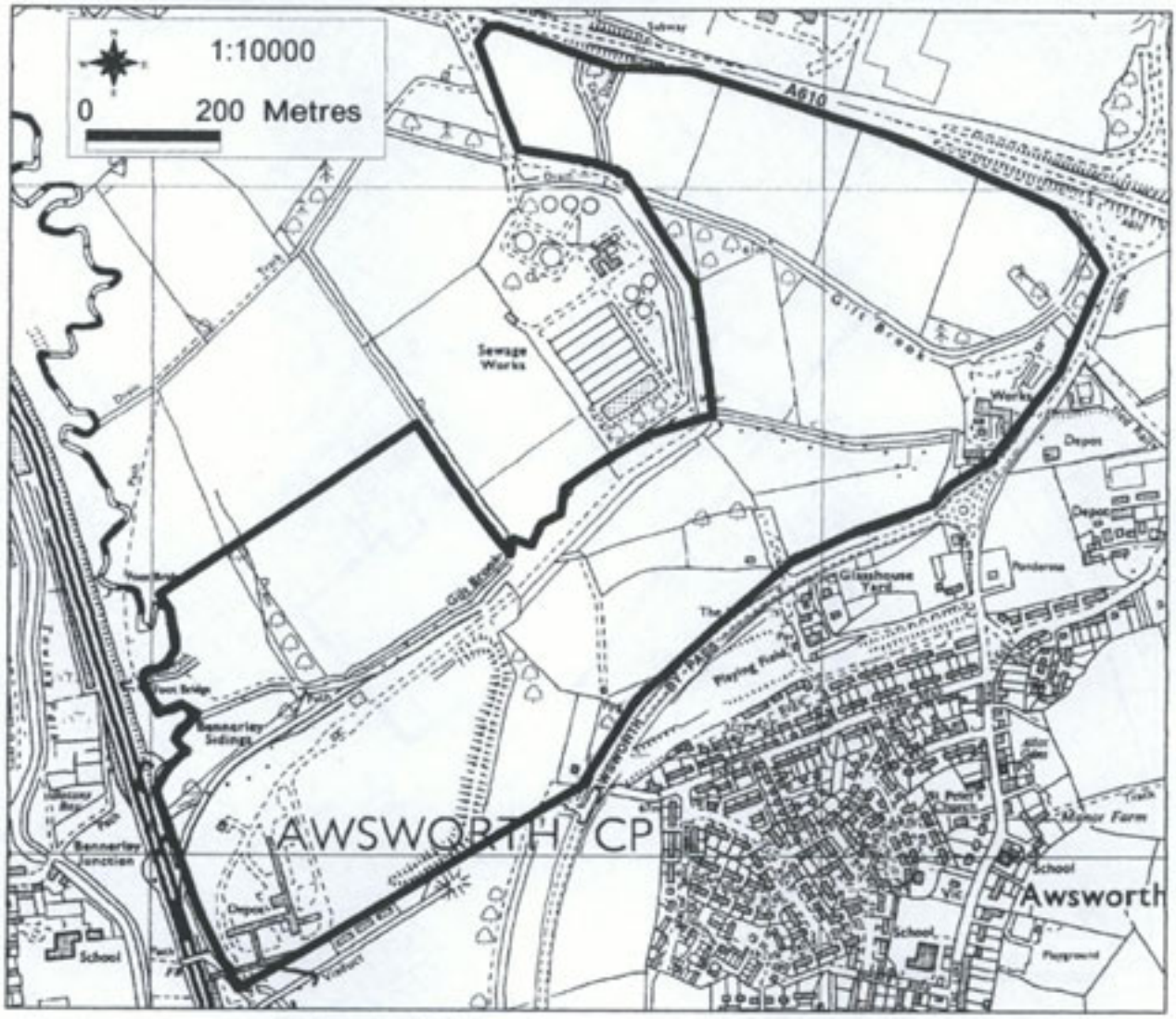
Site Area:	2.9 hectares (7.1 acres). This site is not in the Green Belt
Current Use:	Undeveloped land identified partly for employment use and partly for community use in the 1994 Broxtowe Local Plan. Adjoins children's play area and local shops
Ecological Value:	There are no designated wildlife areas within this site
Public Transport:	Frequent bus services run along Smithurst Road
Road Access:	This would be from Smithurst Road. A previous proposal to extend Giltway to serve the southern part of the site related to its intended use for employment purposes
Other Issues:	This site has been allocated for employment use for 15 years and has not come forward for development. An allocation for a community building on part of this site has also not been developed. It is now considered that housing could be a preferable option here, which could assist in bringing forward the community building proposal. Land would need to be reserved for a community building and for a corridor of public open space and landscaping on the west side adjacent to Gilt Brook and alongside the A610.

Site Ea11 Giltbrook Dyers & Cleaners site, Hampden Street/Acorn Drive, Giltbrook



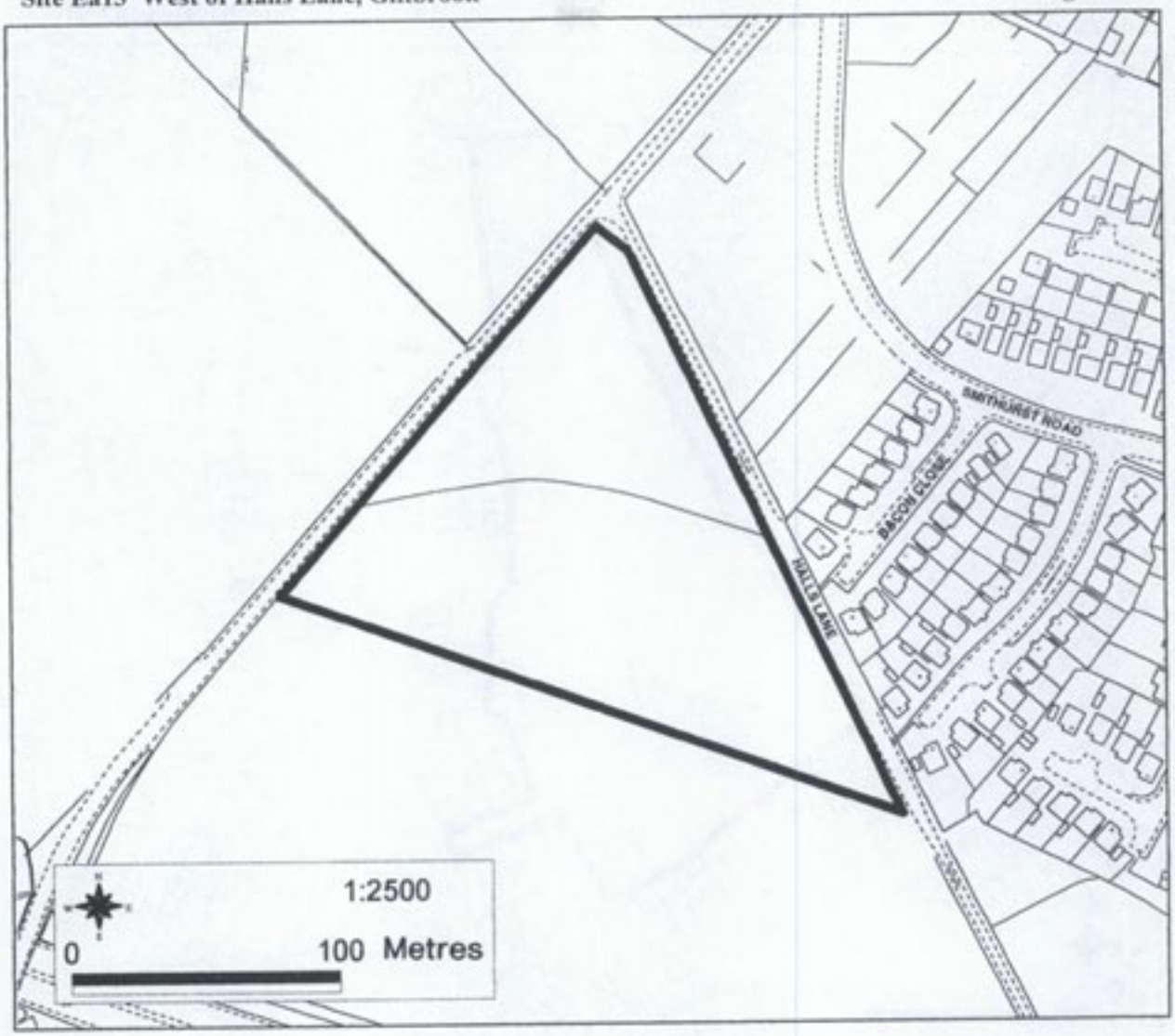
Site Area:	1.3 hectares (3.2 acres). The site is not in the Green Belt
Current Use:	Laundry/dyers and cleaners, part for caravan storage
Ecological Value:	There are no designated wildlife areas on this site
Public Transport:	A frequent bus service runs along Nottingham Road which is within walking distance of the site
Road Access:	From Acorn Drive
Other Issues:	The current operators wish to relocate locally. Outline permission for residential development was previously given in 1985 but subsequently lapsed. It should be noted that the loss of employment land in this location may need to be found elsewhere.

Site Ea12 South of A610/north-west of Awsworth By-pass



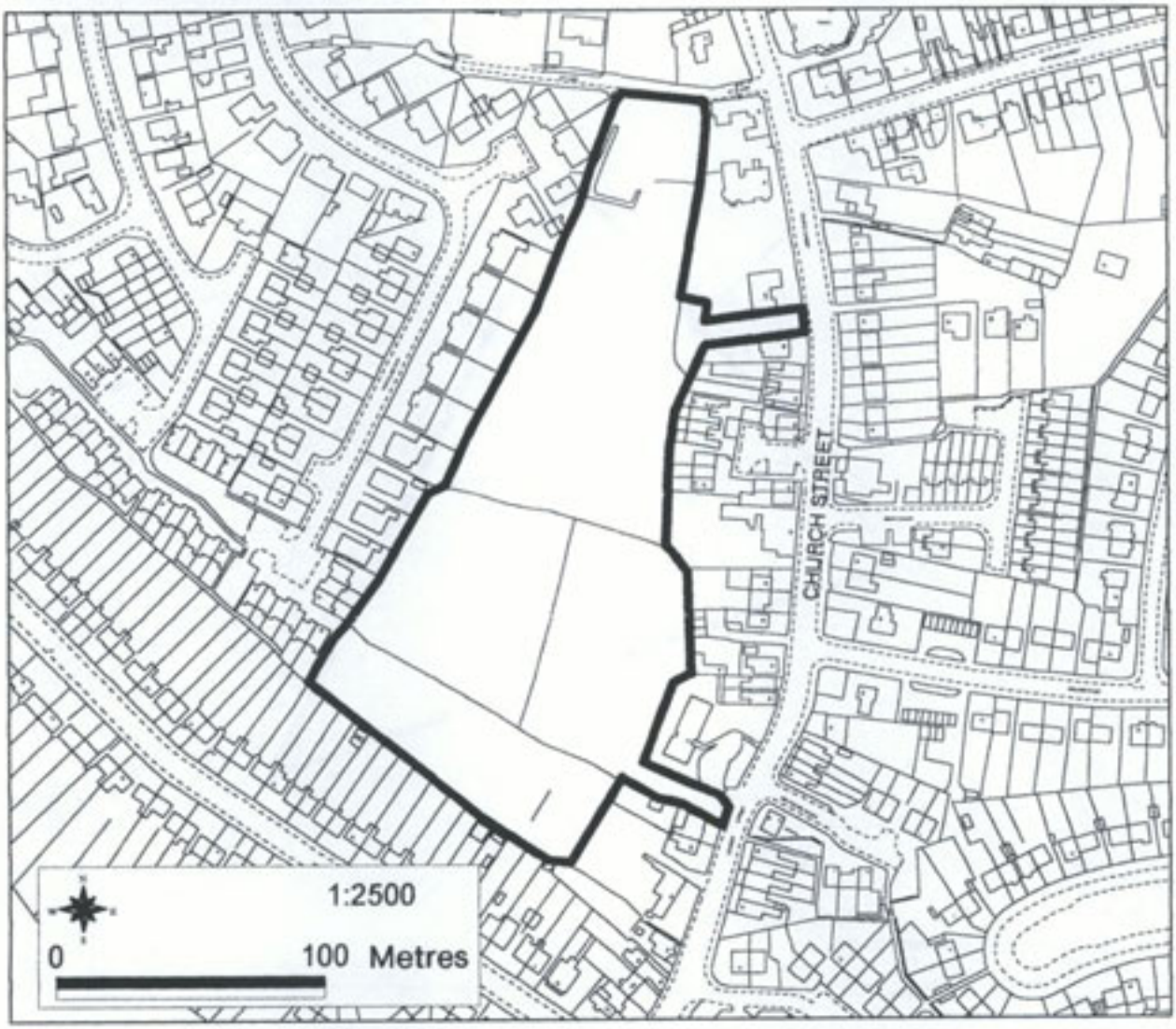
Site Area:	80.0 hectares (197.7 acres)
Current Use:	Agricultural land (Grade 4)
Ecological Value:	A Site of Importance for Nature Conservation covers approximately 5% of the site
Green Belt:	The site is in the Green Belt and on the edge of the urban area. It comprises a large part of the Green Belt gaps between Awsworth, Giltbrook and Cotmanhay
Public Transport:	Frequent bus services are accessible from eastern parts of the site
Road Access:	From the A610 and/or Awsworth by-pass. Improvements may be needed to the roundabout on the A610
Other Issues:	Planning benefits might include the provision of a country park, improvements to the setting of and access to Bennerley Viaduct, woodland planting in the northern part of the area, and the existing railway siding could form the basis of a rail freight interchange facility. The western part of the site is designated as washlands.

Site Ea13 West of Halls Lane, Giltbrook **Potential Housing Site**

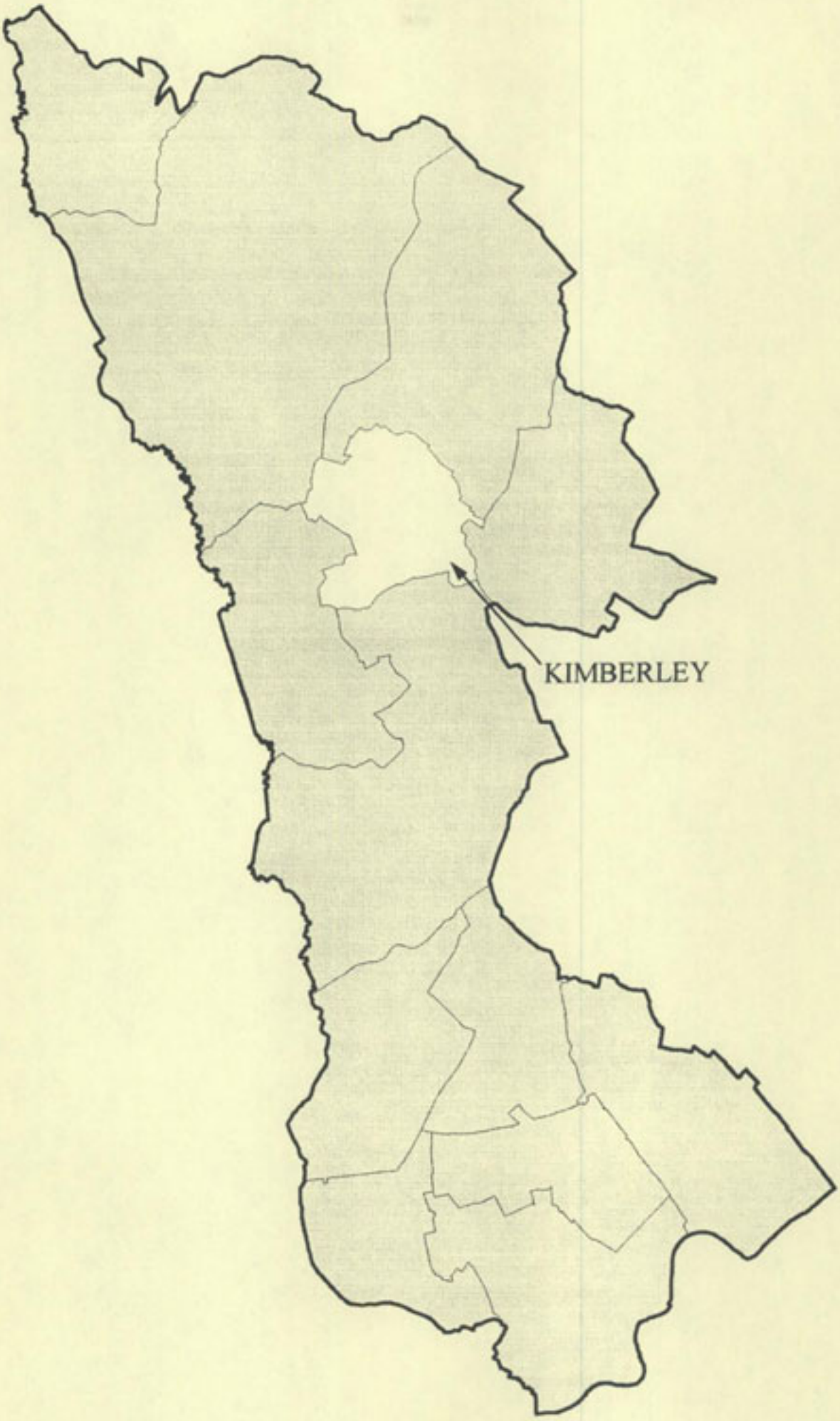


Site Area:	2.2 hectares (5.4 acres). The site is not in the Green Belt.
Current Use:	Rough grazing (Ungraded).
Ecological Value:	There are no designated wildlife sites on this land
Public Transport:	Frequent bus services along Smithurst Road are within walking distance
Road Access:	This would have to be onto Smithurst Road, through adjacent land. Traffic calming and junction improvements on Smithurst Road may be required.
Other Issues:	The Council would need to be satisfied that the site is stable and is not subject to gas migration from the adjacent former landfill site.

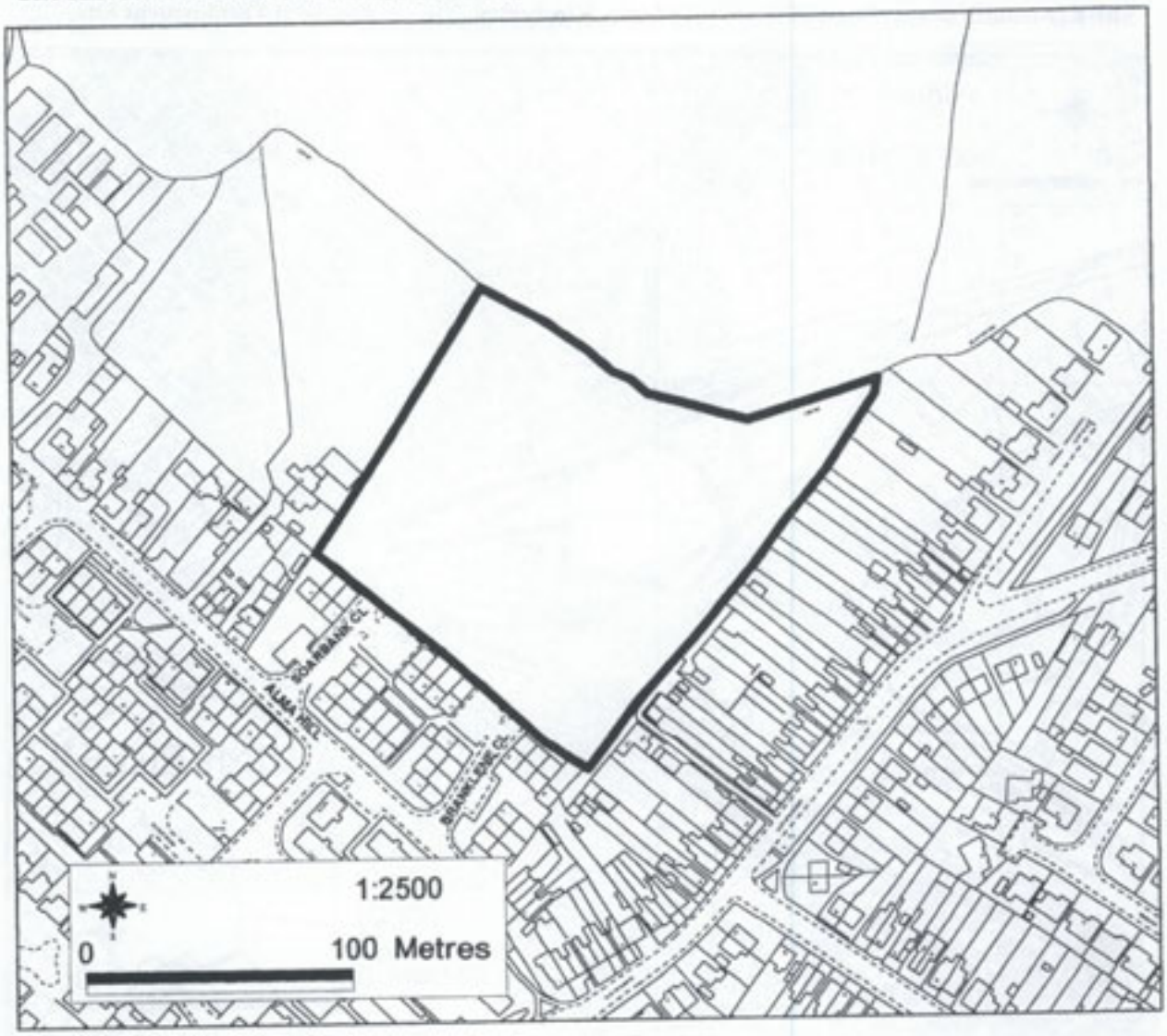
Site Ea14 West of Church Street, Eastwood **Potential Housing Site**



Site Area:	2.3 hectares (5.7 acres)
Current Use:	Grazing land. (Ungraded)
Ecological Value:	There are no designated wildlife areas within this site
Public Transport:	There are frequent bus services along Nottingham Road, which is within walking distance of the northern part of the site
Road Access:	This may be achievable from Nottingham Road, subject to further consideration
Other Issues:	The site is safeguarded in the 1994 Local Plan for a replacement for Eastwood junior and infants schools. However, the County Council now considers that the site is unsuitable for this purpose.

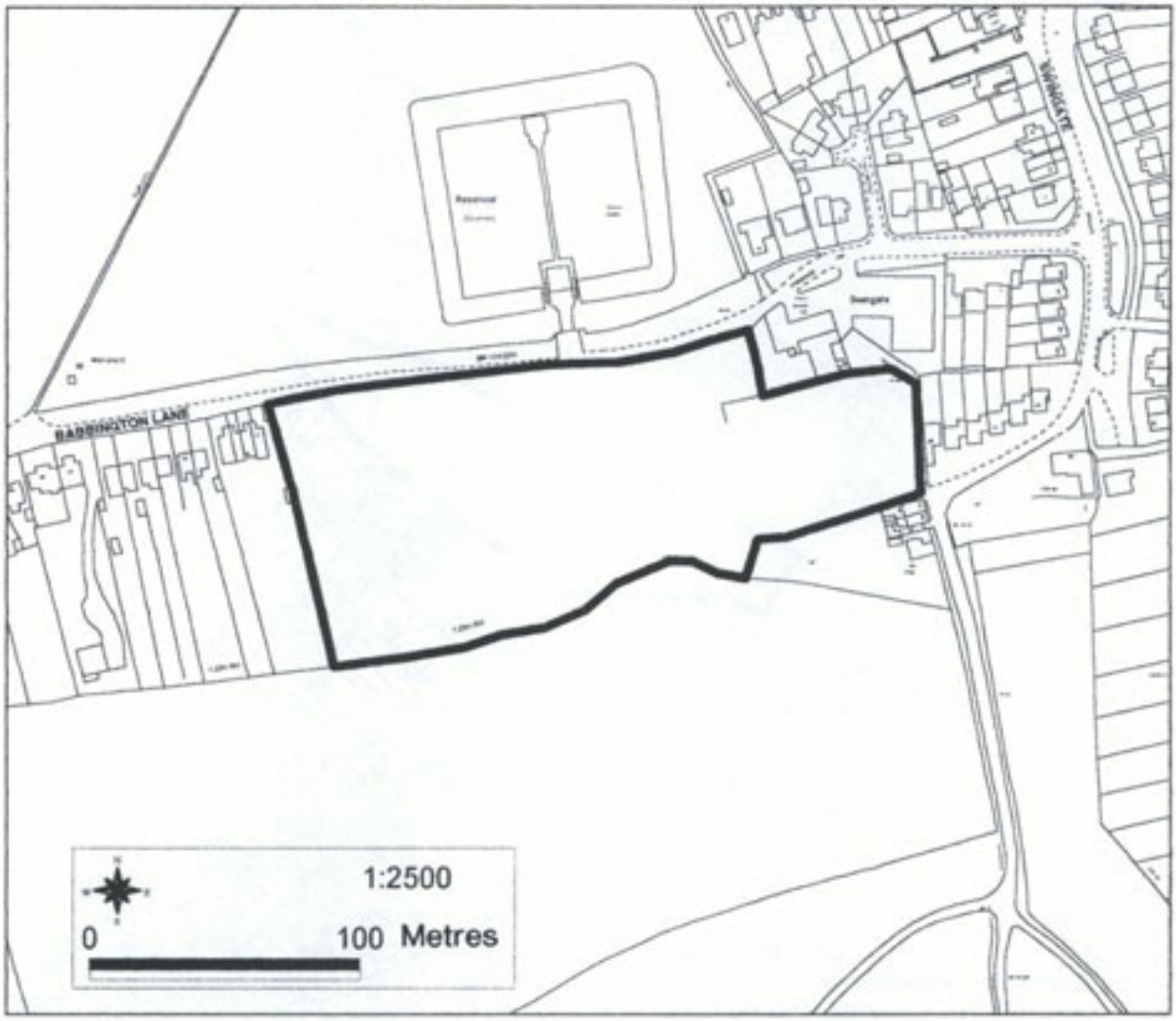

KIMBERLEY

Site Ki1 North-east of Alma Hill, Kimberley **Potential Housing Site**



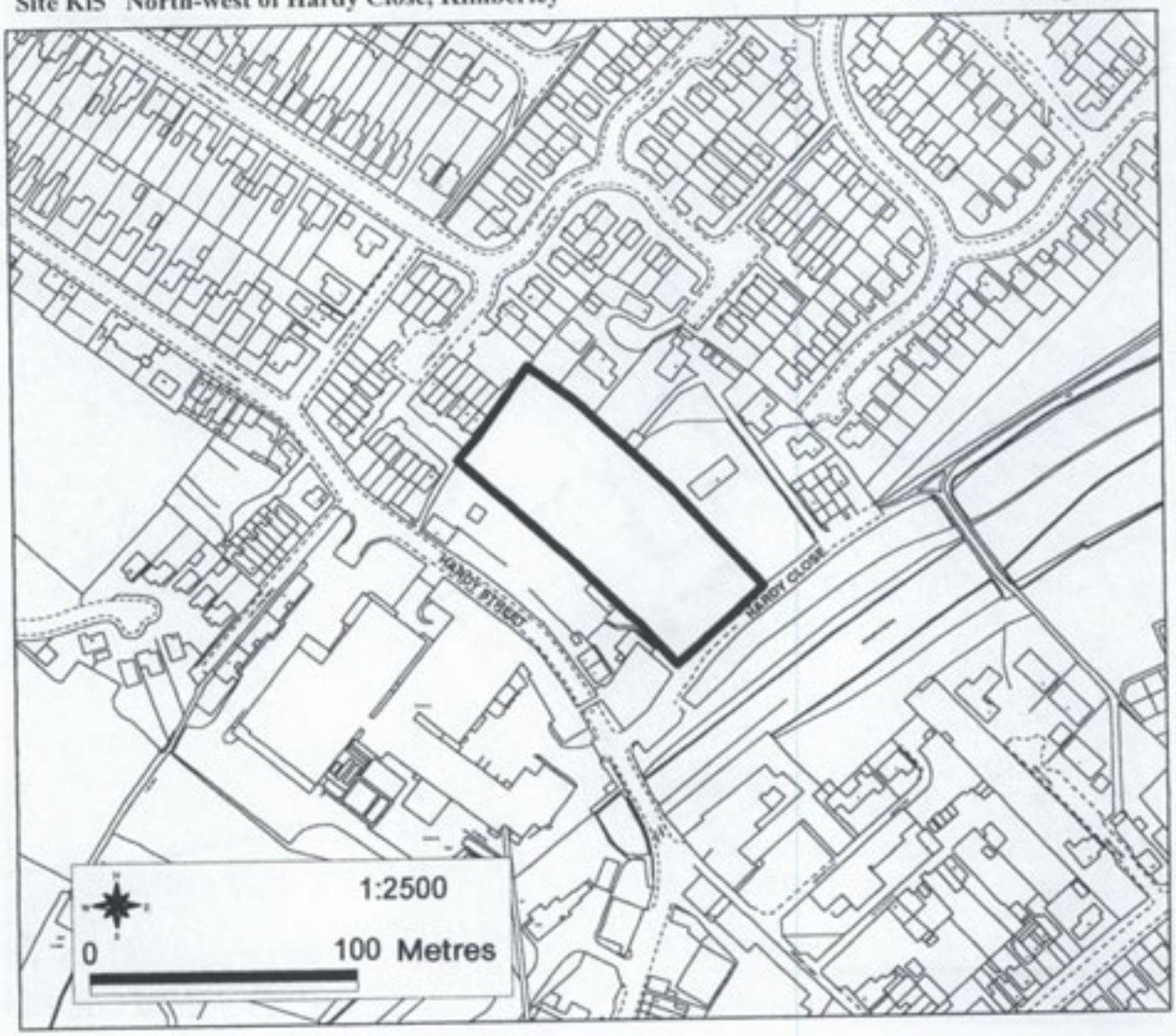
Site Area:	1.9 hectares (4.7 acres)
Current Use:	Agricultural land. (Grade 3a)
Ecological Value:	There are no designated wildlife sites on this land
Green Belt:	The site is in the Green Belt and on the edge of the urban area. There is existing development on three sides
Public transport:	There is no regular bus service within walking distance of the site
Road Access:	From Soarbank Close and/or Branklene Close

Site Ki4 South of Babbington Lane, Kimberley **Potential Housing Site**



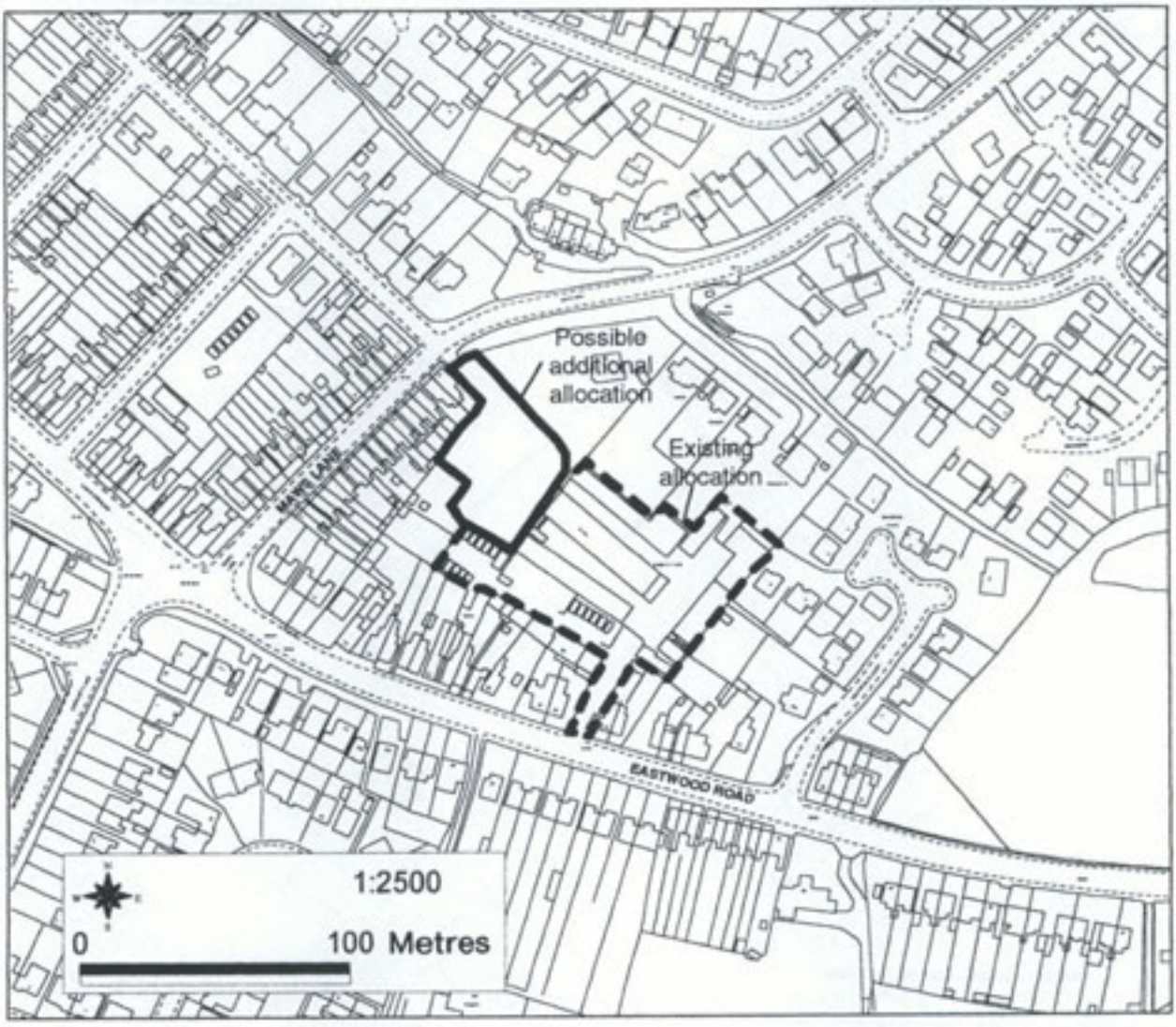
Site Area:	1.8 hectares (4.4 acres)
Current Use:	Agricultural land (Grade 2)
Ecological Value:	There are no designated wildlife sites on this land
Green Belt:	The site is in the Green Belt and on the edge of the urban area. Development would consolidate an isolated group of dwellings with the main part of Kimberley
Public Transport:	There are no frequent bus services within walking distance
Road Access:	Access could be gained from Babbington Lane. Road improvements are likely to be needed.
Other Issues:	The site is on elevated land and is prominent in the landscape.

Site Ki5 North-west of Hardy Close, Kimberley **Potential Housing Site**



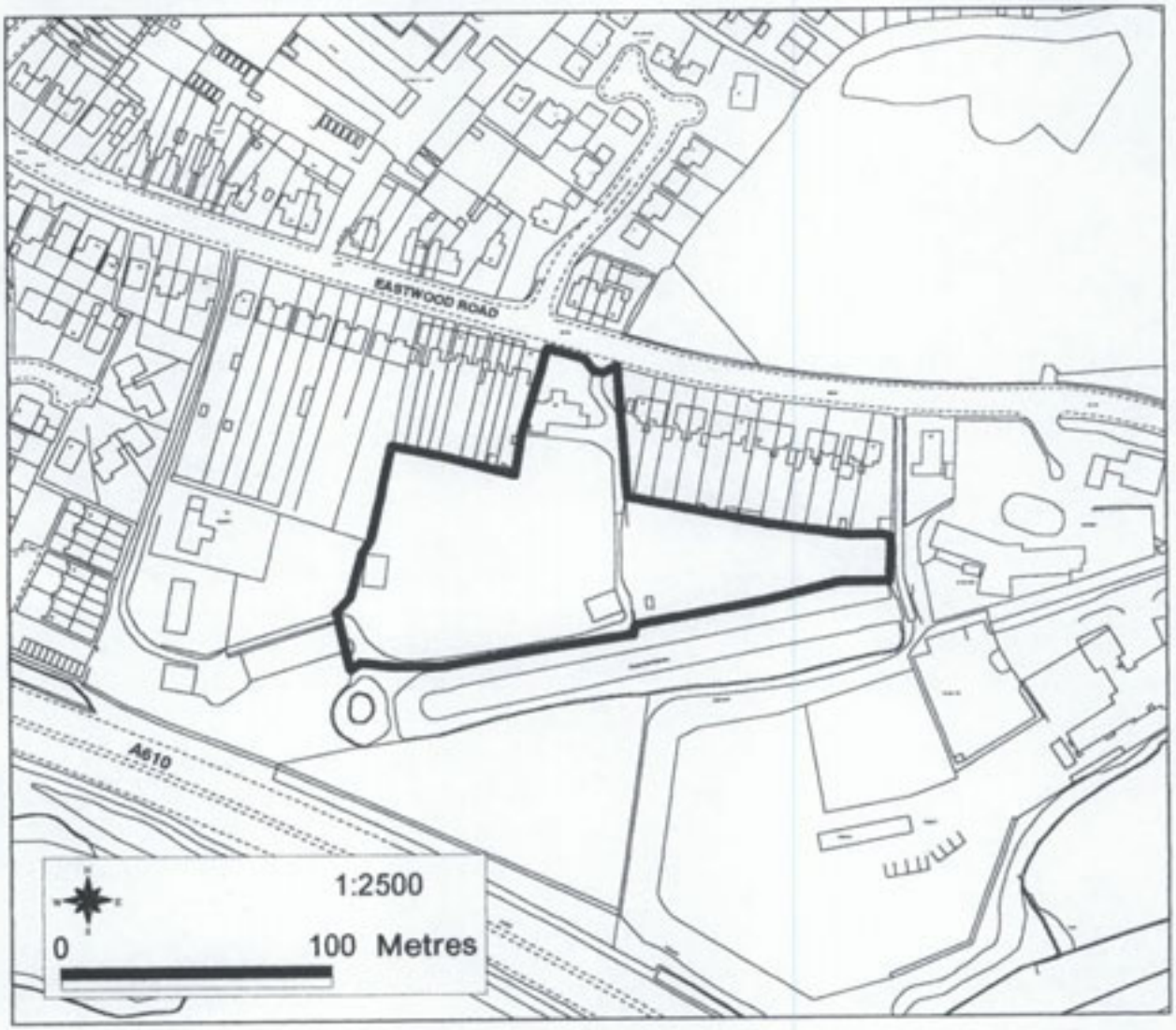
Site Area:	0.5 hectare (1.2 acre). The site is not in the Green Belt.
Current Use:	Open land understood to have been held as possible future expansion for Kimberley Brewery
Ecological Value:	There are no designated wildlife areas within this site
Public Transport:	Within walking distance of frequent bus services along Eastwood Road
Road Access:	This would be from Hardy Close although major improvements would be needed

Site Ki6 Builder's yard, Eastwood Road, Kimberley **Potential Housing Site**

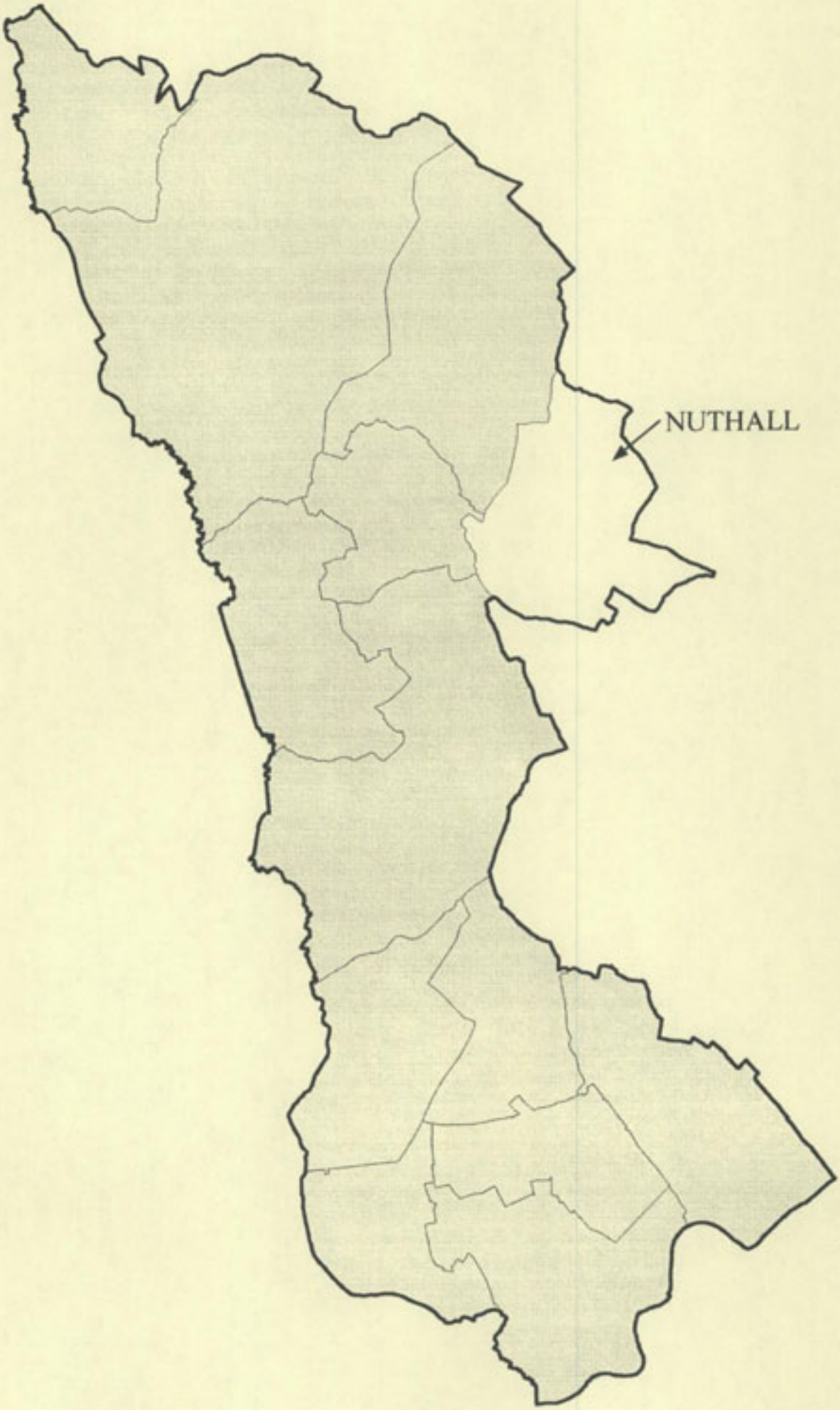


Site Area:	0.9 hectares (2.2 acres). The site is not in the Green Belt
Current Use:	Former builder's yard, garages and storage areas on existing allocation, builder's yard on possible additional allocation
Ecological Value:	There are no designated wildlife areas within the site
Public Transport:	The site is within walking distance of frequent bus services along Eastwood Road
Road Access:	This would be from Eastwood Road. Land acquisition may be needed to provide suitable splays. Maws Lane would be unsuitable.
Other Issues:	This site is an extended version of a site which was allocated for housing use in the 1994 Broxtowe Local Plan, but no application for planning permission was made. It is not considered to be particularly suitable, in terms of access and the surrounding residential uses, for its previous use as an employment site.

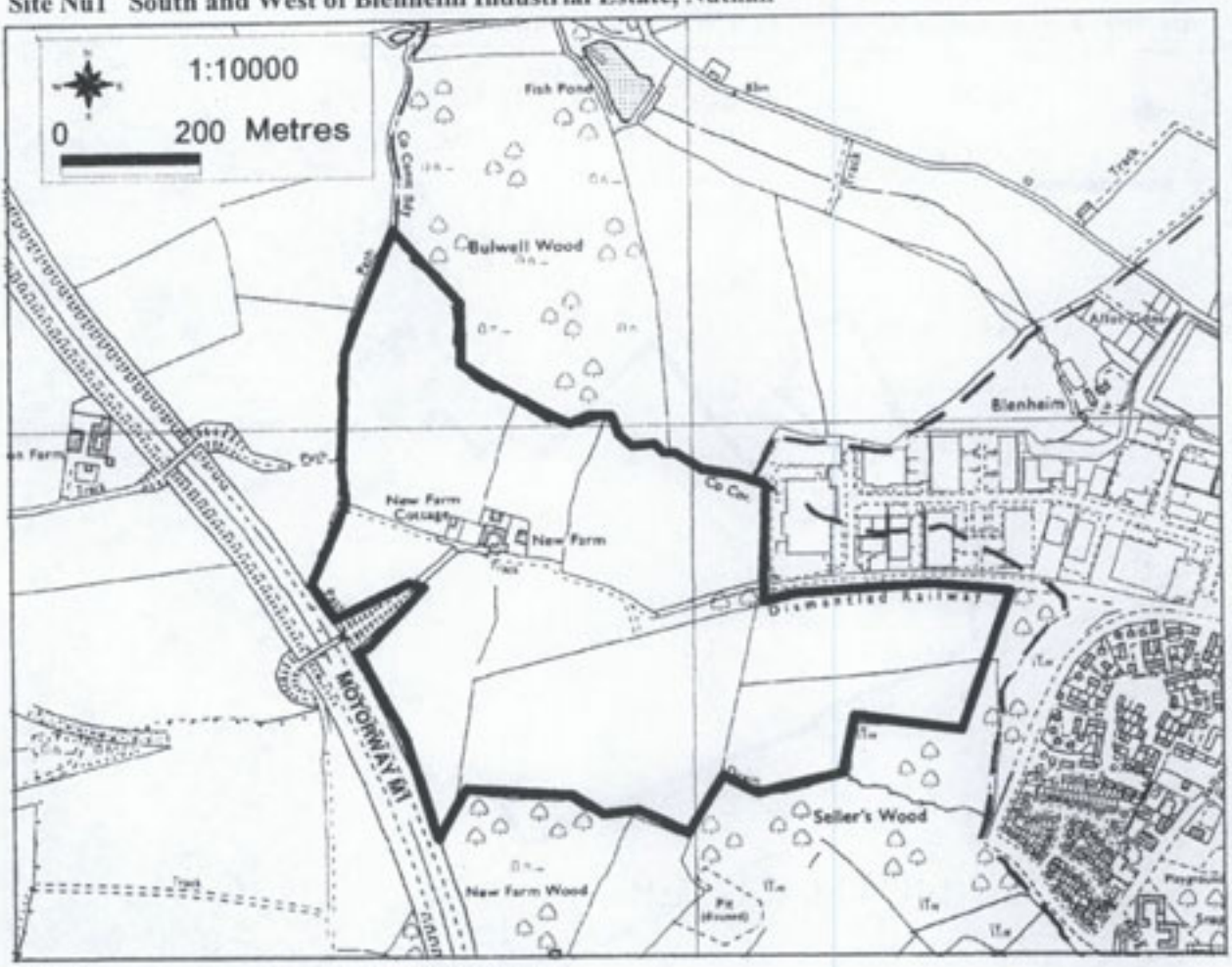
Site Ki7 South of Eastwood Road, Kimberley **Potential Housing Site**



Site Area:	1.0 hectares (2.5 acres). The site is not in the Green Belt
Current Use:	Open land, extended garden
Ecological Value:	There are no designated wildlife areas within the site
Public Transport:	The site is within walking distance of frequent bus services along Eastwood Road
Road Access:	This would be from Eastwood Road, achievable by demolition of the landowners' present house (no. 59)

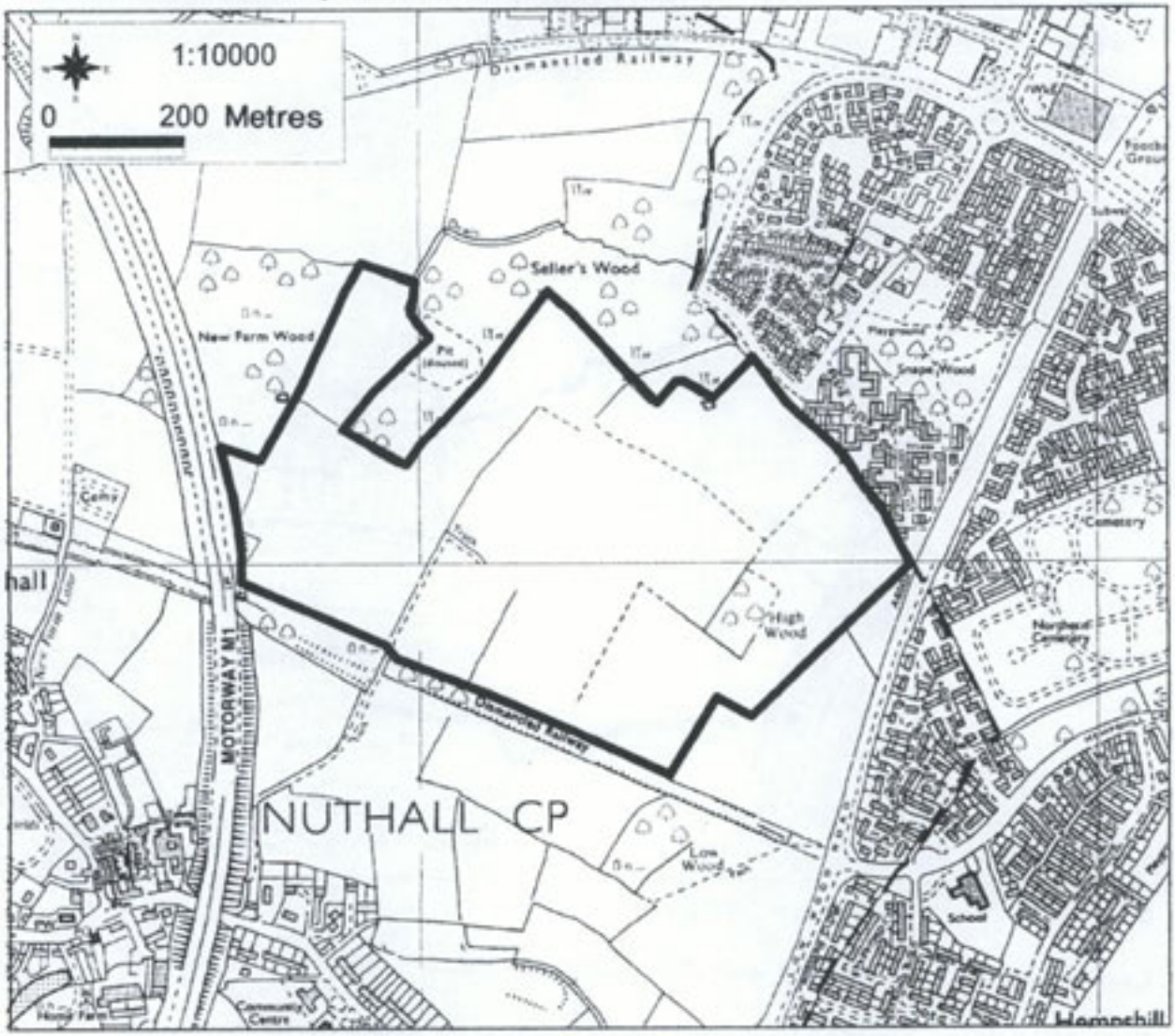

NUTHALL

Site Nu1 South and West of Blenheim Industrial Estate, Nuthall



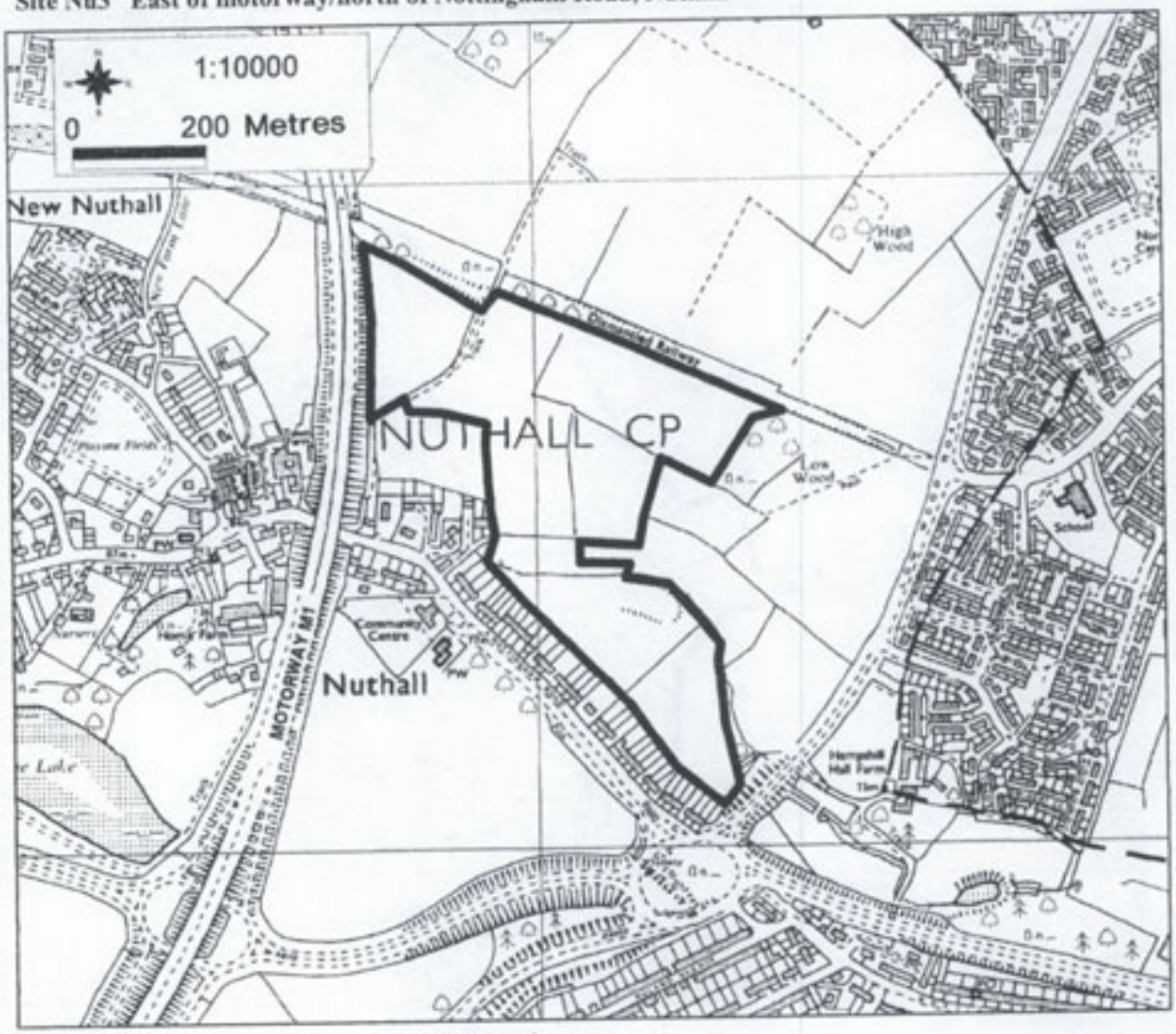
Site Area:	39.4 hectares (97.4 acres)
Current Use:	Agricultural land. (35% Grade 2, 35% Grade 3a, 40% Grade 3b)
Ecological Value:	There are no designated wildlife sites on this land. However, access to the south eastern part of the site would involve crossing a Site of Importance for Nature Conservation. The Seller's Wood Site of Special Scientific Interest adjoins the site to the south
Green Belt:	The site is in the Green Belt and on the edge of the urban area. The site occupies part of the gap between Nottingham and Watnall/Nuthall
Public Transport:	There are no frequent bus services within walking distance
Road Access:	From Blenheim Industrial Estate. However, any further large-scale development accessed from the Estate may be unacceptable due to the consequent increase in traffic on Low Wood Road, taking into account land that is also allocated for development in Nottingham City.
Other Issues:	Development of the western part of the site would be conspicuous, but limited employment development directly to the west of the existing industrial estate, surrounded by substantial woodland planting, would have a lesser impact. Development directly to the south of the industrial estate may damage the adjacent Site of Importance for Nature Conservation and SSSI. Residential development could be affected by the proximity of industrial activities

Site Nu2 East of motorway/west of Low Wood Road, Nuthall



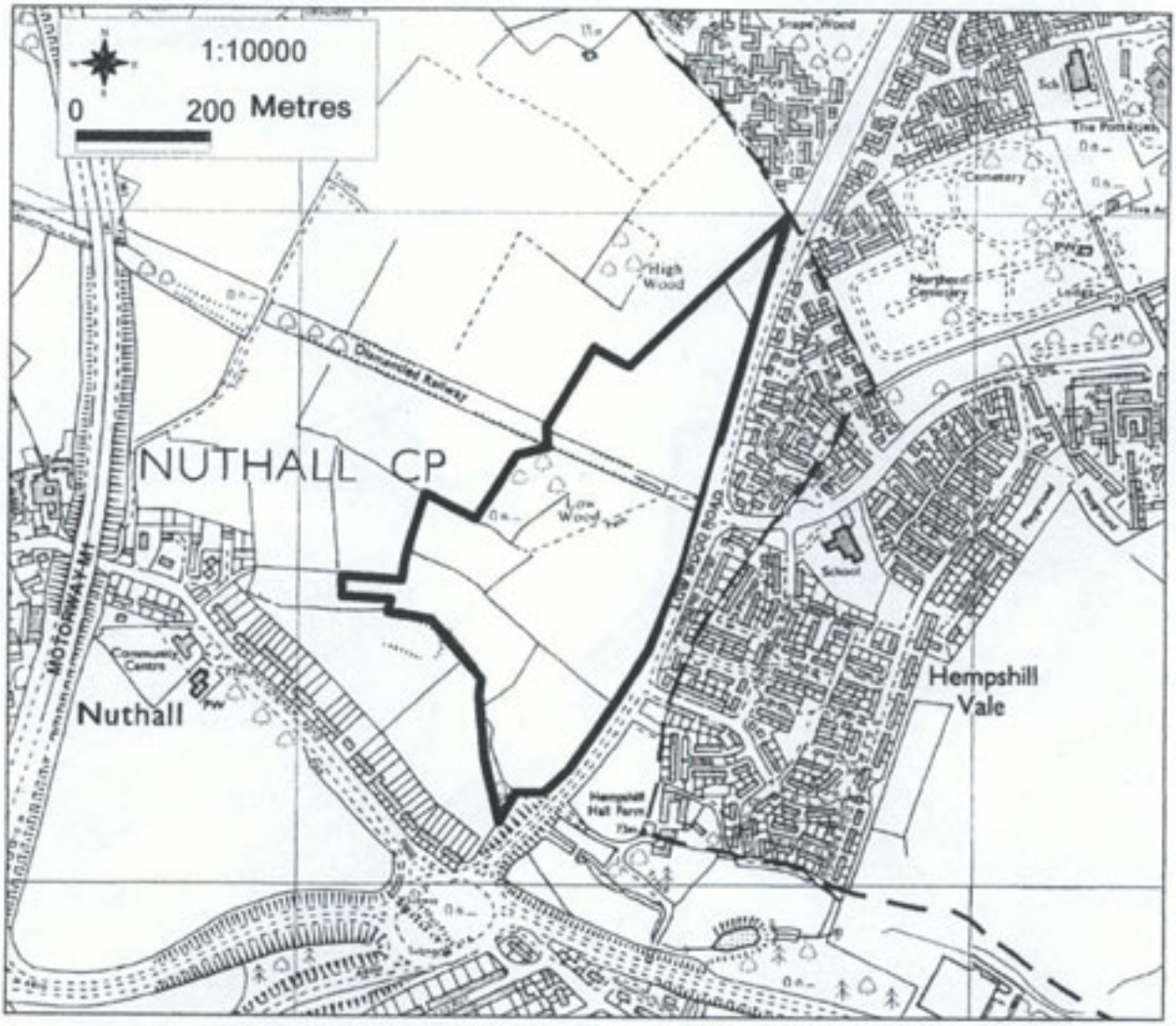
Site Area:	42.4 hectares (104.8 acres)
Current Use:	Agricultural land. (55% Grade 3a, 45% Grade 3b)
Ecological Value:	There are no designated wildlife sites on this land. However, the site adjoins Seller's Wood which is designated as a Site of Special Scientific Interest
Green Belt:	The site is in the Green Belt and on the edge of the urban area. It occupies a large part of the narrow gap between Nottingham and Nuthall
Public Transport:	There are no regular bus services within walking distance of this site
Road Access:	From Low Wood Road and/or roads within Nottingham City
Other Issues:	The Nottingham Express Transit route may run adjacent to the site.

Site Nu3 East of motorway/north of Nottingham Road, Nuthall



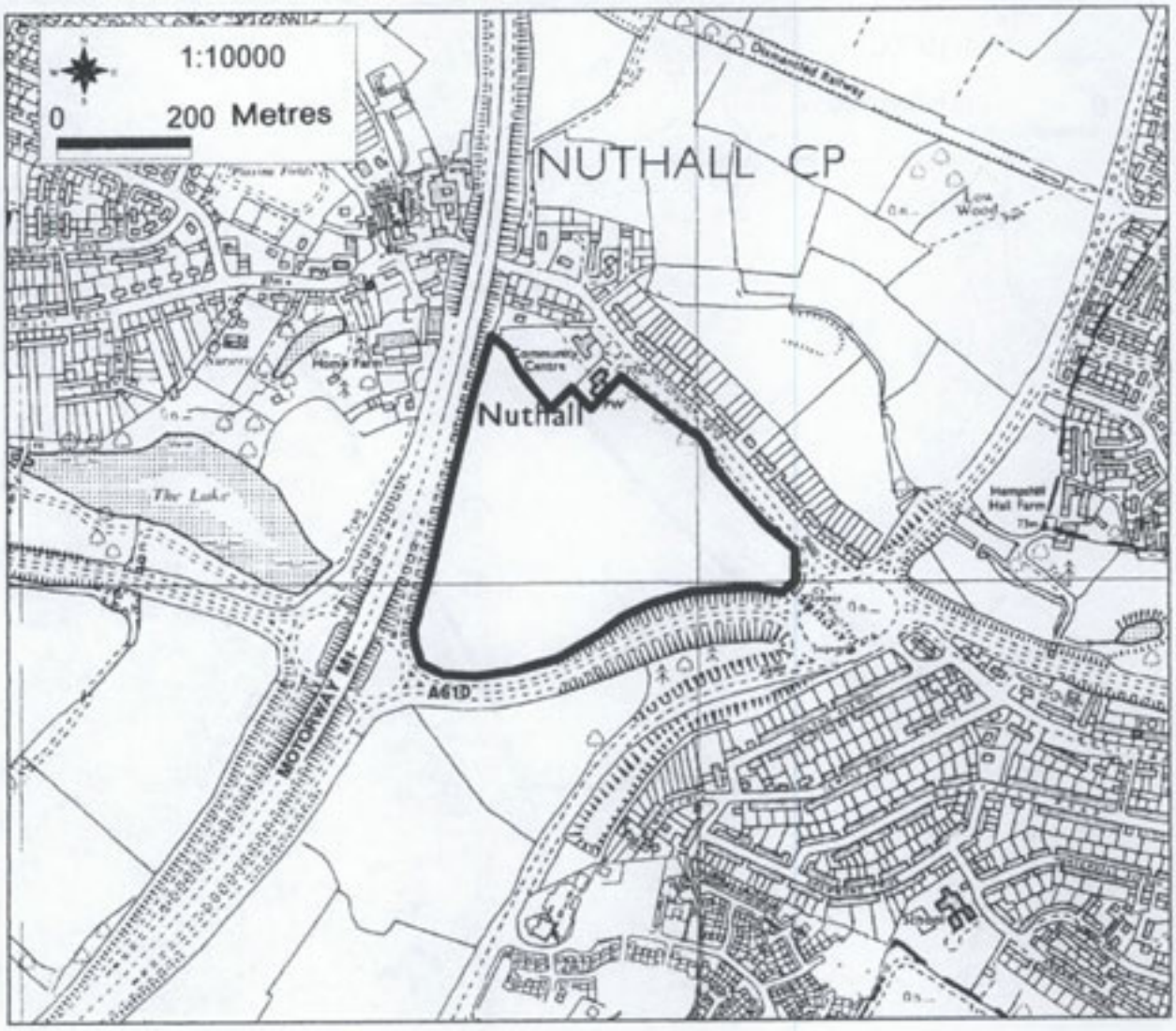
Site Area:	19.8 hectares (48.9 acres)
Current Use:	Agricultural land. (10% Grade 1, 65% Grade 3a, 25% Grade 3b)
Ecological Value:	There are no designated wildlife sites on this land. However, a Site of Importance for Nature Conservation forms the northern boundary of the site and might be affected if the site was used to provide access to adjacent land
Green Belt:	The site is in the Green Belt and on the edge of the urban area. It occupies part of a narrow Green Belt gap between Nottingham and Nuthall
Public Transport:	Frequent bus services run along Nottingham Road which is accessible from the south-eastern part of the site
Road Access:	From Low Wood Road
Other Issues:	The Nottingham Express Transit route may run through or adjacent to the site.

Site Nu4 West of Low Wood Road, Nuthall



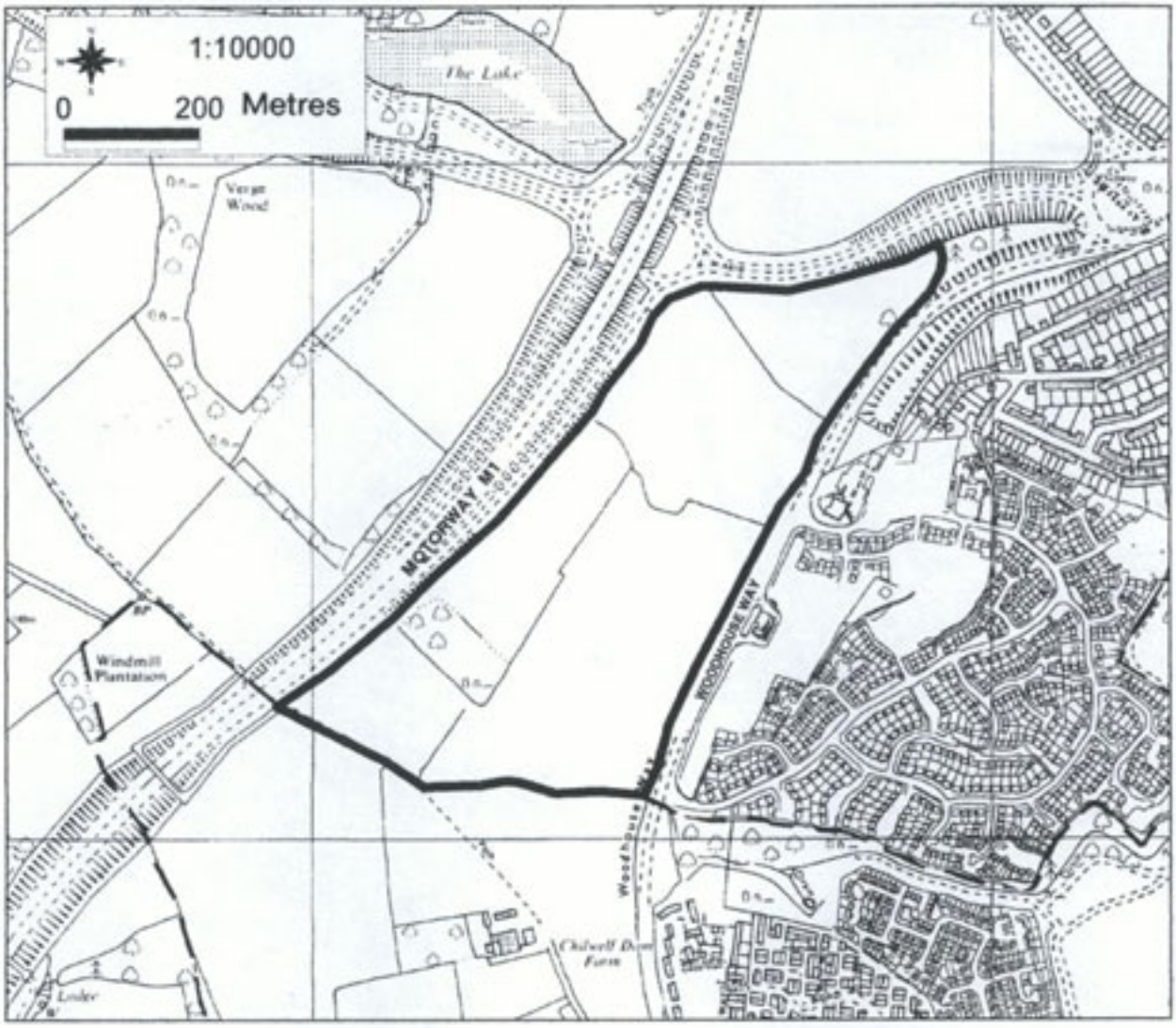
Site Area:	20.1 hectares (49.7 hectares)
Current Use:	Agricultural land (10% Grade 1, 35% Grade 3a, 55% Grade 3b)
Ecological Value:	A Site of Importance for Nature Conservation covers approximately 10% of the site
Green Belt:	The site is in the Green Belt and on the edge of the urban area. It occupies part of the narrow gap between Nottingham and Nuthall
Public Transport:	Frequent bus services along Nottingham Road are accessible from the southern part of the site
Road Access:	From Low Wood Road
Other Issues:	The Nottingham Express Transit route may run through or adjacent to the site.

Site Nu5 East of motorway/south-west of Nottingham Road, Nuthall



Site Area:	16.1 hectares (39.8 acres)
Current Use:	Agricultural land. (Grade 3a)
Ecological Value:	There are no designated wildlife sites on this land
Green Belt:	The site is in the Green Belt and on the edge of the urban area. The site occupies part of the narrow gap between Greater Nottingham and Nuthall village
Public Transport:	Frequent bus services run along Nottingham Road
Road Access:	From Nottingham Road or possibly via a bridge from the land to the south (site Nu6)

Site Nu6 West of Woodhouse Way, Nuthall

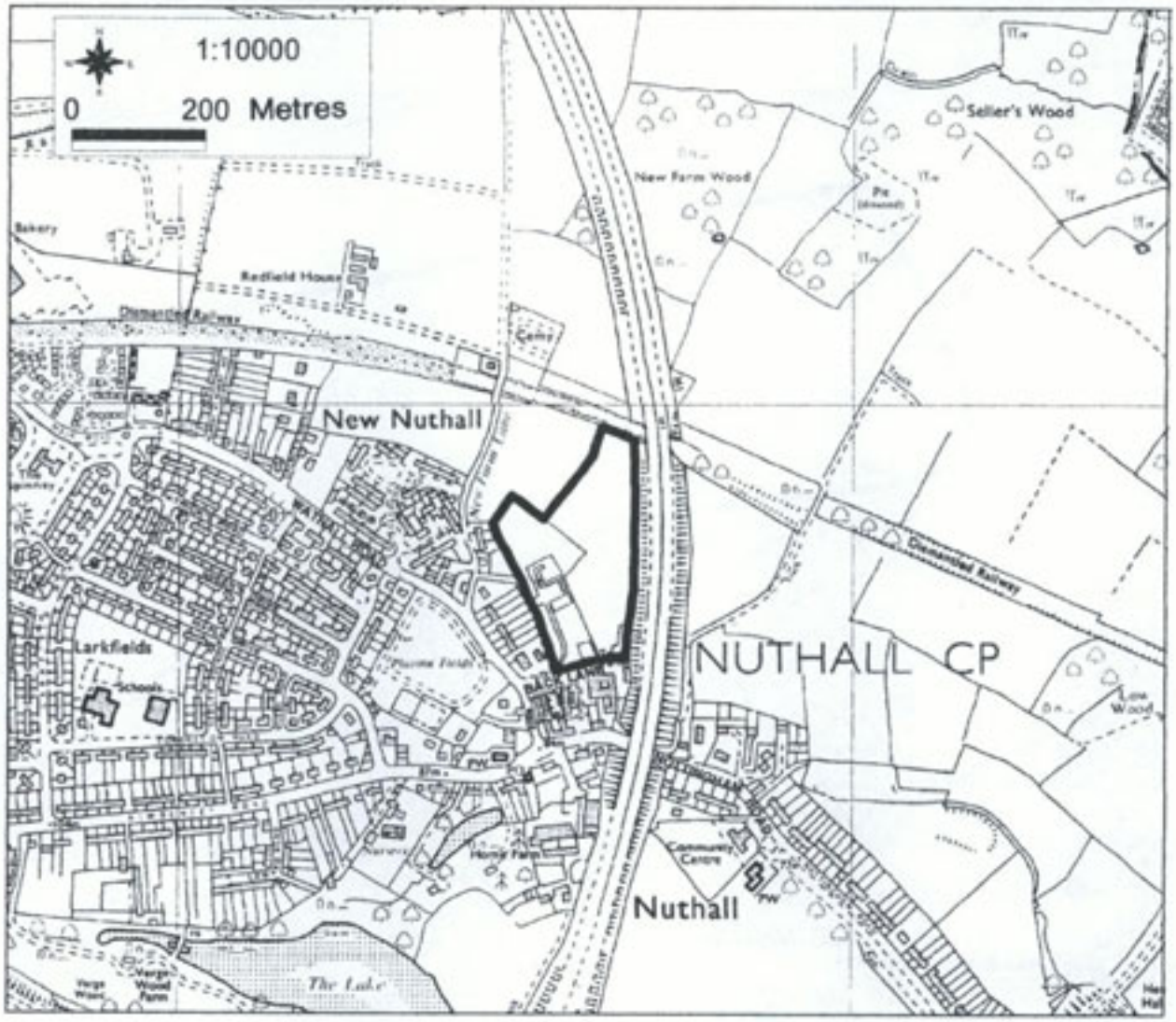


Site Area:	32.2 hectares (80.0 acres)
Current Use:	Agricultural land (25% Grade 2, 65% Grade 3a, 10% Grade 3b)
Ecological Value:	There are no designated wildlife sites on this land
Green Belt:	The site is in the Green Belt and on the edge of the urban area. It occupies part of the gap between Nottingham and Nuthall/Swingate
Public Transport:	There are no frequent bus services within walking distance
Road Access:	From Woodhouse Way. Improvements to the roundabout on the A610 are likely to be needed

Site Nu7 West and east of New Farm Lane, Nuthall

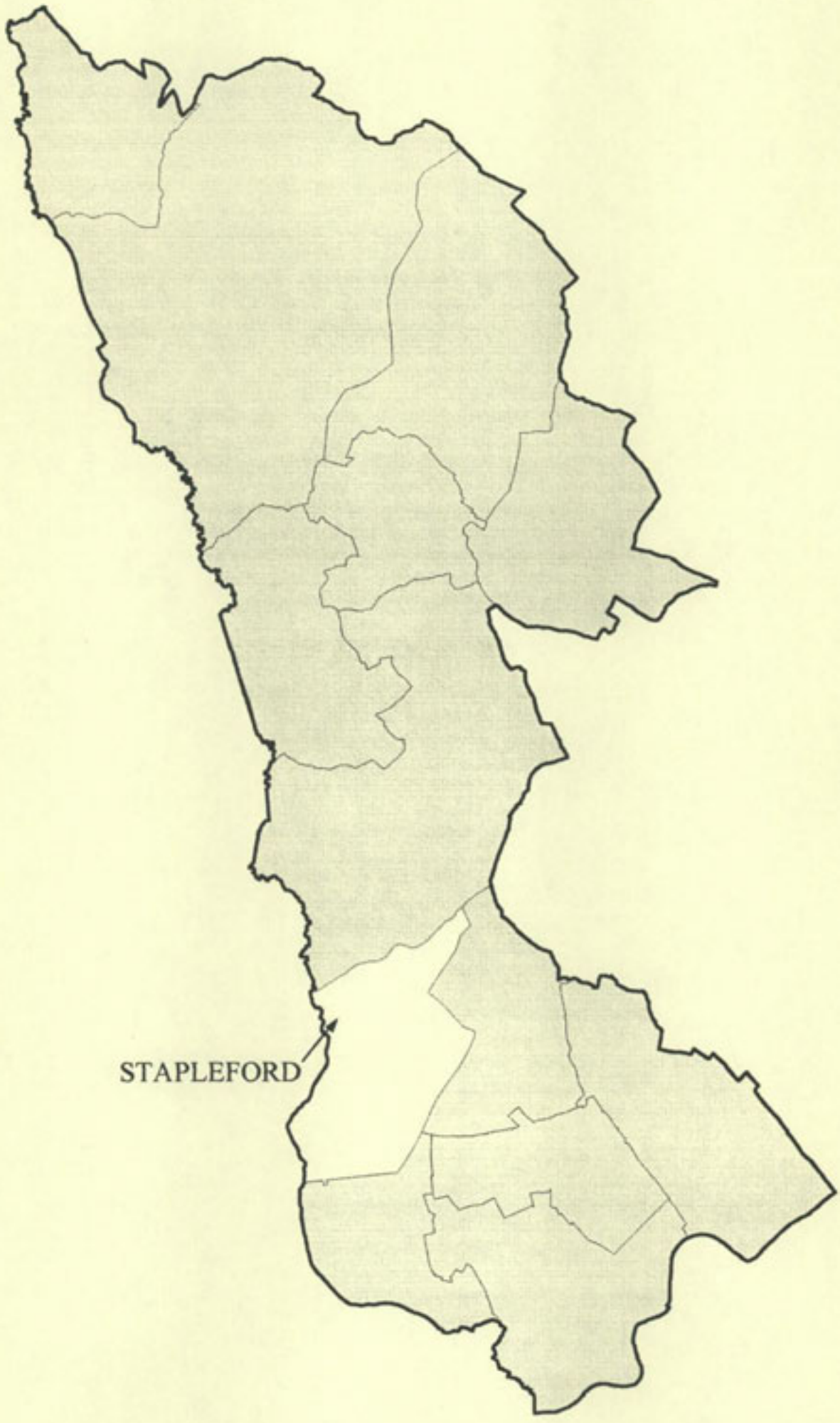
Site Area:	3.3 hectares (8.2 acres) (of which 2.9 hectares (7.2 acres) is west of New Farm Lane)
Current Use:	Agricultural land (Grade 2)
Ecological Value:	There are no designated wildlife sites on this land
Green Belt:	The site is in the Green Belt and on the edge of the urban area. It occupies part of the gap between Nottingham and Nuthall
Public Transport:	There are no frequent bus services within walking distance
Road Access:	There is no suitable means of access to the site. If the land to the north (site Wa4) were to be developed, access might be provided via that land
Other Issues:	The Nottingham Express Transit route may run adjacent to the site. If employment development were to take place, the amenities of nearby residents would need to be safeguarded.

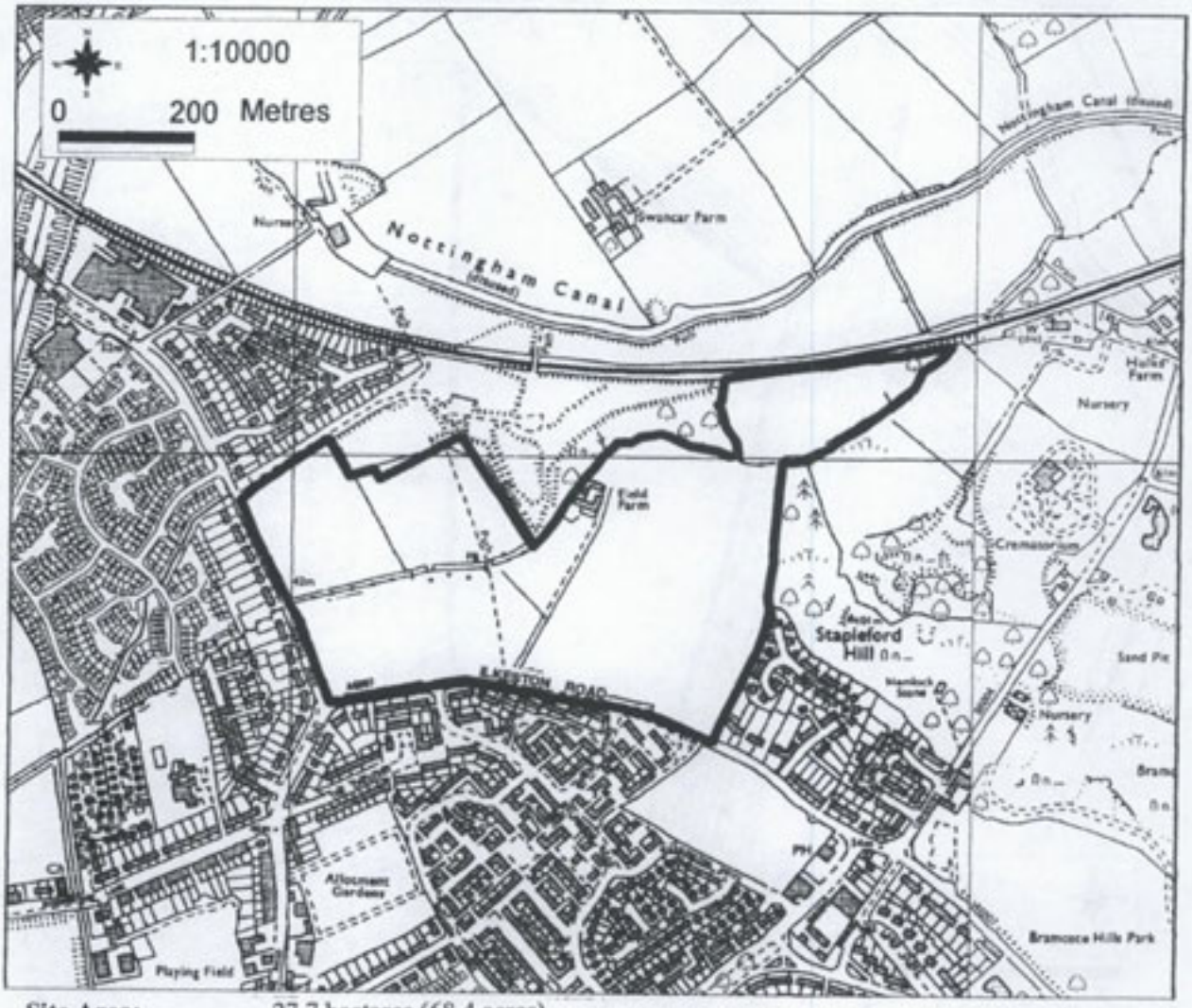
Site Nu8 West of motorway/north of Back Lane, Nuthall **Potential Housing Site**



Site Area:	4.7 hectares (11.6 acres)
Current Use:	Paddocks and agricultural land (Grade 2)
Ecological Value:	There are no designated wildlife sites on this land
Green Belt:	The site is in the Green Belt and on the edge of the urban area. Development would encroach on the gap between Nottingham and Nuthall
Public Transport:	Frequent bus services along Nottingham Road are within walking distance
Road Access:	Access could be gained from Back Lane, however, road widening and junction improvements may be needed
Other Issues:	The Nottingham Express Transit route may run adjacent to the site. The site would be affected by noise from the motorway and sound attenuation measures would be needed.

Site Area:	2.0 hectares (4.9 acres). The site is not in the Green Belt
Current Use:	Gardens
Ecological Value:	There are no designated wildlife areas within the site
Public Transport:	The site is within walking distance of frequent bus services along Kimberley Road
Road Access:	Edward Road and The Paddocks may be unsuitable for long extensions. Direct access to Kimberley Road would be preferable, provided landowners' co-operation can be secured to achieve the necessary width for a road.
Other Issues:	Co-operation between the several landowners would be needed to ensure a coordinated development.


STAPLEFORD



Site Area: 27.7 hectares (68.4 acres)

Current Use: Agricultural land (40% Grade 2, 60% Grade 3b)

Ecological Value: There are no designated wildlife sites within this area although Stapleford Hill, which is designated as a Site of Importance for Nature Conservation, lies adjacent

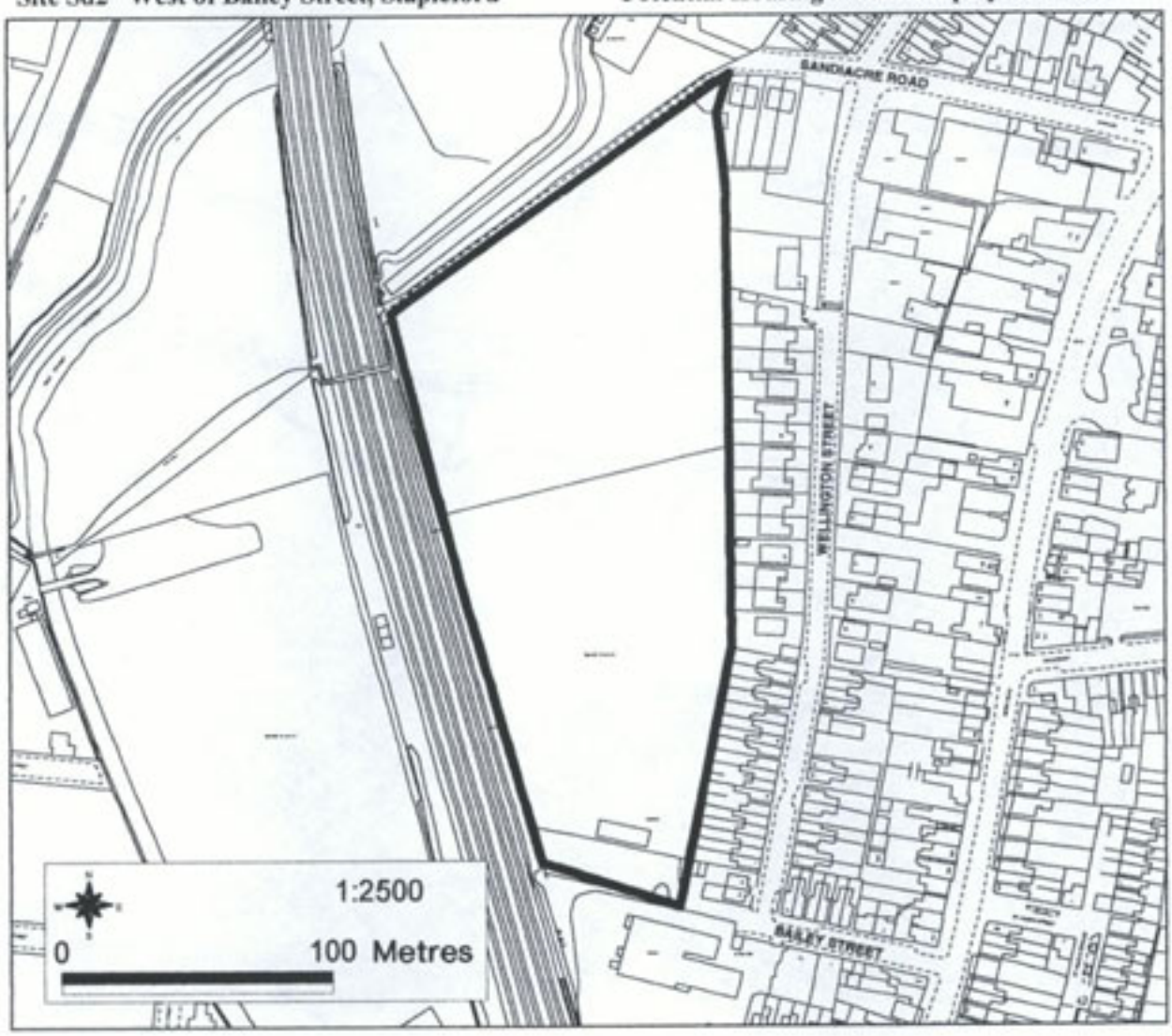
Green Belt: The site is in the Green Belt on the edge of the urban area. The site forms an open break on one side of the roads between Stapleford and Trowell

Public Transport: Frequent bus services run adjacent to the site along Ilkeston Road and Trowell Road

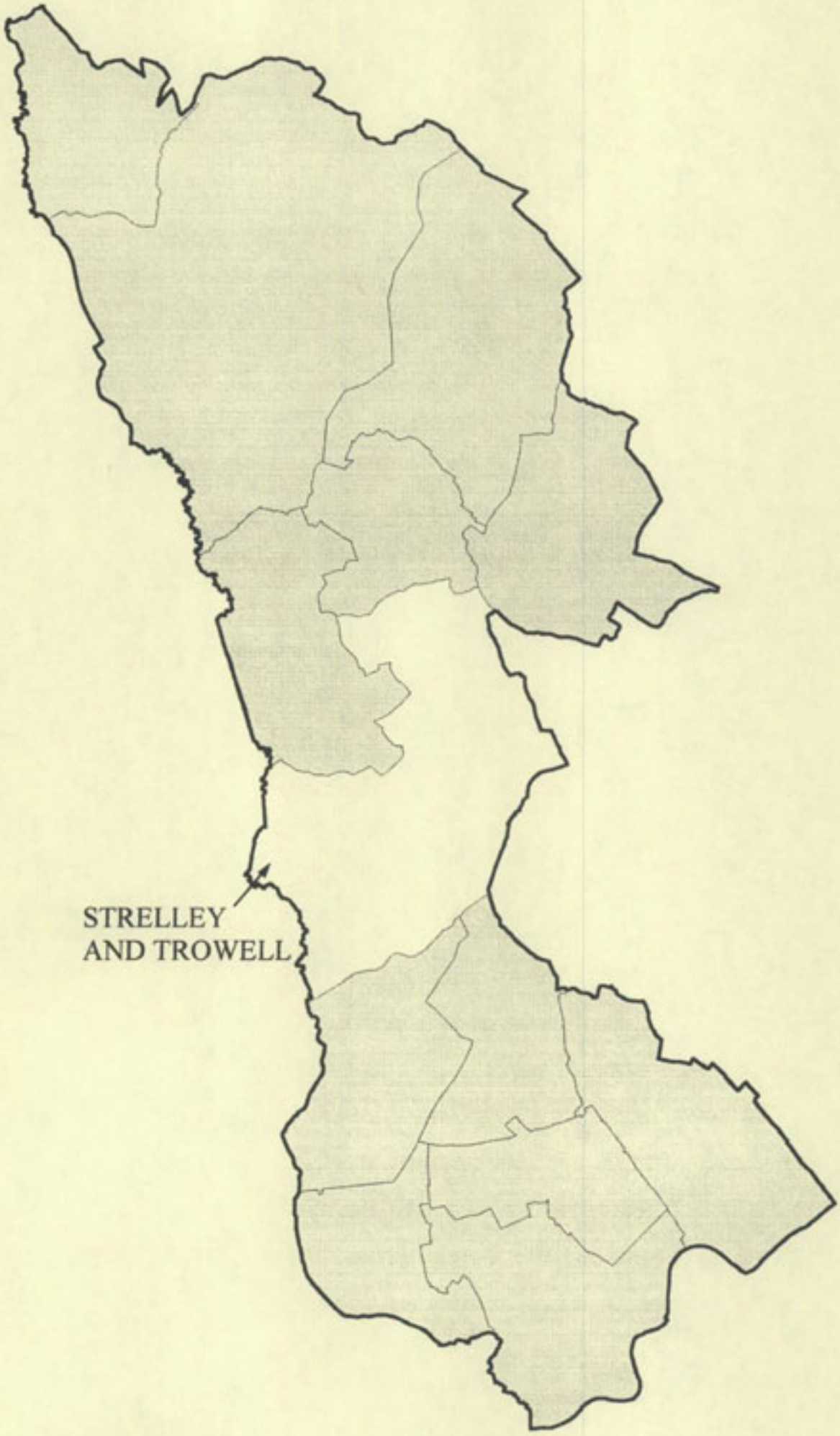
Road Access: Access could be taken from Ilkeston Road and/or Trowell Road

Other Issues: Planning benefits might include local shopping facilities and community facilities. Land in the north-east of the site lies between two areas currently designated as public open space. This area could be used to create recreational facilities and wildlife areas and link up the existing areas of public open space. The east of the site is higher, more visible land which could be retained as open space to limit the visual impact of the development.

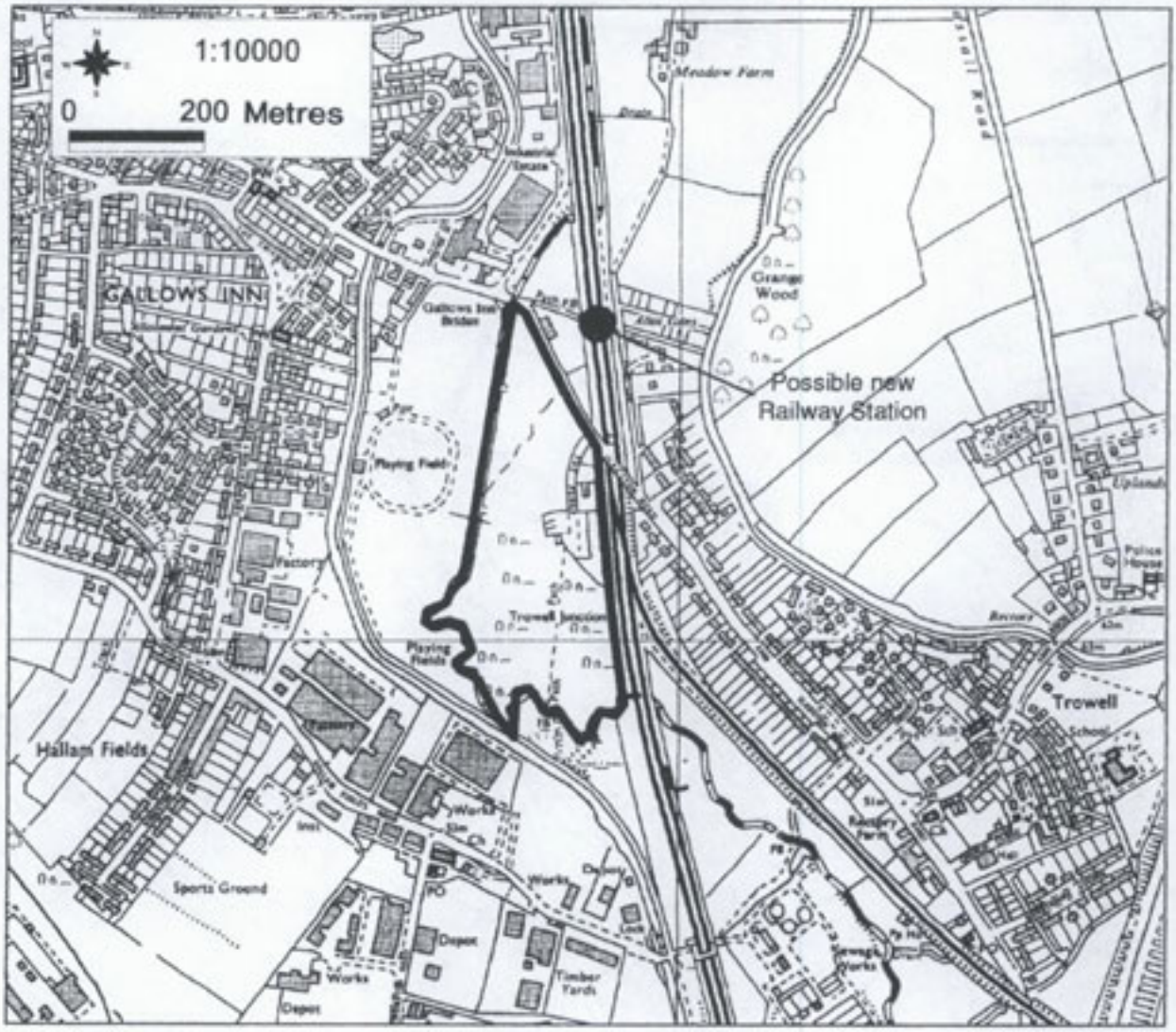
Site Sd2 West of Bailey Street, Stapleford **Potential Housing and/or Employment Site**



Site Area:	2.5 hectares (6.2 acres)
Current Use:	Private playing fields and grassland. (Ungraded)
Ecological Value:	A Site of Importance for Nature Conservation lies immediately to the north of this site. Access onto the site via Sandiacre Road may need to be taken across it
Green Belt:	The site is in the Green Belt and on the edge of the urban area. It forms part of a narrow Green Belt gap between Sandiacre and Stapleford
Public Transport:	The site lies within walking distance of frequent bus services which run along Derby Road. It is also within 1 kilometre of the possible new railway station between Stapleford and Sandiacre
Road Access:	A suitable means of access may be difficult to achieve and there would be an increase in traffic on Sandiacre Road or Bailey Street
Other Issues:	The south of the site is protected under Policy RE3 of the 1994 Broxtowe Local Plan as private playing fields.

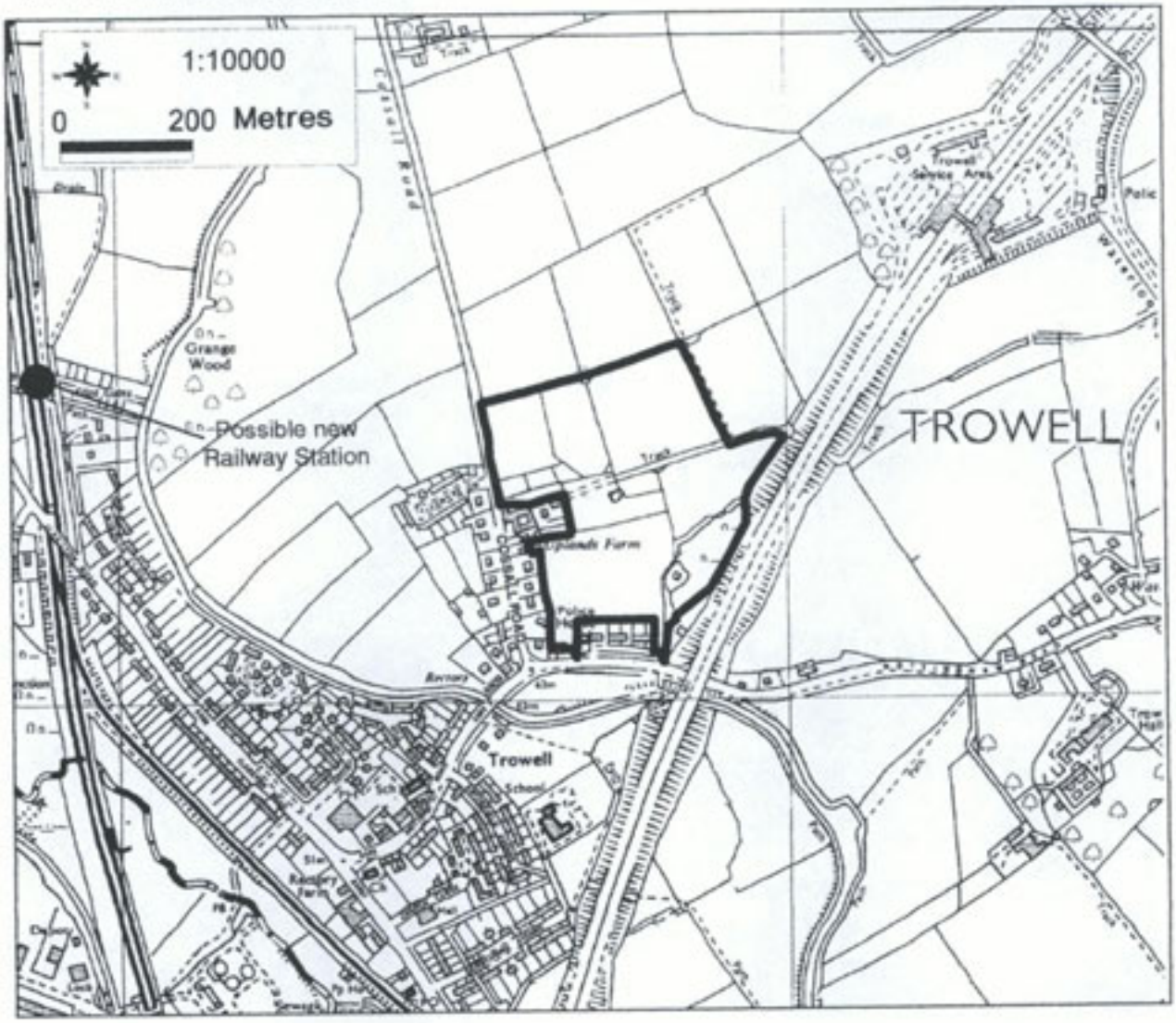

STRELLEY
AND TROWELL

Site ST1 Adjacent to The Forge, Trowell **Potential Housing and/or Employment Site**



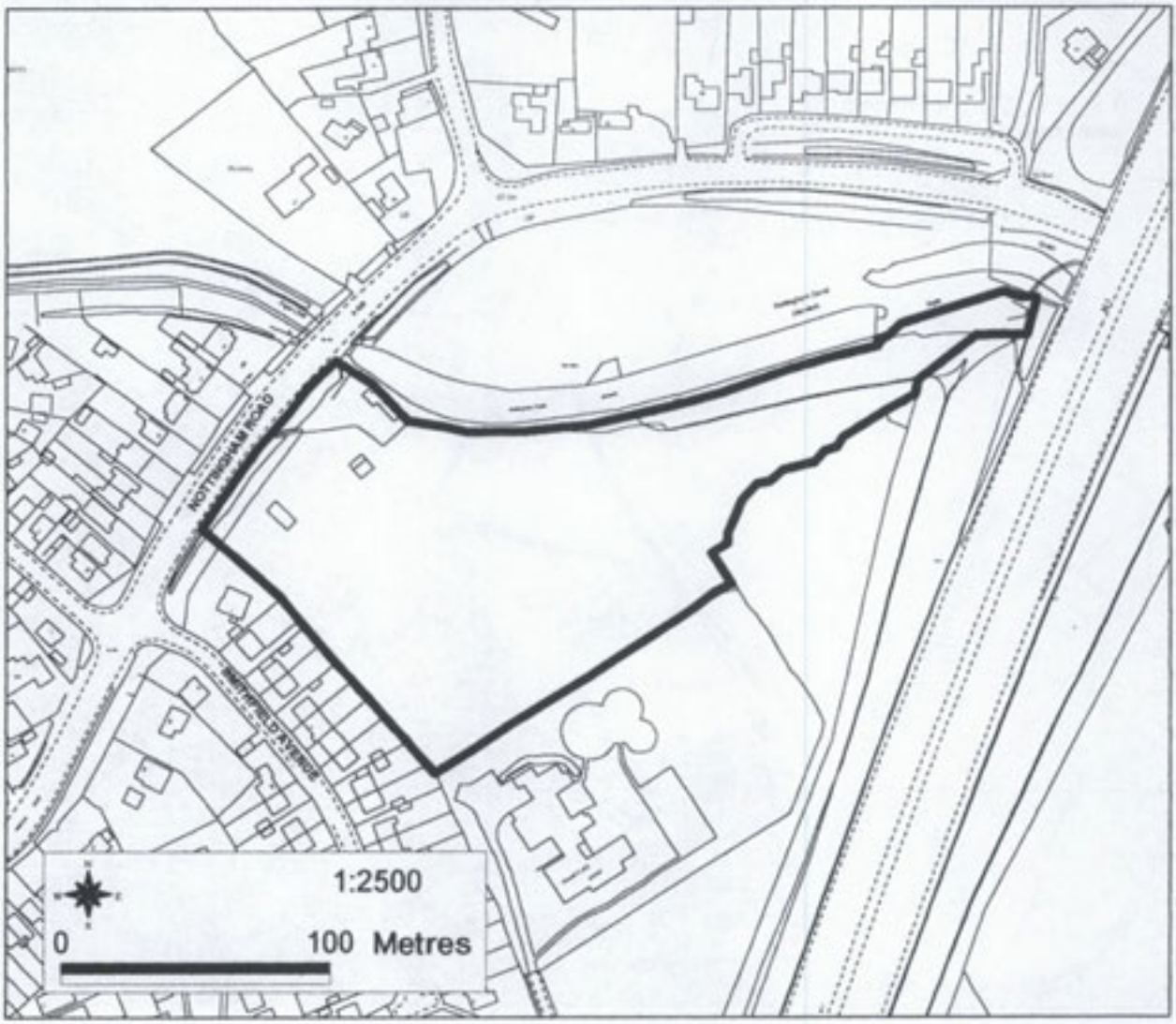
Site Area:	9.9 hectares (24.5 acres)
Current Use:	Agricultural land. (Grade 4)
Ecological Value:	A Site of Importance for Nature Conservation covers approximately 90% of the site
Green Belt:	The site is in the Green Belt and on the edge of Trowell village, which is proposed to be removed from the Green Belt. It occupies the majority of the gap between Trowell and Ilkeston.
Public Transport:	The site lies adjacent to frequent bus services which run along Ilkeston Road. The possible new railway station would be very close to this site
Road Access:	Potentially from Ilkeston Road. However, it does not appear possible to provide a satisfactory means of access
Other Issues:	Around half the site is designated as Washland in the 1994 Local Plan and is liable to flooding.

Site ST2 East of Cossall Road, Trowell **Potential Housing Site**



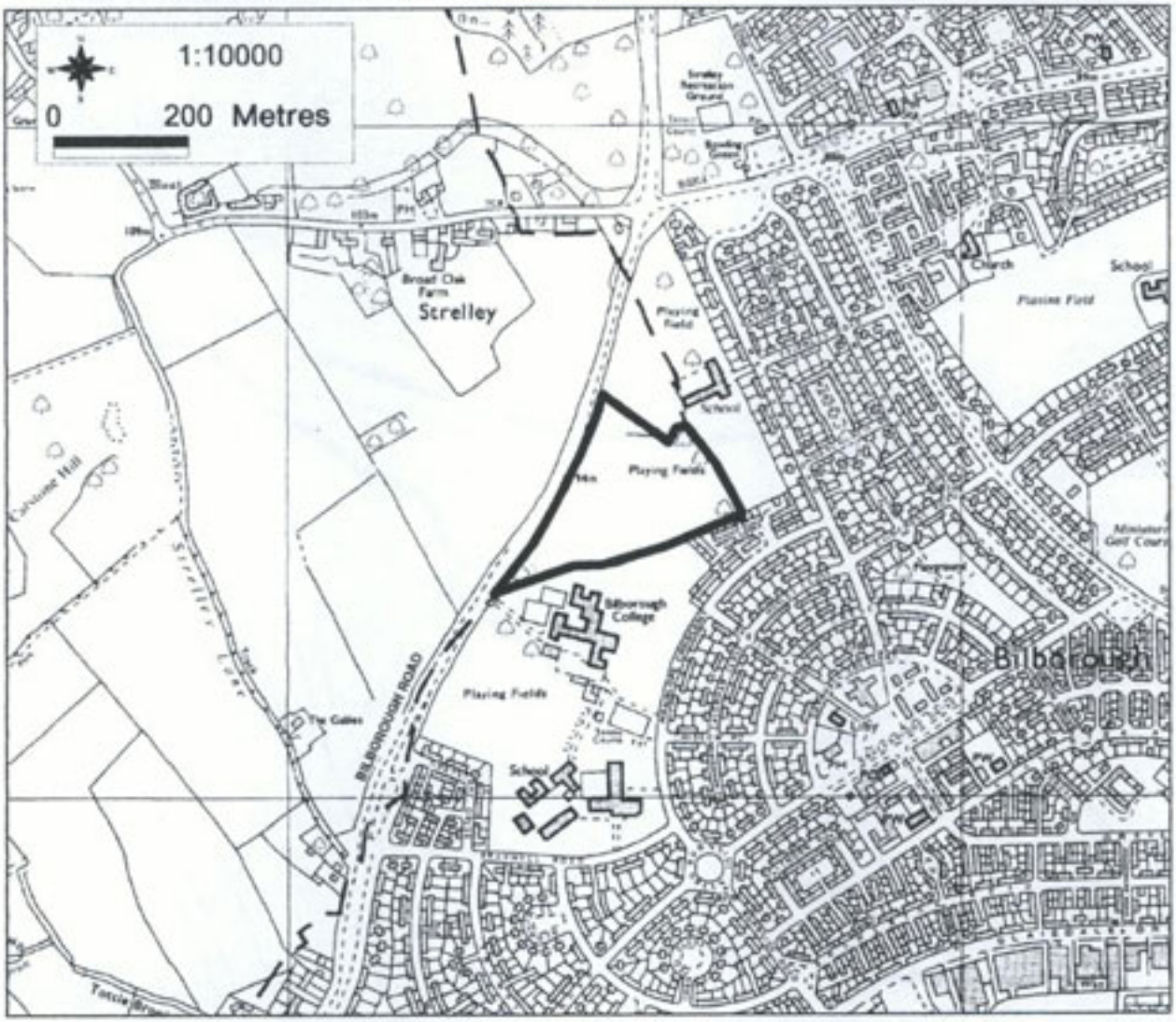
Site Area:	11.9 hectares (29.4 acres)
Current Use:	Agricultural land (10% Grade 3a, 40% Grade 3b, 50% Grade 4)
Ecological Value:	The site contains a Site of Importance for Nature Conservation
Green Belt:	The site lies within the Green Belt but lies close to the village of Trowell which is considered for removal from the Green Belt in this review
Public Transport:	A frequent bus service runs along Nottingham Road which lies adjacent to this site. The site is also within 1 kilometre of the possible new railway station between Ilkeston and Trowell
Road Access:	The main access to the site would be from Nottingham Road
Other Issues:	The northern part of the site is on relatively high land and is highly visible. Parts of the site are affected by motorway noise.

Site ST3 North-west of Smithfield Avenue, Trowell **Potential Housing Site**



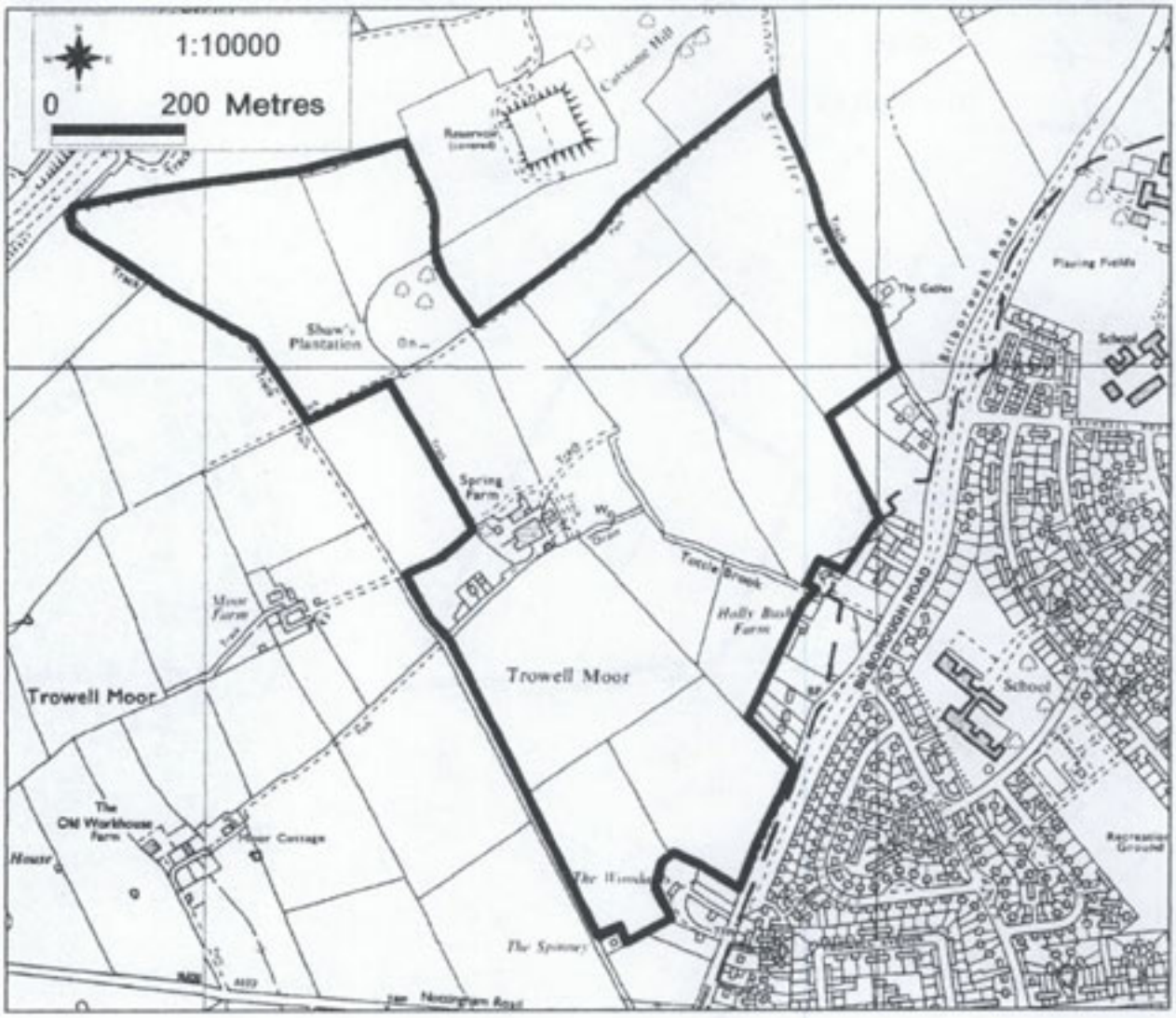
Site Area:	2.1 hectares (5.2 acres)
Current Use:	Agricultural land. (Ungraded)
Ecological Value:	The site adjoins Nottingham Canal which is a Site of Importance for Nature Conservation and an important wildlife corridor
Green Belt:	The site is currently within the Green Belt. The Council proposes to remove Trowell from the Green Belt in this review and this site could be incorporated in that removal
Public Transport:	Frequent bus services run along Nottingham Road which lies adjacent to the site. The site is also within 1 kilometre of the possible new railway station between Ilkeston and Trowell
Road Access:	Access would be gained from Smithfield Avenue and would require the removal of a dwelling
Other Issues:	Sound attenuation measures may be necessary to screen the site from motorway noise.

Site ST4 Bilborough College, east of Bilborough Road, Strelley **Potential Housing Site**



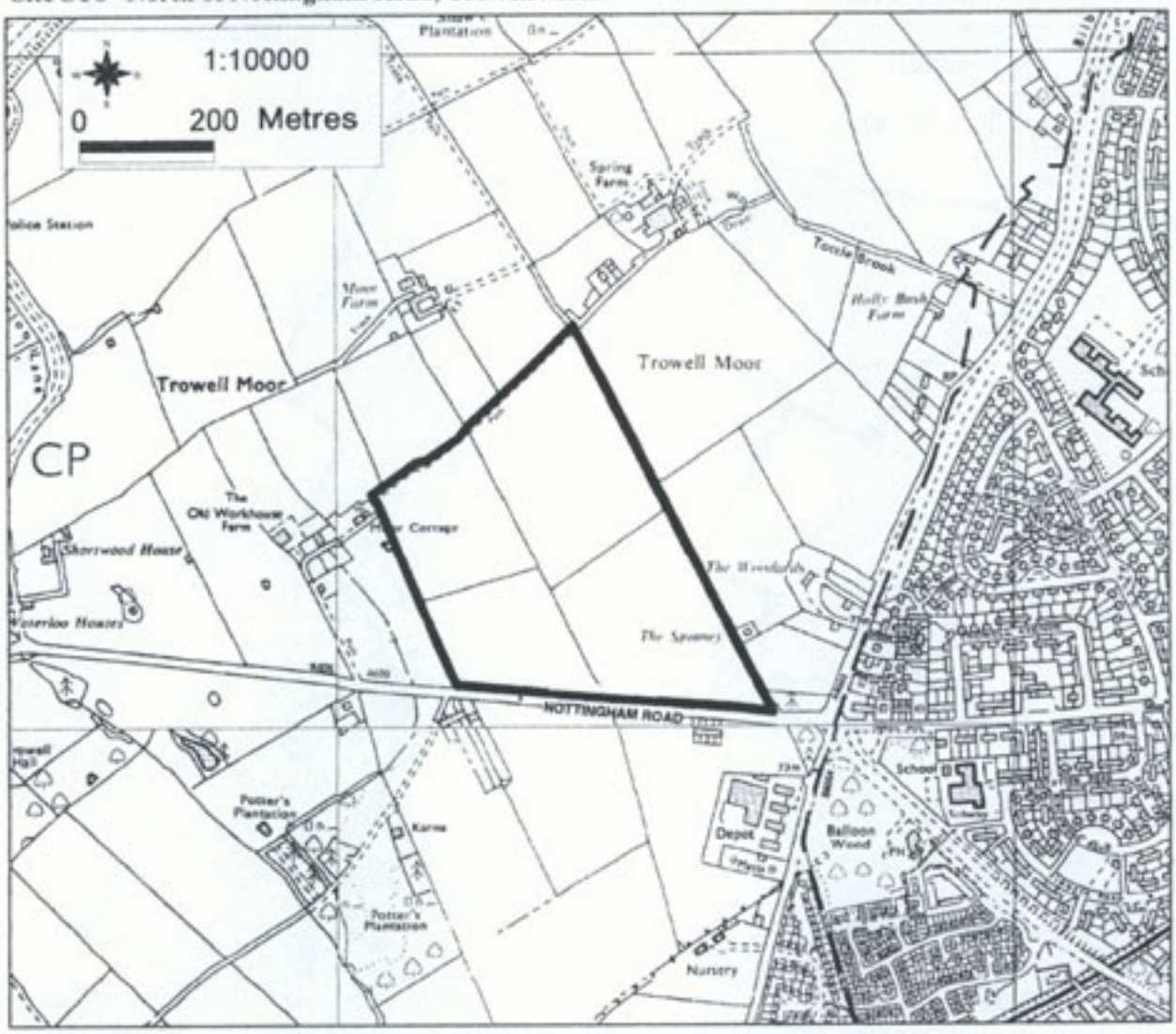
Site Area:	6.2 hectares (15.3 acres). The site is not in the Green Belt
Current Use:	College playing fields (Grade 2 agricultural land)
Ecological Value:	There are no designated wildlife sites on the land
Public Transport:	A frequent bus service runs along Bilborough Road which bounds the site
Road Access:	Access would be directly from Bilborough Road
Other Issues:	The site is protected under policy RE3 of the 1994 Broxtowe Local Plan as school playing fields.

Site ST5 West of Bilborough Road, Strelley **Potential Housing Site**



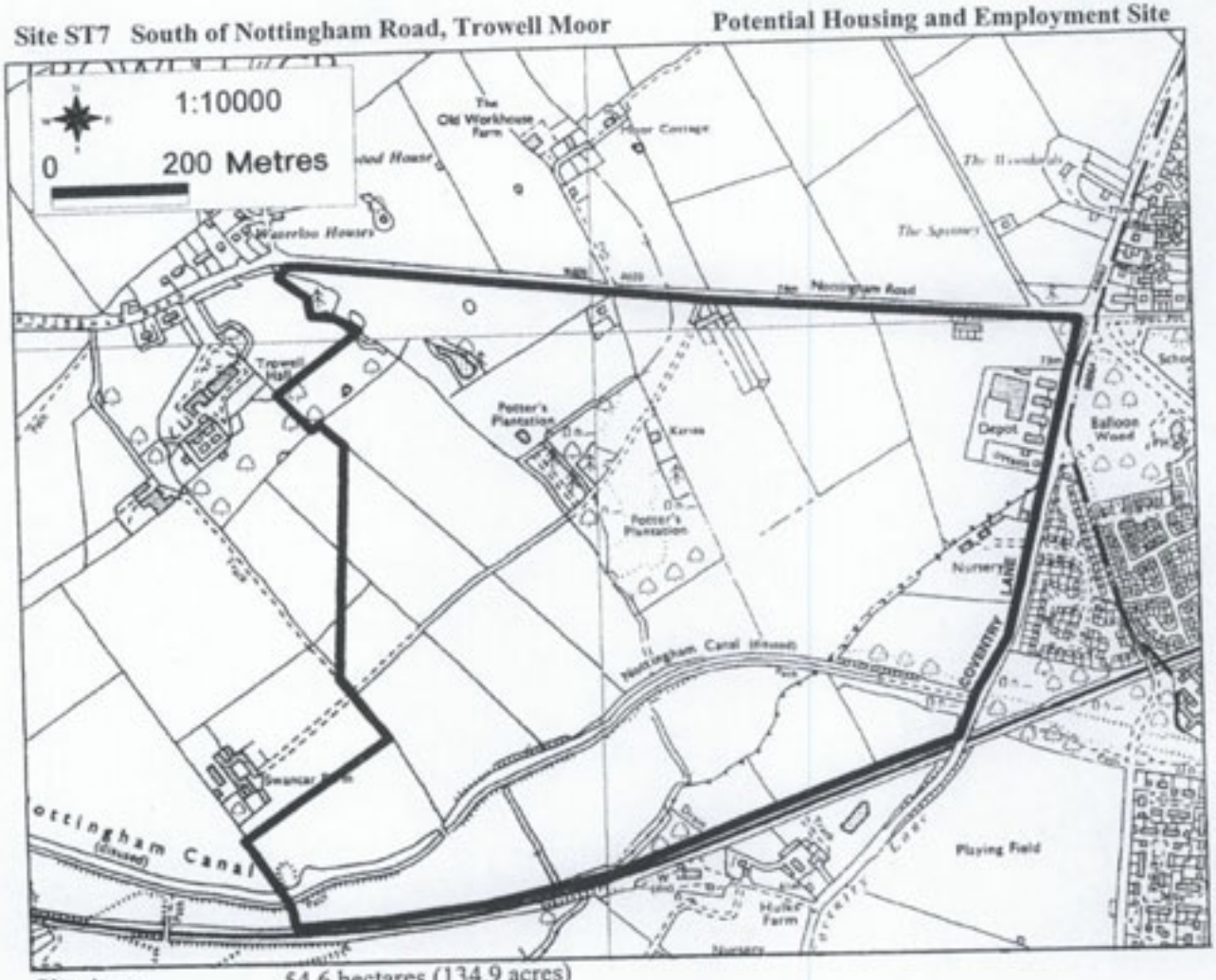
Site Area:	67.7 hectares (167.3 acres)
Current Use:	Agricultural land (10% Grade 2, 30% Grade 3a, 60% Grade 3b).
Ecological Value:	There are no designated wildlife sites on this land
Green Belt:	The site is in the Green Belt and on the edge of the urban area. The current strong Green Belt edge running along Bilborough Road would be breached and a new Green Belt boundary would need to be created on the western edge of the site
Public Transport:	A frequent bus service runs along Bilborough Road which bounds the east of the site
Road Access:	Access would be directly from Bilborough Road
Other Issues:	The western part of this site is on higher ground and is highly visible. This part of the site has previously had permission for use as a golf course. Approximately 25 hectares (62 acres) of land on the lower eastern section of the site have been put forward for housing development.

Site ST6 North of Nottingham Road, Trowell Moor



Site Area:	18.4 hectares (45.5 acres)
Current Use:	Agricultural land (Grade 3b)
Ecological Value:	There are no designated wildlife sites on this land
Green Belt:	The site is in the Green Belt and remote from the urban area. The site occupies part of the gap between Nottingham and Trowell
Public Transport:	Frequent bus services run along Nottingham Road
Road Access:	From Nottingham Road

Site ST7 South of Nottingham Road, Trowell Moor **Potential Housing and Employment Site**



Site Area: 54.6 hectares (134.9 acres)

Current Use: Agricultural land (20% Grade 2, 80% Grade 3b)

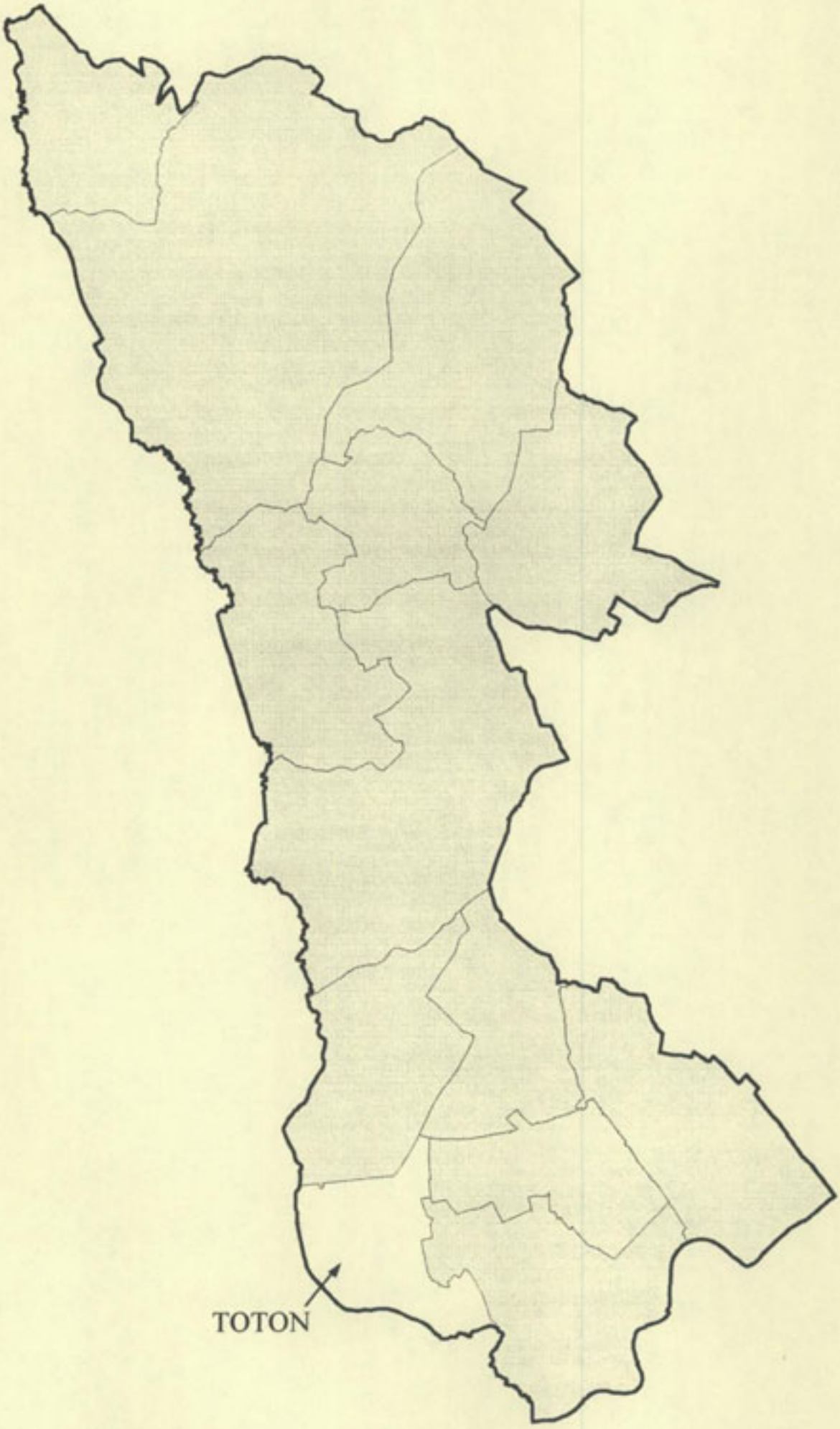
Ecological Value: The site includes part of the Nottingham Canal which is a Site of Importance for Nature Conservation and forms an important wildlife corridor

Green Belt: The site lies in the Green Belt on the edge of the urban area. Development would considerably narrow the Green Belt gap between Nottingham and Ilkeston. The current strong Green Belt edge provided by Coventry Lane would be breached and a new Green Belt boundary would need to be established

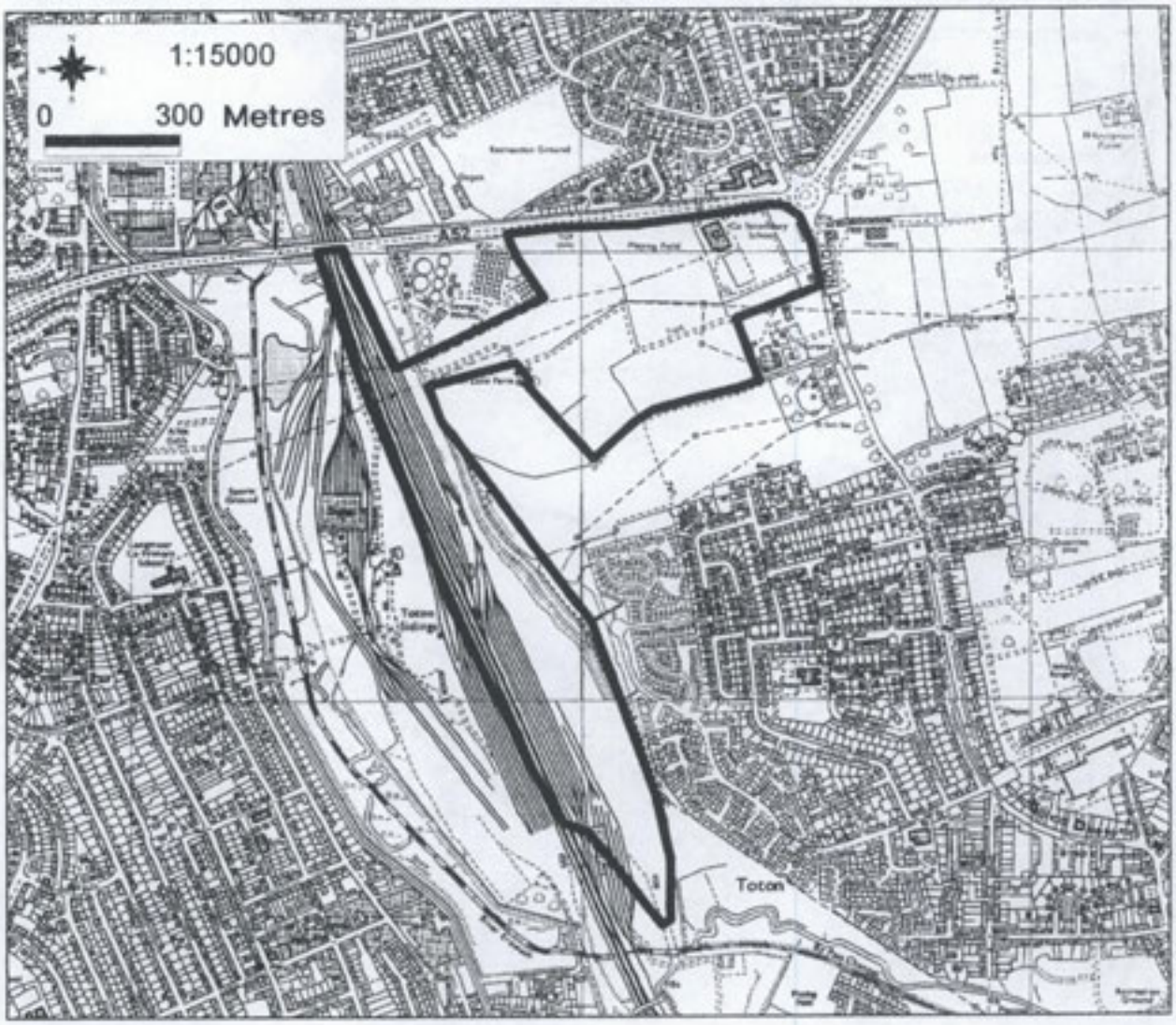
Public Transport: Frequent bus services run along Nottingham Road which bounds the site

Road Access: From Coventry Lane and Nottingham Road. The proposed improvements to Coventry Lane, as detailed in the 1994 Local Plan, would need to be carried out before any development could take place

Other Issues: Planning benefits could include the opportunity to develop a bus park and ride scheme, local shopping facilities and wildlife and recreation areas. The existing industrial area to the west of Coventry Lane, which is contained within this site, could be improved as part of the development.
Significant landscaping would be required along the western edge and bordering Nottingham Road in order to screen development. In addition, a significant buffer strip would need to be provided along the Nottingham Canal.

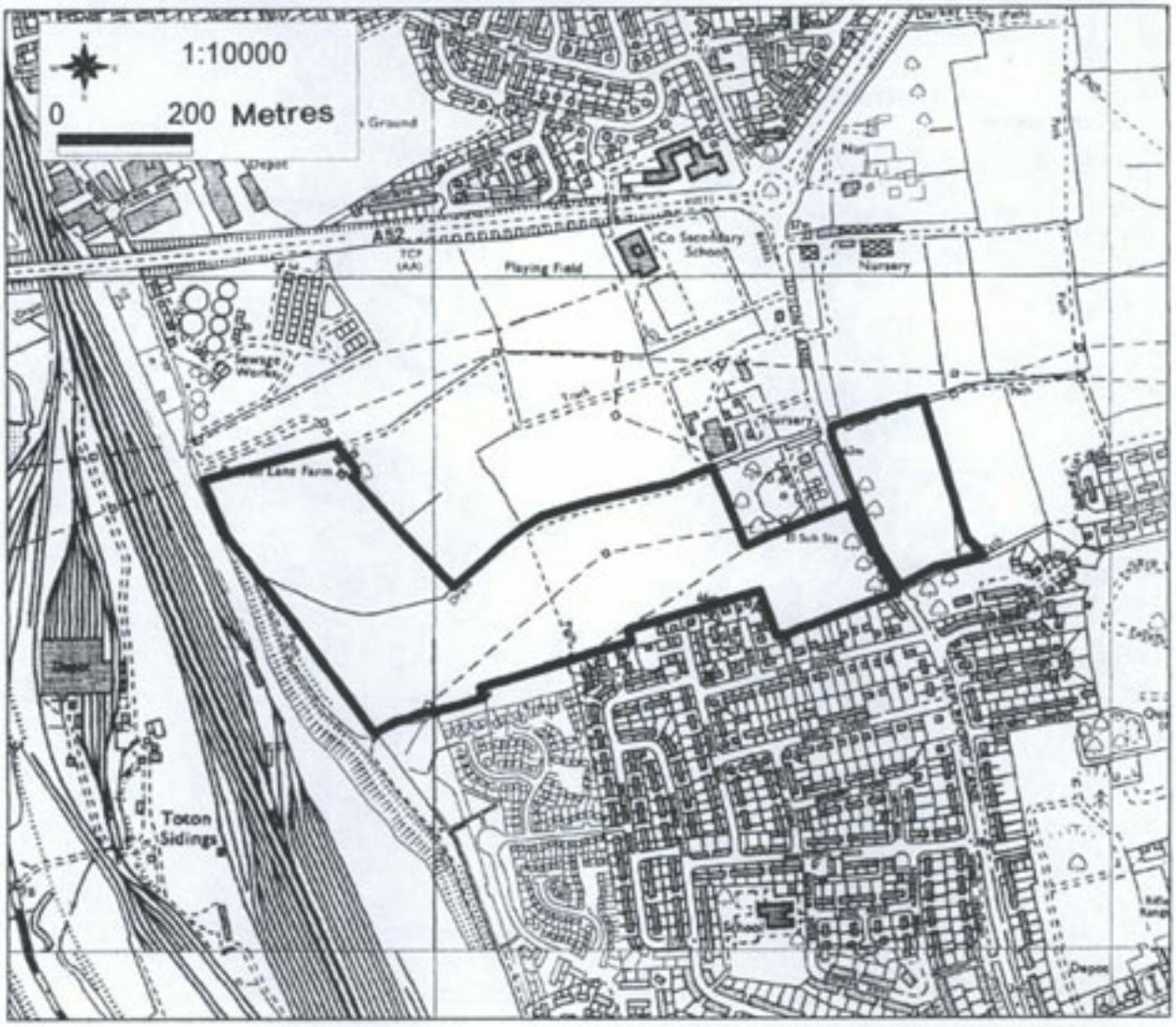

TOTON

Site To1 Toton Sidings and land south of A52, Toton **Potential Employment Site**

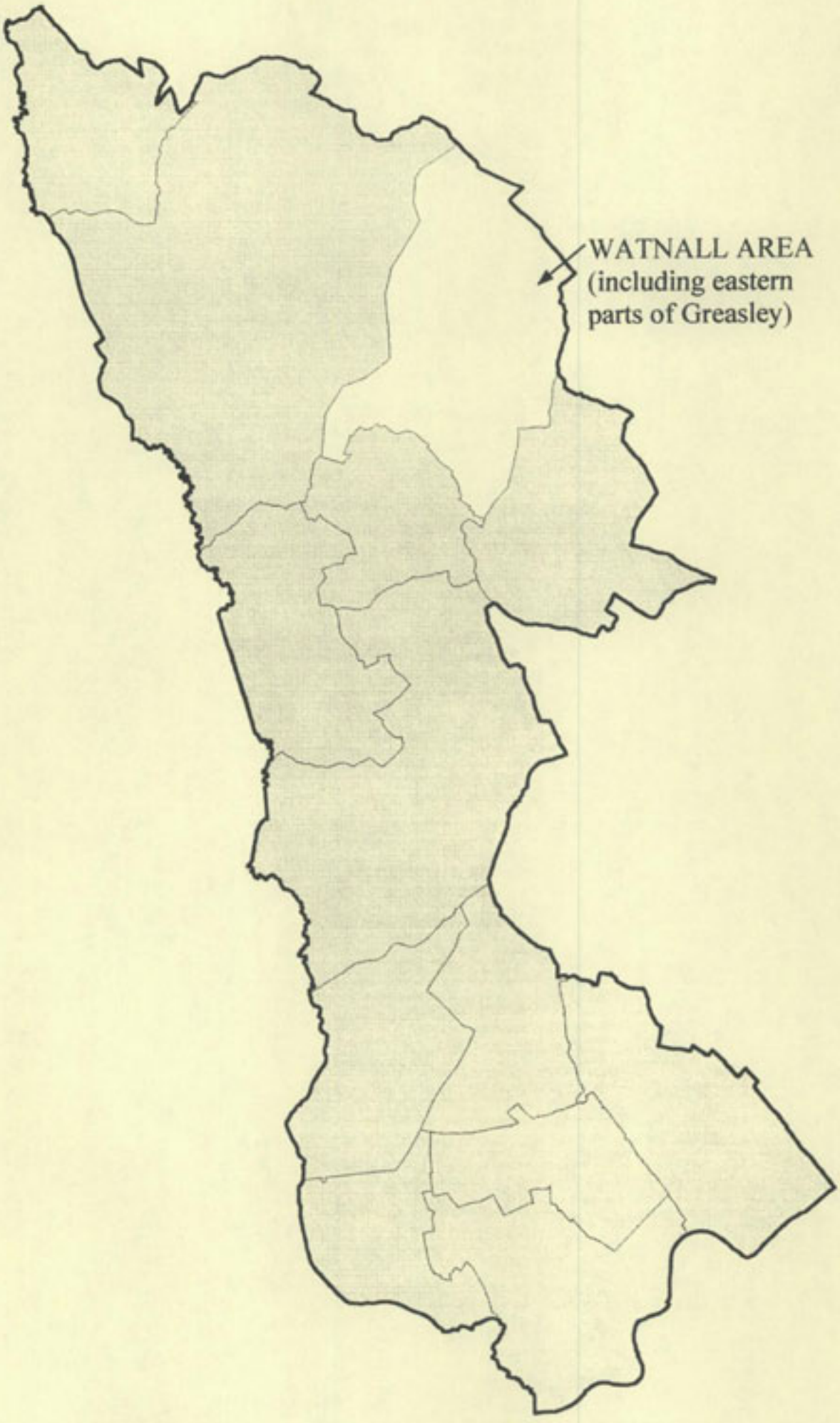


Site Area:	54.4 hectares (134.3 acres)
Current Use:	Agricultural land (45% Grade 2, 35% Grade 3a, 20% Grade 3b) and railway sidings
Ecological Value:	There are no designated wildlife sites in this area
Green Belt:	The site is in the Green Belt on the edge of the urban area. Development here would occupy a large part of the Green Belt gap between Stapleford and Toton
Public Transport:	A frequent bus service runs along Toton Lane/Stapleford Lane which is within walking distance of the east of the site
Road Access:	Access would be directly from Toton Lane. Improvements would be necessary at the junction of the A52 and Toton Lane
Other Issues:	Parts of the site are prominent and crossed by high voltage electricity cables.

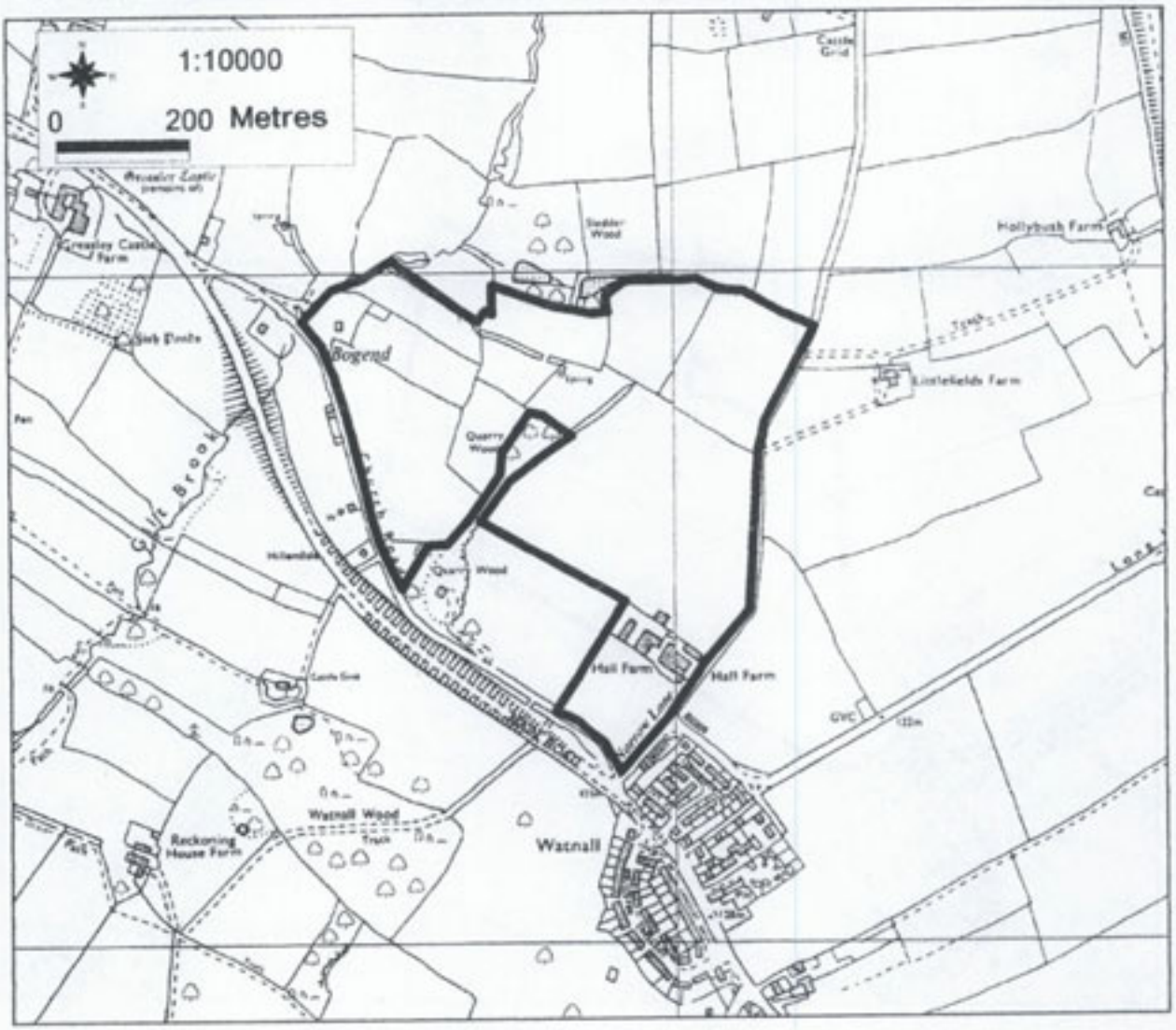
Site To2 West and east of Toton Lane/Stapleford Lane, Toton **Potential Housing Site**



Site Area:	23.5 hectares (58.1 acres) (of which 20.1 hectares (79.7 acres) is west of Toton Lane/Stapleford Lane)
Current Use:	Agricultural land (5% Grade 2, 5% Grade 3a, 90% Grade 3b)
Ecological Value:	There are no designated wildlife sites on this land
Green Belt:	The site is in the Green Belt and on the edge of the urban area. The site occupies a large part of the gap between Toton and Stapleford
Public Transport:	There are no frequent bus services within walking distance
Road Access:	From Toton Lane/Stapleford Lane
Other Issues:	The site is prominent and is crossed by high voltage electricity lines.

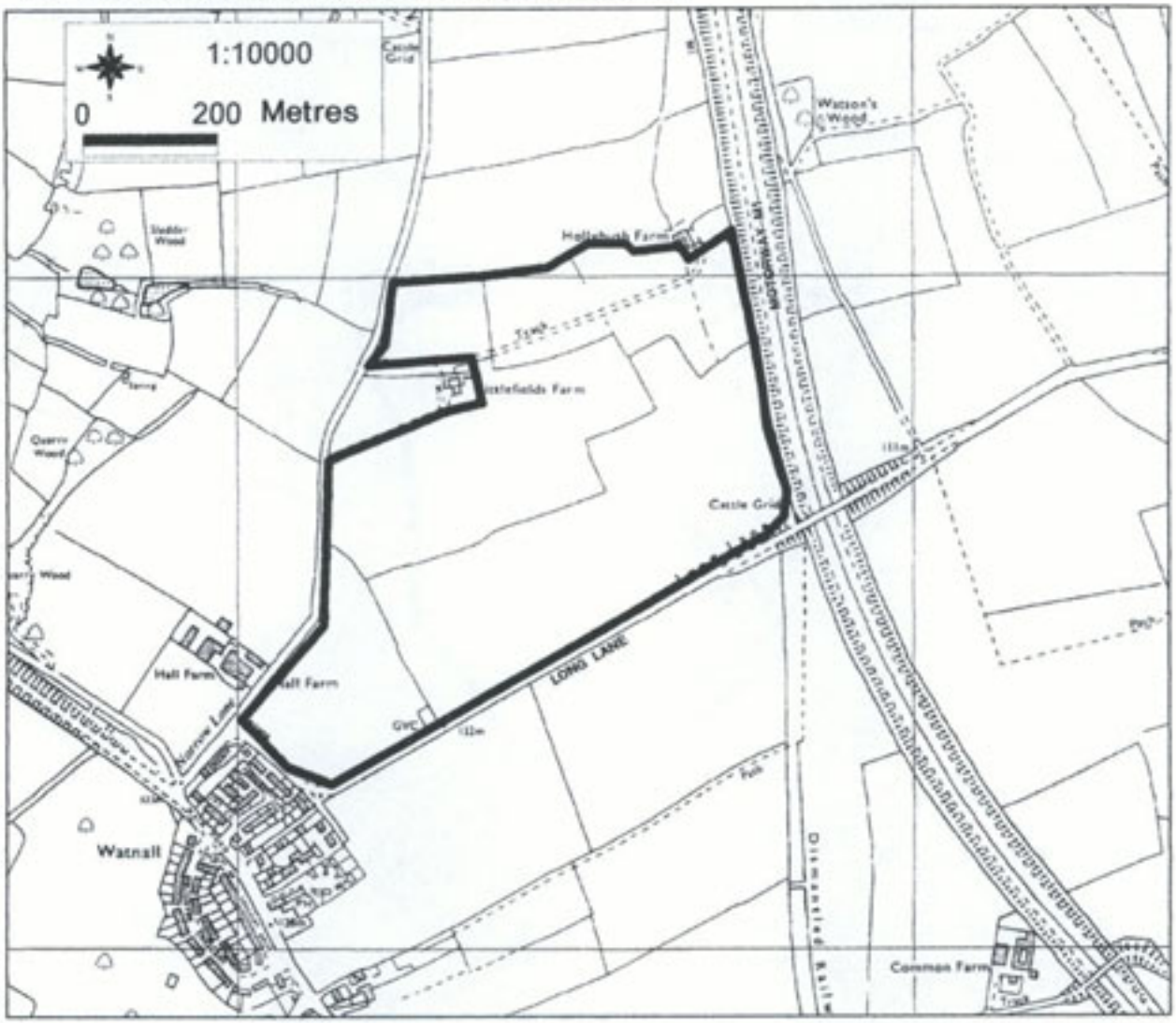

WATNALL AREA
(including eastern
parts of Greasley)

Wa1 North of Church Road/west of Narrow Lane, Greasley



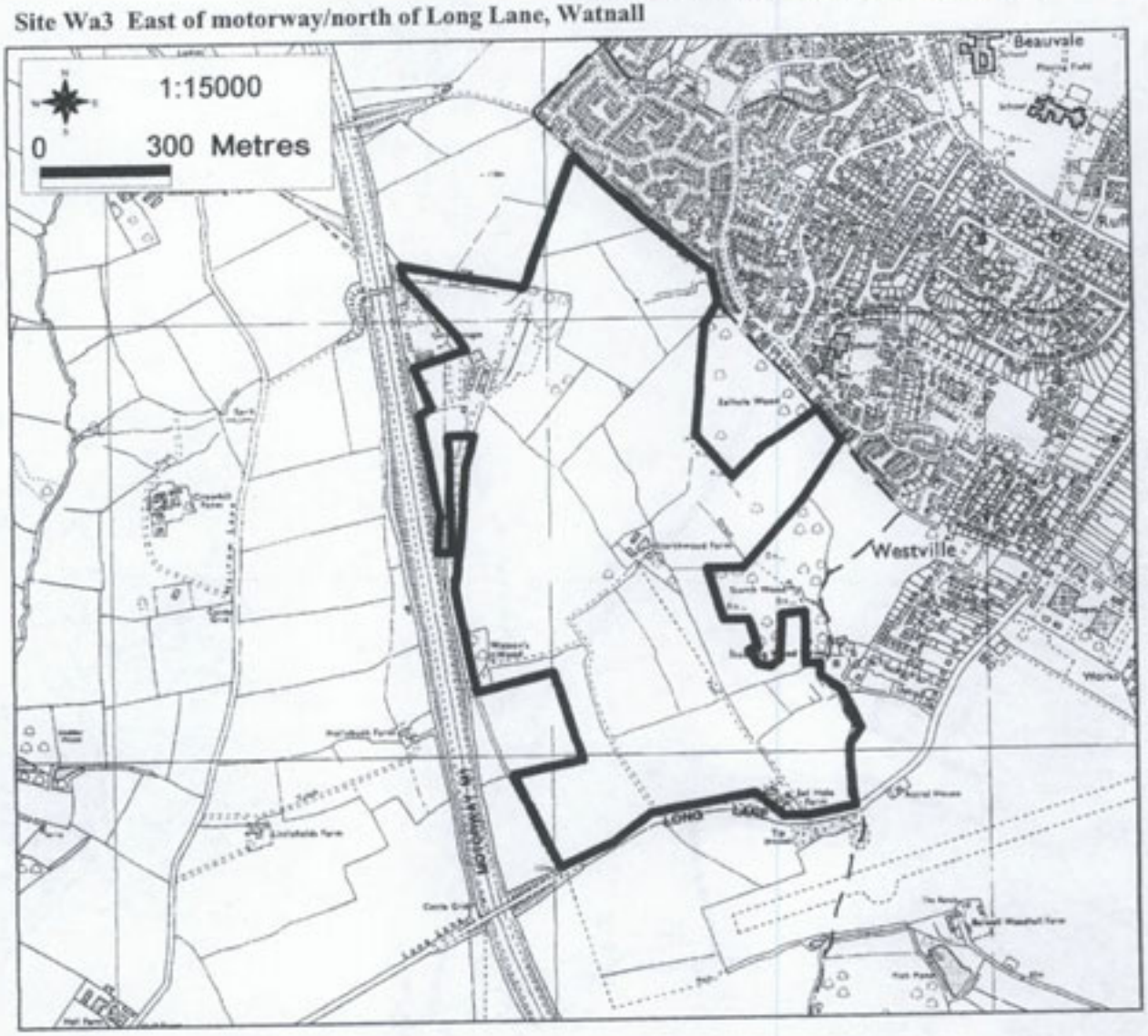
Site Area:	29.1 hectares (71.9 acres)
Current Use:	Agricultural land (50% Grade 2, 50% Grade 4) and woodland
Ecological Value:	A Site of Special Scientific Interest and Sites of Importance for Nature Conservation cover approximately 50% of the site. Part of a Mature Landscape Area also covers approximately 50% of the site, in the west
Green Belt:	The site is in the Green Belt and remote from the urban area. It occupies part of a large area of open countryside north of Eastwood and Kimberley
Public Transport:	There are no frequent bus services within walking distance
Road Access:	From Narrow Lane or Church Lane. Access is likely to be difficult and road improvements would be needed
Other Issues:	Green Belt, nature conservation and access considerations suggest that this site is unlikely to be suitable for development

Site Wa2 West of motorway/north of Long Lane, Watnall

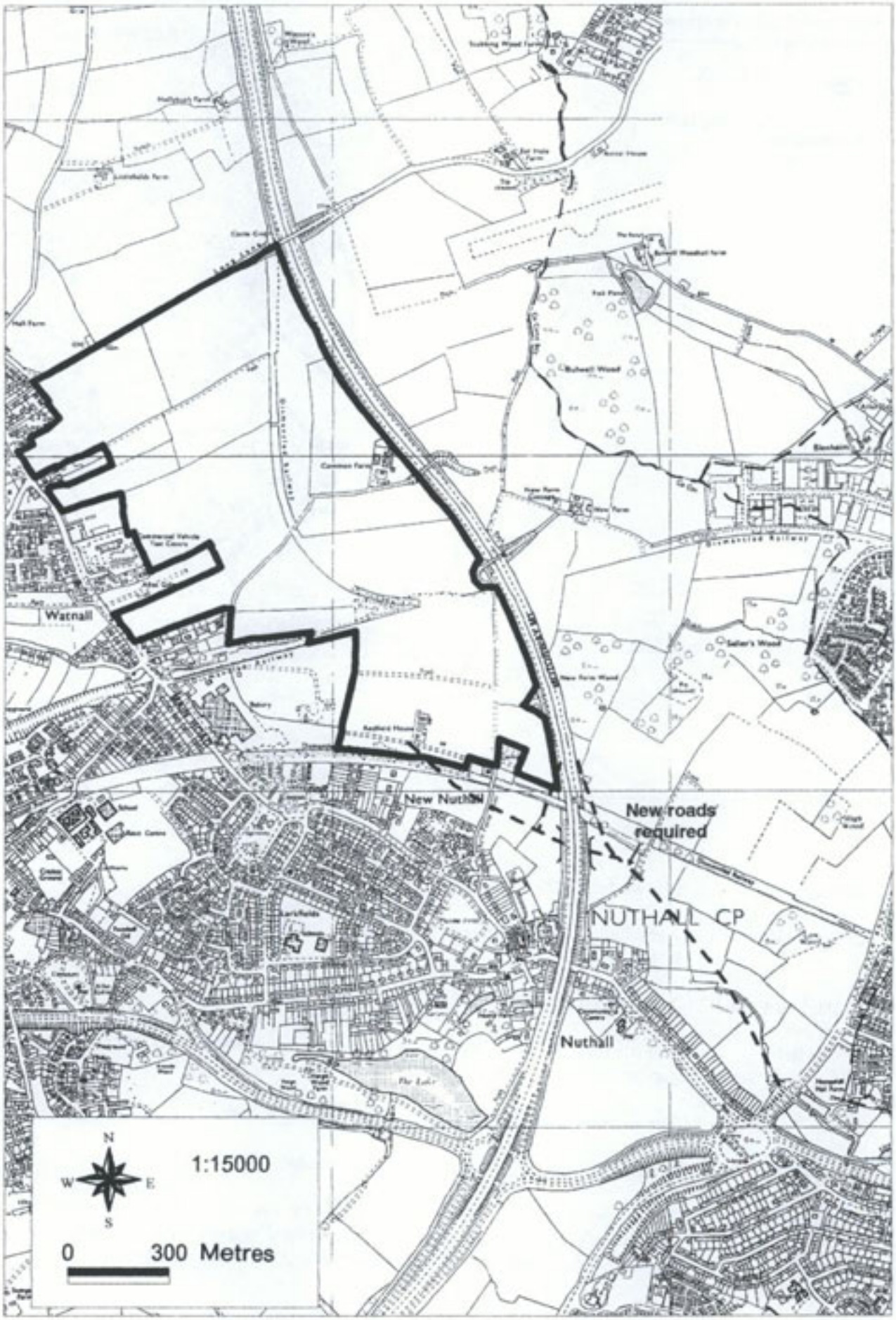


Site Area:	36.7 hectares (90.7 acres)
Current Use:	Agricultural land (Grade 2)
Ecological Value:	There are no designated wildlife sites on this land
Green Belt:	The site is in the Green Belt and remote from the urban area. It forms part of a large area of open countryside to the north of Eastwood and Kimberley
Public Transport:	There are no frequent bus services within walking distance
Road Access:	From Long Lane or via adjacent land to the south-east (site Wa5)

Site Wa3 East of motorway/north of Long Lane, Watnall



Site Area:	91.4 hectares (225.8 acres)
Current Use:	Agricultural land (40% Grade 2, 30% Grade 3a, 30% Grade 3b), disused former brick works.
Ecological Value:	There are no designated wildlife sites on this land
Green Belt:	The site is in the Green Belt and on the edge of the urban area. It occupies part of the gap between Watnall and Hucknall
Public Transport:	There are no frequent bus services within walking distance
Road Access:	From Long Lane, improvements would be needed
Other Issues:	The former brickworks at the northern end of the site is designated as derelict land. If this part of the site were developed for employment purposes, it could result in the restoration and regeneration of the derelict site.


Watnall
New Nuthall
New roads required
NUTHALL CP
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W
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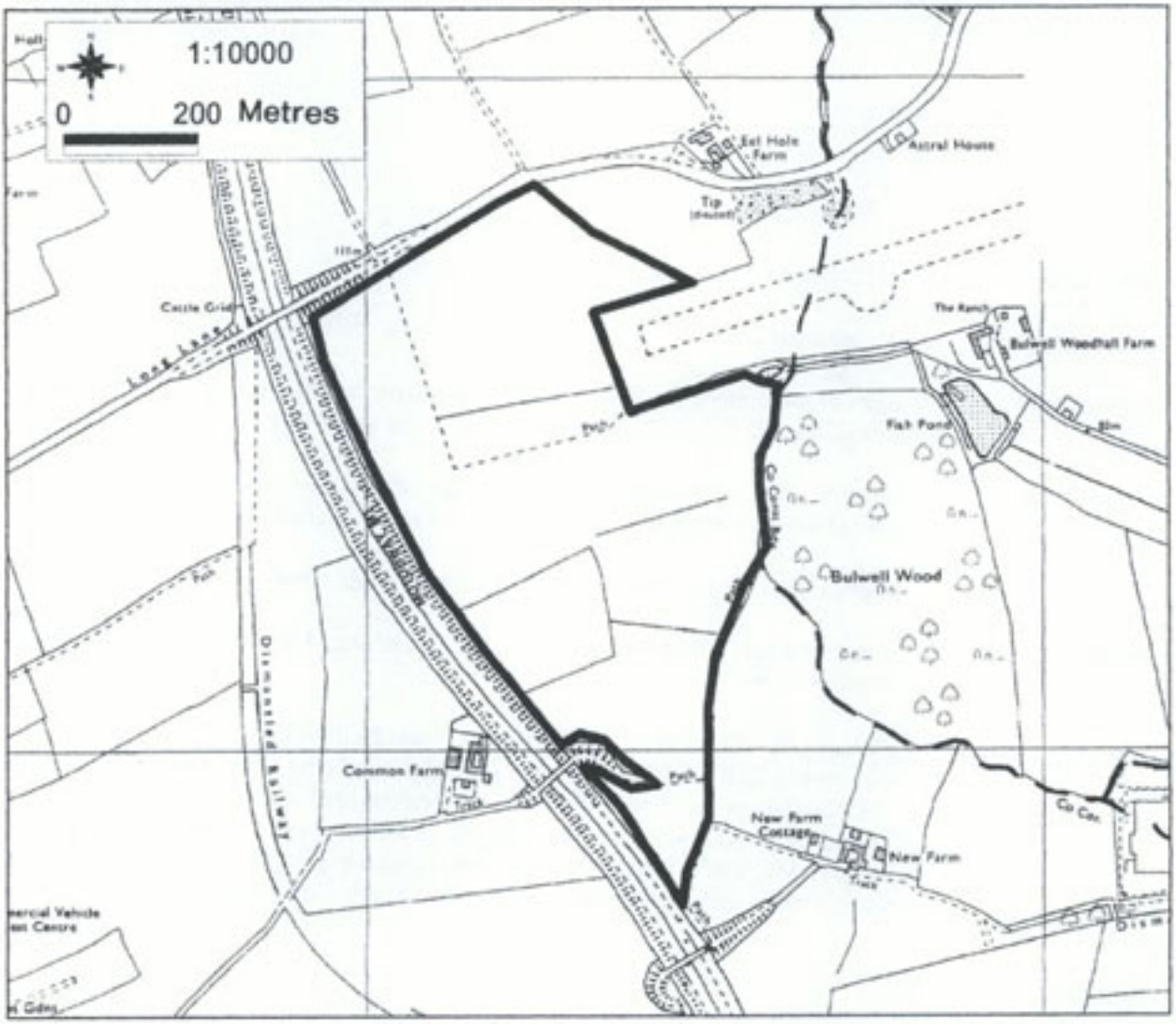
0
300 Metres

Potential Housing Business Park and Employment Site

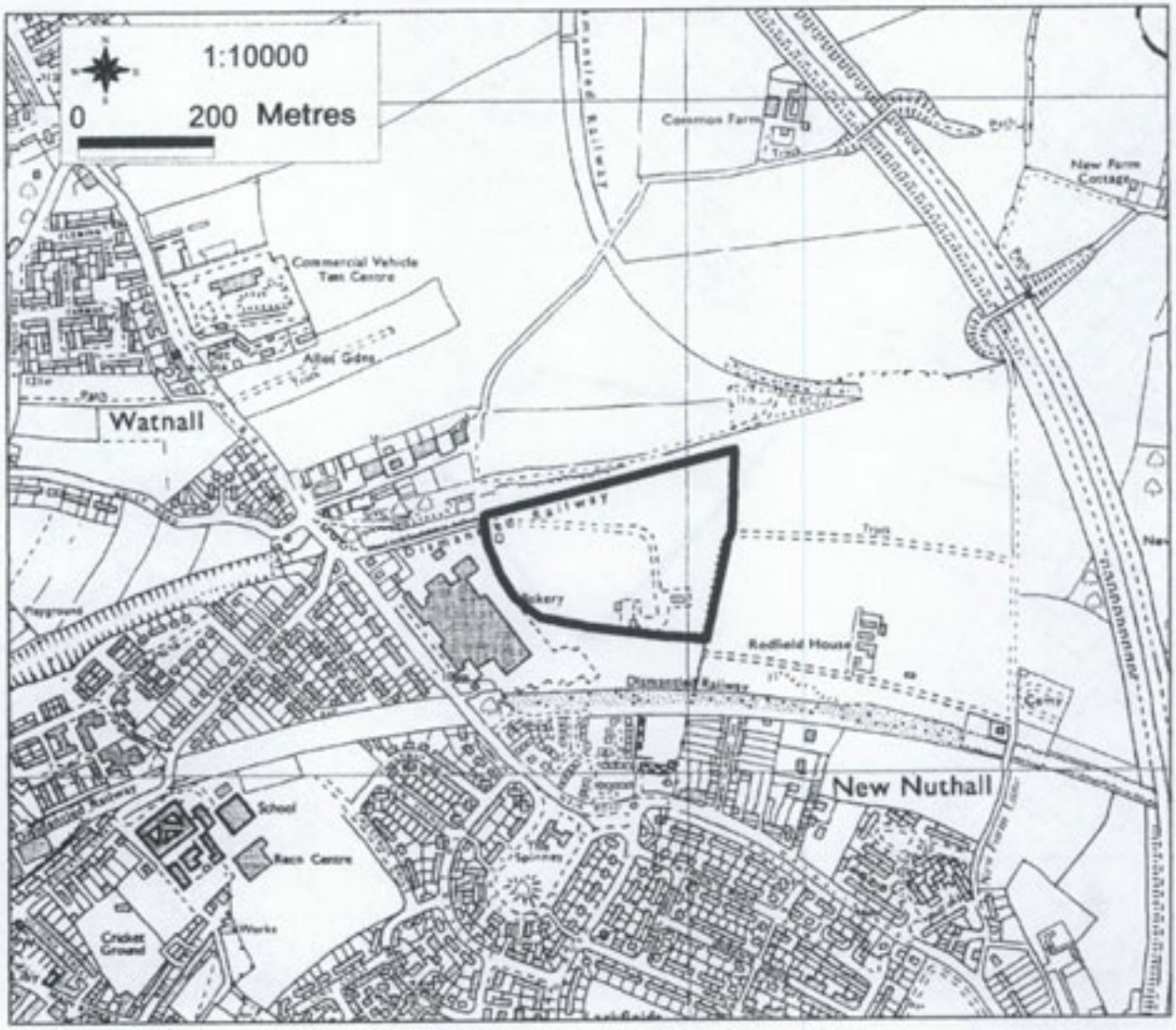
Site Wa4 South-west of motorway, north-east of Main Road, Watnall

Site Area:	112.9 hectares (279.0 acres)
Current Use:	Agricultural land. (65% Grade 2, 30% Grade 3a, 5% Grade 3b)
Ecological Value:	Sites of Importance for Nature Conservation cover approximately 5% of the site. A Site of Special Scientific Interest adjoins the site to the west
Green Belt:	The site is in the Green Belt and on the edge of the urban area. It occupies a large part of the gap between Watnall/Nuthall and Nottingham/Hucknall
Public Transport:	There are no frequent bus services within walking distance
Road Access:	New link roads would be needed to the A610 and the M1 with significant junction improvements
Planning Issues:	Planning benefits might include a park-and-ride facility, local shopping and community facilities, a site for a primary school and woodland planting. The Nottingham Express Transit route may run through or adjacent to the site. The site represents one of the few options for a business park close to junction 26 of the M1. Major development is likely to be needed to provide for the cost of new link roads, roundabout improvements and improvements to public transport provision.

Site Wa5 East of motorway/south of Long Lane, Watnall

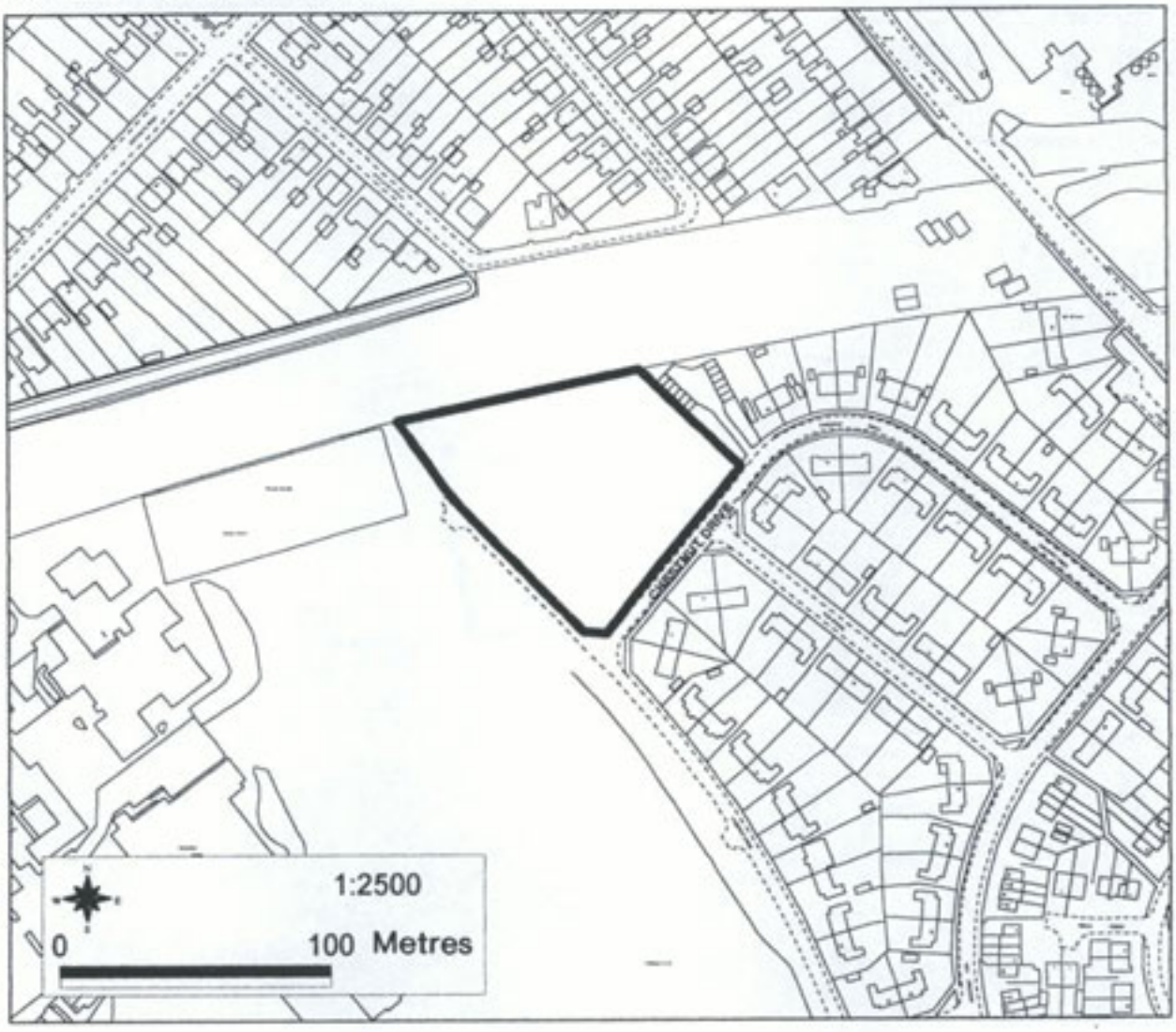


Site Area:	36.3 hectares (89.7 acres)
Current Use:	Agricultural land (35% Grade 2, 40% Grade 3a, 25% Grade 3b)
Ecological Value:	A Site of Importance for Nature Conservation covers approximately 5% of the site
Green Belt:	The site is in the Green Belt and remote from the urban area. It occupies part of the gap between Watnall and Hucknall
Public Transport:	There are no frequent bus services within walking distance
Road Access:	Access could be from Long Lane, subject to road improvements being made



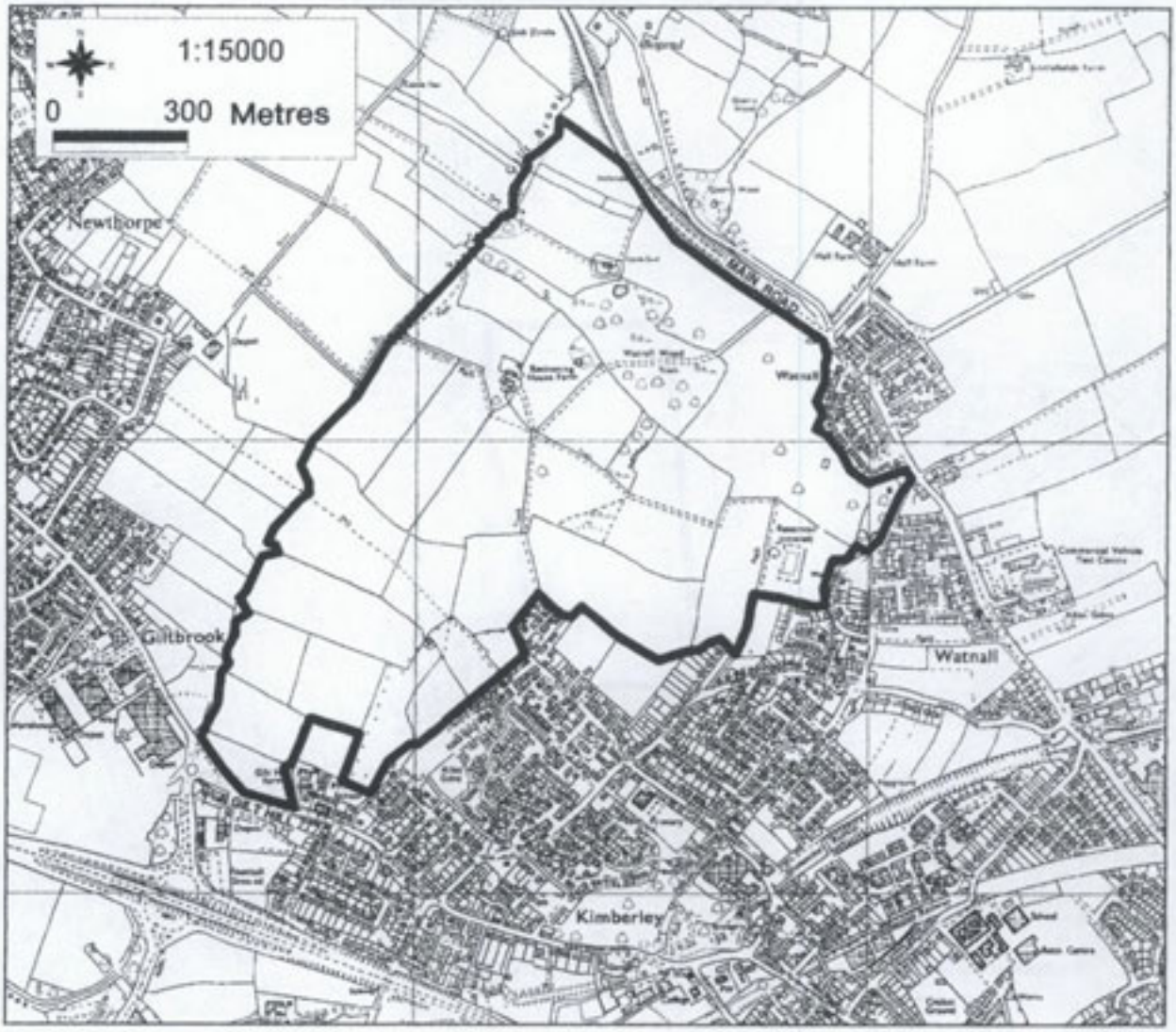
Site Area:	7.2 hectares (17.8 acres)
Current Use:	Coal stocking yard
Ecological Value:	There are no designated wildlife sites on this land
Green Belt:	The site is in the Green Belt and adjacent to the urban area. It occupies part of the gap between Watnall and Hucknall
Public Transport:	There are no frequent bus services within walking distance
Road Access:	The existing access from Main Road is unlikely to be suitable. If adjacent land to the north and east (site Wa4) were to be developed, access might be obtained through the adjacent land
Other Issues:	The Nottingham Express Transit route may run adjacent to the site.

Site Wa7 North-west of Chestnut Drive, Nuthall **Potential Housing Site**



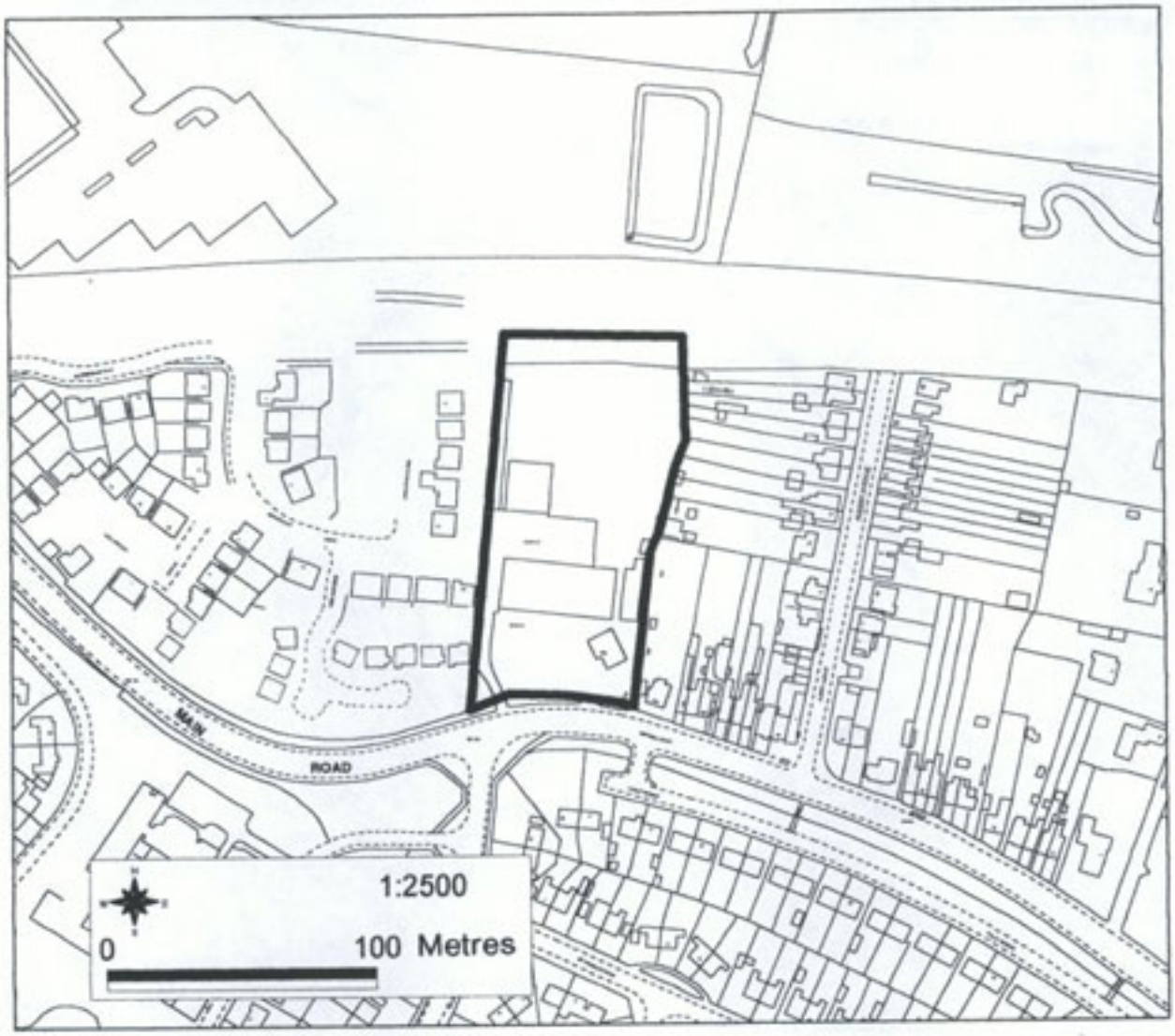
Site Area:	0.7 hectare (1.7 acres). The site is not in the Green Belt
Current Use:	Part of Kimberley Comprehensive School grounds, but not safeguarded in the 1994 Broxtowe Local Plan
Ecological Value:	There are no designated wildlife areas within this site
Public Transport:	There are no frequent bus services within walking distance
Road Access:	This would be from Chestnut Drive

Site Wa8 North of Gilt Hill, Kimberley/south of Main Road, Watnall



Site Area:	113.7 hectares (281.0 acres)
Current Use:	Agricultural land (30% Grade 3a, 70% Grade 4) and woodland
Ecological Value:	Sites of Importance for Nature Conservation cover approximately 30% of the site. Part of a Mature Landscape Area also covers approximately 30% of the site, in the north and around the Gilt Brook.
Green Belt:	The site is in the Green Belt and on the edge of the urban area. It occupies a large part of the Green Belt gap between Eastwood and Kimberley plus open land to the north
Public Transport:	Frequent bus services run along Gilt Hill which is accessible from the southern part of the site
Road Access:	From Gilt Hill and/or Main Road. Improvements are likely to be needed to the roundabout at the Gilt Hill/Nottingham Road junction.
Other Issues:	Most of the site is elevated and very prominent.

Site Wa9 North of Main Road, Watnall **Potential Housing Site**



Site Area:	0.7 hectares (1.7 acres). The site is not in the Green Belt.
Current Use:	Nursery including glasshouses
Ecological Value:	There are no designated wildlife areas within this site
Public Transport:	There are no frequent bus services within walking distance
Road Access:	The layout of the adjacent new housing development permits an extension into this site. This would be preferable to an access to Main Road.

Potential development sites shown on diagrammatic map on opposite page

Attenborough

Site At1	Ordnance Depot, west of Chetwynd Road, Chilwell

Awsworth and Cossall

Site AC1	North of Barlow's Cottages, Awsworth
Site AC2	East of Main Street, Awsworth
Site AC3	North of Newtons Lane, Awsworth/Cossall
Site AC4	West of Awsworth Lane/south of Newtons Lane, Cossall
Site AC5	North and west of Awsworth Lane, Cossall
Site AC6	North of Coronation Road, Cossall

Beeston

Site Be1	Hassocks Lane allotments, Beeston
Site Be2	Nottingham Rugby Club ground and open space off Queens Road, plus part of Siemens site, Beeston
Site Be3	Weirfields, south-east of Canal Side, Beeston

Bramcote

Site Br1	West of Home Croft, Bramcote
Site Br2	End of Chilwell Lane, Bramcote

Brinsley

Site By1	North of Cordy Lane, Brinsley
Site By2	East of Church Lane, Brinsley
Site By3	North of Hall Lane, Brinsley
Site By4	West of High Street, Brinsley

Chilwell

Site Ch1	West of Field Lane, Chilwell
Site Ch2	South-west of Dale Lane, Chilwell

Eastwood and surrounding area

Site Ea1	Eastwood Hall and adjacent land, east of A610/west of Mansfield Road, Eastwood
Site Ea2	North-east of Mill Road/south-west of Telford Drive, Beauvale, Eastwood
Site Ea3	East of Mansfield Road, Eastwood
Site Ea4	Nether Green, east of Mansfield Road, Eastwood
Site Ea5	North of Mill Road, Beauvale, Eastwood
Site Ea6	East of Greenacres Close, Newthorpe
Site Ea7	East of Pinfold Road, Newthorpe
Site Ea8	East of Baker Road/north of Nottingham Road, Giltbrook
Site Ea9	North of A610/east of Newmanleys Road, Giltbrook
Site Ea10	South of Smithurst Road, Giltbrook
Site Ea11	Giltbrook Dyers and Cleaners site, Hampden Street/Acorn Drive, Giltbrook
Site Ea12	South of A610/north-west of Awsworth by-pass
Site Ea13	West of Halls Lane, Giltbrook
Site Ea14	West of Church Street, Eastwood

Kimberley

Site Ki1	North-east of Alma Hill, Kimberley
Site Ki2	South of A610/east of Awsworth Lane, Kimberley
Site Ki3	Old Station Yard, Chapel Street, Kimberley
Site Ki4	South of Babbington Lane, Kimberley
Site Ki5	North-west of Hardy Close, Kimberley
Site Ki6	Builder's yard, Eastwood Road, Kimberley
Site Ki7	South of Eastwood Road, Kimberley

Nuthall

Site Nu1	South and west of Blenheim Industrial Estate, Nuthall
Site Nu2	East of motorway/west of Low Wood Road, Nuthall
Site Nu3	East of motorway/north of Nottingham Road, Nuthall
Site Nu4	West of Low Wood Road, Nuthall
Site Nu5	East of motorway/south-west of Nottingham Road, Nuthall
Site Nu6	West of Woodhouse Way, Nuthall
Site Nu7	West and east of New Farm Lane, Nuthall
Site Nu8	West of motorway/north of Back Lane, Nuthall
Site Nu9	South of Kimberley Road, Nuthall

Stapleford

Site Sd1	North of Ilkeston Road, Stapleford
Site Sd2	West of Bailey Street, Stapleford

Strelley and Trowell

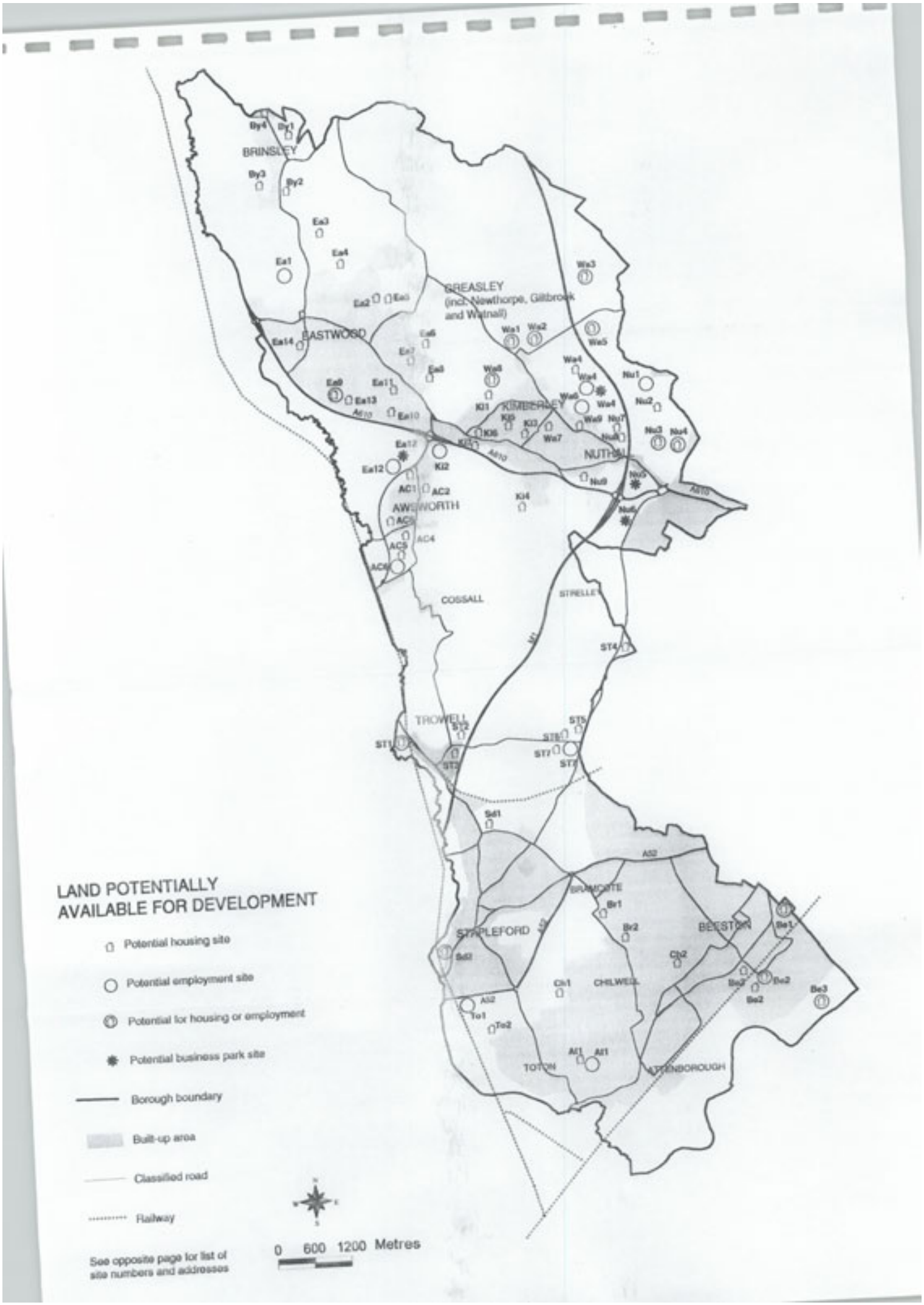
Site ST1	Adjacent to The Forge, Trowell
Site ST2	East of Cossall Road, Trowell
Site ST3	North-east of Smithfield Avenue, Trowell
Site ST4	Bilborough College, east of Bilborough Road, Strelley
Site ST5	West of Bilborough Road, Strelley
Site ST6	South of Nottingham Road, Trowell Moor
Site ST7	North of Nottingham Road, Trowell Moor

Toton

Site To1	Toton Sidings and land south of A52, Toton
Site To2	West and east of Toton Lane/Stapleford Lane, Toton

Watnall and surrounding area

Site Wa1	North of Church Road/west of Narrow Lane, Greasley
Site Wa2	West of motorway/north of Long Lane, Watnall
Site Wa3	East of motorway/north of Long Lane, Watnall
Site Wa4	South-west of motorway/north-east of Main Road, Watnall
Site Wa5	East of motorway/south of Long Lane, Watnall
Site Wa6	East of Main Road, Watnall
Site Wa7	North-west of Chestnut Drive, Nuthall
Site Wa8	North of Gilt Hill, Kimberley/south of Main Road, Watnall
Site Wa9	North of Main Road, Watnall


LAND POTENTIALLY
AVAILABLE FOR DEVELOPMENT
Potential housing site
Potential employment site
Potential for housing or employment
Potential business park site
Borough boundary
Built-up area
Classified road
Railway
See opposite page for list of site numbers and addresses
0 600 1200 Metres
BRINSLEY
BREASLEY
(incl. Newthorpe, Giltbrook and Watnall)
EASTWOOD
KIMBERLEY
NUTHALL
AWSWORTH
COSSALL
STRELLEY
TROWELL
STAPLEFORD
BRAMCOTE
BEESTON
CHILWELL
TOTON
ATTENBOROUGH
A610
A52
M1