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# BROXTOWE LOCAL PLAN REVIEW

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## Potential Development Sites

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# **Broxtowe Local Plan Consultation Draft**

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## **Appendix: Potential Development Sites**

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## 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

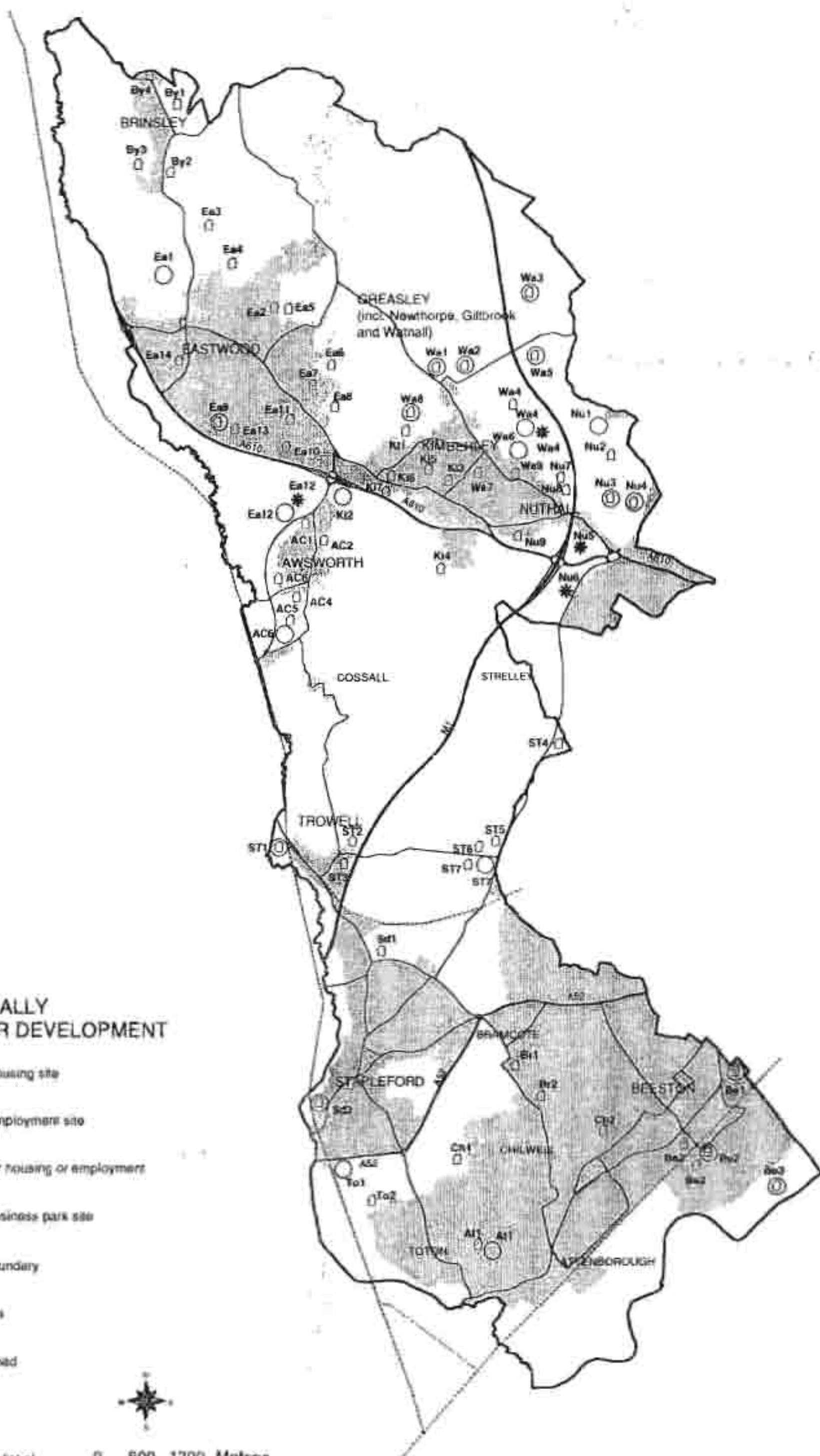
— Classified road

— Railway



0 600 1200 Metres

See opposite page for list of site numbers and addresses



Potential development sites shown on diagrammatic map on opposite page

#### Attenborough

Site A11 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

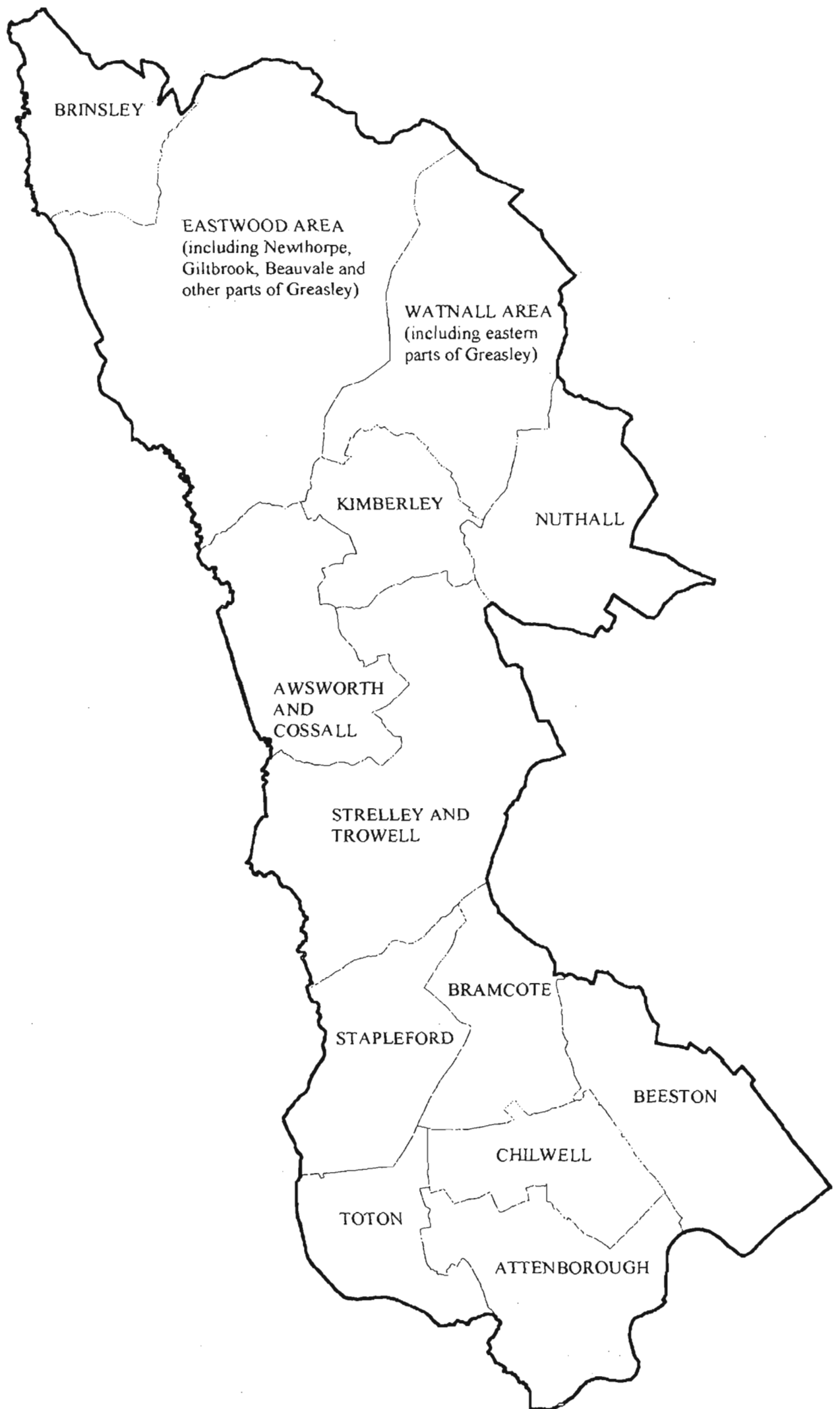
Site ST1 Adjacent to The Forge, Trowell  
Site ST2 East of Cossall Road, Trowell  
Site ST3 North-east of Southfield Avenue, Trowell  
Site ST4 Bilborough College, east of Bilborough Road, Strelley  
Site ST5 West of Bilborough Road, Strelley  
Site ST6 South of Nottingham Road, Trowell Moor  
Site ST7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



# Potential Development Sites

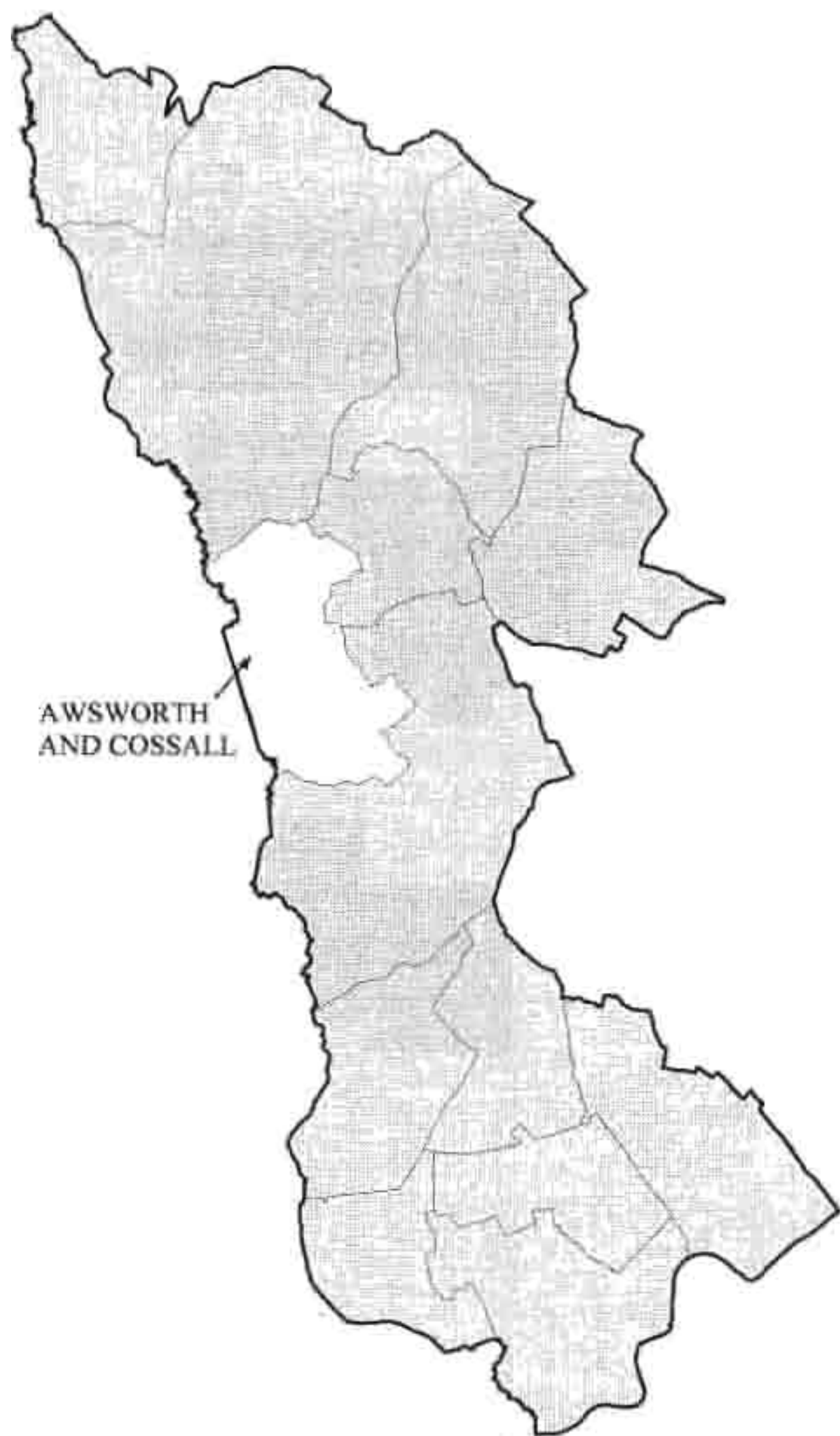
This appendix identifies a wide range of sites in all parts of the Borough which could be developed to meet housing and employment needs during the plan period. The sites - which provide for about 8 times the land area likely to be needed - are primarily based on those already put forward for possible 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 ap-

pendix. 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.

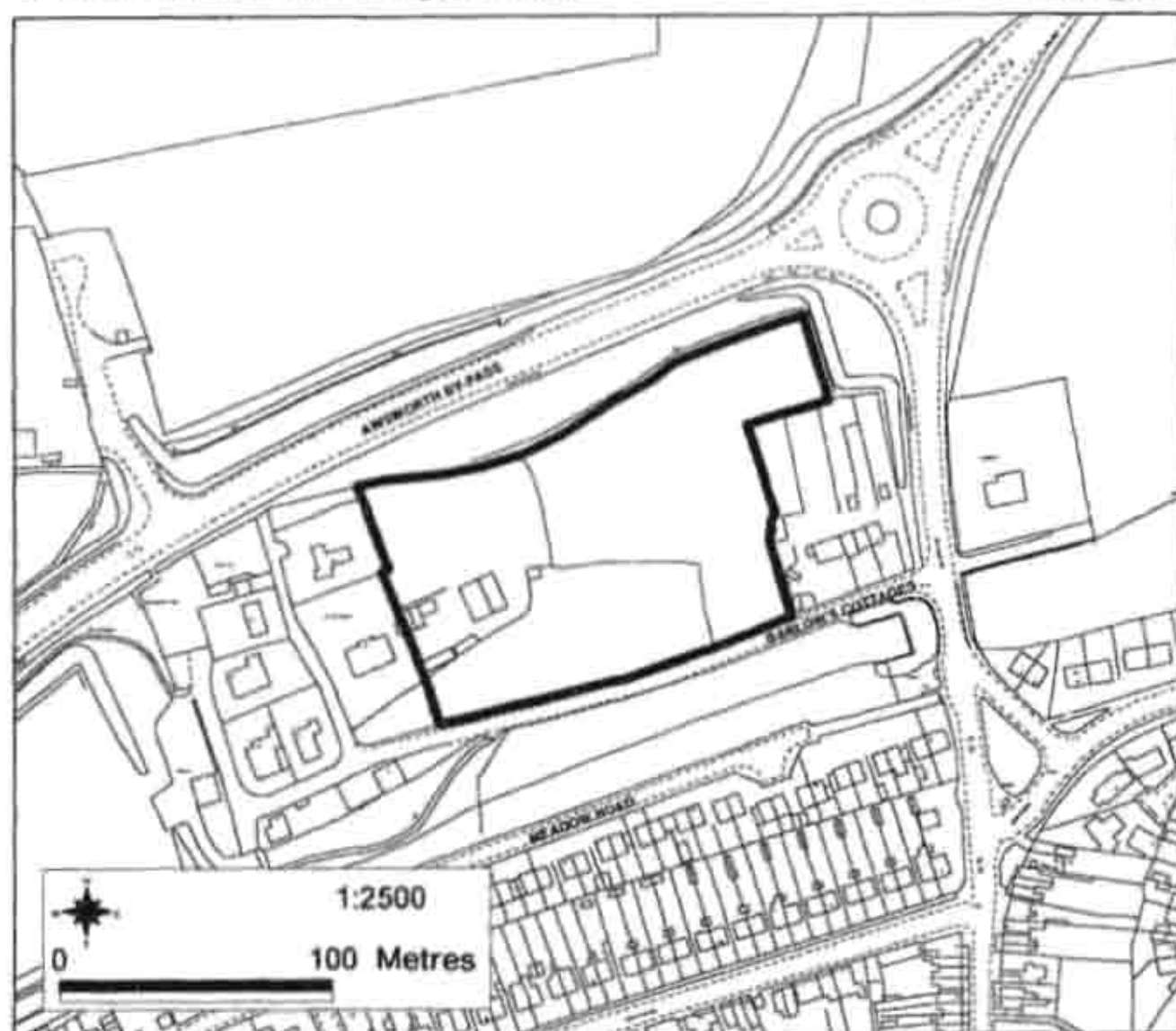
A summary information sheet has been prepared for each of the sites and these are grouped together into particular areas of the Borough for ease of reference (see map opposite). Each site sheet includes an ordnance-survey based identification plan, followed by information about the site. This is mainly 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)

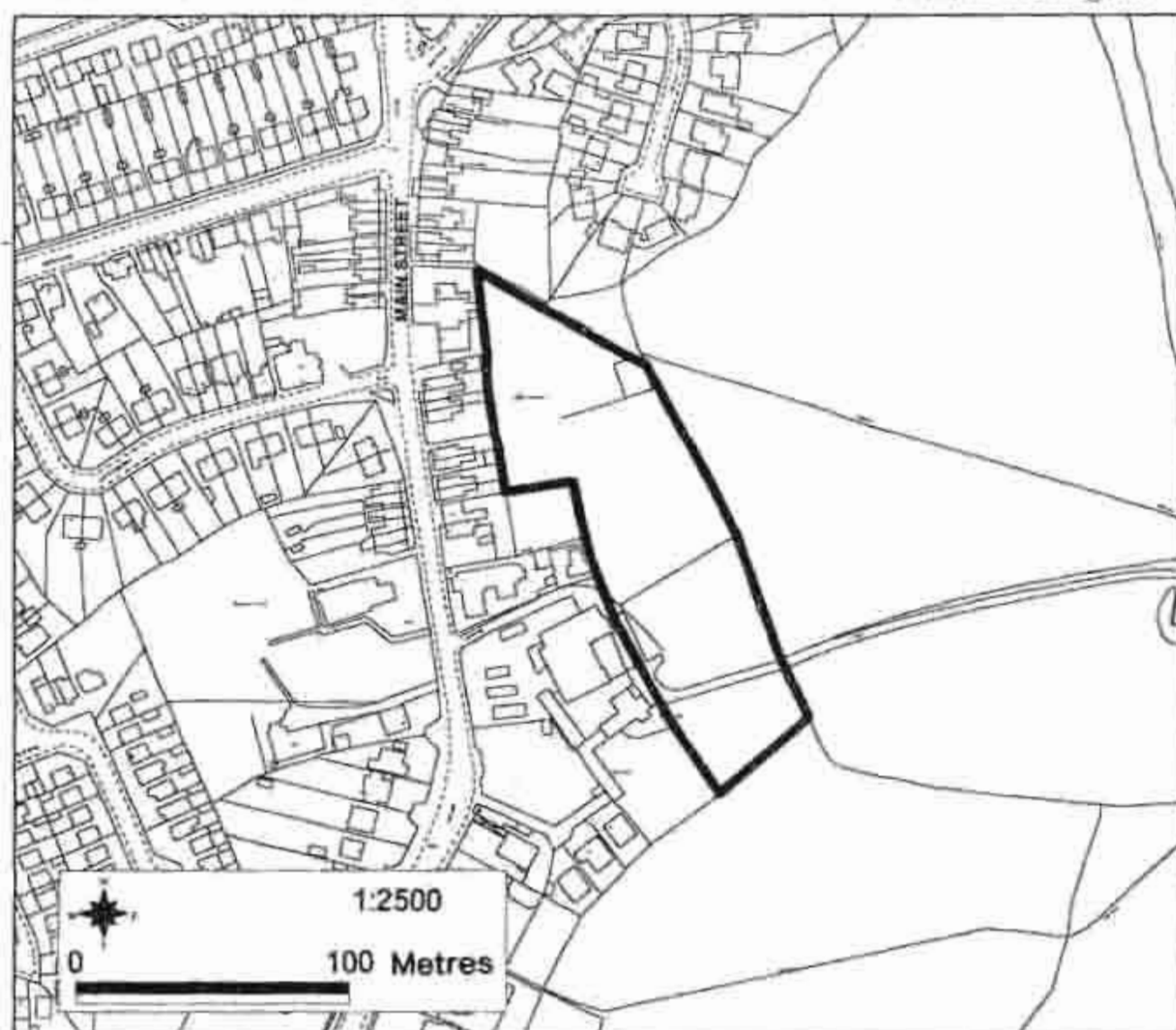
**Ecological Value:** A Site of Importance for Nature Conservation covers approximately 70% of the site

**Green Belt:** The site is in the Green Belt and on the edge of the urban area. It occupies part of the gap between Awworth and Giltbrook.

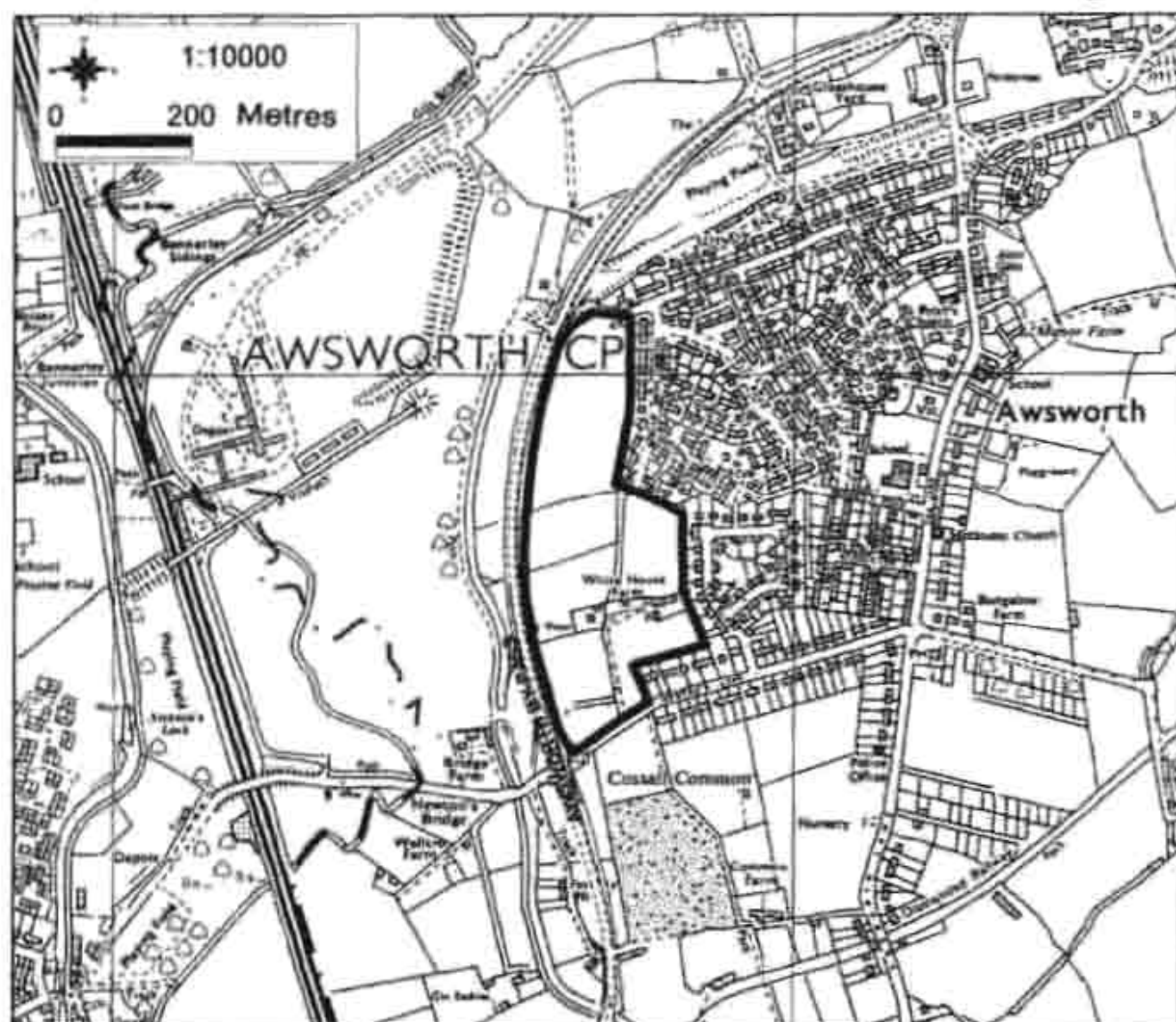
**Public Transport:** Frequent bus services along Main Street/Gin Close Way are within walking distance.

**Road Access:** From Barlow's Cottages

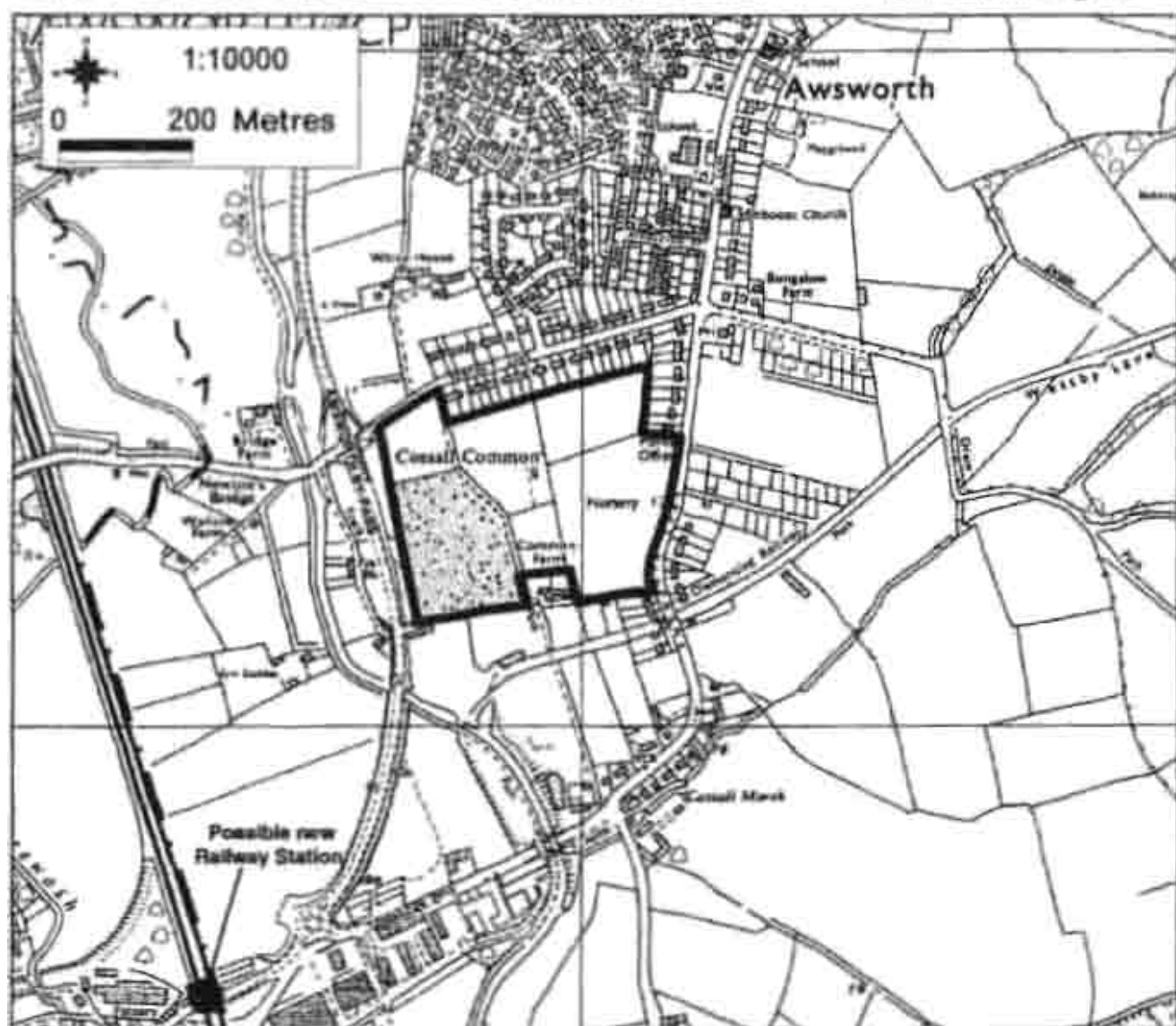
**Other Issues:** The site is on a steep slope and is relatively prominent, but the by-pass could form a new Green Belt boundary.



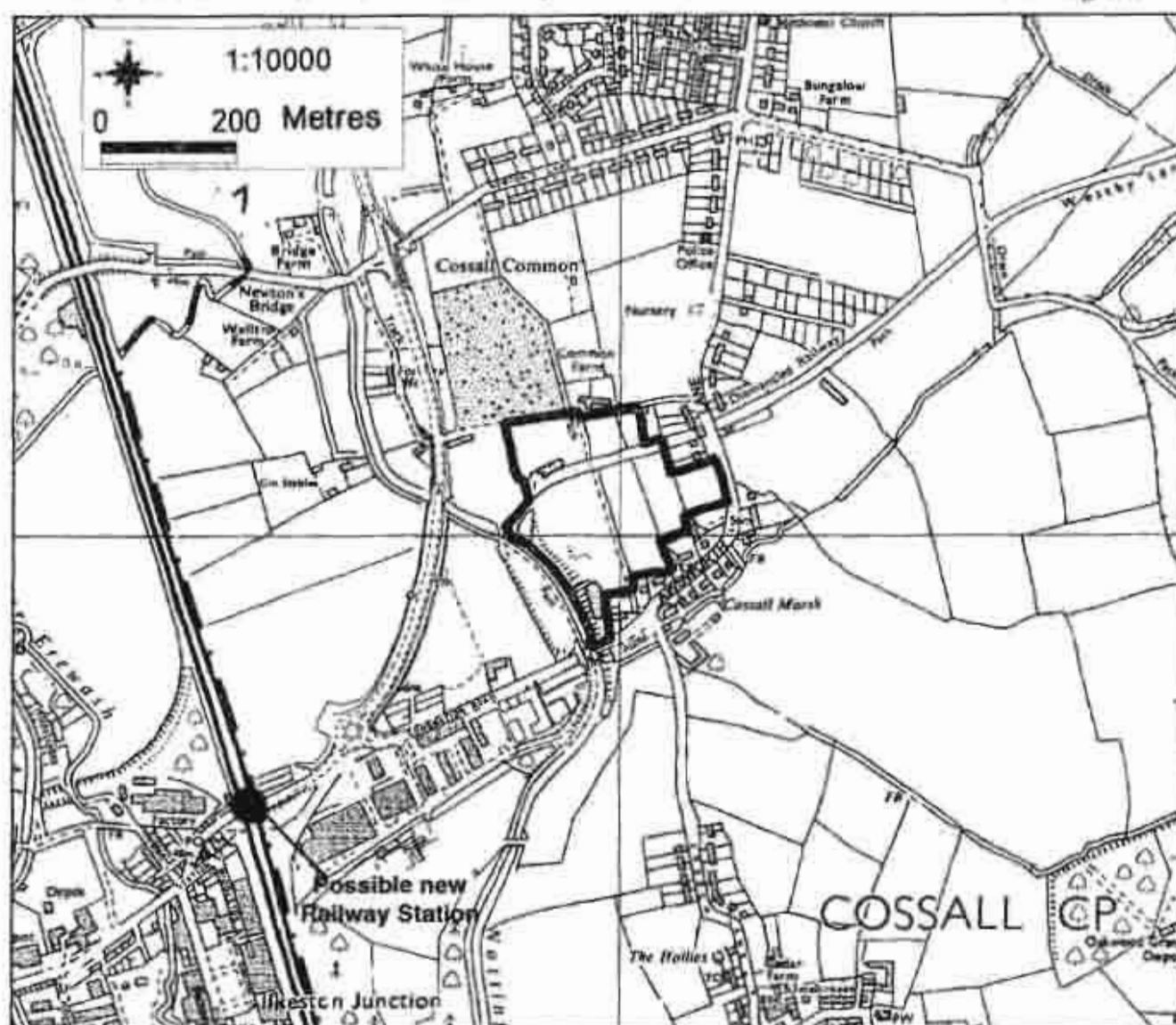
<b>Site Area:</b>	1.0 hectare (2.5 acres). The site is not in the Green Belt except for 0.25 hectares at the southern end.
<b>Current Use:</b>	Vacant, former allotments
<b>Ecological Value:</b>	The south of the site is designated as part of a Mature Landscape Area
<b>Public Transport:</b>	A frequent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



<b>Site Area:</b>	10.3 hectares (25.4 acres)
<b>Current Use:</b>	Agricultural land (Grade 4)
<b>Ecological Value:</b>	There are no designated wildlife sites on this land
<b>Green Belt:</b>	The site is in the Green Belt on the edge of the village. Development would reduce the Green belt gap between Awsworth and Cotmanhay
<b>Public Transport:</b>	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
<b>Road Access:</b>	Access would be from Newtons Lane and Barlow Drive North providing a new link road between the two
<b>Other Issues:</b>	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.



<b>Site Area:</b>	11.6 hectares (28.7 acres)
<b>Current Use:</b>	Agricultural land (Grade 4) and former nursery
<b>Ecological Value:</b>	There are no designated wildlife sites on this land
<b>Green Belt:</b>	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
<b>Public Transport:</b>	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.
<b>Road Access:</b>	Access would be from Awsworth Lane and Newtons Lane
<b>Other Issues:</b>	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 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

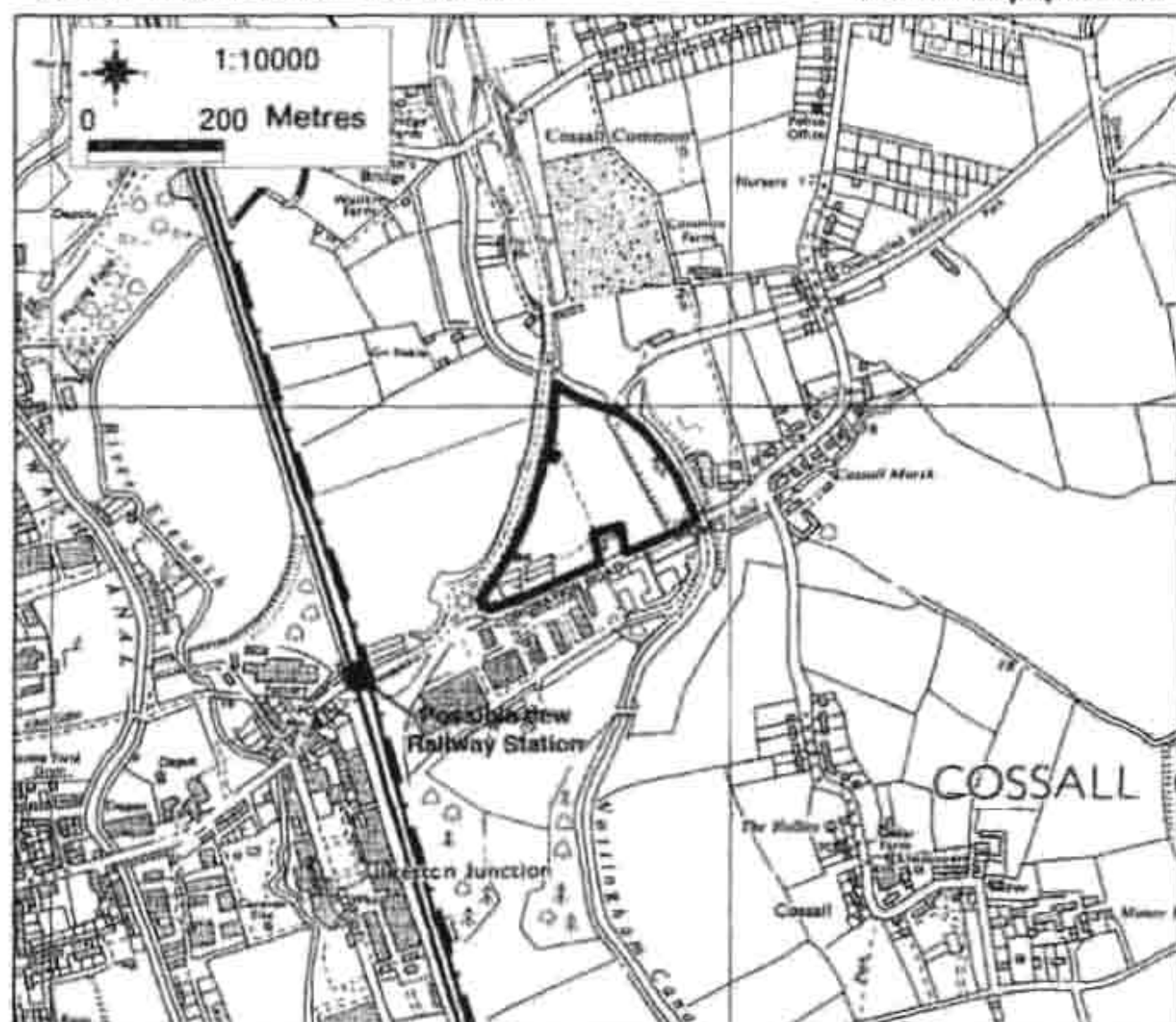
**Green Belt:** The site is in the Green Belt and development would narrow the Green Belt gap between Awsworth and Ilkeston Junction. The site is within 1 kilometre of the possible new railway station at Ilkeston

**Public Transport:** Frequent bus services run along Awsworth Lane which bounds the site

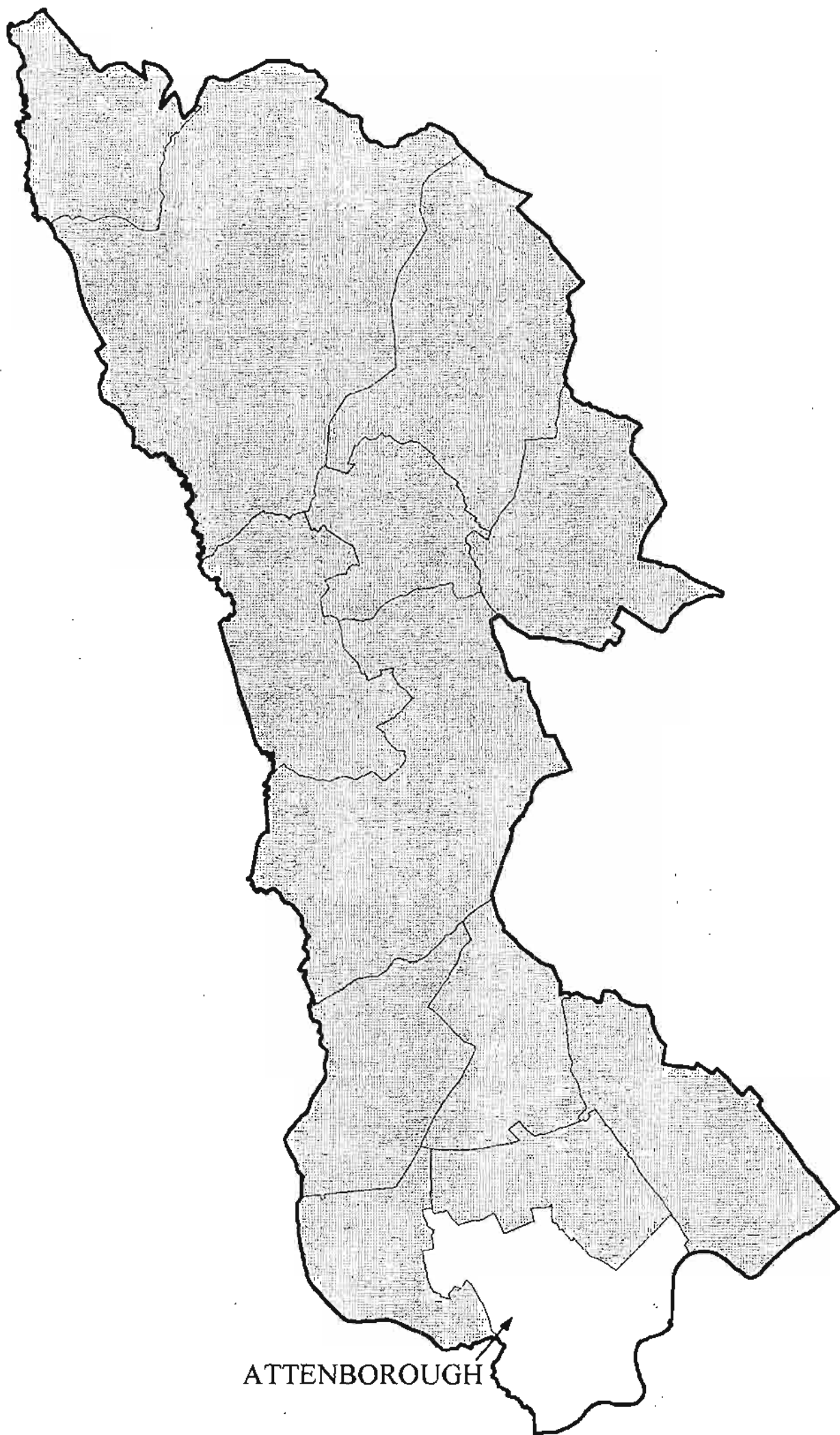
**Road Access:** Access could be gained from Awsworth Lane

**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



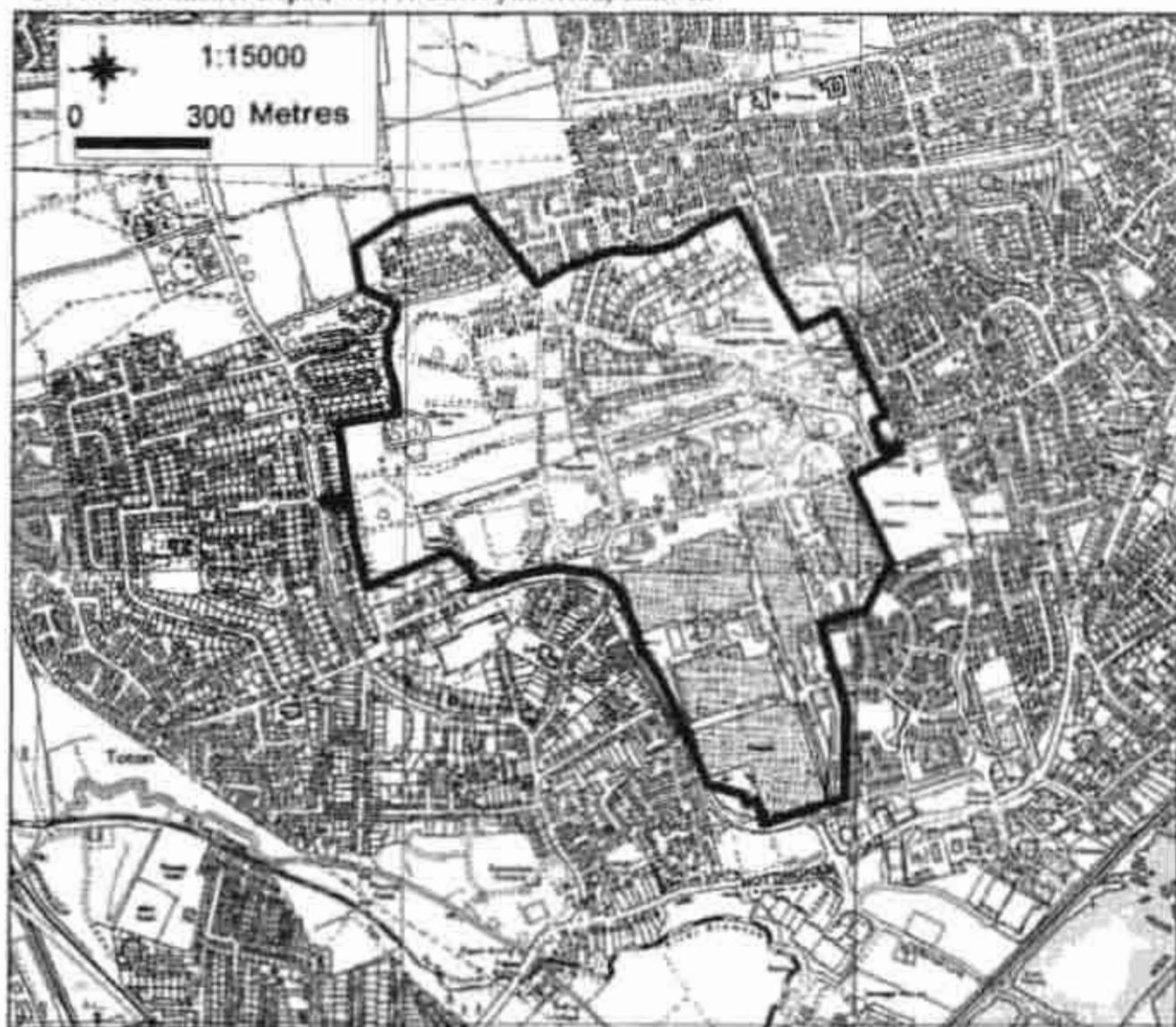


<b>Site Area:</b>	4.8 hectares (11.9 acres)
<b>Current Use:</b>	Agricultural land (Grade 4)
<b>Ecological Value:</b>	The site adjoins the Nottingham Canal which is a designated Local Nature Reserve
<b>Green Belt:</b>	The site is in the Green Belt and on the edge of village. Development of this site would narrow the Green Belt gap between Awsworth/Cossall and Ilkeston Junction
<b>Public Transport:</b>	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
<b>Road Access:</b>	Access would be gained from Coronation Road
<b>Other Issues:</b>	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

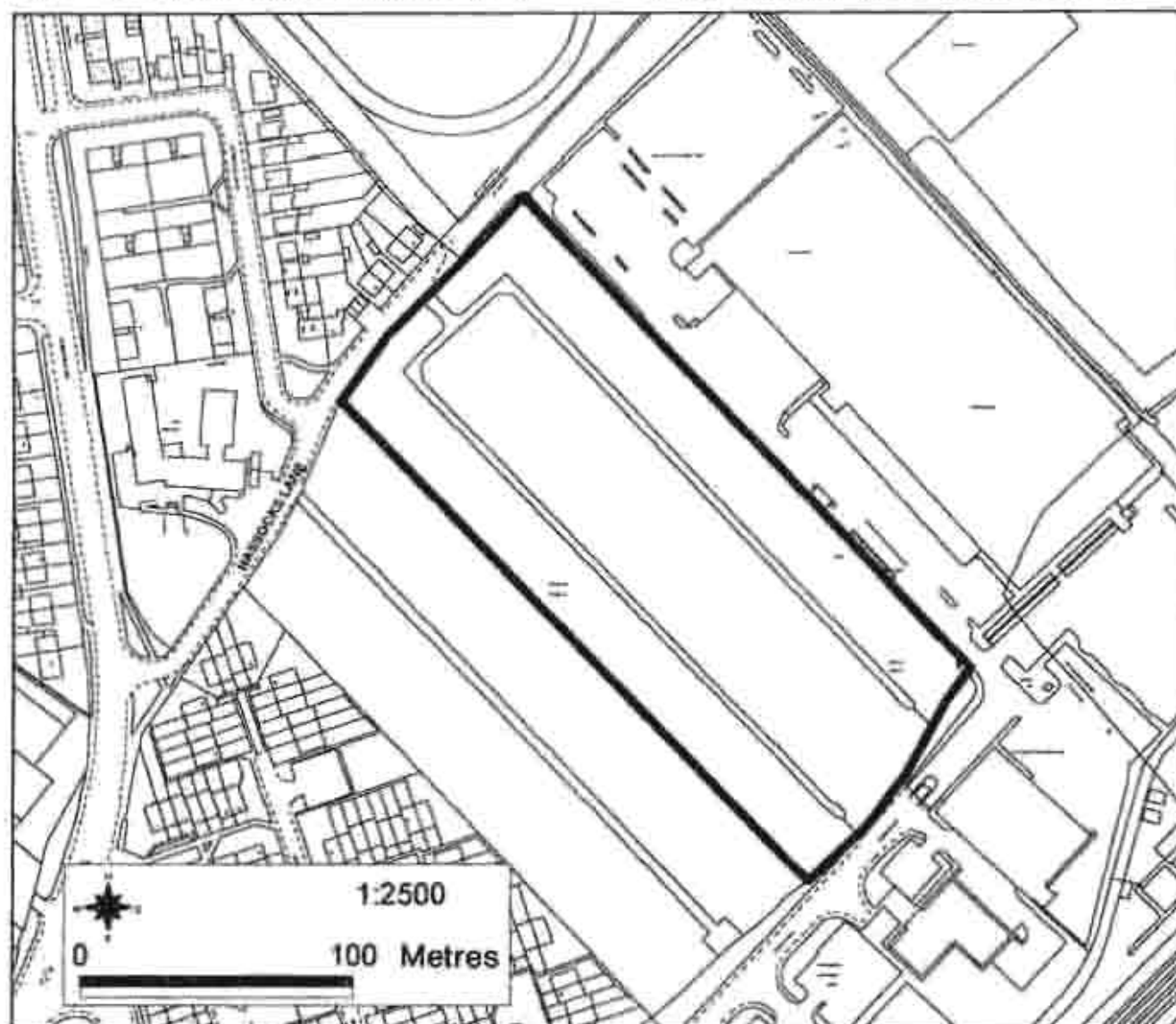
Site At1 Ordnance Depot, west of Chetwynd Road, Chilwell



<b>Site Area:</b>	The area that might be available is not known at present. This site is not in the Green Belt
<b>Current Use:</b>	Ministry of Defence depot
<b>Ecological Value:</b>	There are no designated wildlife sites on this land
<b>Public Transport:</b>	Southern and north-eastern parts of the site are within walking distance of frequent bus services along Nottingham Road and Field Lane respectively
<b>Road Access:</b>	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
<b>Other Issues:</b>	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.

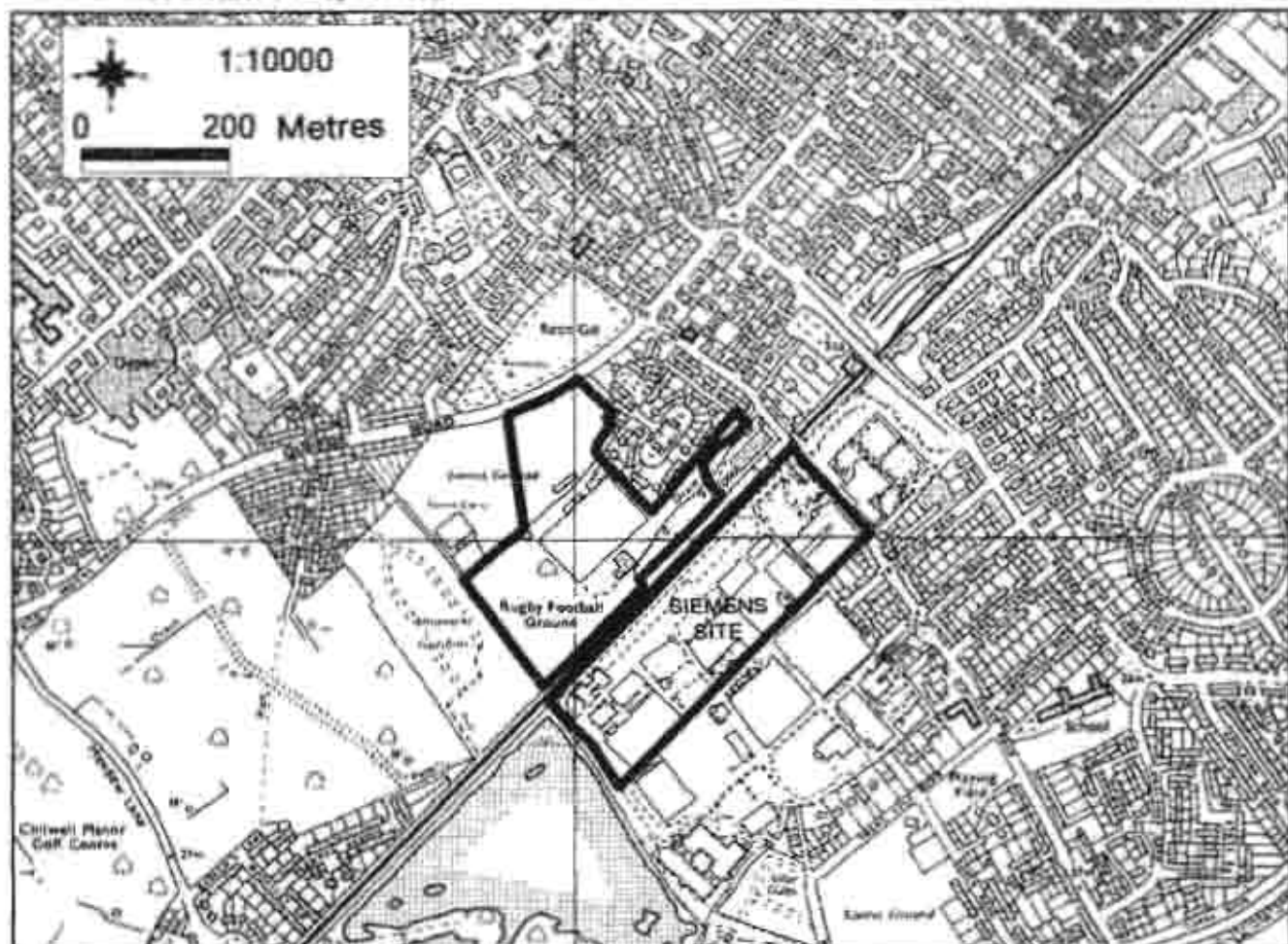






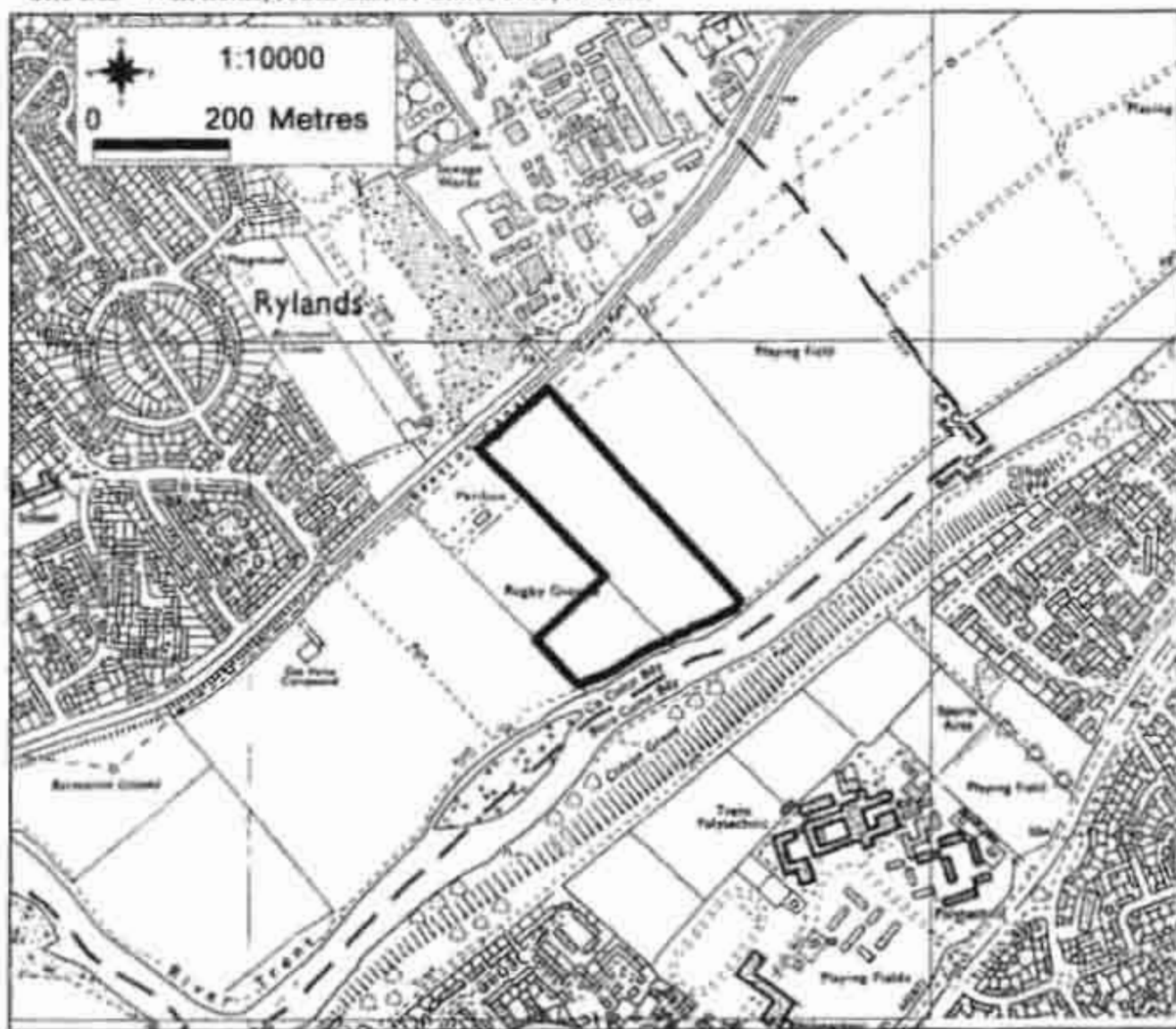
<b>Site Area:</b>	2.4 hectares (5.9 acres). The site is not in the Green Belt
<b>Current Use:</b>	Allotments (privately owned)
<b>Ecological Value:</b>	There are no designated wildlife sites on this land.
<b>Public Transport:</b>	Frequent bus services along Queens Road are within walking distance
<b>Road Access:</b>	From Padge Road
<b>Other Issues:</b>	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**



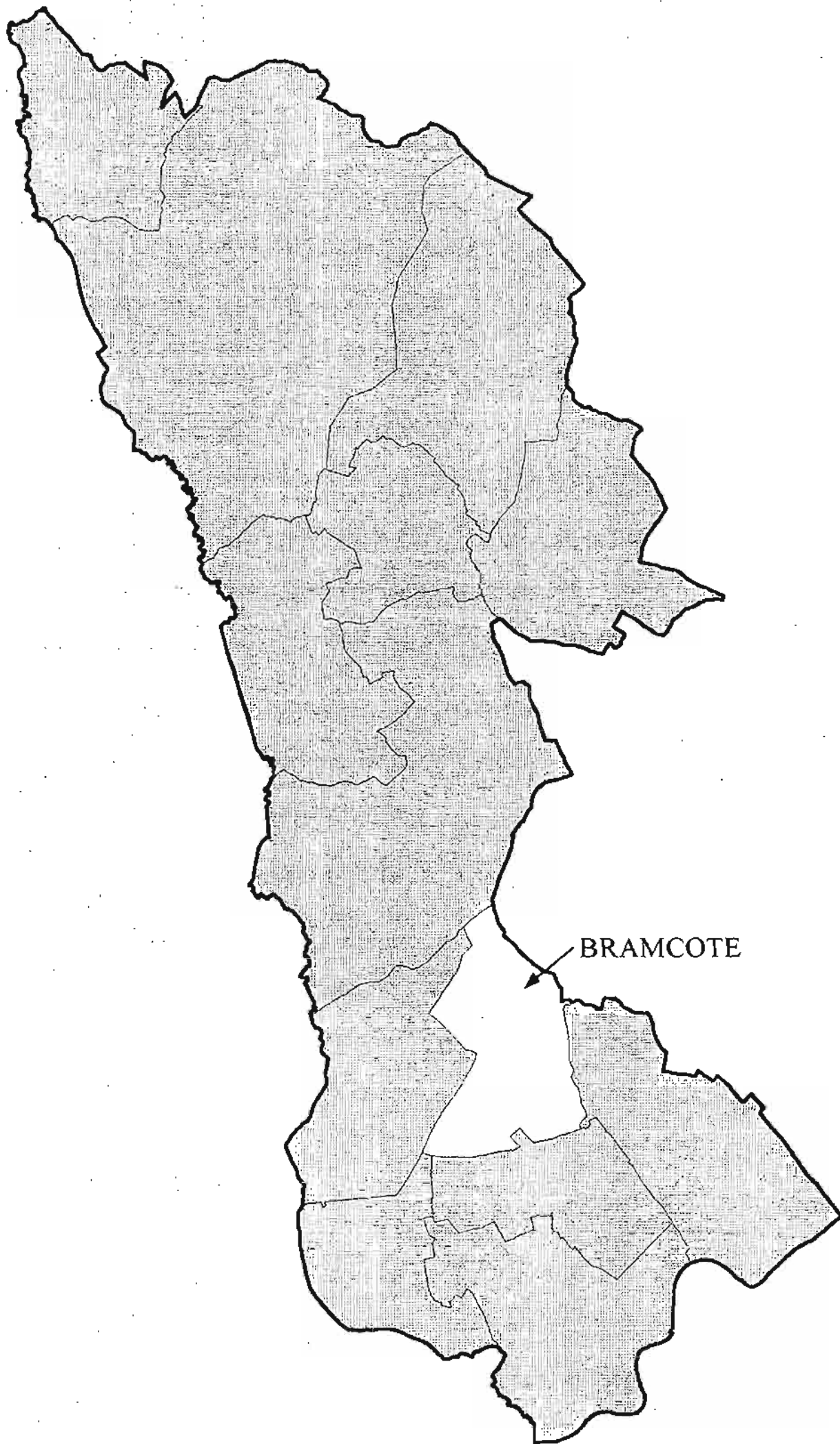
<b>Site Area:</b>	5.5 hectares (13.6 acres) plus an unknown area within Siemens site. The site is not in the Green Belt.
<b>Current Use:</b>	Privately-owned open space including rugby ground, and land within an employment complex
<b>Ecological Value:</b>	The sports ground adjoining Queens Road is designated as a Site of Importance for Nature Conservation, a herb-rich meadow grasslands area
<b>Public Transport:</b>	The site is within walking distance of frequent bus services along Queens Road, and within 1 kilometre of Beeston railway station
<b>Road Access:</b>	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.
<b>Other Issues:</b>	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.

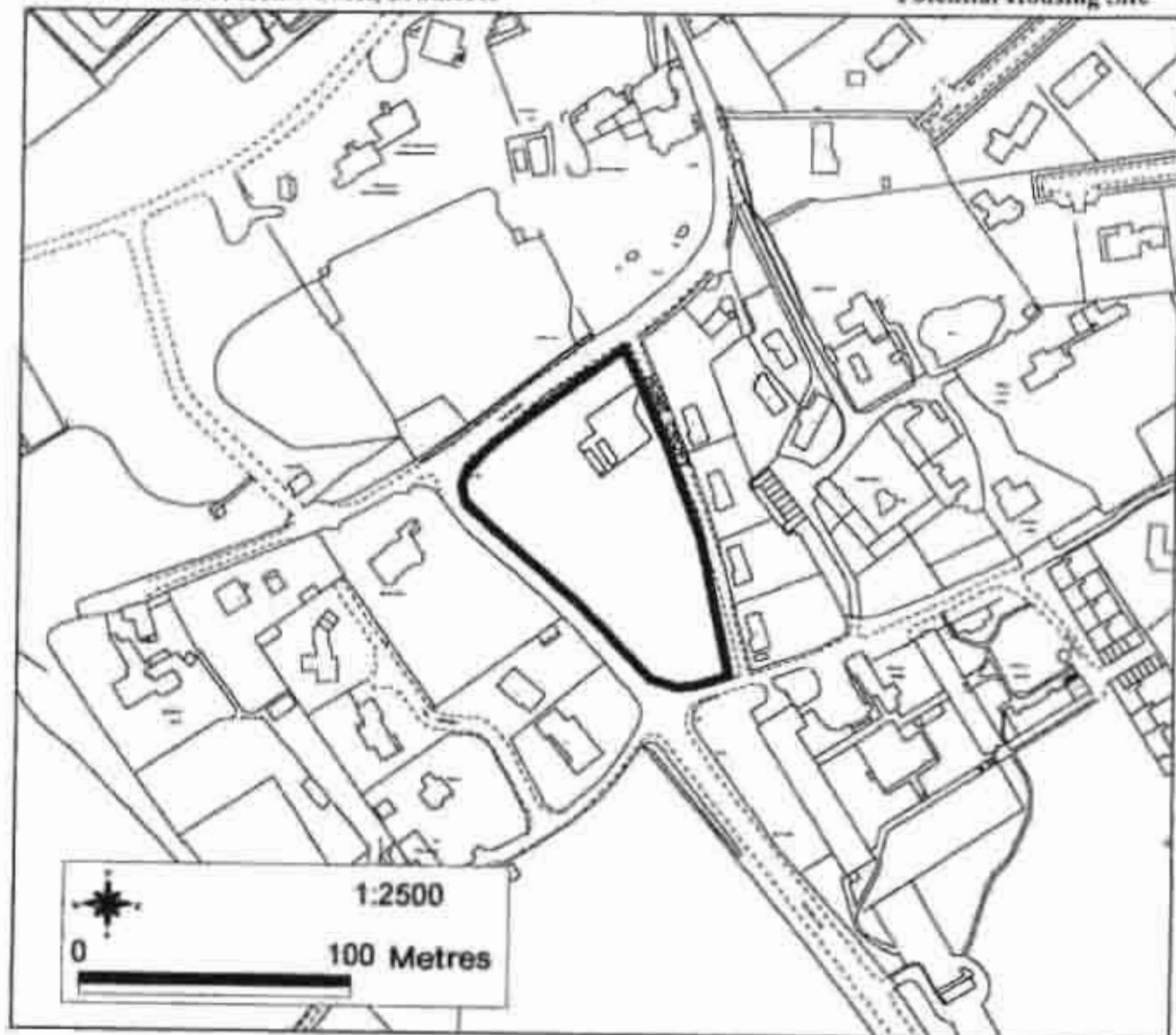
## Site Be3 Weirfields, south-east of Canal Side, Beeston



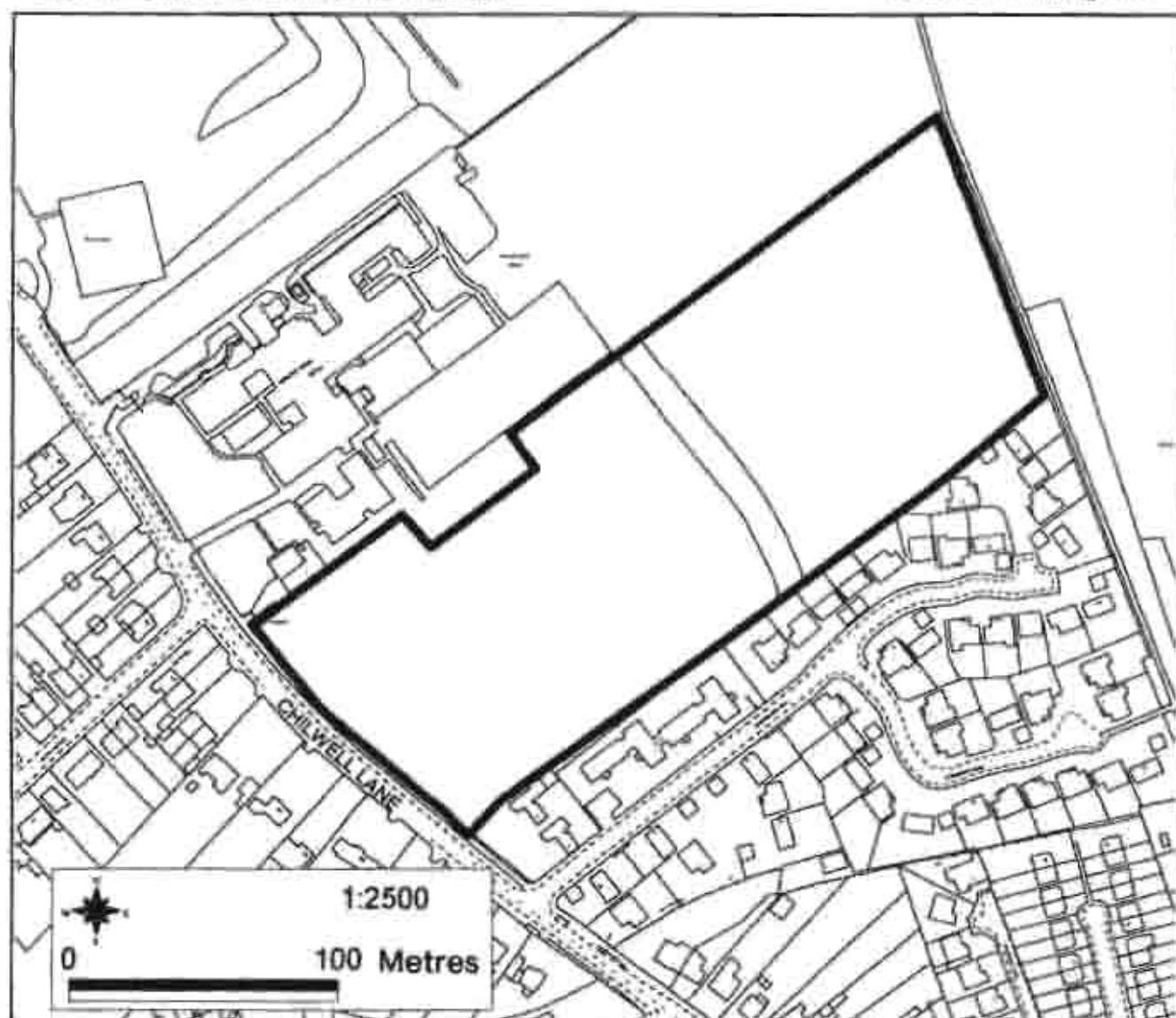
<b>Site Area:</b>	6.7 hectares (16.6 acres)
<b>Current Use:</b>	Agricultural land (50% Grade 3a, 50% ungraded)
<b>Ecological Value:</b>	There are no designated wildlife sites on this land
<b>Green Belt:</b>	The site is in the Green Belt and on the edge of the urban area. It forms part of the gap between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







- 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 Area:** 3.2 hectares (7.9 acres)

**Current Use:** Grazing land. (Ungraded)

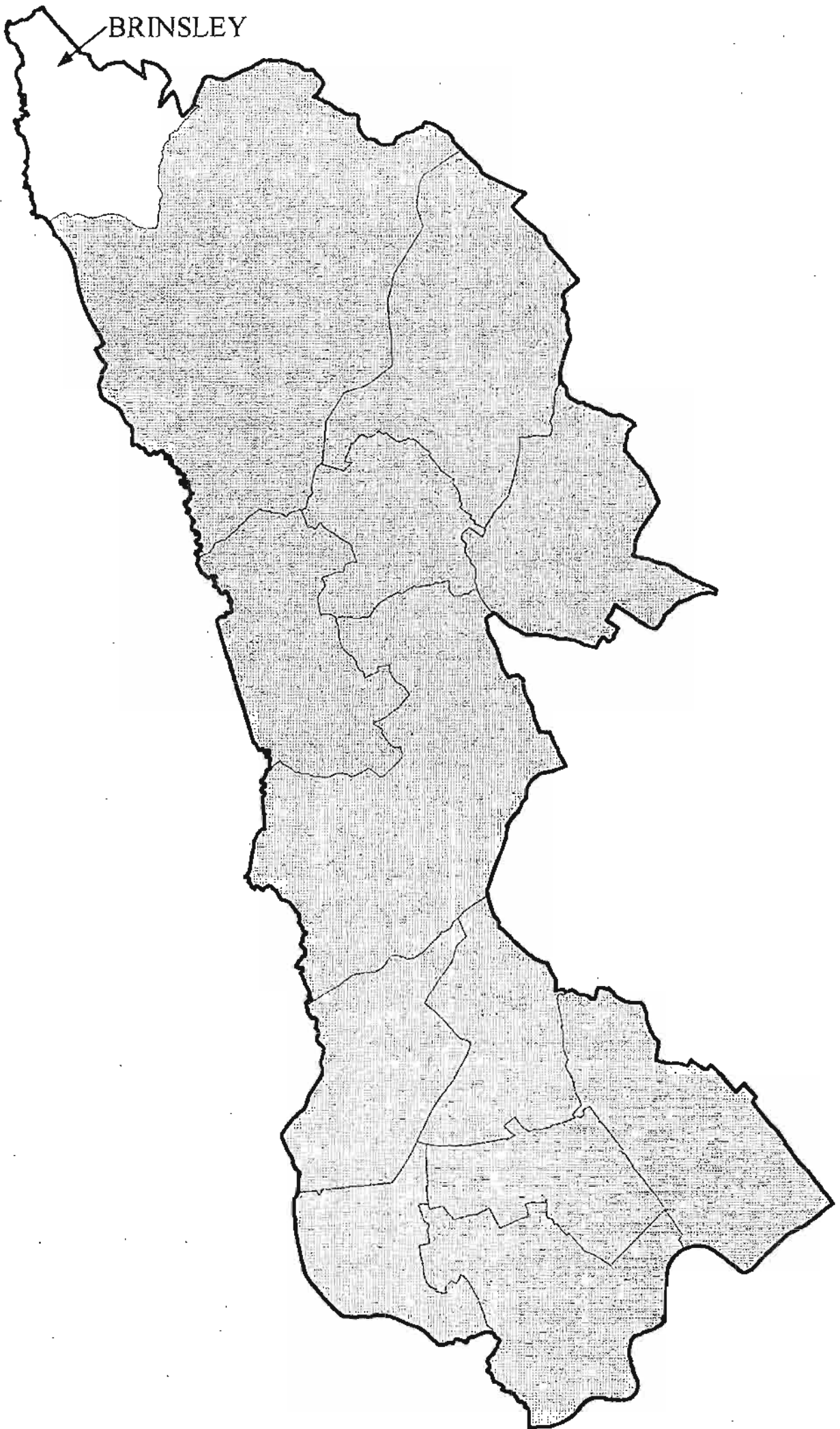
**Ecological Value:** There are no designated wildlife areas within this site

**Public Transport:** There is a frequent bus service along Chilwell Lane which adjoins the site

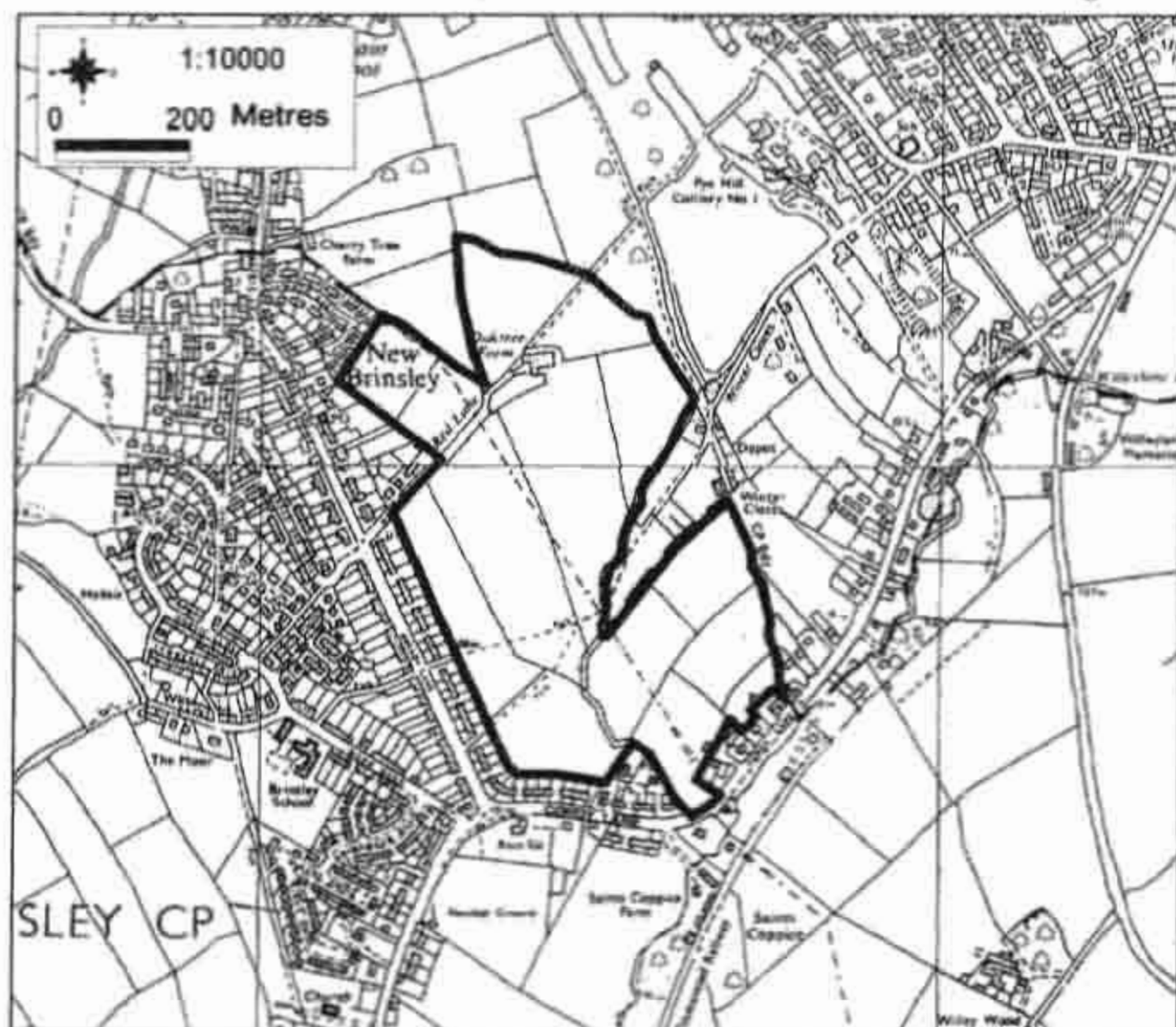
**Road Access:** This would be from Chilwell Lane

**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.

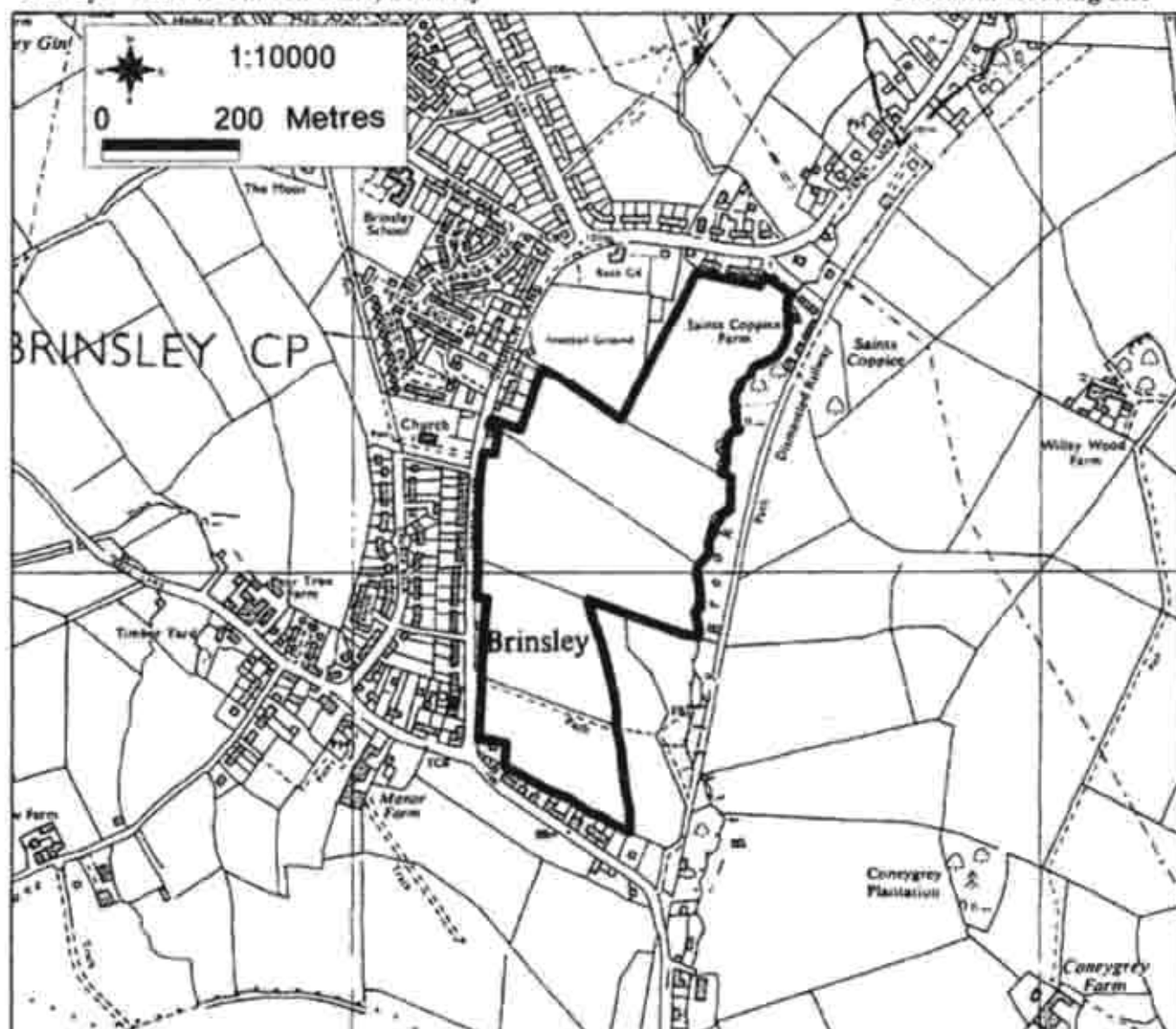
BRINSLEY







<b>Site Area:</b>	29.3 hectares (72.4 acres)
<b>Current Use:</b>	Agricultural land (Grade 4)
<b>Ecological Value:</b>	No designated wildlife sites on this land
<b>Green Belt:</b>	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
<b>Public Transport:</b>	The southern half of the site is within walking distance of a frequent bus service which runs along Cordy Lane
<b>Road Access:</b>	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
<b>Other Issues:</b>	Planning benefits might include the provision of new community facilities such as shops. The area north of Red Lane is more prominent.



**Site Area:** 18.6 hectares (46.0 acres)

**Current Use:** Agricultural land (Grade 4)

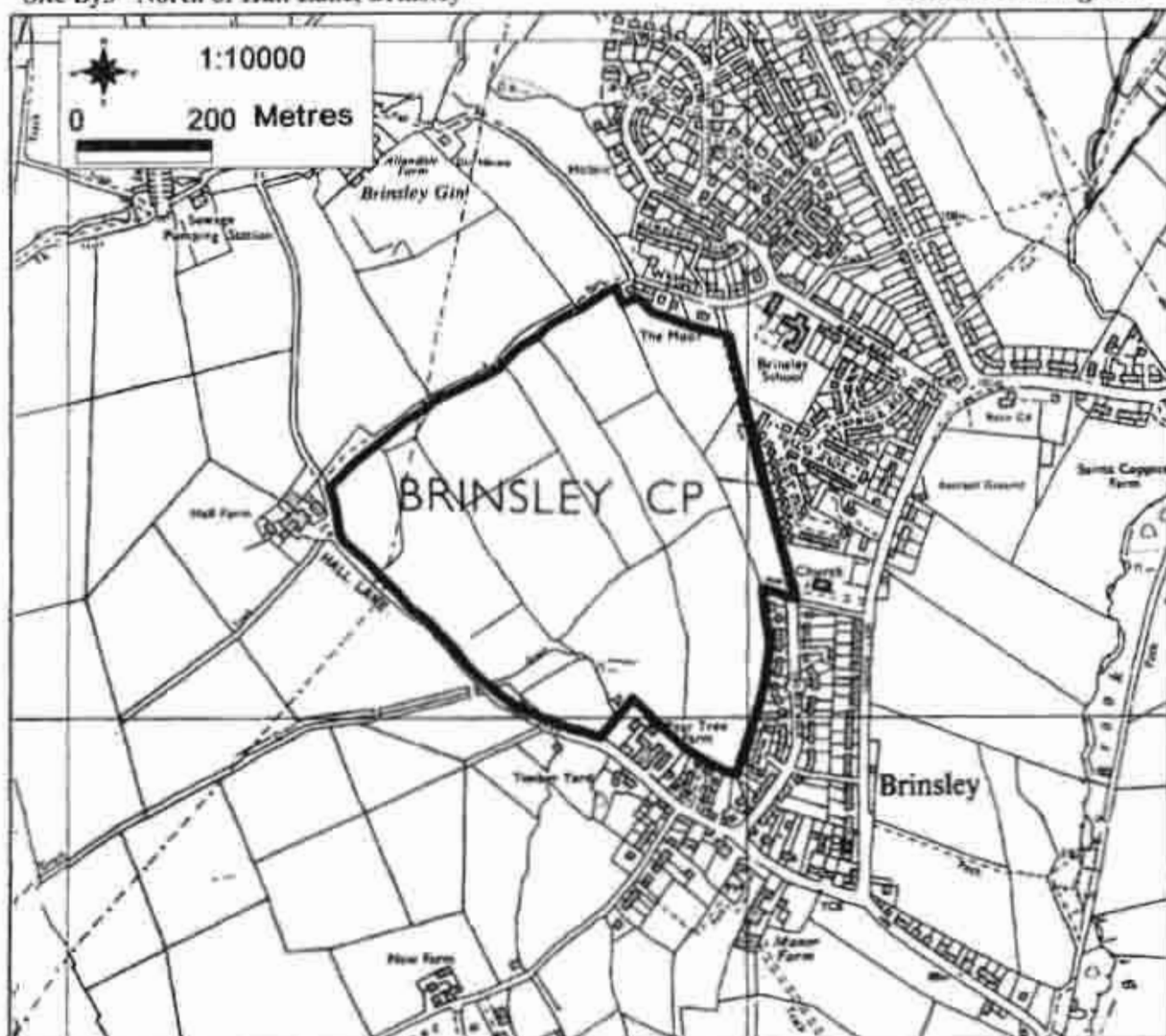
**Ecological Value:** There are no designated wildlife sites on this land

**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 Area:** 30.3 hectares (74.8 acres)

**Current Use:** Agricultural land (Grade 4)

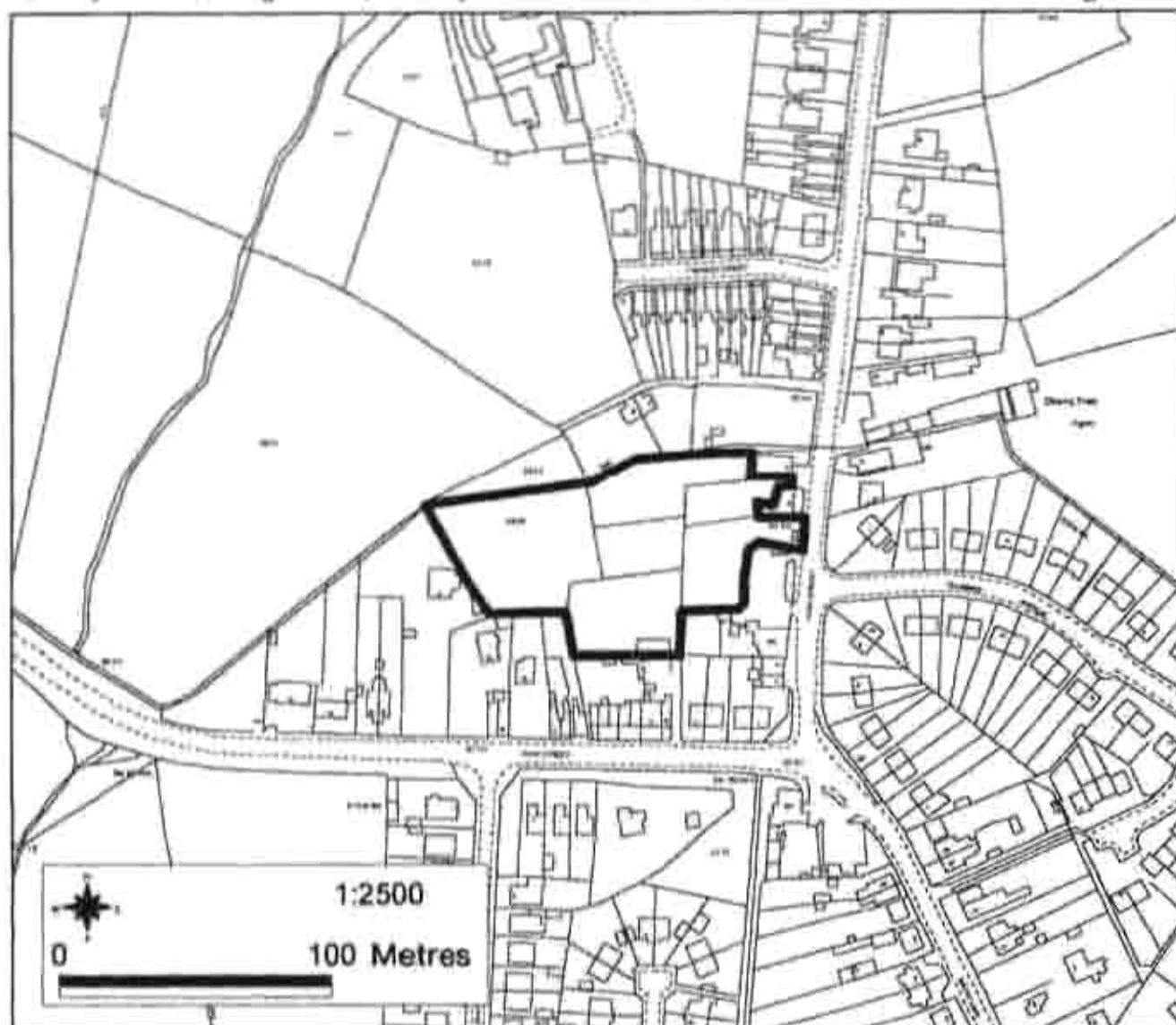
**Ecological Value:** Approximately two thirds of the site is designated as part of a Mature Landscape Area in the 1994 Broxtowe Local Plan

**Green Belt:** The site is in the Green Belt on the edge of the village

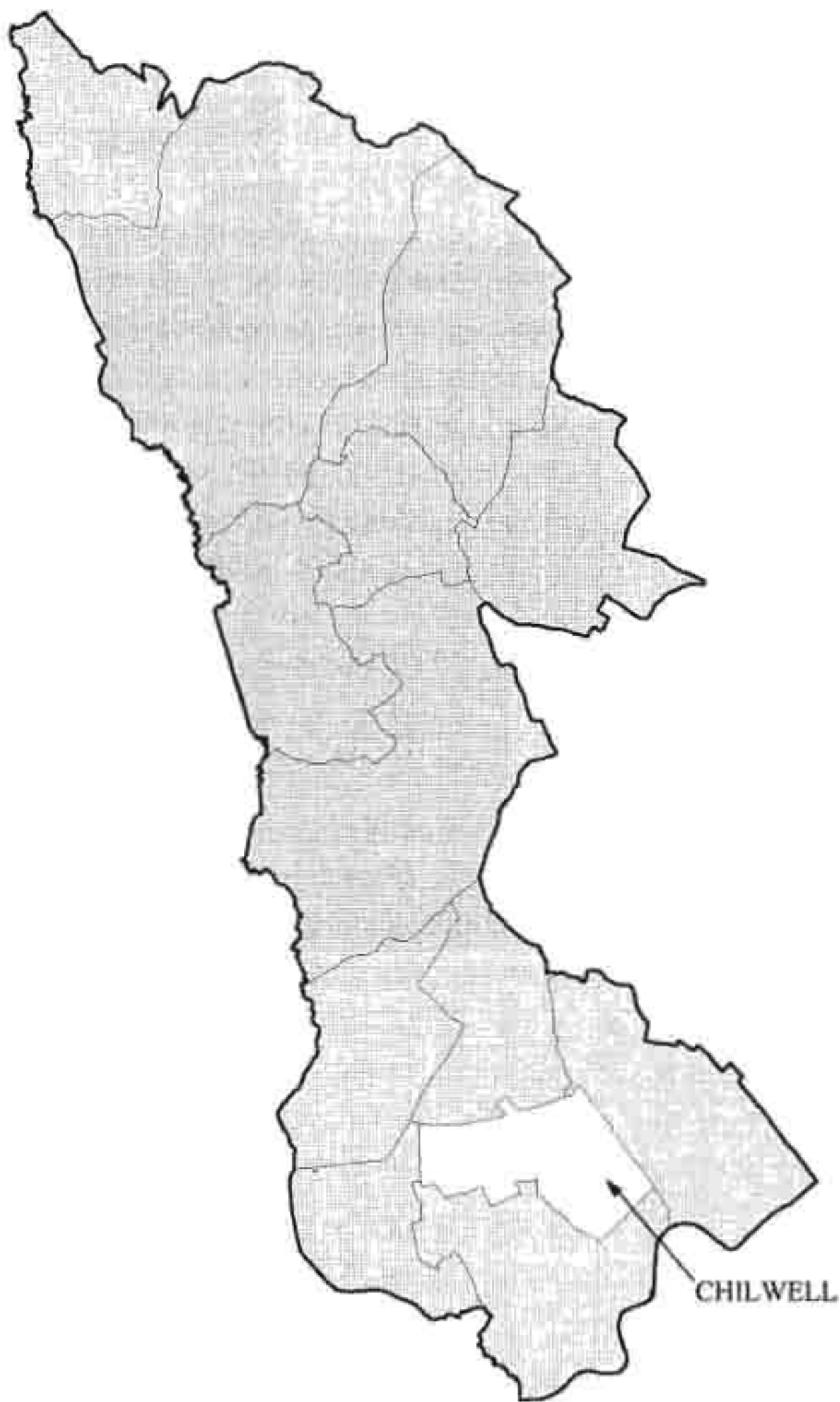
**Public Transport:** The eastern side of the site is within walking distance of a frequent bus service which runs along Church Lane

**Road Access:** It is difficult to access the site by road. The principal access would be from Hall Lane

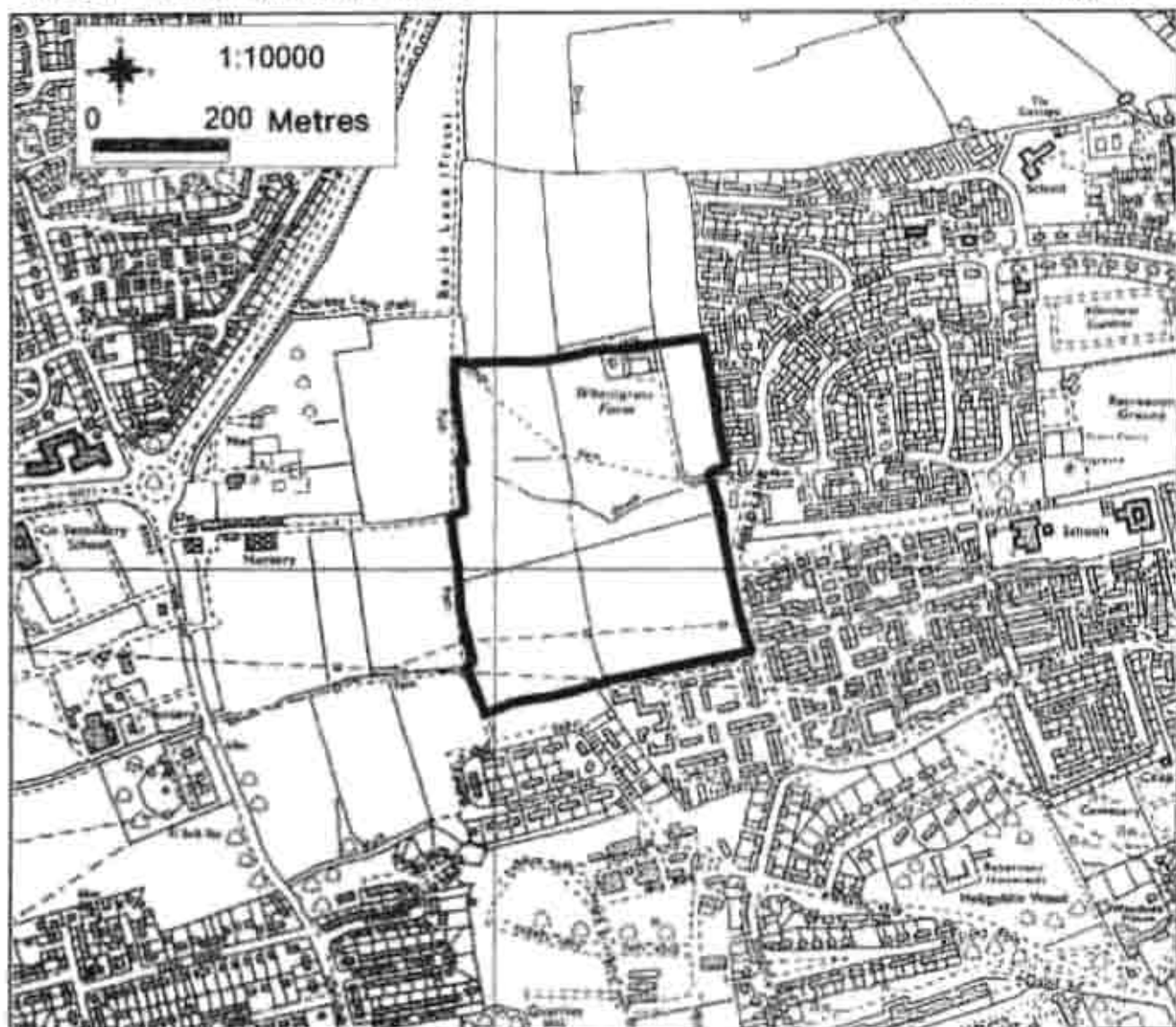
**Other Issues:** Planning benefits might include the provision of new community facilities such as shops. The land is highly visible from the west side of the Erewash Valley and extensive landscaping would be likely to be necessary in the western part of the site, were development to be considered.



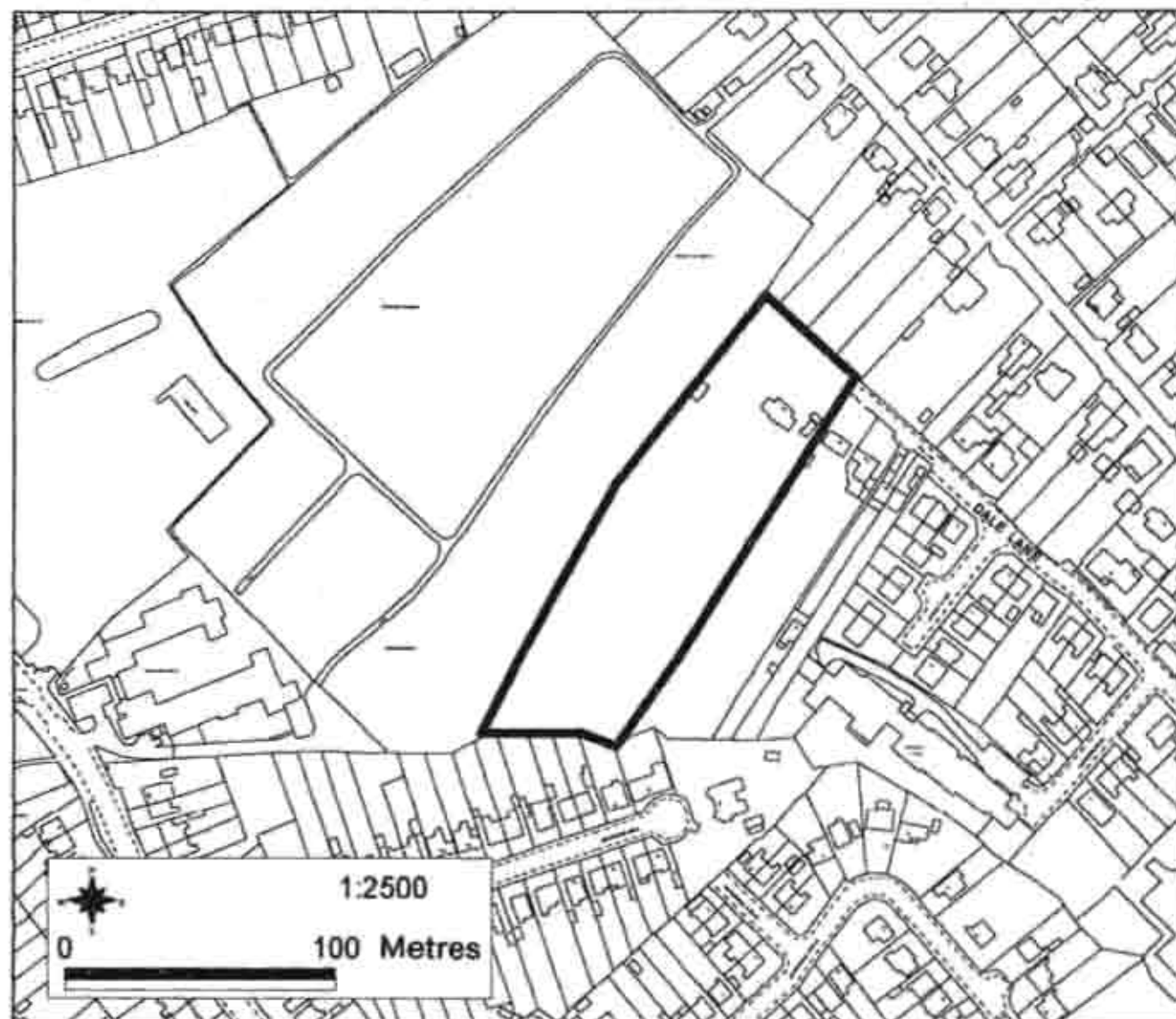
- Site Area:** 0.6 hectares (1.5 acres). The site is not in the Green Belt
- Current Use:** Gardens, public house car park, some parts derelict
- Ecological Value:** There are no designated wildlife areas within this site
- Public Transport:** There are no frequent bus services within walking distance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







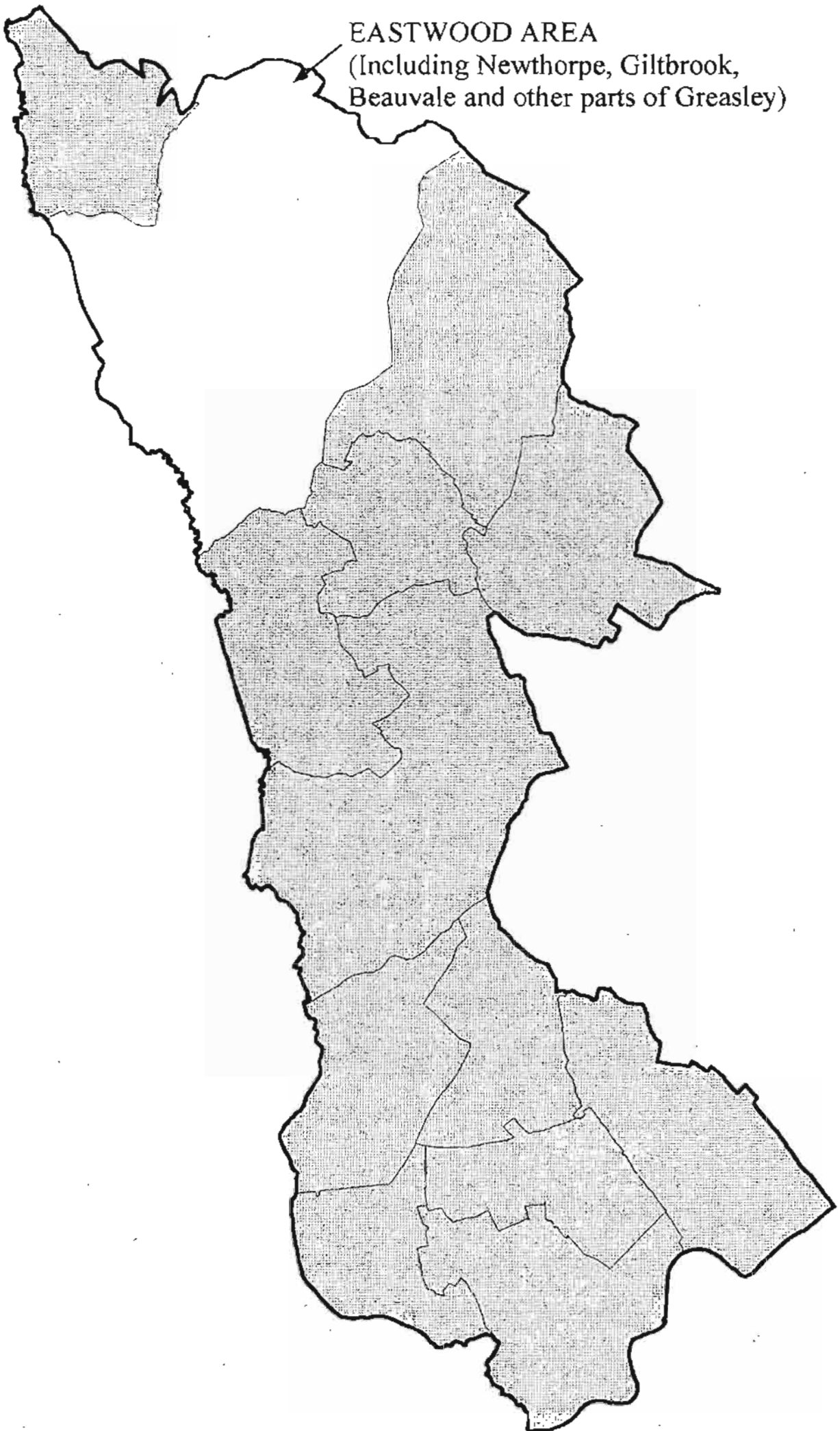
<b>Site Area:</b>	18.9 hectares (46.7 acres)
<b>Current Use:</b>	Agricultural land. Grade 2 (30%), Grade 3a (55%) and Grade 3b (15%)
<b>Ecological Value:</b>	There are no designated wildlife sites on this land
<b>Green Belt:</b>	The site is in Green Belt on the edge of the urban area. It occupies a large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



<b>Site Area:</b>	0.8 hectares (2.0 acres). The site is not in the Green Belt
<b>Current Use:</b>	Residential and garden area
<b>Ecological Value:</b>	There are no designated wildlife areas within this site
<b>Public Transport:</b>	Within walking distance of frequent bus services along Chilwell High Road
<b>Road Access:</b>	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

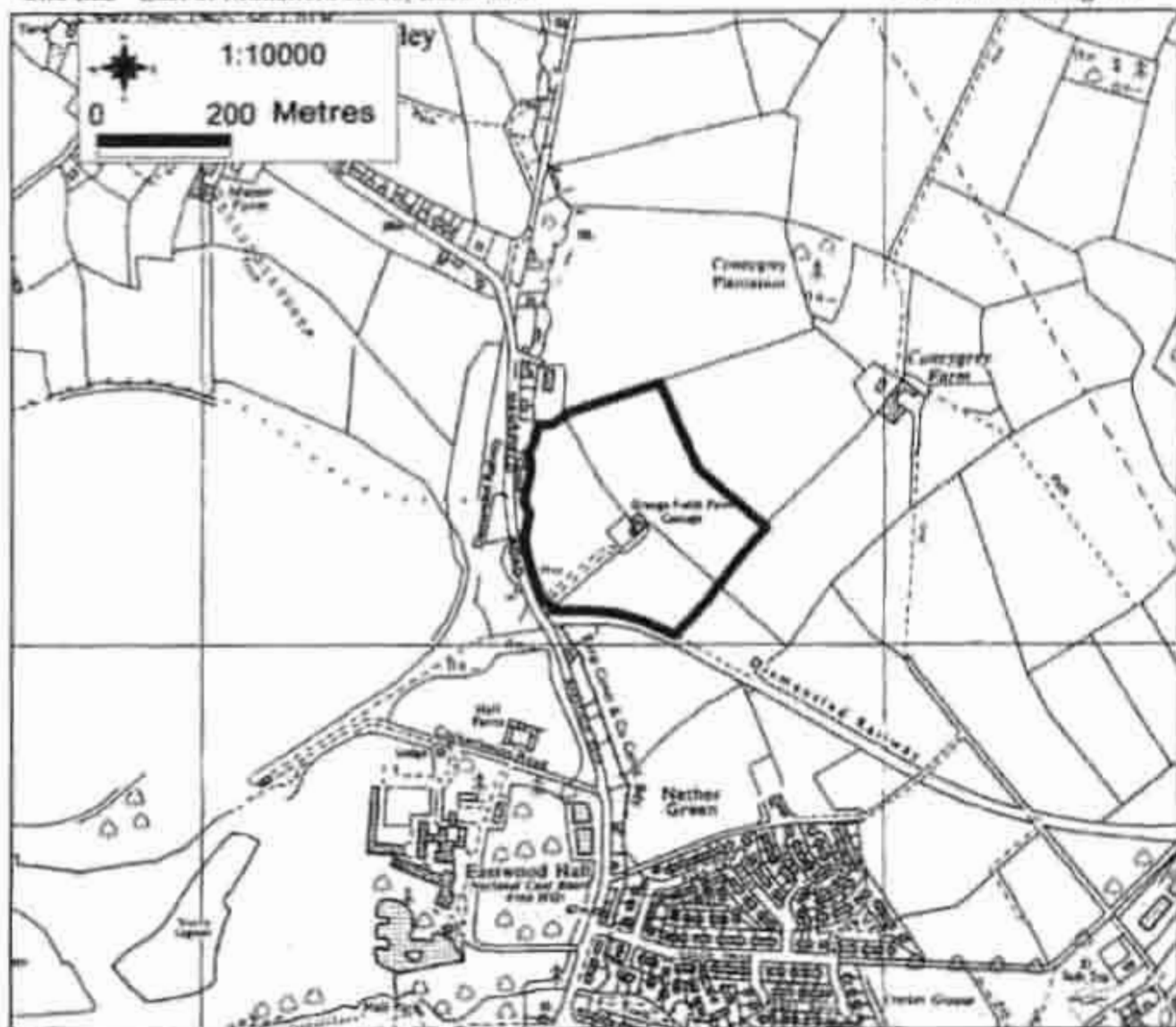


<b>Site Area:</b>	43.5 hectares (107.5 acres)
<b>Current Use:</b>	Eastwood Hall is vacant offices, the land to the west partially unused, partially agricultural land (80% Grade 4, 20% ungraded)
<b>Ecological Value:</b>	There are no designated wildlife sites on this land
<b>Green Belt:</b>	The site is 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
<b>Public Transport:</b>	Frequent bus services along Mansfield Road are accessible from the eastern part of the site
<b>Road Access:</b>	Possible new link road between the A610 and Mansfield Road (A608)
<b>Other Issues:</b>	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.

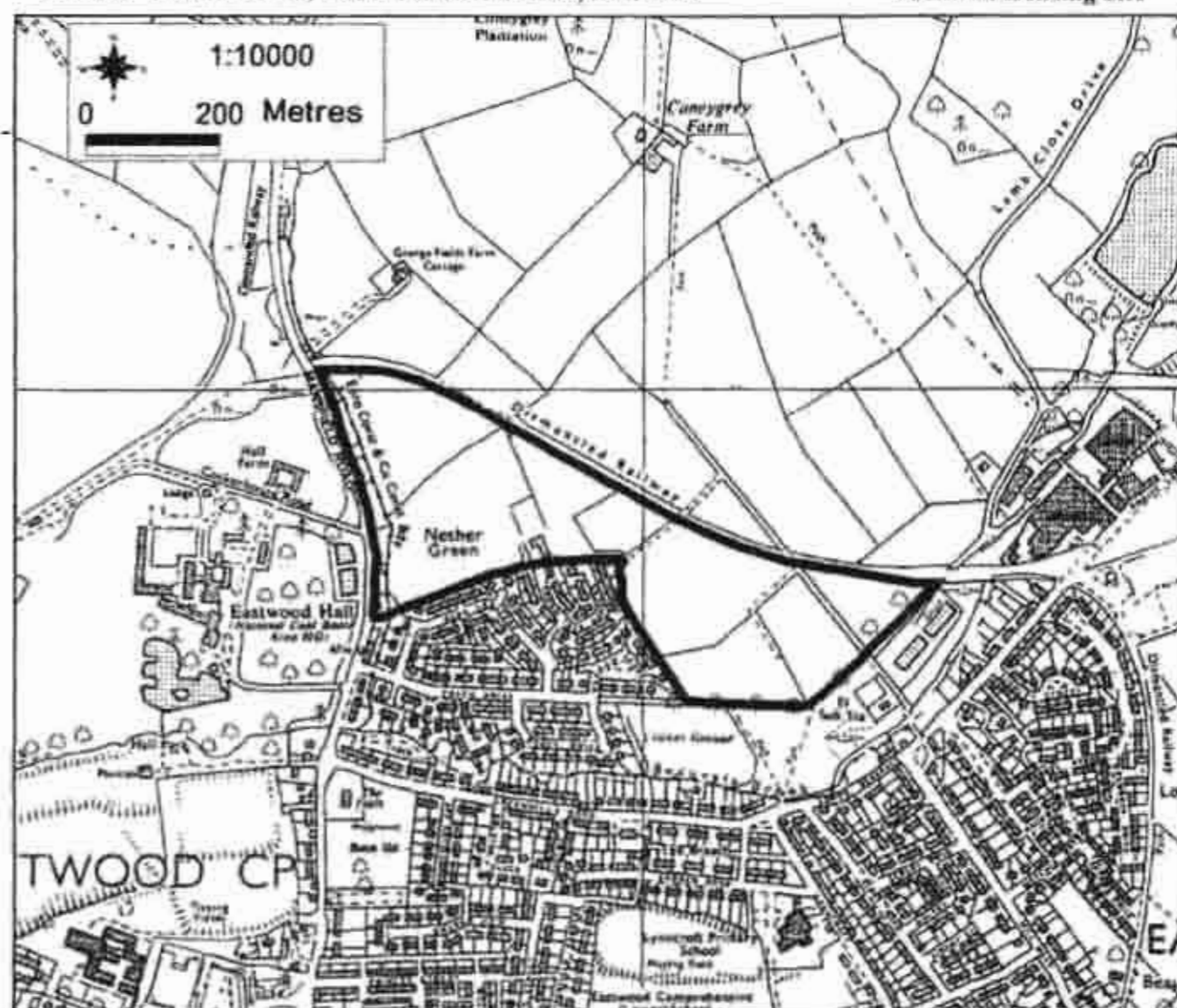
## Site Ea2 North-east of Mill Road/south-west of Telford Drive, Beauvale, Eastwood



<b>Site Area:</b>	0.9 hectares (2.2 acres). The site is not in the Green Belt
<b>Current Use:</b>	Garden/paddock
<b>Ecological Value:</b>	There are no designated wildlife areas within this site
<b>Public Transport:</b>	There are no frequent bus services within walking distance
<b>Road Access:</b>	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



<b>Site Area:</b>	8.6 hectares (21.3 acres)
<b>Current Use:</b>	Agricultural land (Grade 4)
<b>Ecological Value:</b>	There are no designated wildlife sites on this land
<b>Green Belt:</b>	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
<b>Public Transport:</b>	Frequent bus services run along Mansfield Road
<b>Road Access:</b>	From Mansfield Road. However, satisfactory visibility for traffic entering and leaving the site cannot be achieved.
<b>Other Issues:</b>	Most of the site is elevated and prominent.



**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

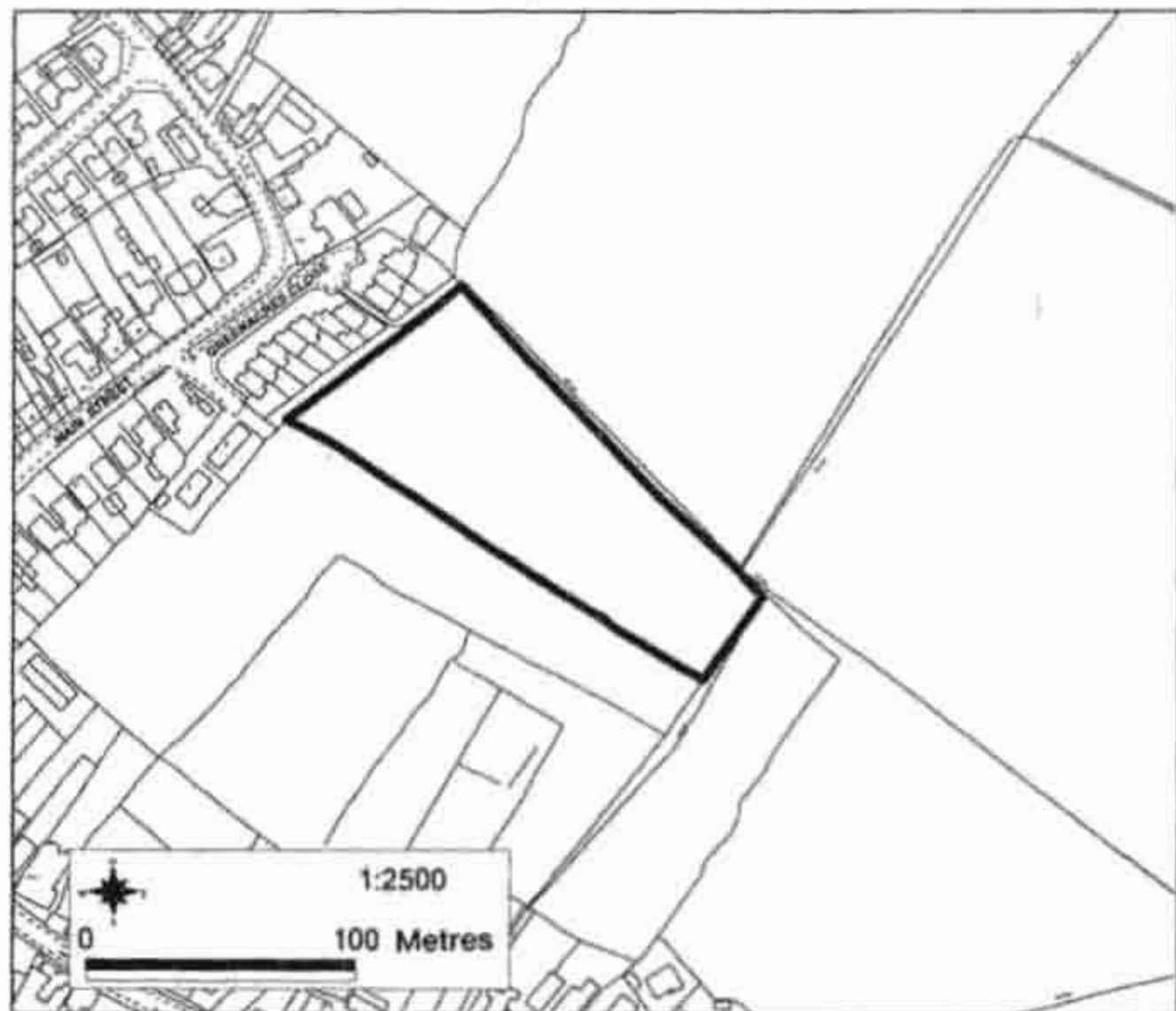
**Road Access:** Via a new road between Mansfield Road and Engine Lane

**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



<b>Site Area:</b>	4.4 hectares (10.9 acres)
<b>Current Use:</b>	Agricultural land (Grade 4)
<b>Ecological Value:</b>	There are no designated wildlife sites on this land
<b>Green Belt:</b>	The site is in the Green Belt and on the edge of the urban area. It lies between Eastwood and Moorgreen
<b>Public Transport:</b>	There are no frequent bus services within walking distance
<b>Road Access:</b>	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.
<b>Other Issues:</b>	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 Area:** 1.0 hectares (2.5 acres)

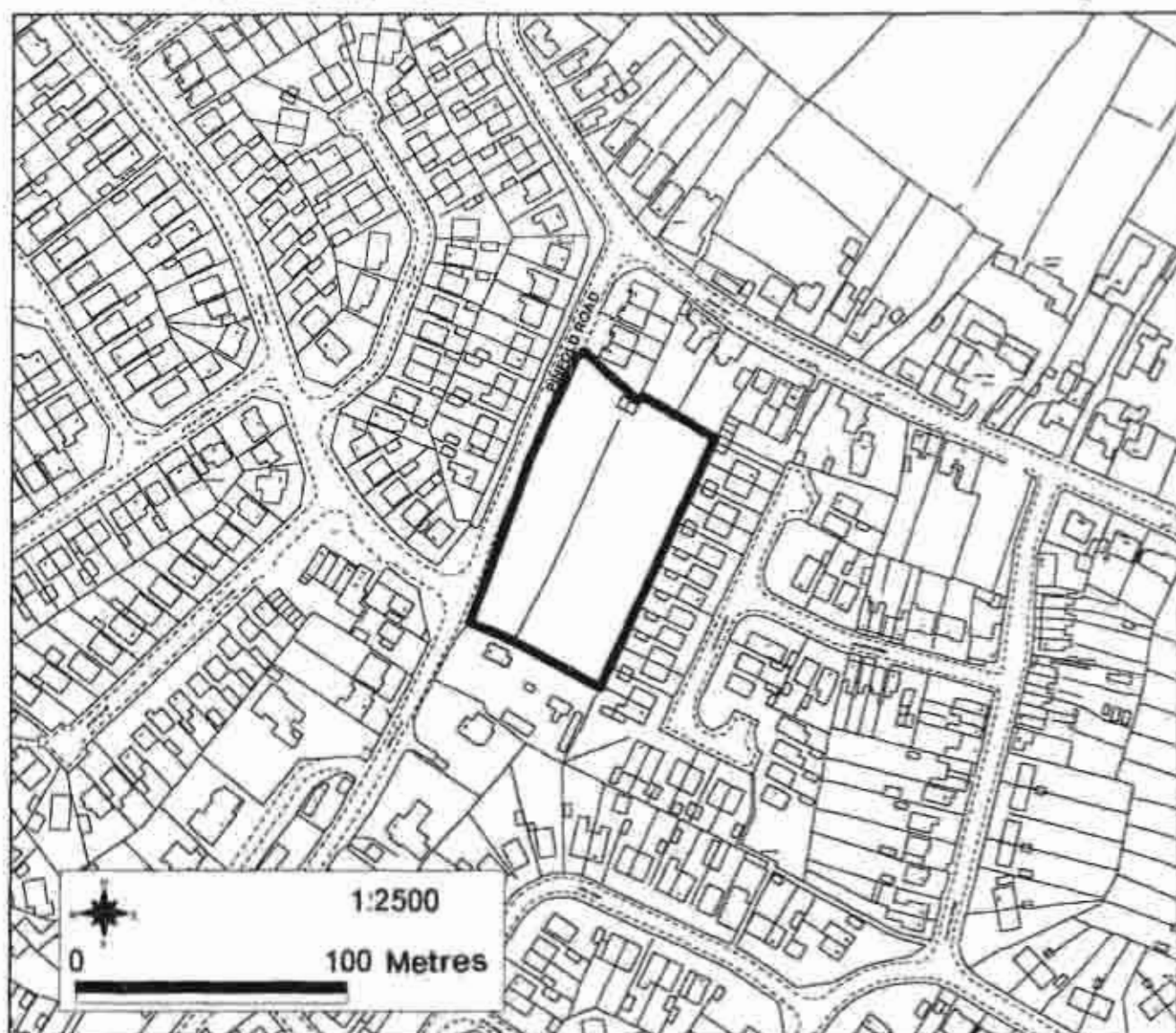
**Current Use:** Agricultural land (Grade 4)

**Ecological Value:** The land forms a Site of Importance for Nature Conservation

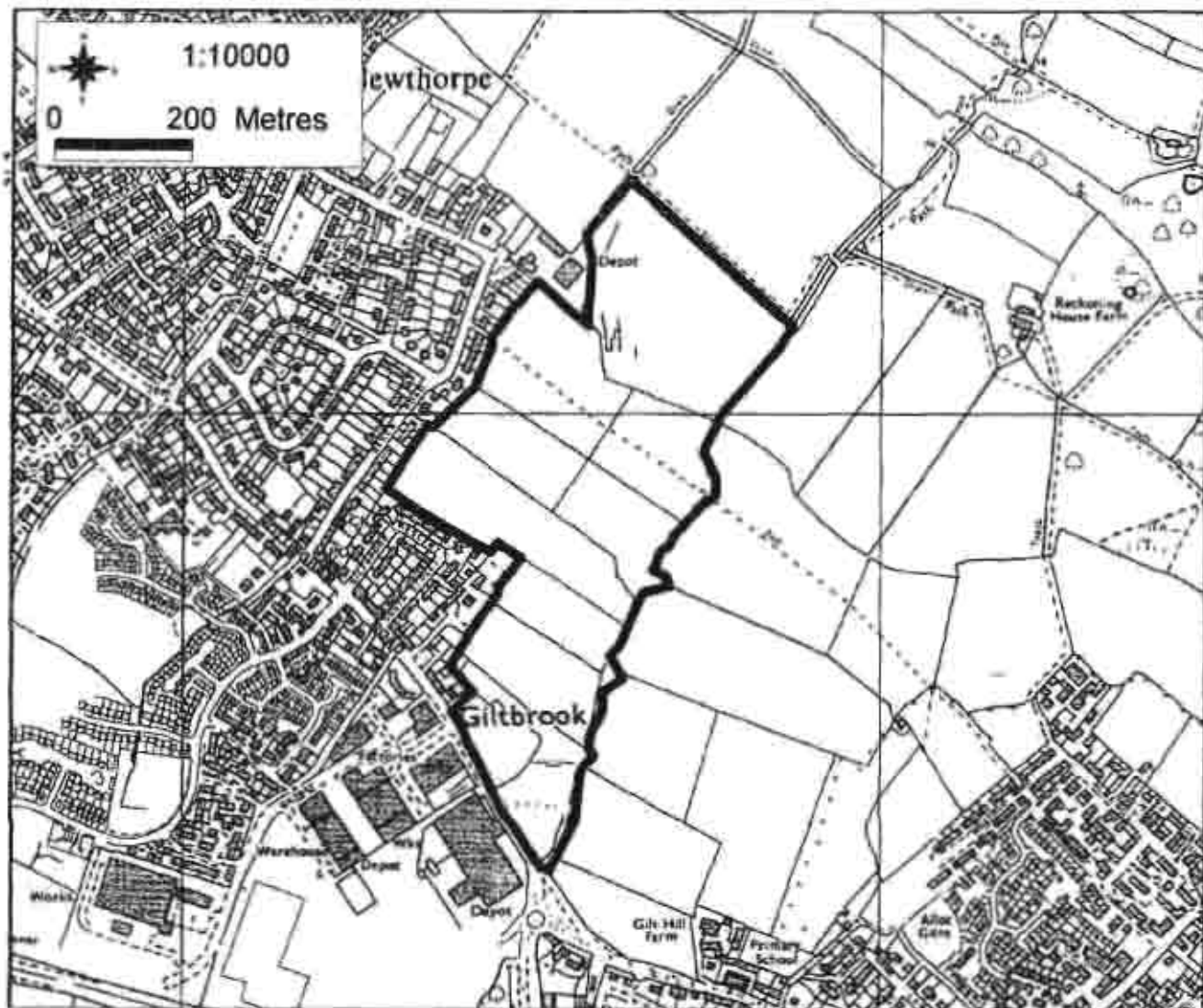
**Green Belt:** The site is in the Green Belt and on the edge of the urban area. It forms part of a large area of open countryside to the north of Newthorpe

**Public Transport:** There are no frequent bus services within walking distance

**Road Access:** From Greenacres Close. Improvements are likely to be needed



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



**Site Area:** 24.5 hectares (60.5 acres)

**Current Use:** Agricultural land (Grade 4) and disused former colliery/tip

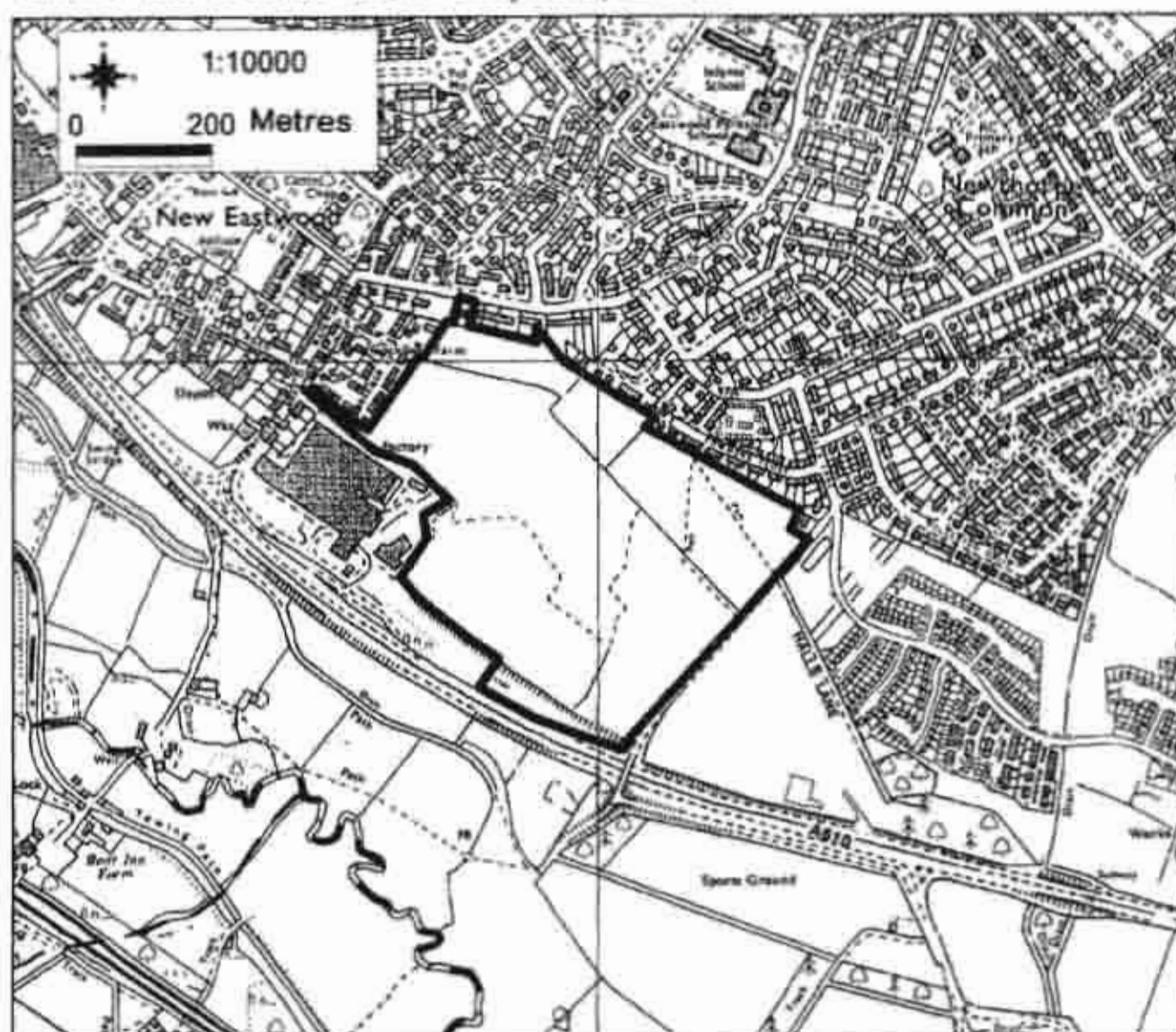
**Ecological Value:** Sites of Importance for Nature Conservation cover approximately 10% of the site. Part of a Mature Landscape Area also covers approximately 10% of the site, along the Gilt Brook

**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.

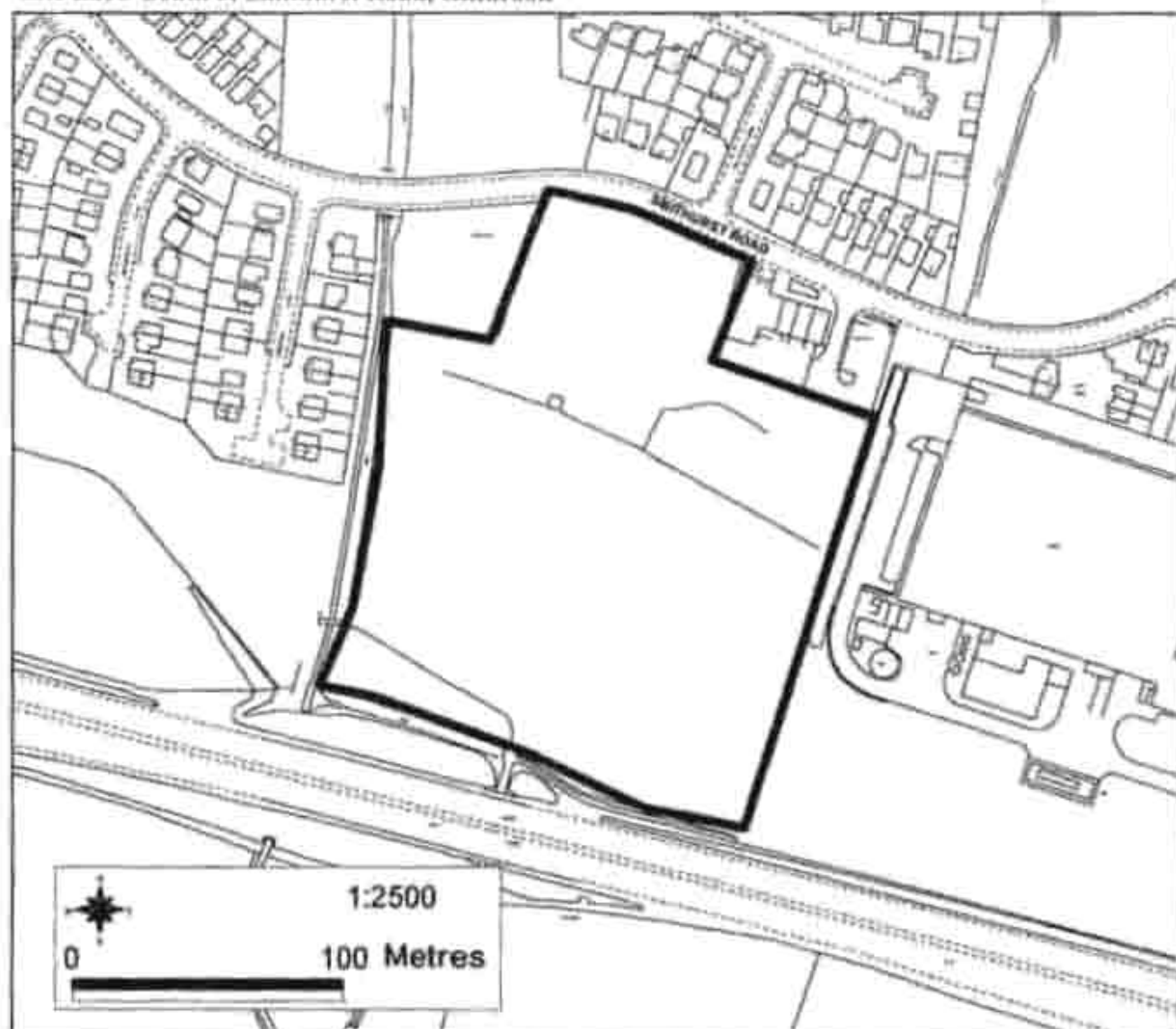


- Site Area:** 22.9 hectares (56.6 acres). The site is not in the Green Belt.
- Current Use:** Agricultural land (Ungraded). Part of the site is a former tip.
- Ecological Value:** Sites of Importance for Nature Conservation occupy approximately 15% of the site
- Public Transport:** Frequent bus services 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.



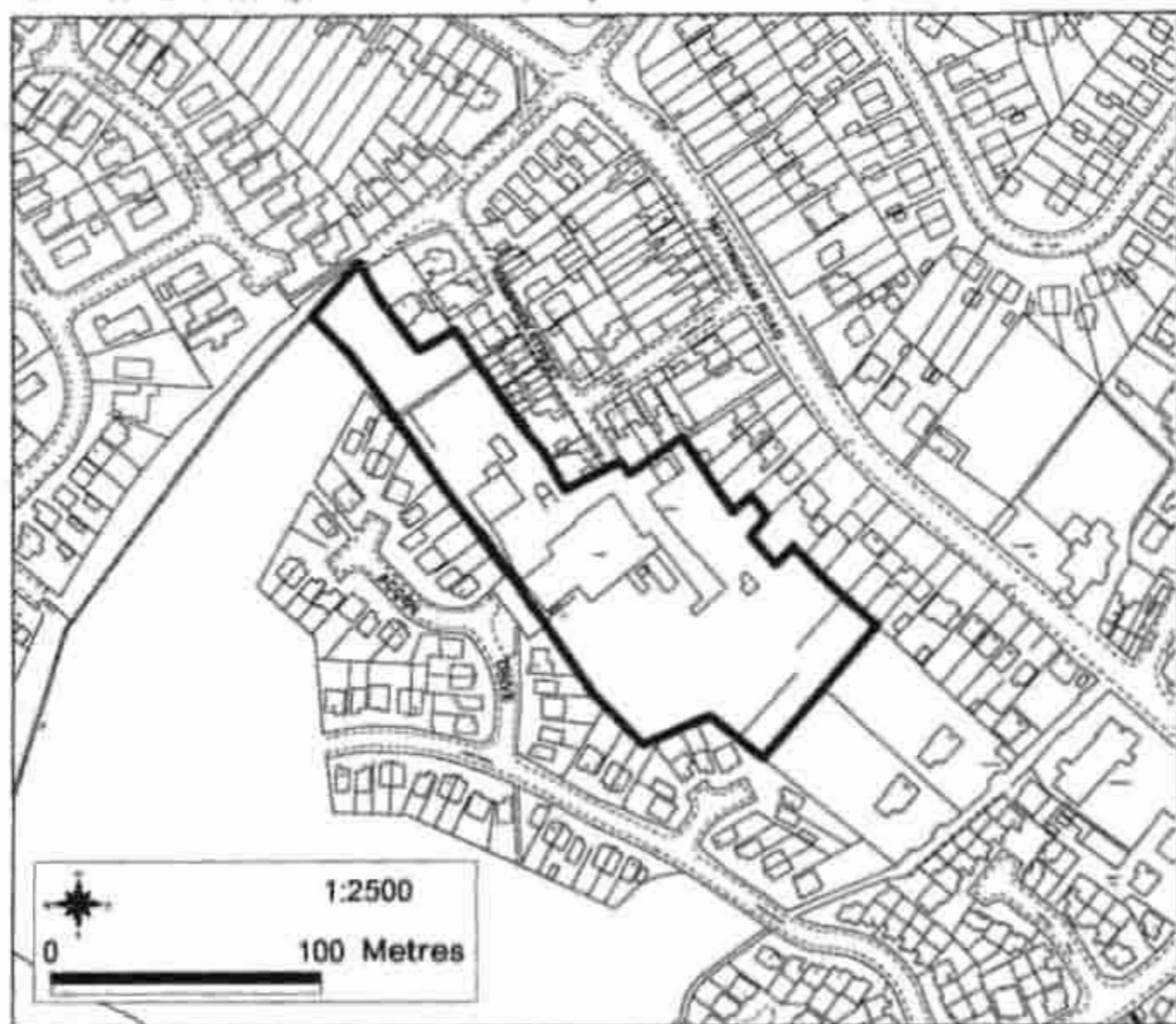
Potential Housing Site (including community use designation)

Site Ea10 South of Smithurst Road, Giltbrook



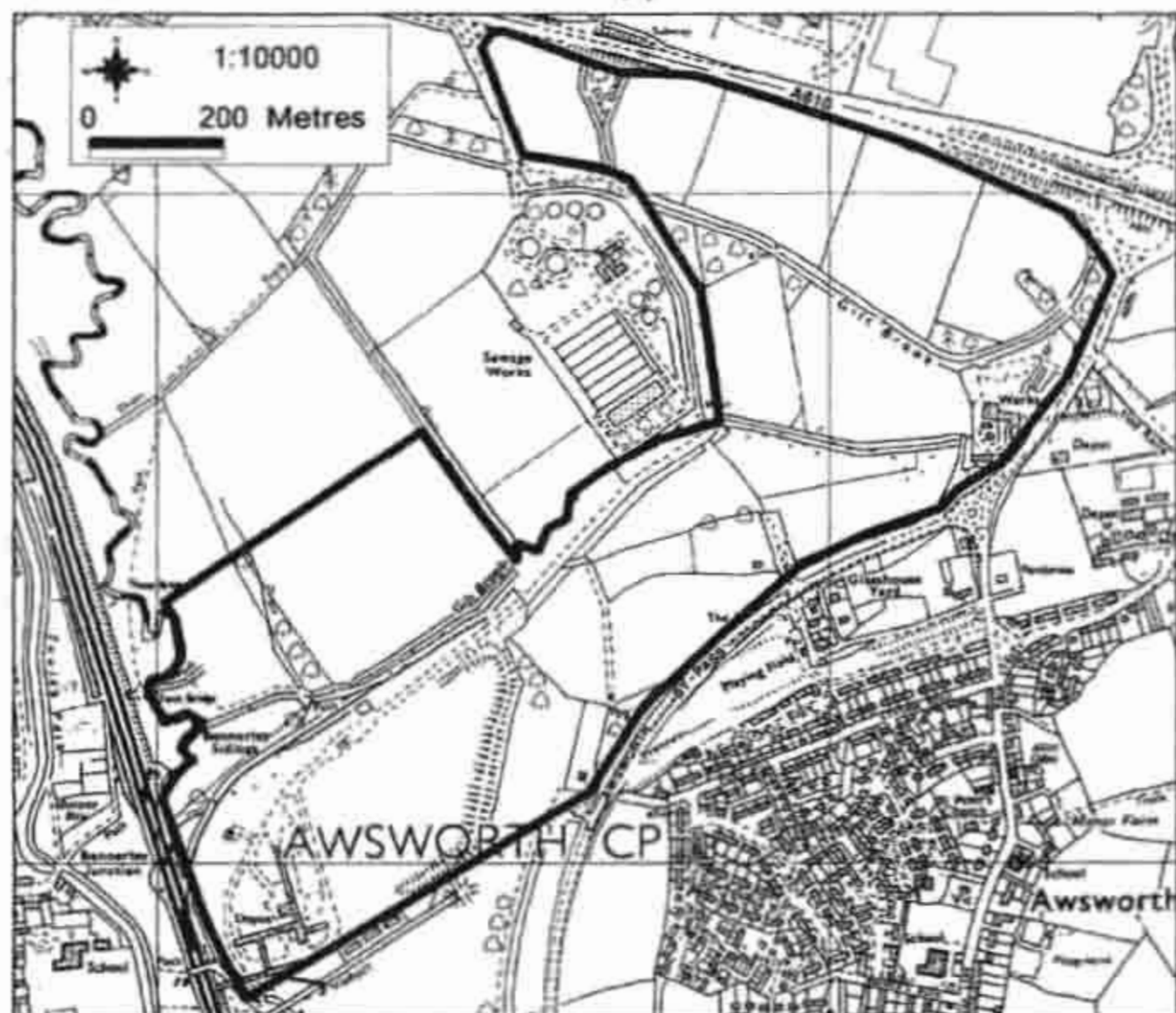
- Site Area:** 2.9 hectares (7.1 acres). This site is not in the Green Belt
- Current Use:** Undeveloped land identified partly for employment use and partly for community use in the 1994 Broxtowe Local Plan. Adjoins children's play area and local shops
- Ecological Value:** There are no designated wildlife 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.





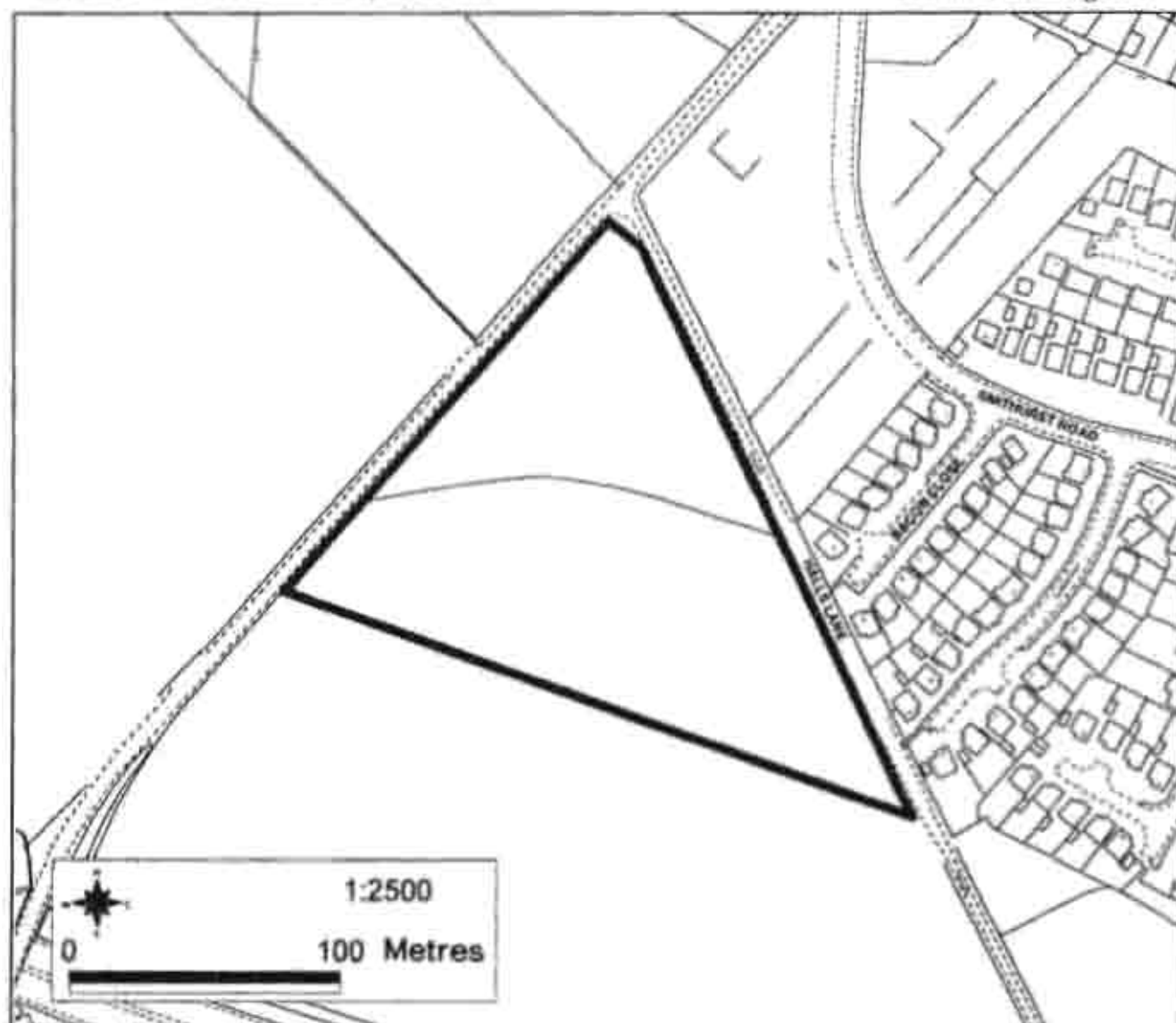
<b>Site Area:</b>	1.3 hectares (3.2 acres). The site is not in the Green Belt
<b>Current Use:</b>	Laundry/dyers and cleaners, part for caravan storage
<b>Ecological Value:</b>	There are no designated wildlife areas on this site
<b>Public Transport:</b>	A frequent bus service runs along Nottingham Road which is within walking distance of the site
<b>Road Access:</b>	From Acorn Drive
<b>Other Issues:</b>	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.



<b>Site Area:</b>	2.2 hectares (5.4 acres). The site is not in the Green Belt.
<b>Current Use:</b>	Rough grazing. (Ungraded).
<b>Ecological Value:</b>	There are no designated wildlife sites on this land.
<b>Public Transport:</b>	Frequent bus services along Smithurst Road are within walking distance.
<b>Road Access:</b>	This would have to be onto Smithurst Road, through adjacent land. Traffic calming and junction improvements on Smithurst Road may be required.
<b>Other Issues:</b>	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 Area:** 2.3 hectares (5.7 acres)

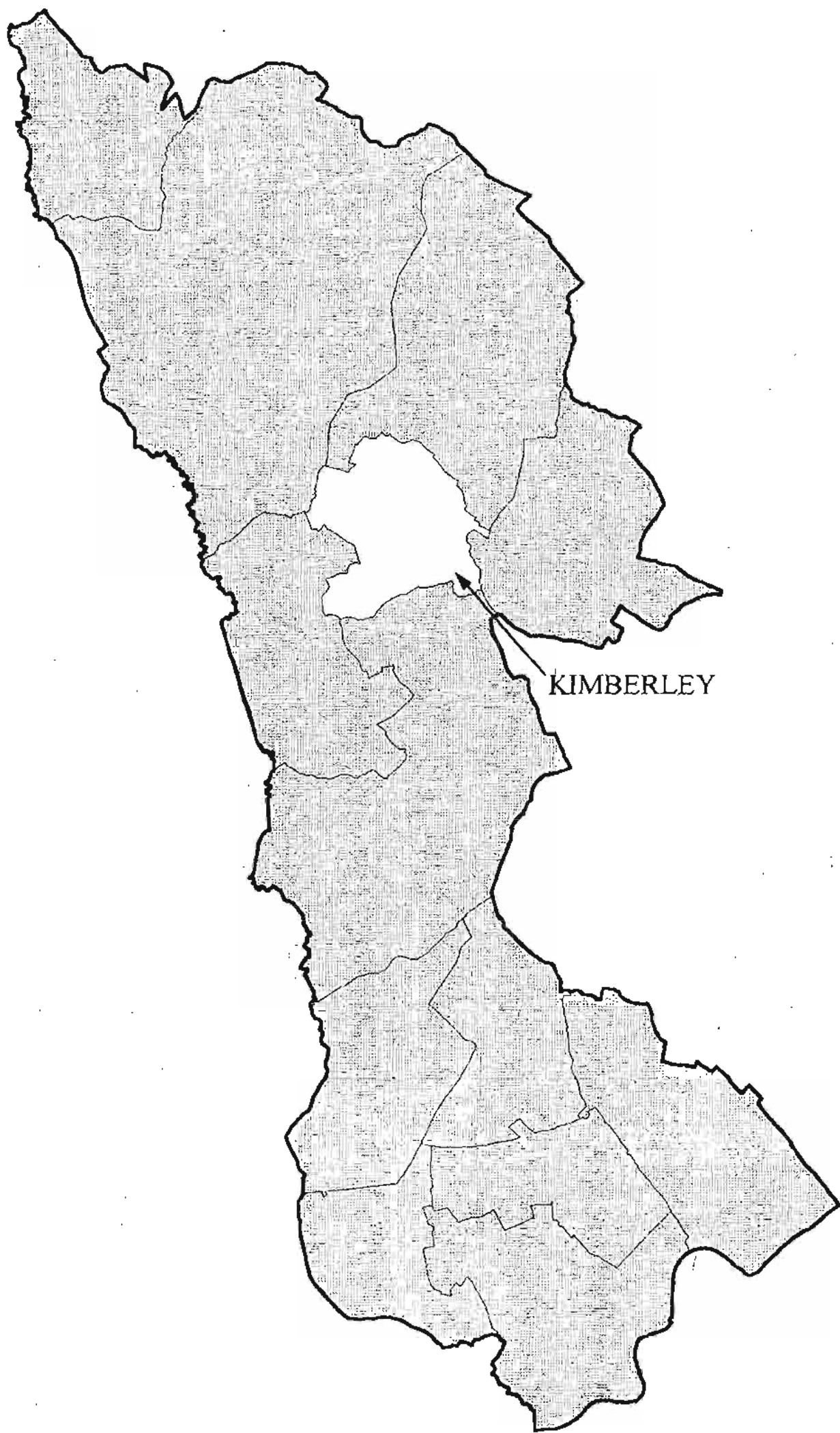
**Current Use:** Grazing land. (Ungraded)

**Ecological Value:** There are no designated wildlife areas within this site

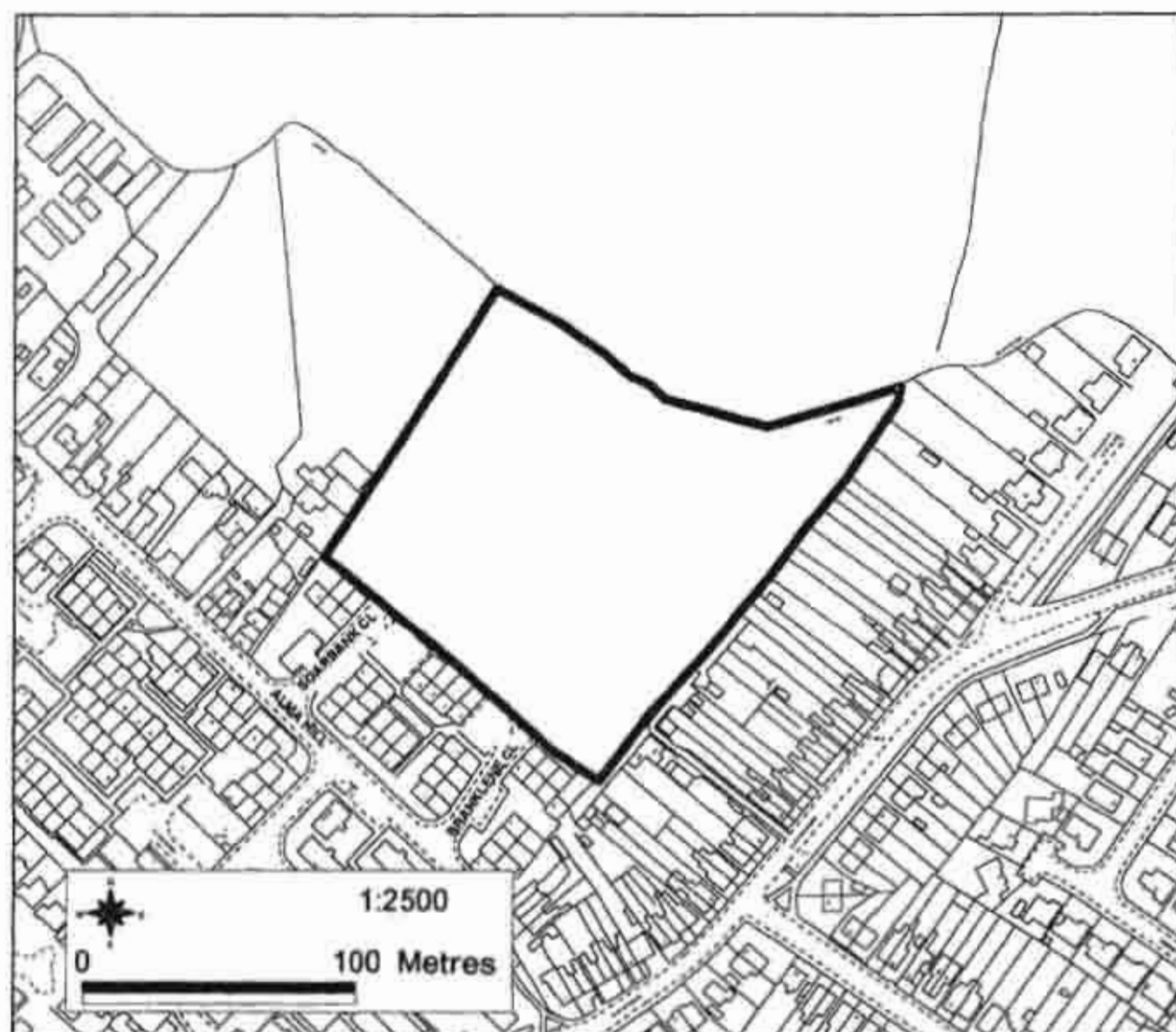
**Public Transport:** There are frequent bus services along Nottingham Road, which is within walking distance of the northern part of the site

**Road Access:** This may be achievable from Nottingham Road, subject to further consideration

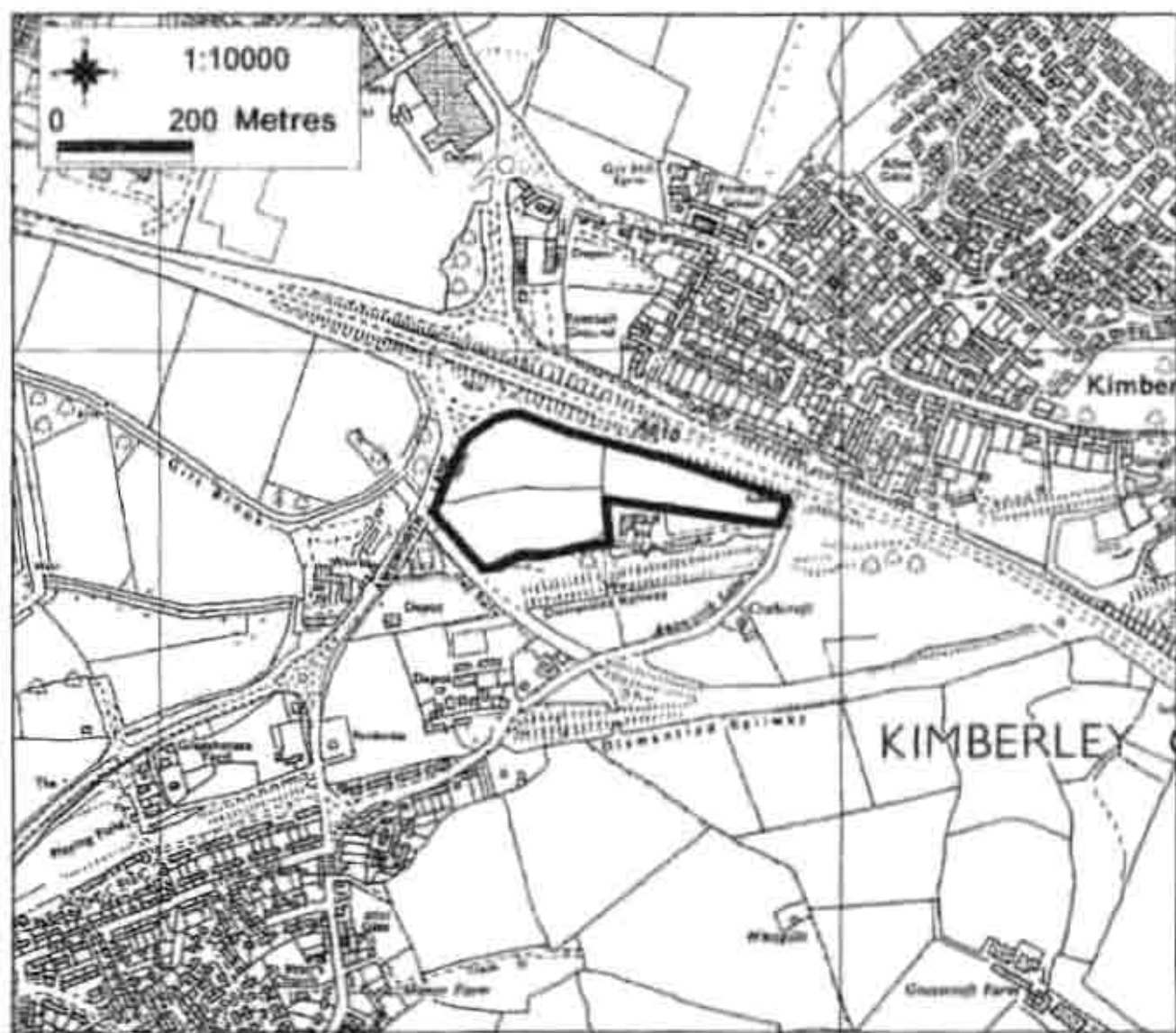
**Other Issues:** The site is safeguarded in the 1994 Local Plan for a replacement for Eastwood junior and infants schools. However, the County Council now considers that the site is unsuitable for this purpose.







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



**Site Area:** 5.9 hectares (14.6 acres)

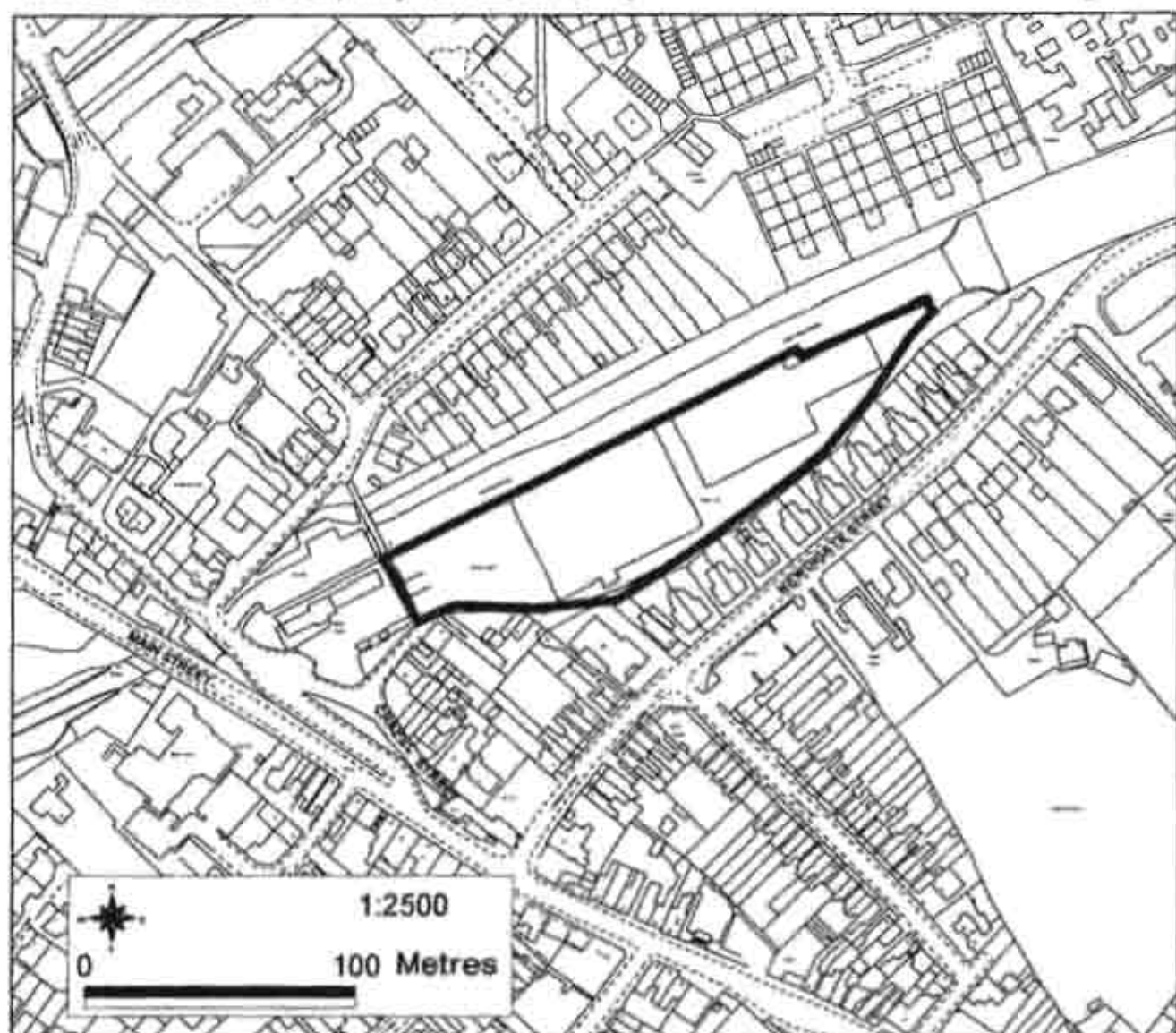
**Current Use:** Agricultural land. (Grade 4)

**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 occupies the gap between Kimberley and Awsworth

**Public Transport:** The site is within walking distance of frequent bus services along Awsworth Lane and Gilt Hill

**Road Access:** Access would have to be from Awsworth Lane and road improvements would be likely to be needed



**Site Area:** 0.8 hectares (2.0 acres)

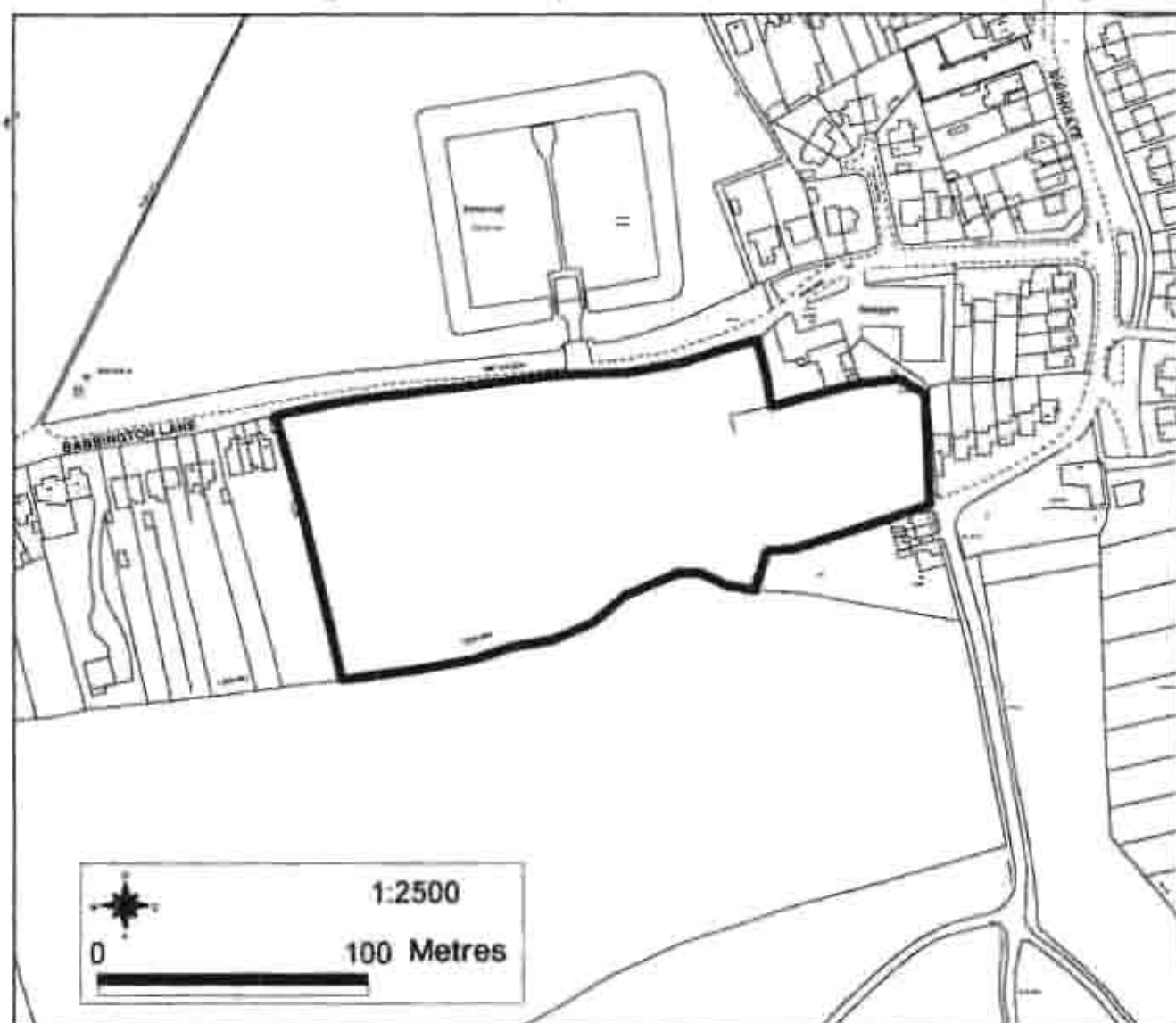
**Current Use:** Former wood yard

**Ecological Value:** There is a Site of Importance for Nature Conservation in the adjoining ex-railway cutting to the north, but this does not extend onto the wood yard

**Public Transport:** This site is within walking distance of frequent bus services along Main Street

**Road Access:** Access would be from Chapel Street

**Other Issues:** There is a possibility that this site could be required for a future Nottingham Express Transit line.



**Site Area:** 1.8 hectares (4.4 acres)

**Current Use:** Agricultural land (Grade 2)

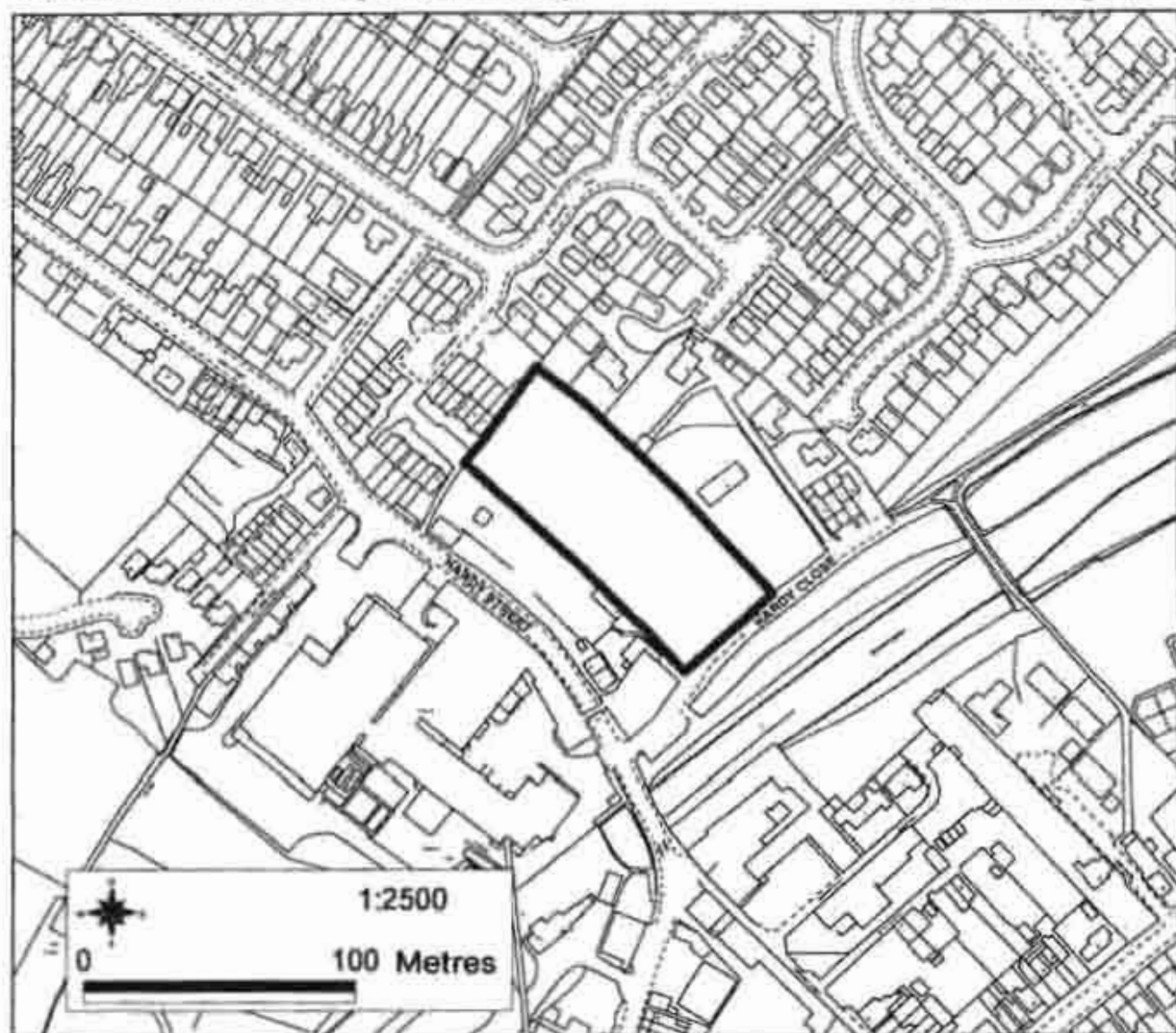
**Ecological Value:** There are no designated wildlife sites on this land

**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

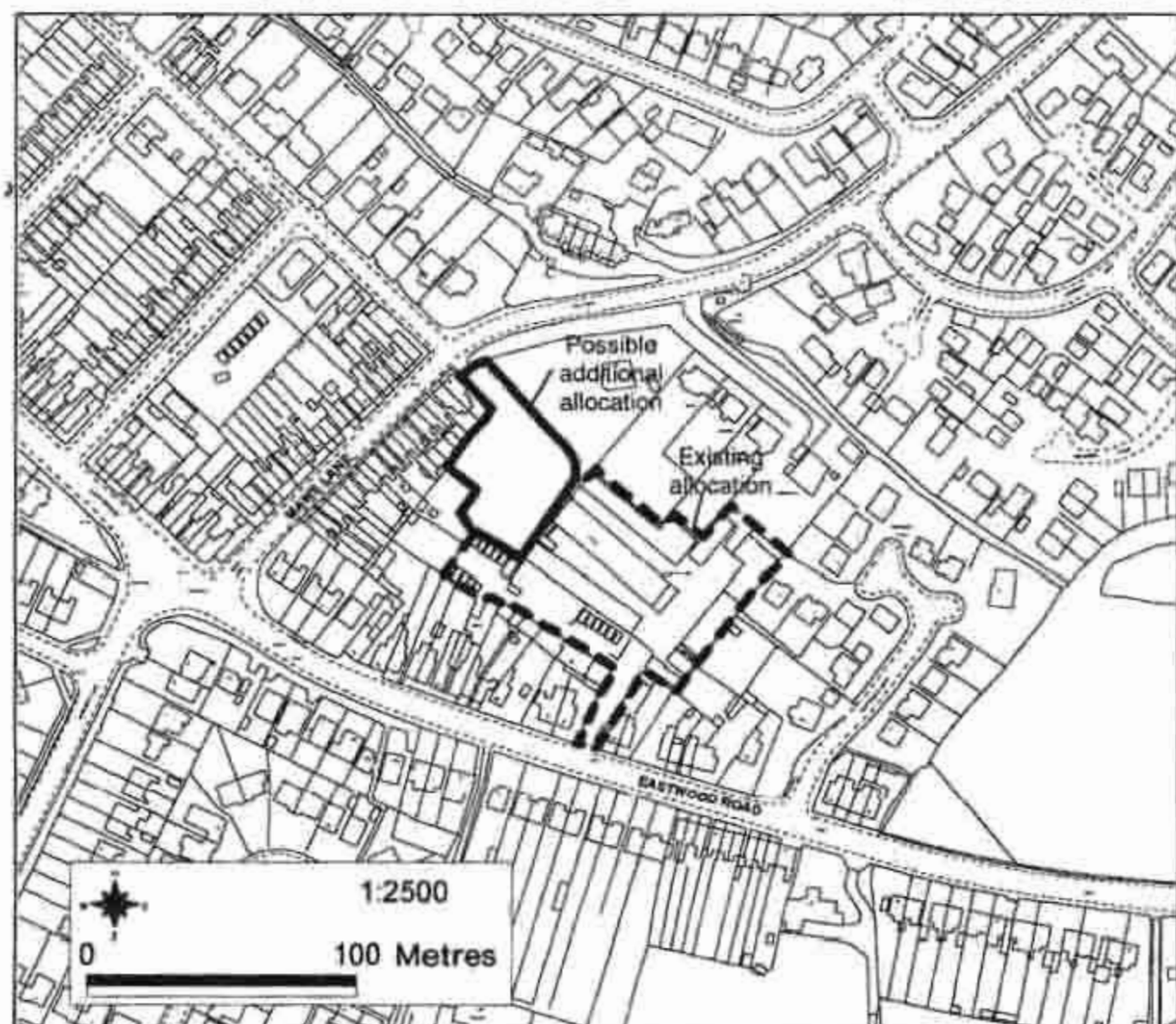
**Road Access:** Access could be gained from Babbington Lane. Road improvements are likely to be needed.

**Other Issues:** The site is on elevated land and is prominent in the landscape.

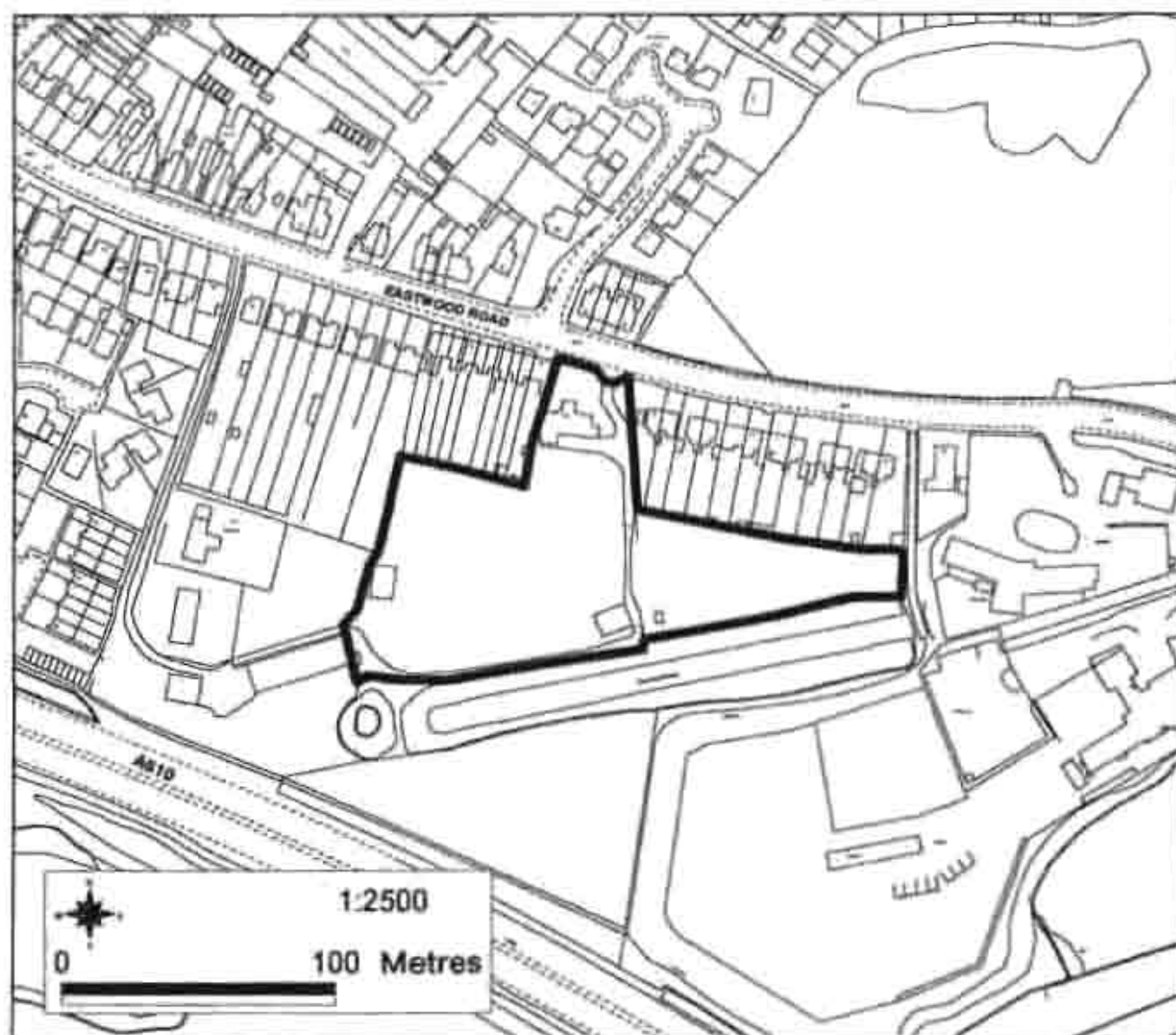


<b>Site Area:</b>	0.5 hectare (1.2 acre). The site is not in the Green Belt.
<b>Current Use:</b>	Open land understood to have been held as possible future expansion for Kimberley Brewery
<b>Ecological Value:</b>	There are no designated wildlife areas within this site
<b>Public Transport:</b>	Within walking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

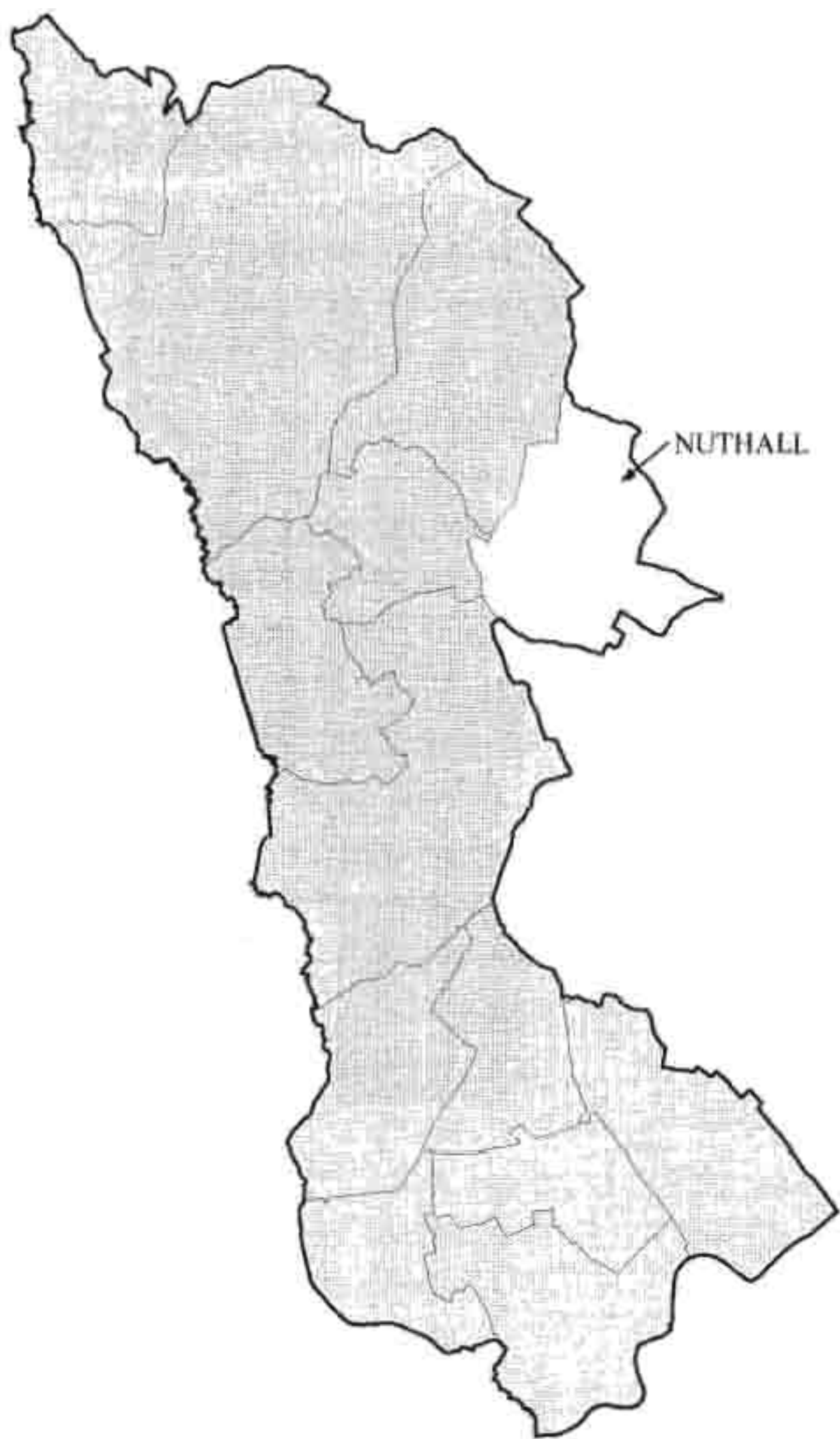


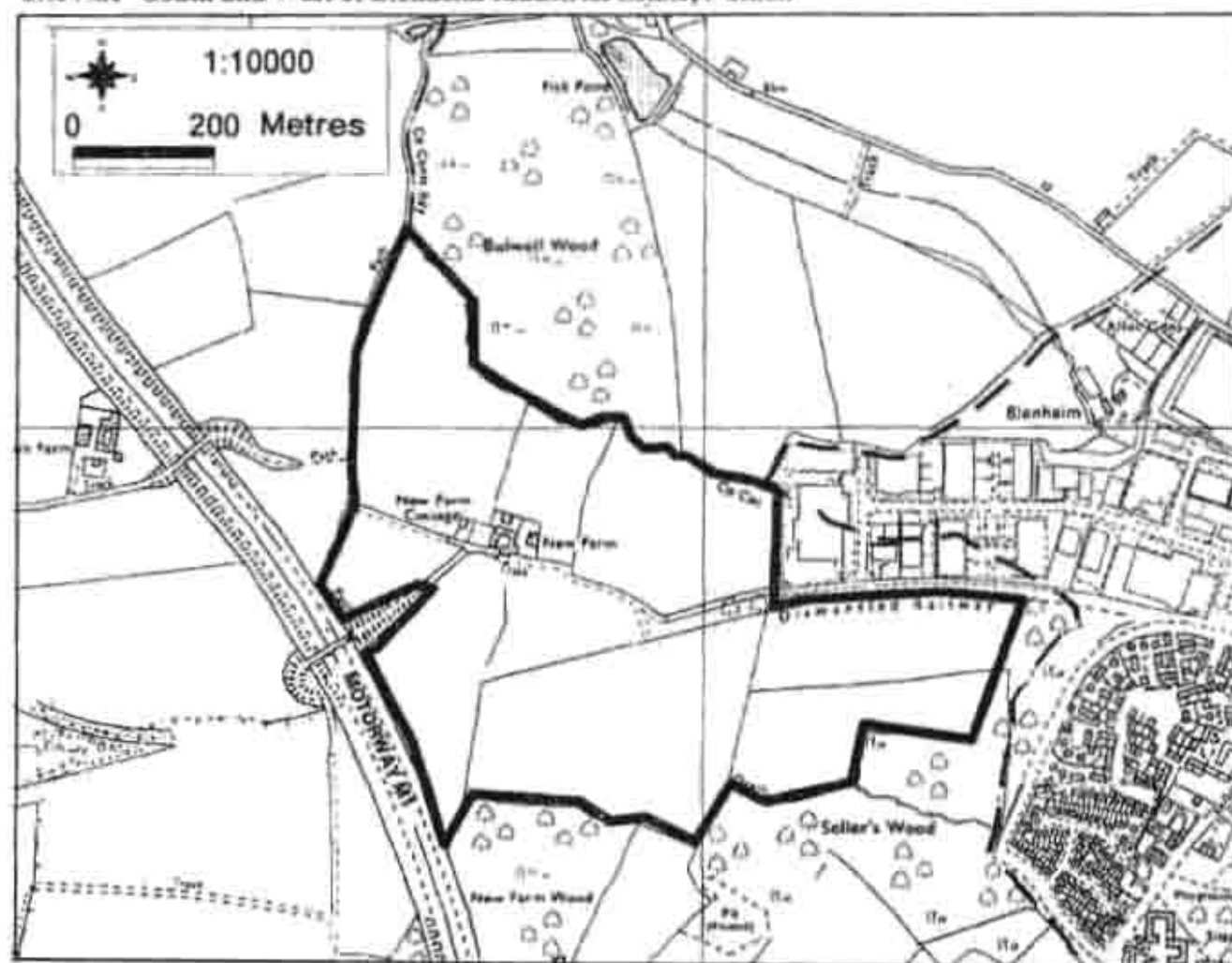


- Site Area:** 0.9 hectares (2.2 acres). The site is not in the Green Belt
- Current Use:** Former builder's yard, garages and storage areas on existing allocation, builder's yard on possible additional allocation
- Ecological Value:** There are no designated wildlife areas within the site
- Public Transport:** 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.



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





**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

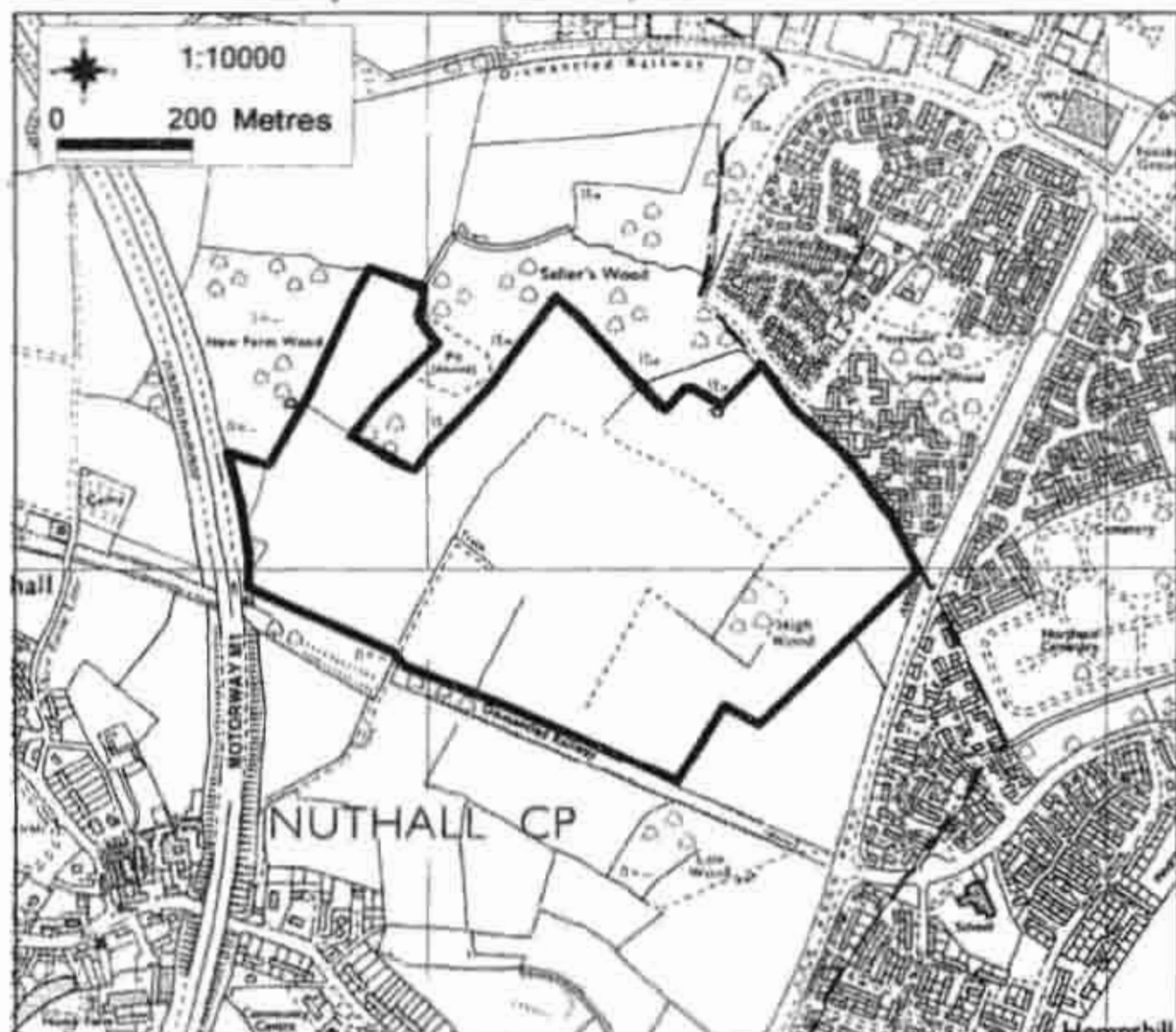
**Green Belt:** The site is in the Green Belt and on the edge of the urban area. The site occupies part of the gap between Nottingham and Watnall/Nuthall

**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

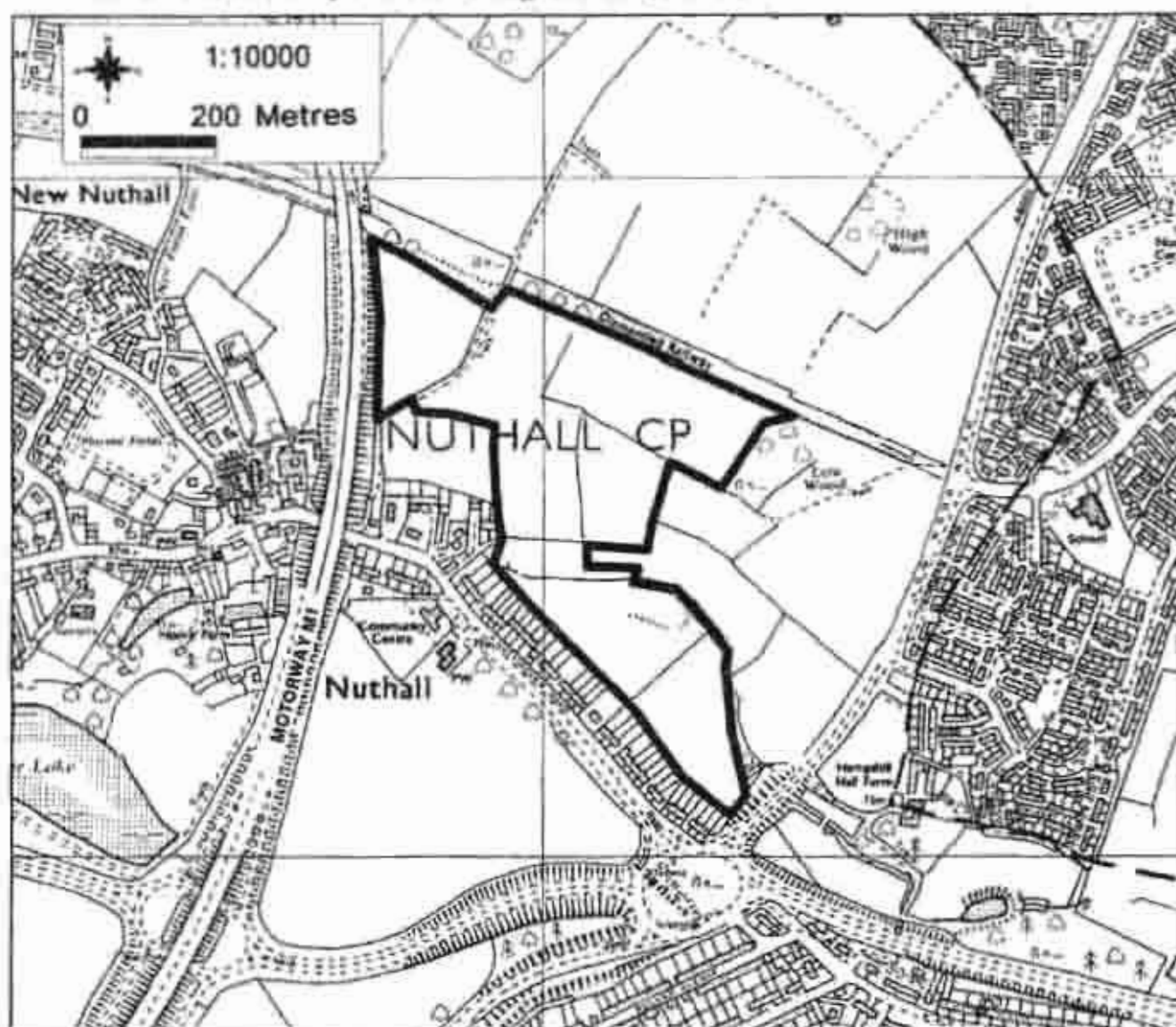


<b>Site Area:</b>	42.4 hectares (104.8 acres)
<b>Current Use:</b>	Agricultural land. (55% Grade 3a, 45% Grade 3b)
<b>Ecological Value:</b>	There are no designated wildlife sites on this land. However, the site adjoins Seller's Wood which is designated as a Site of Special Scientific Interest
<b>Green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



# Potential Housing and/or Employment 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

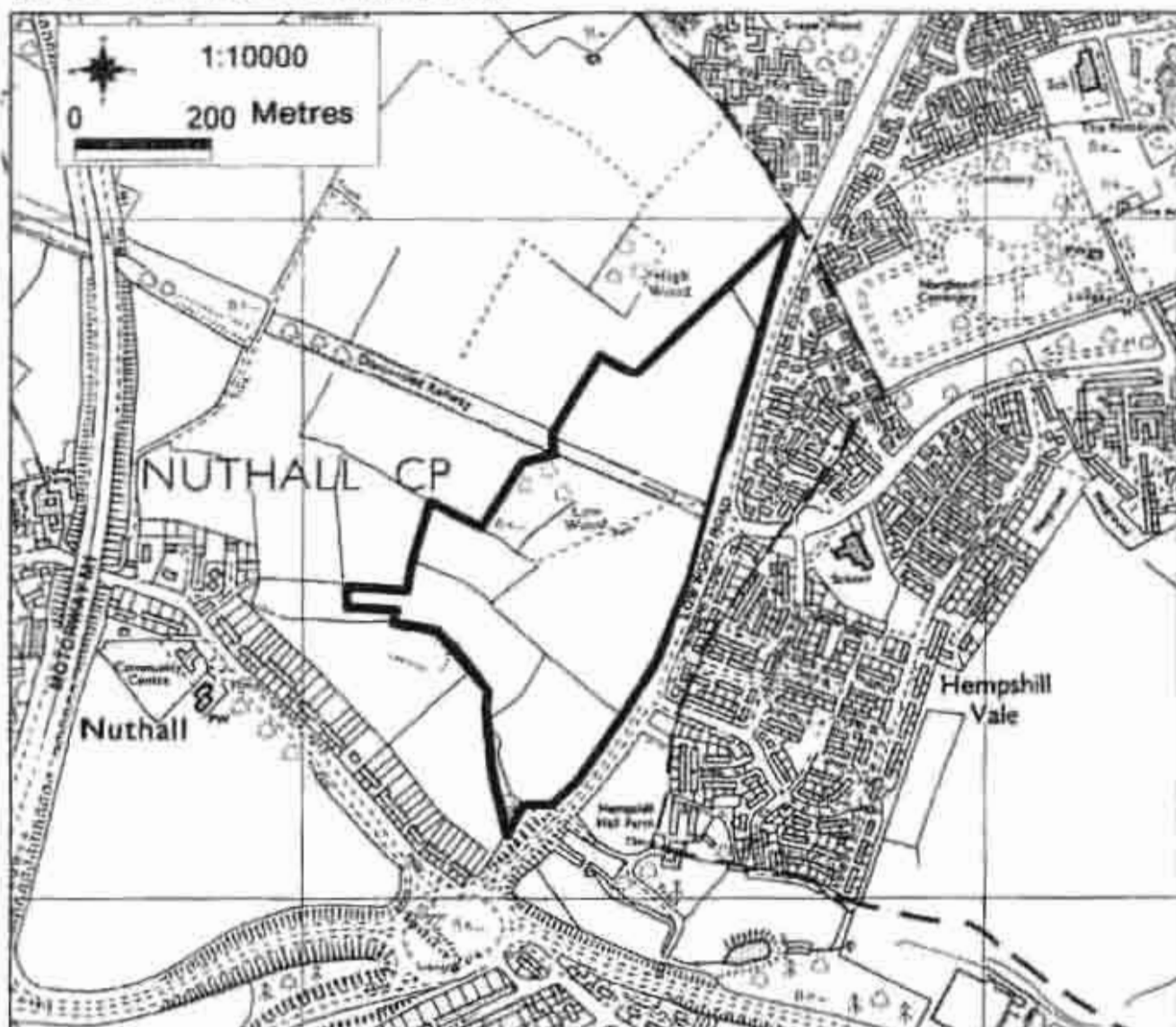
**Green Belt:** The site is in the Green Belt and on the edge of the urban area. It occupies part of a narrow Green Belt gap between Nottingham and Nuthall.

**Public Transport:** Frequent bus services run along Nottingham Road which is accessible from the south-eastern part of the site

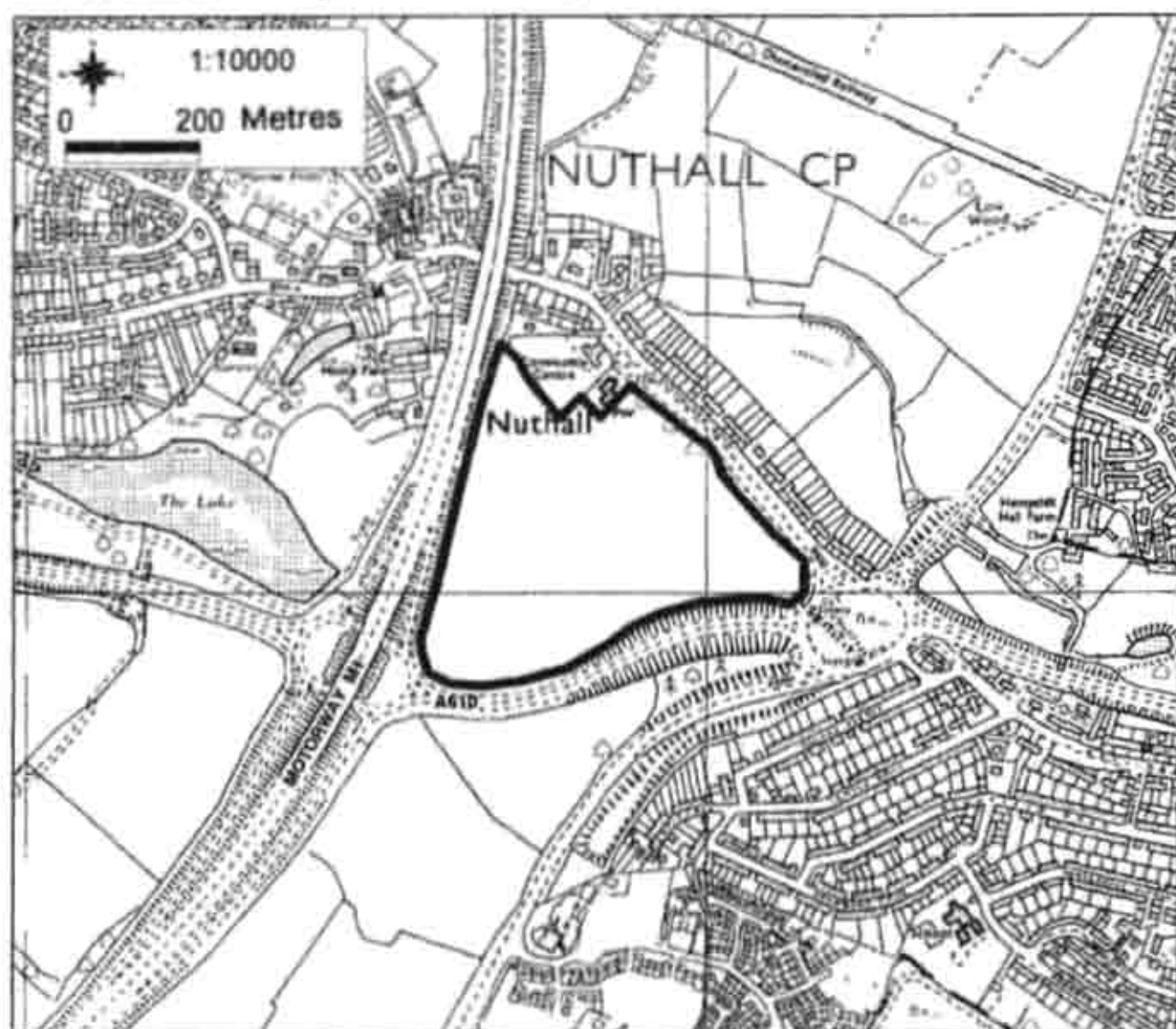
**Road Access:** From Low Wood Road

**Other Issues:** The Nottingham Express Transit route may run through or adjacent to the site.

Site Nu4 West of Low Wood Road, Nuthall

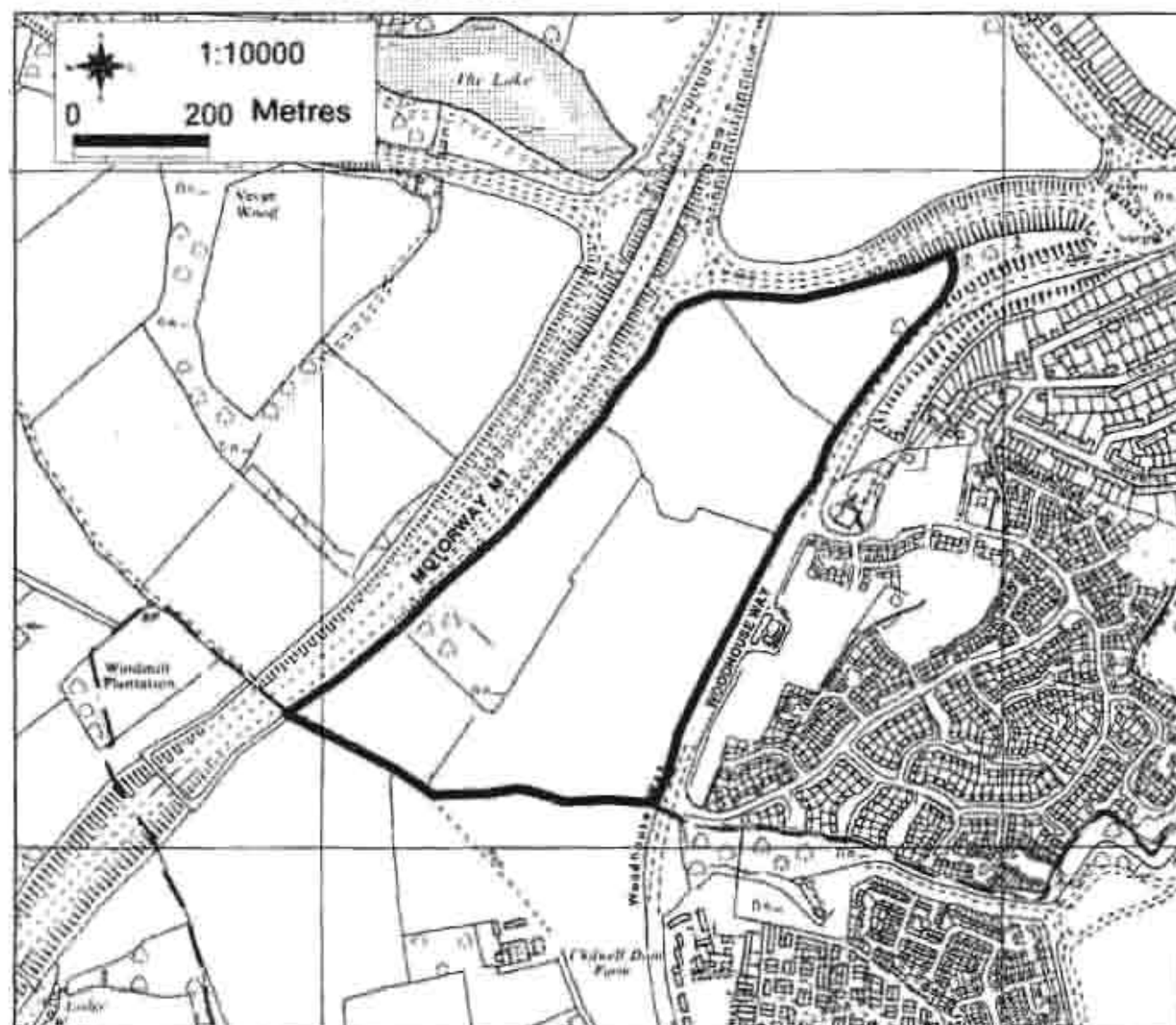


<b>Site Area:</b>	20.1 hectares (49.7 hectares)
<b>Current Use:</b>	Agricultural land (10% Grade 1, 35% Grade 3a, 55% Grade 3b)
<b>Ecological Value:</b>	A Site of Importance for Nature Conservation covers approximately 10% of the site
<b>Green Belt:</b>	The site is in the Green Belt and on the edge of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



<b>Site Area:</b>	16.1 hectares (39.8 acres)
<b>Current Use:</b>	Agricultural land. (Grade 3a)
<b>Ecological Value:</b>	There are no designated wildlife sites on this land
<b>Green Belt:</b>	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
<b>Public Transport:</b>	Frequent bus services run along Nottingham Road
<b>Road Access:</b>	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

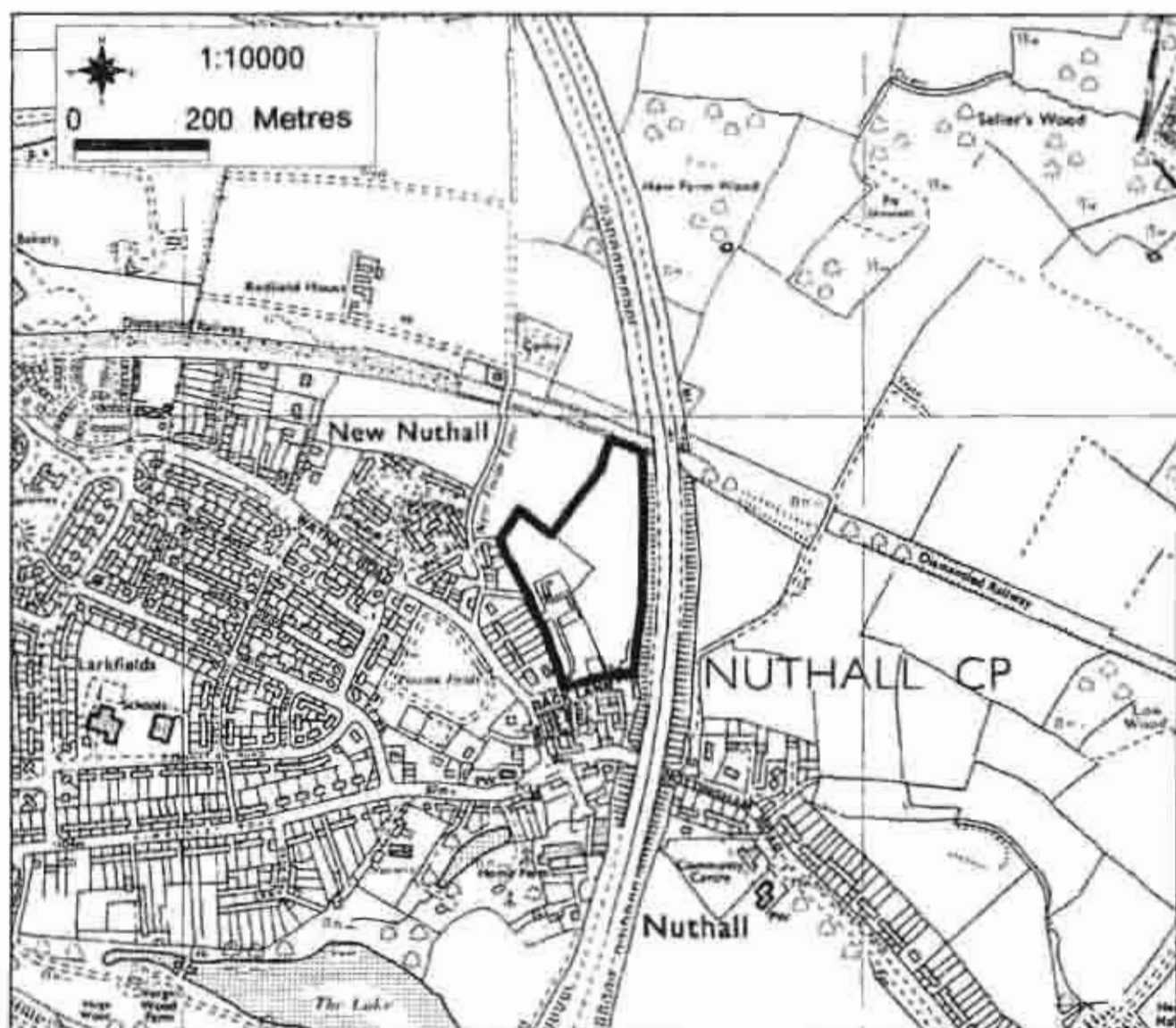
**Public Transport:** There are no frequent bus services within walking distance

**Road Access:** From Woodhouse Way. Improvements to the roundabout on the A610 are likely to be needed



<b>Site Area:</b>	3.3 hectares (8.2 acres) (of which 2.9 hectares (7.2 acres) is west of New Farm Lane)
<b>Current Use:</b>	Agricultural land (Grade 2)
<b>Ecological Value:</b>	There are no designated wildlife sites on this land
<b>Green Belt:</b>	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
<b>Public Transport:</b>	There are no frequent bus services within walking distance
<b>Road Access:</b>	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
<b>Other Issues:</b>	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 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

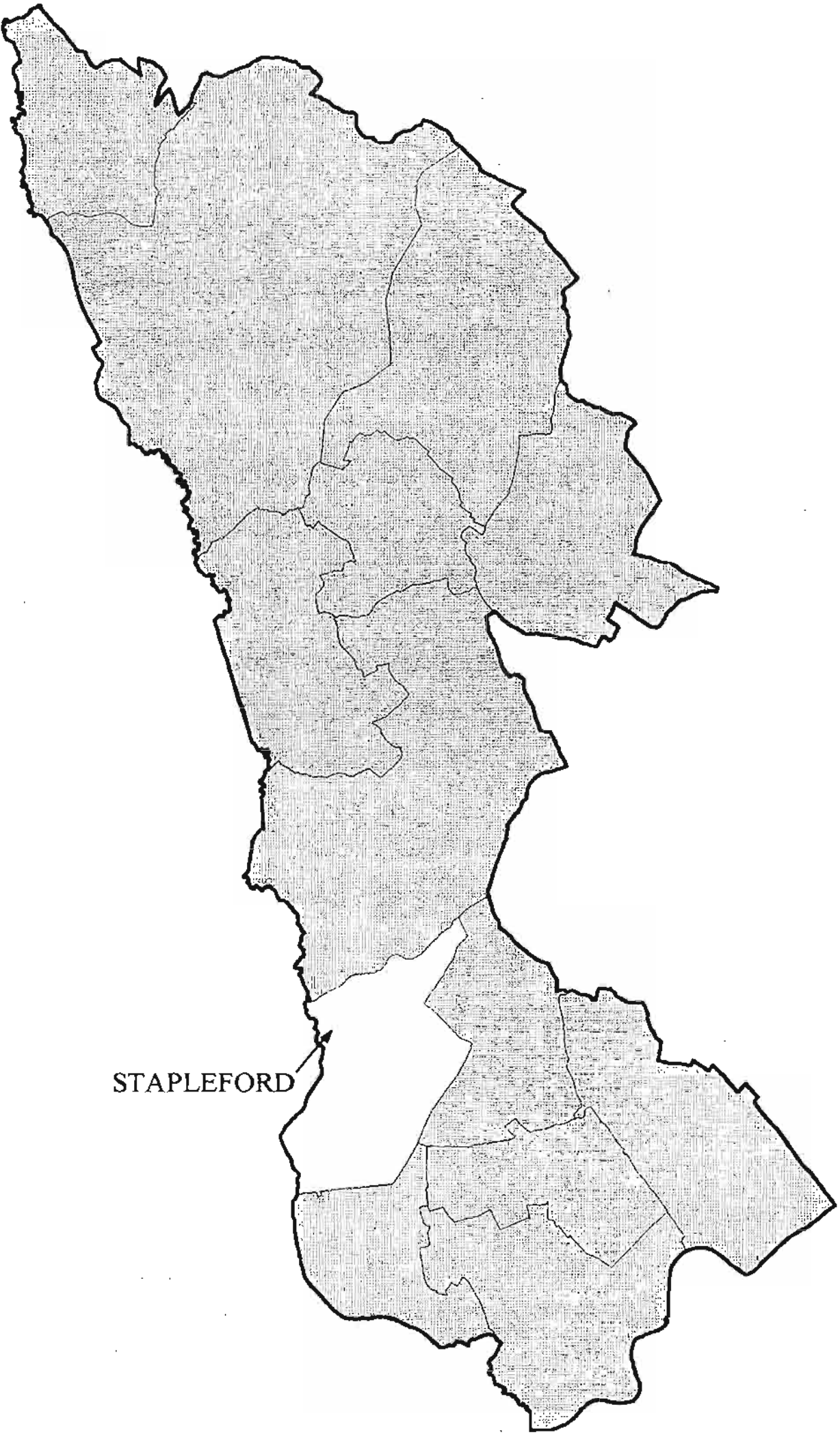
**Public Transport:** Frequent bus services along Nottingham Road are within walking distance

**Road Access:** Access could be gained from Back Lane, however, road widening and junction improvements may be needed

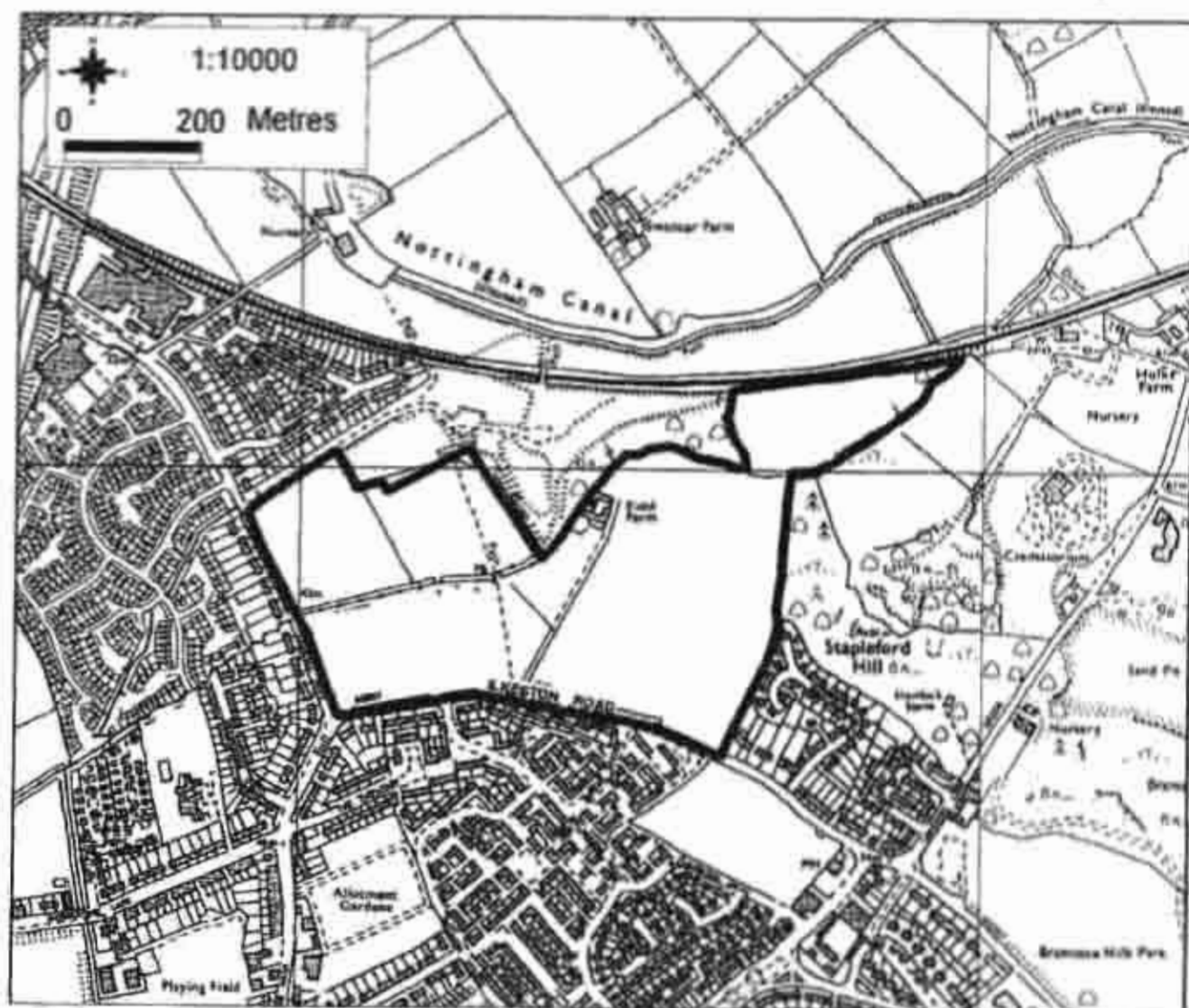
**Other Issues:** The Nottingham Express Transit route may run adjacent to the site. The site would be affected by noise from the motorway and sound attenuation measures would be needed.



<b>Site Area:</b>	2.0 hectares (4.9 acres). The site is not in the Green Belt
<b>Current Use:</b>	Gardens
<b>Ecological Value:</b>	There are no designated wildlife areas within the site
<b>Public Transport:</b>	The site is within walking distance of frequent bus services along Kimberley Road
<b>Road Access:</b>	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.
<b>Other Issues:</b>	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

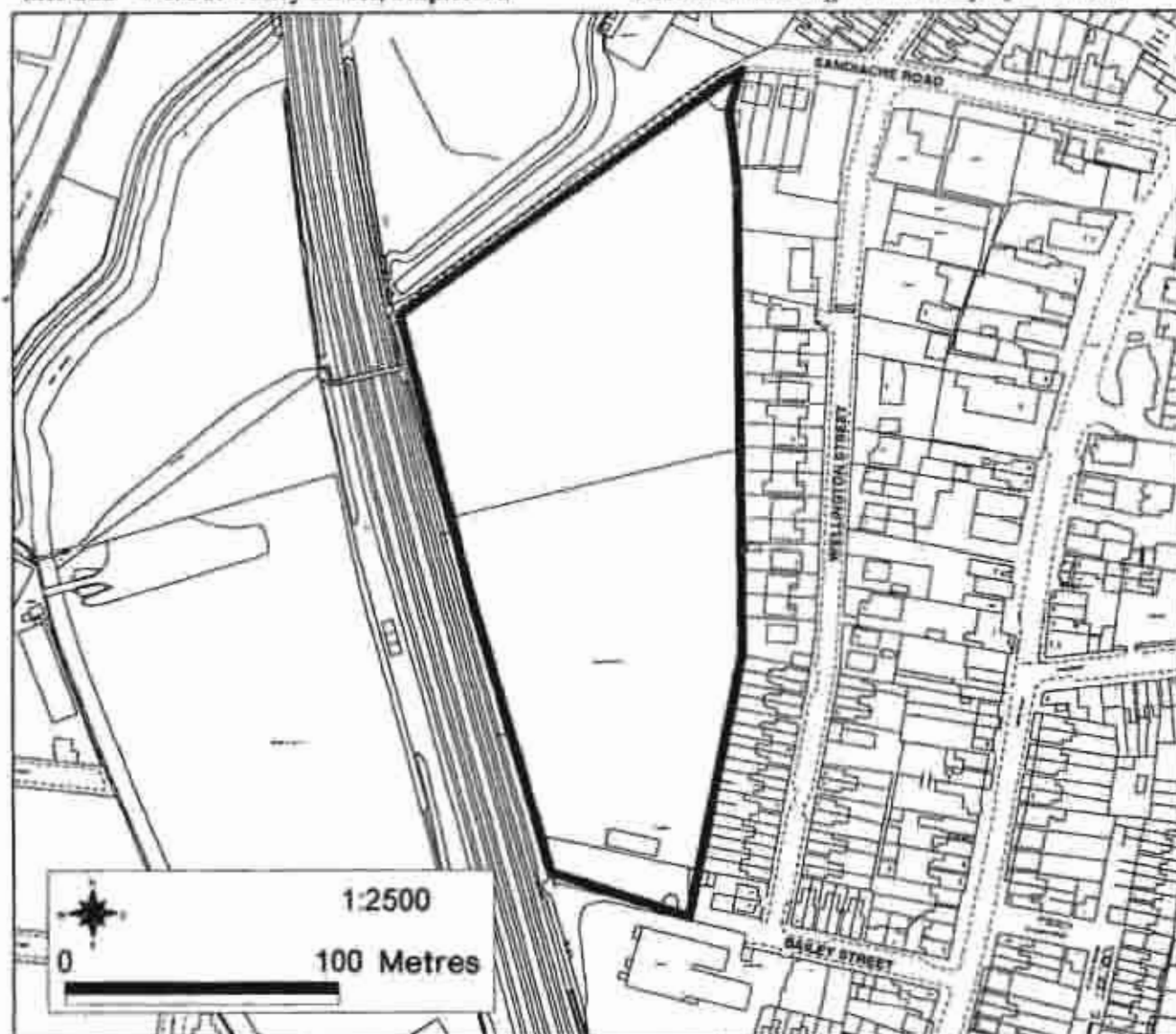
**Green Belt:** The site is in the Green Belt on the edge of the urban area. The site forms an open break on one side of the roads between Stapleford and Trowell

**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 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

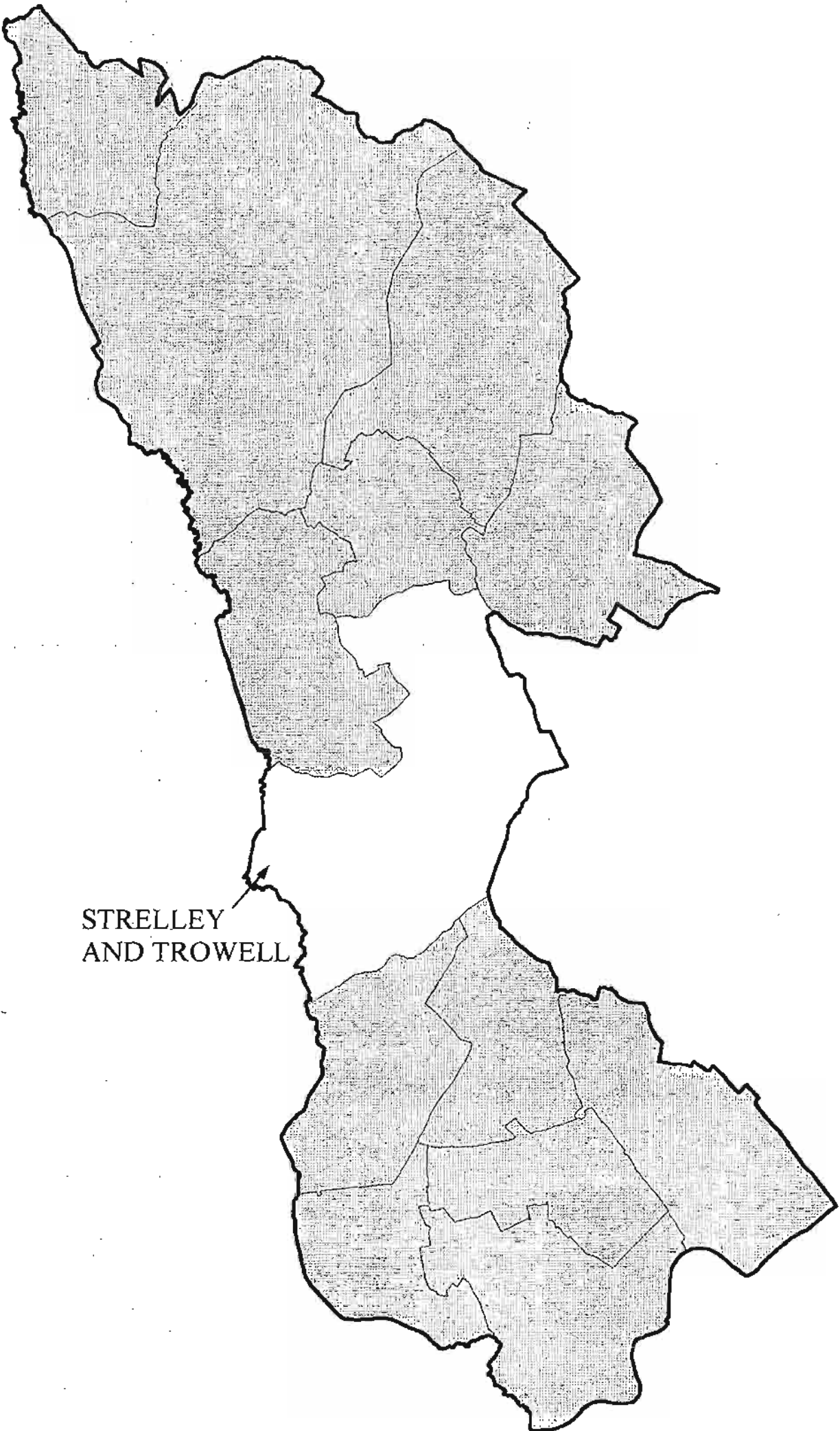
**Green Belt:** The site is in the Green Belt and on the edge of the urban area. It forms part of a narrow Green Belt gap between Sandiacre and Stapleford

**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

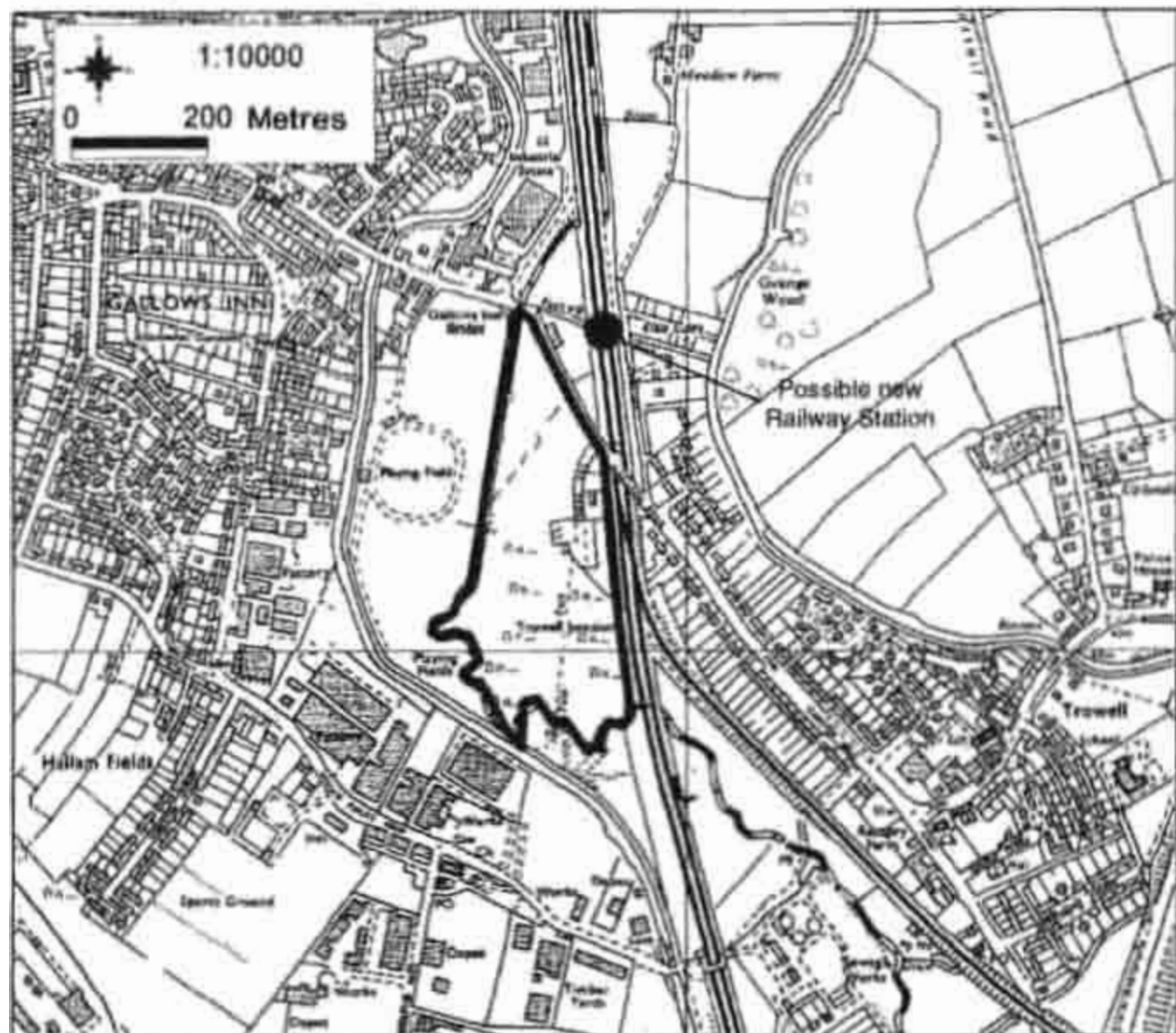
**Road Access:** A suitable means of access may be difficult to achieve and there would be an increase in traffic on Sandiacre Road or Bailey Street

**Other Issues:** The south of the site is protected under Policy RE3 of the 1994 Broxtowe Local Plan as private playing fields.

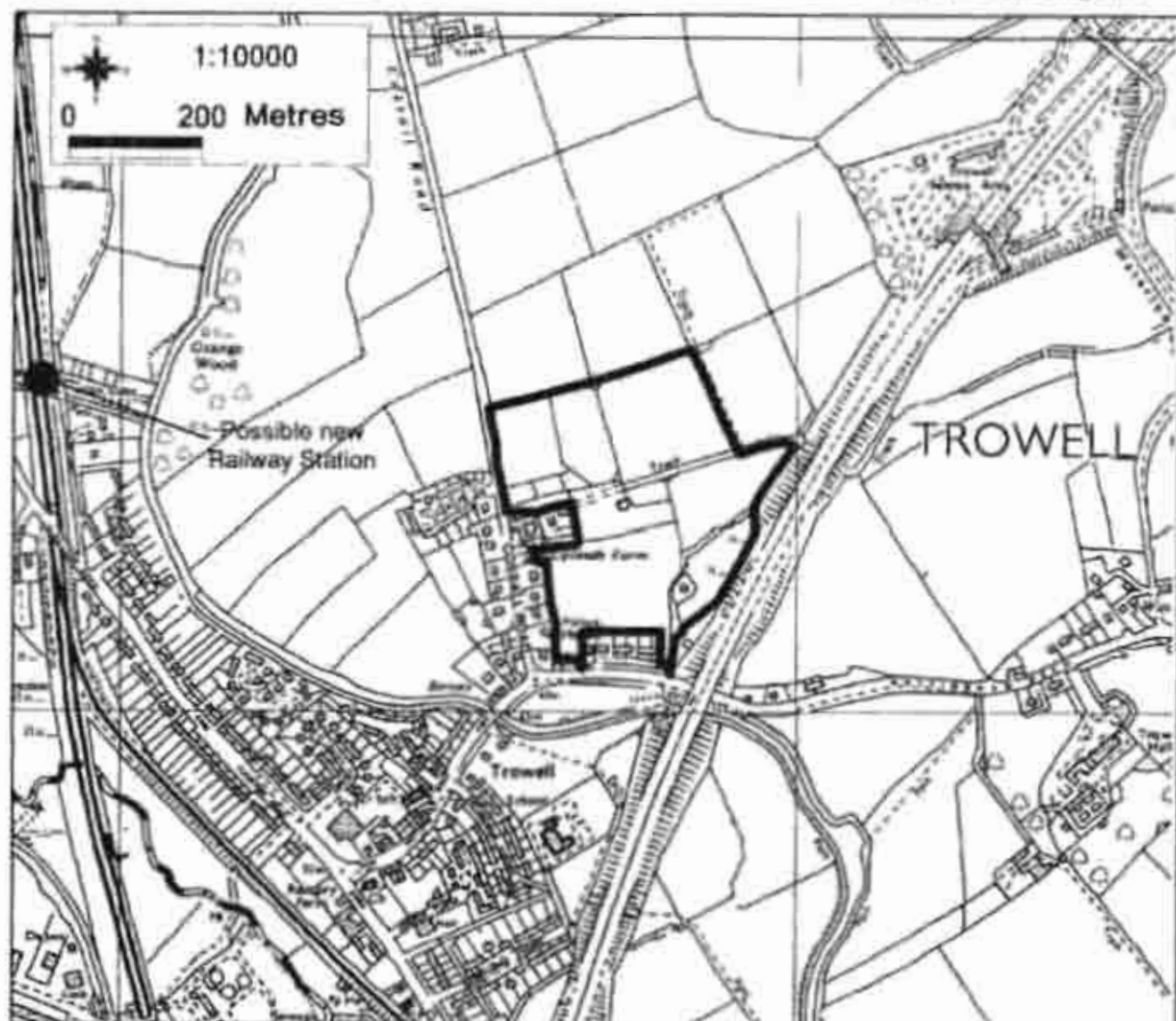




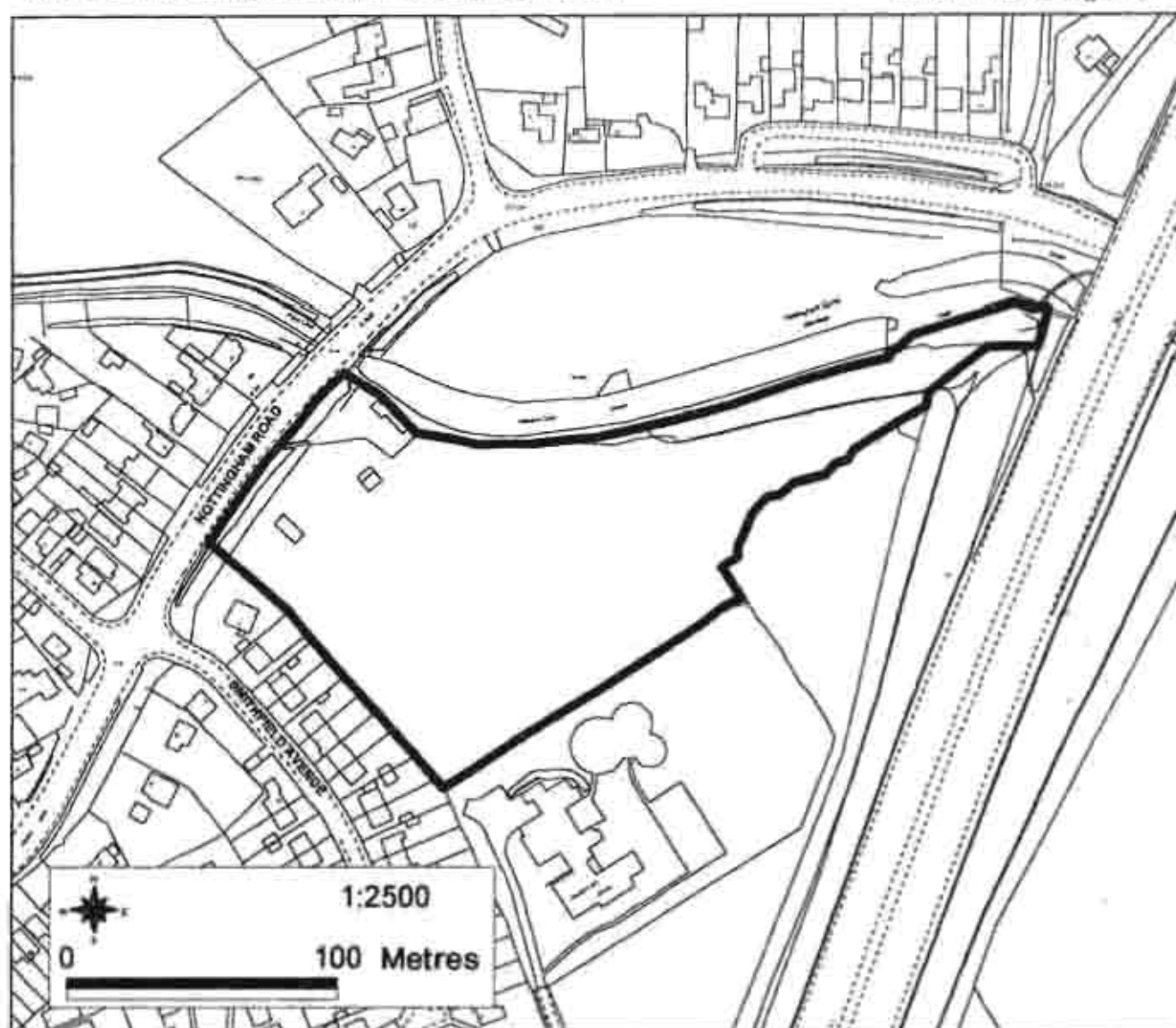
STRELLEY  
AND TROWELL



<b>Site Area:</b>	9.9 hectares (24.5 acres)
<b>Current Use:</b>	Agricultural land. (Grade 4)
<b>Ecological Value:</b>	A Site of Importance for Nature Conservation covers approximately 90% of the site
<b>Green Belt:</b>	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.
<b>Public Transport:</b>	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
<b>Road Access:</b>	Potentially from Ilkeston Road. However, it does not appear possible to provide a satisfactory means of access
<b>Other Issues:</b>	Around half the site is designated as Washland in the 1994 Local Plan and is liable to flooding.

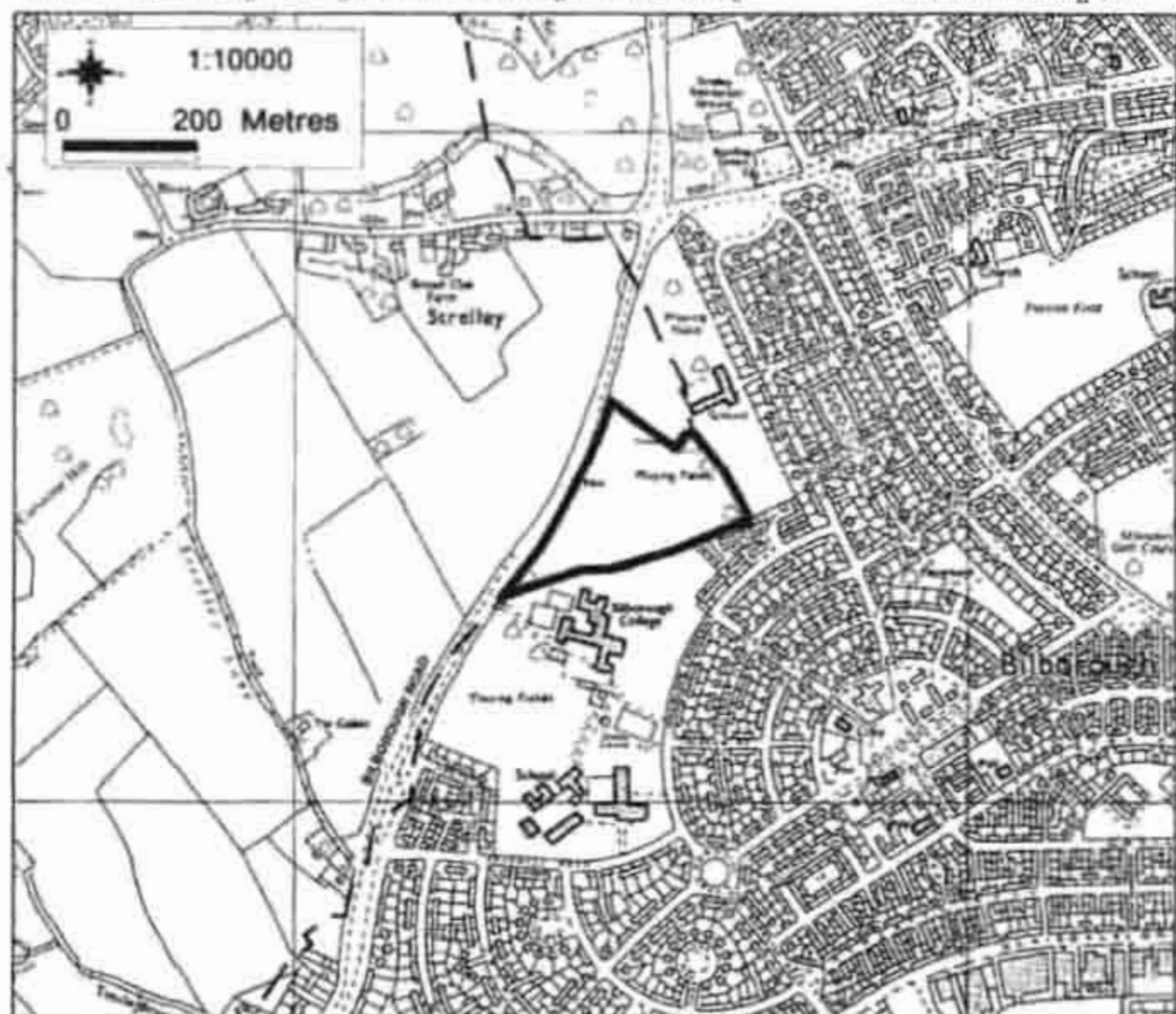


<b>Site Area:</b>	11.9 hectares (29.4 acres)
<b>Current Use:</b>	Agricultural land (10% Grade 3a, 40% Grade 3b, 50% Grade 4)
<b>Ecological Value:</b>	The site contains a Site of Importance for Nature Conservation
<b>Green Belt:</b>	The site lies within the Green Belt but lies close to the village of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



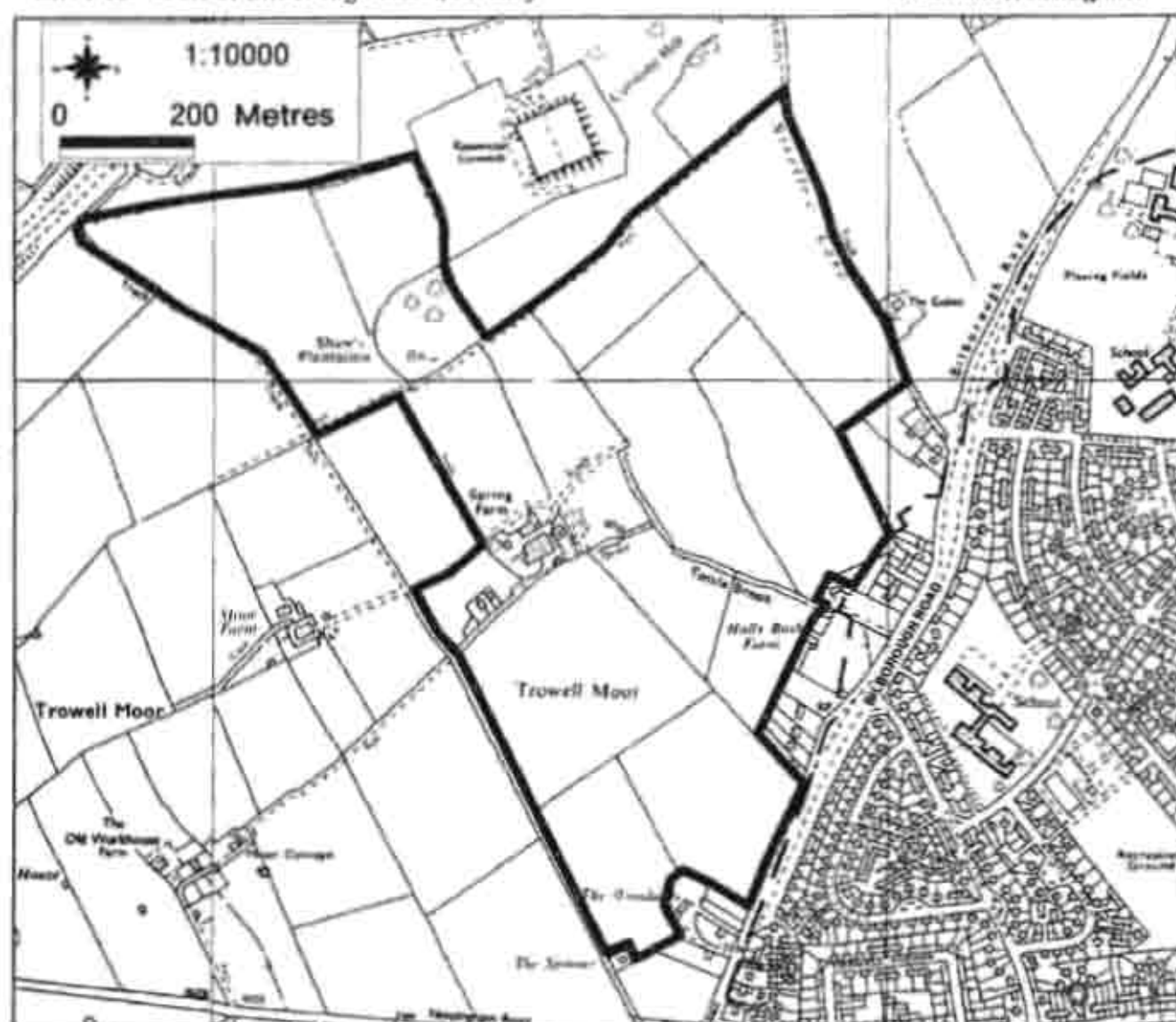
<b>Site Area:</b>	2.1 hectares (5.2 acres)
<b>Current Use:</b>	Agricultural land. (Ungraded)
<b>Ecological Value:</b>	The site adjoins Nottingham Canal which is a Site of Importance for Nature Conservation and an important wildlife corridor
<b>Green Belt:</b>	The site is currently within the Green Belt. The Council proposes to remove Trowell from the Green Belt in this review and this site could be incorporated in that removal
<b>Public Transport:</b>	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
<b>Road Access:</b>	Access would be gained from Smithfield Avenue and would require the removal of a dwelling
<b>Other Issues:</b>	Sound attenuation measures may be necessary to screen the site from motorway noise.





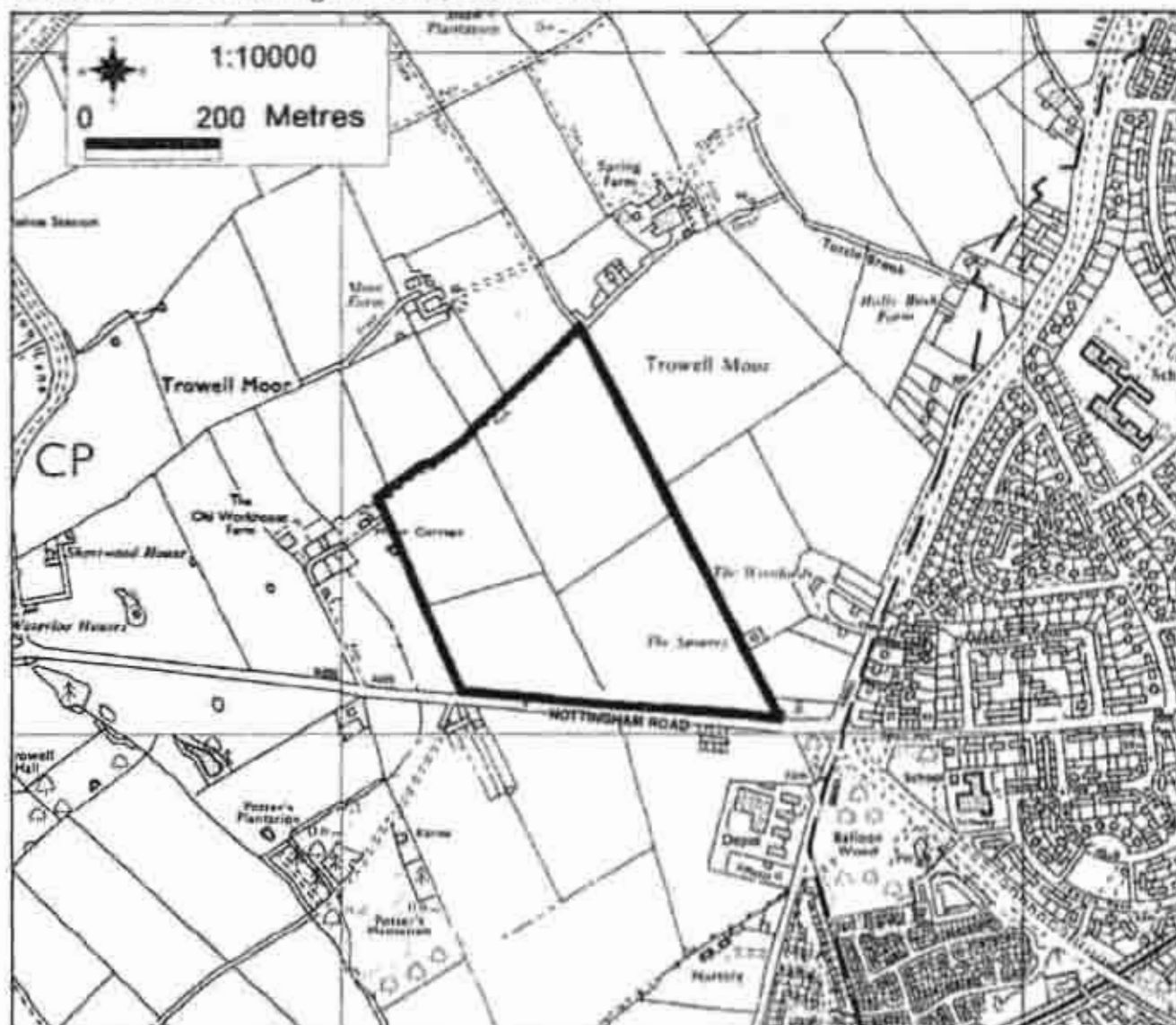
- Site Area:** 6.2 hectares (15.3 acres). The site is not in the Green Belt
- Current Use:** College playing fields (Grade 2 agricultural land)
- Ecological Value:** There are no designated wildlife sites on the land
- Public Transport:** A frequent bus service runs along Bilborough Road which bounds 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.





<b>Site Area:</b>	67.7 hectares (167.3 acres)
<b>Current Use:</b>	Agricultural land (10% Grade 2, 30% Grade 3a, 60% Grade 3b).
<b>Ecological Value:</b>	There are no designated wildlife sites on this land
<b>Green Belt:</b>	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
<b>Public Transport:</b>	A frequent bus service runs along Bilborough Road which bounds the east of the site
<b>Road Access:</b>	Access would be directly from Bilborough Road
<b>Other Issues:</b>	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)

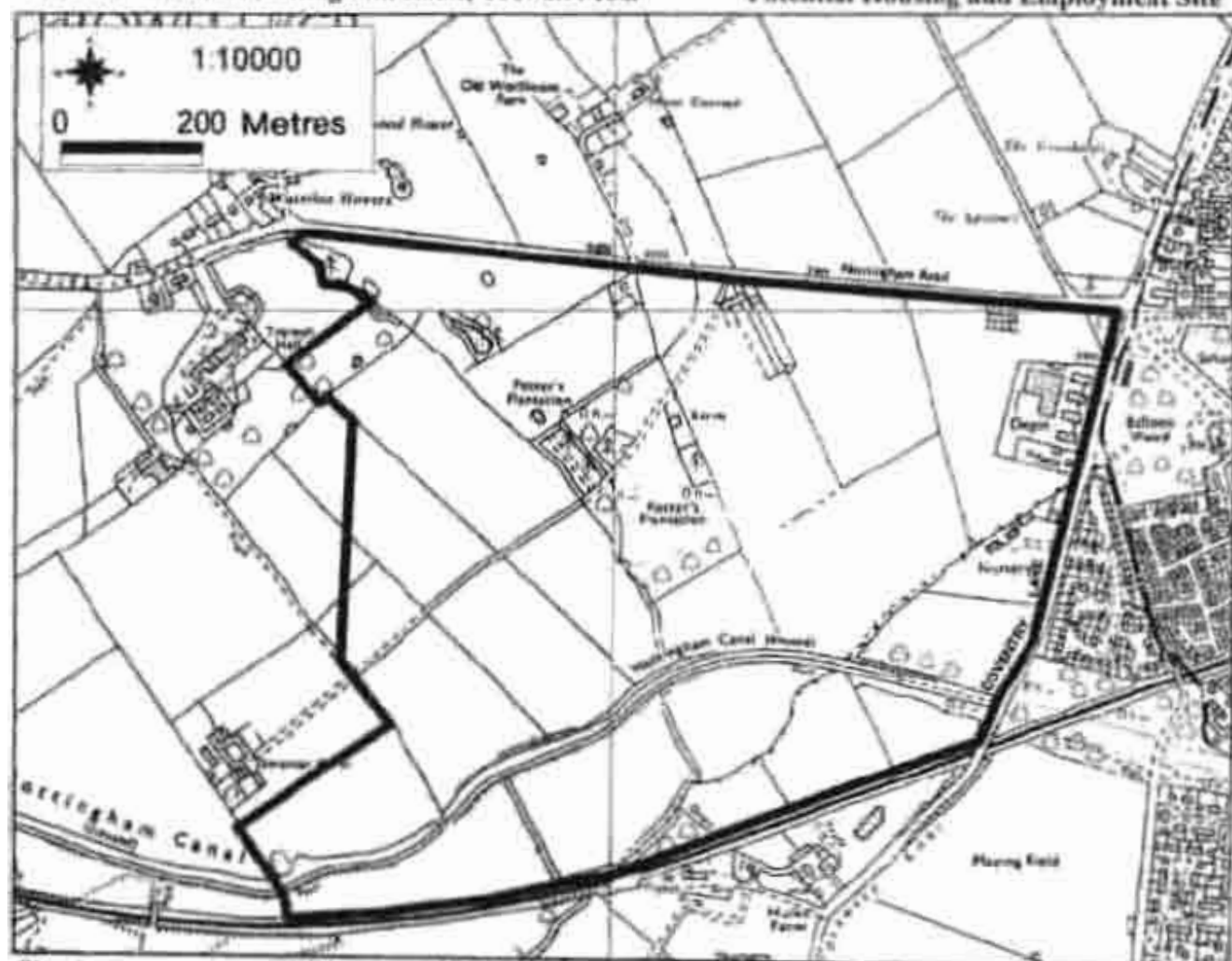
**Current Use:** Agricultural land (Grade 3b)

**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 Area:** 54.6 hectares (134.9 acres)

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

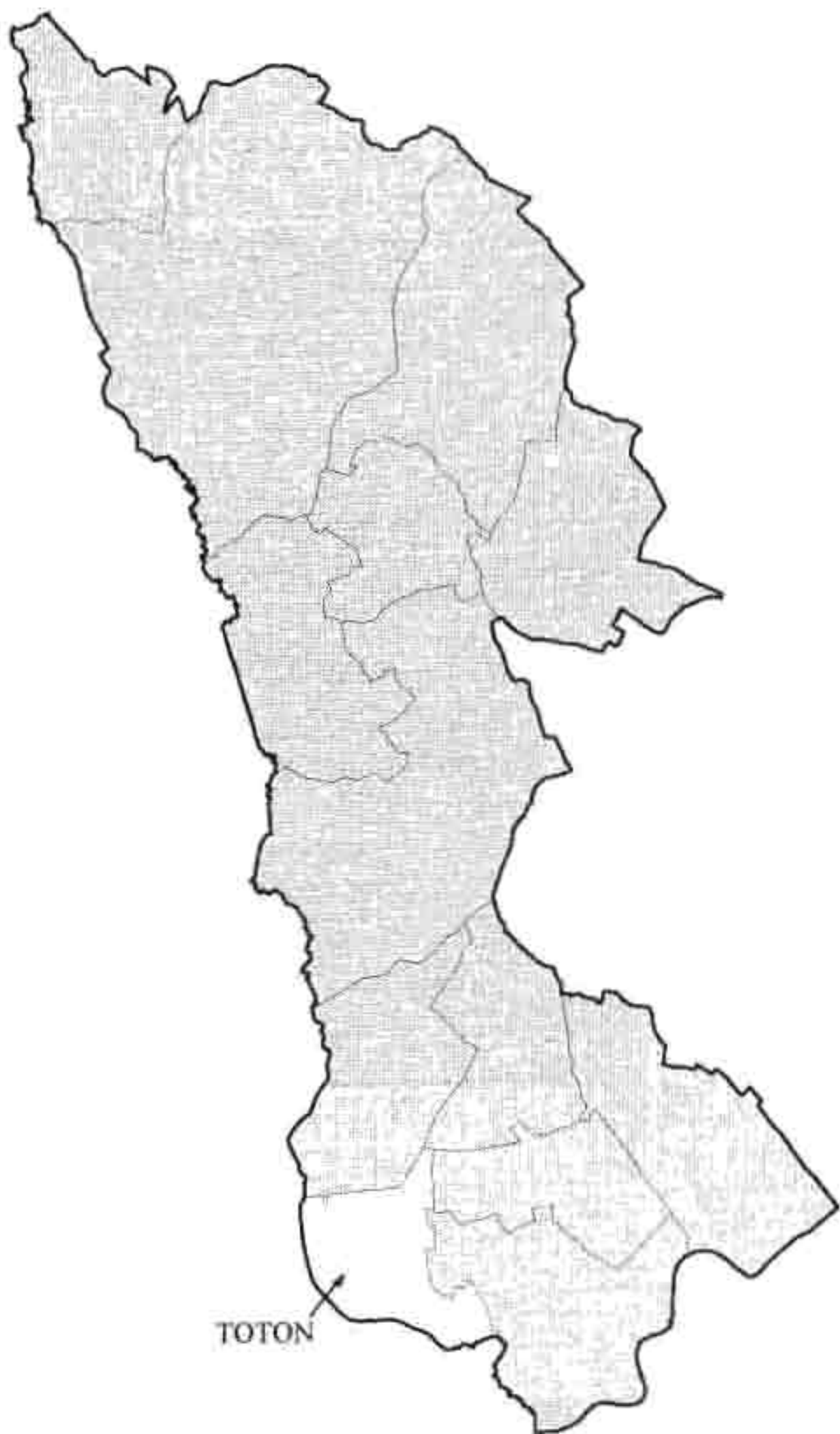
**Ecological Value:** The site includes part of the Nottingham Canal which is a Site of Importance for Nature Conservation and forms an important wildlife corridor

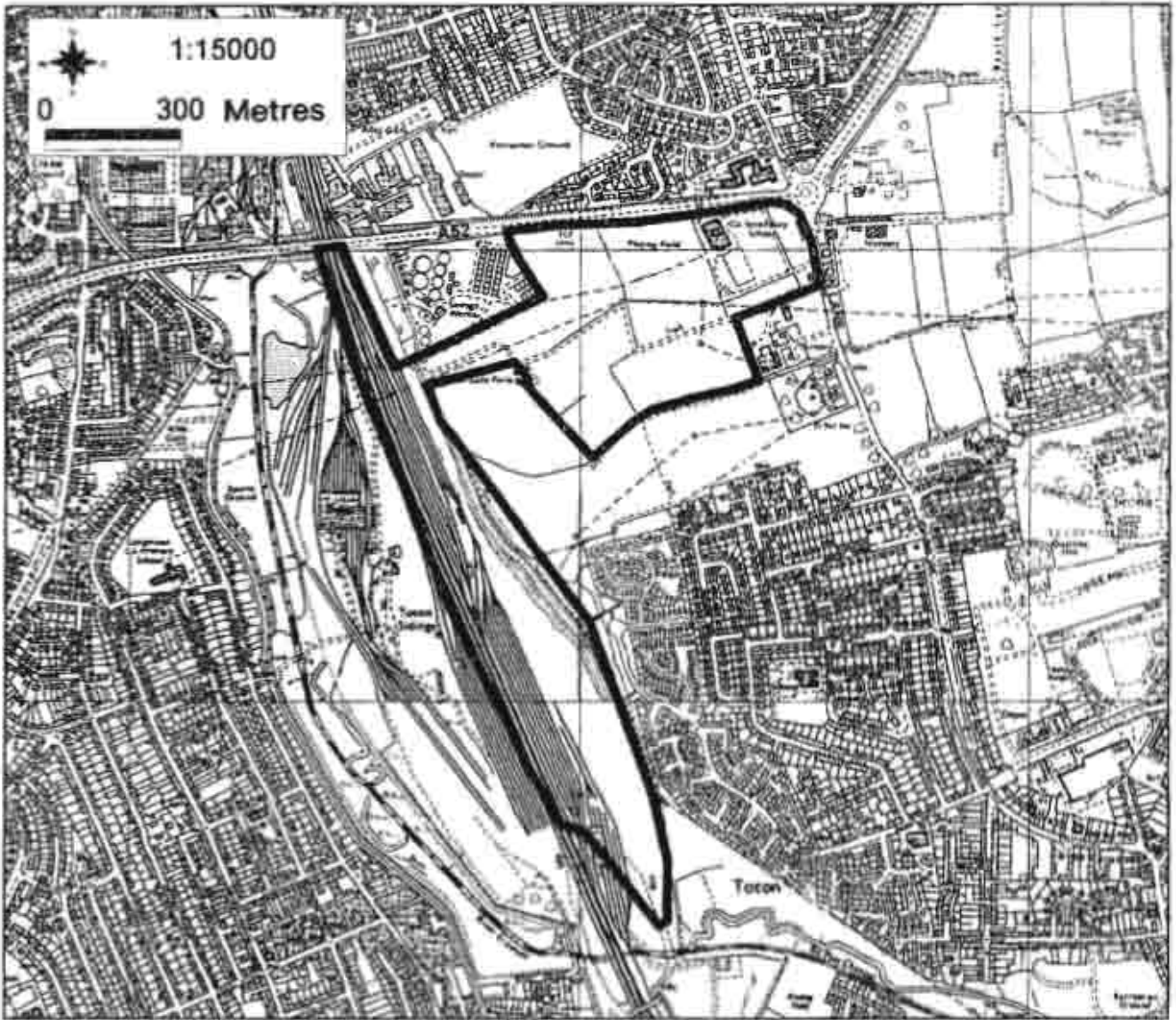
**Green Belt:** The site lies in the Green Belt on the edge of the urban area. Development would considerably narrow the Green Belt gap between Nottingham and Ilkeston. The current strong Green Belt edge provided by Coventry Lane would be breached and a new Green Belt boundary would need to be established.

**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.

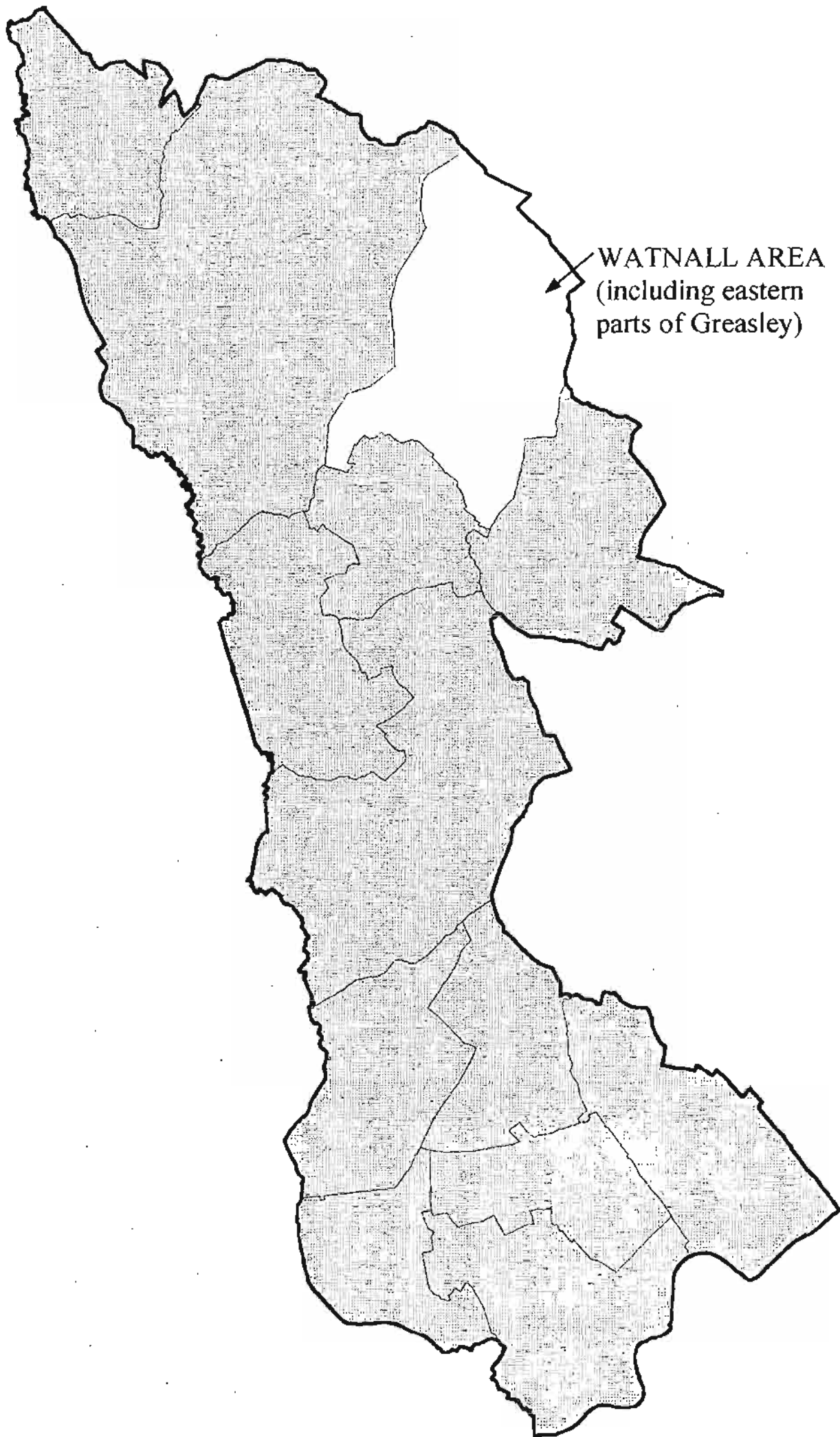




<b>Site Area:</b>	54.4 hectares (134.3 acres)
<b>Current Use:</b>	Agricultural land (45% Grade 2, 35% Grade 3a, 20% Grade 3b) and railway sidings
<b>Ecological Value:</b>	There are no designated wildlife sites in this area
<b>Green Belt:</b>	The site is in the Green Belt on the edge of the urban area.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







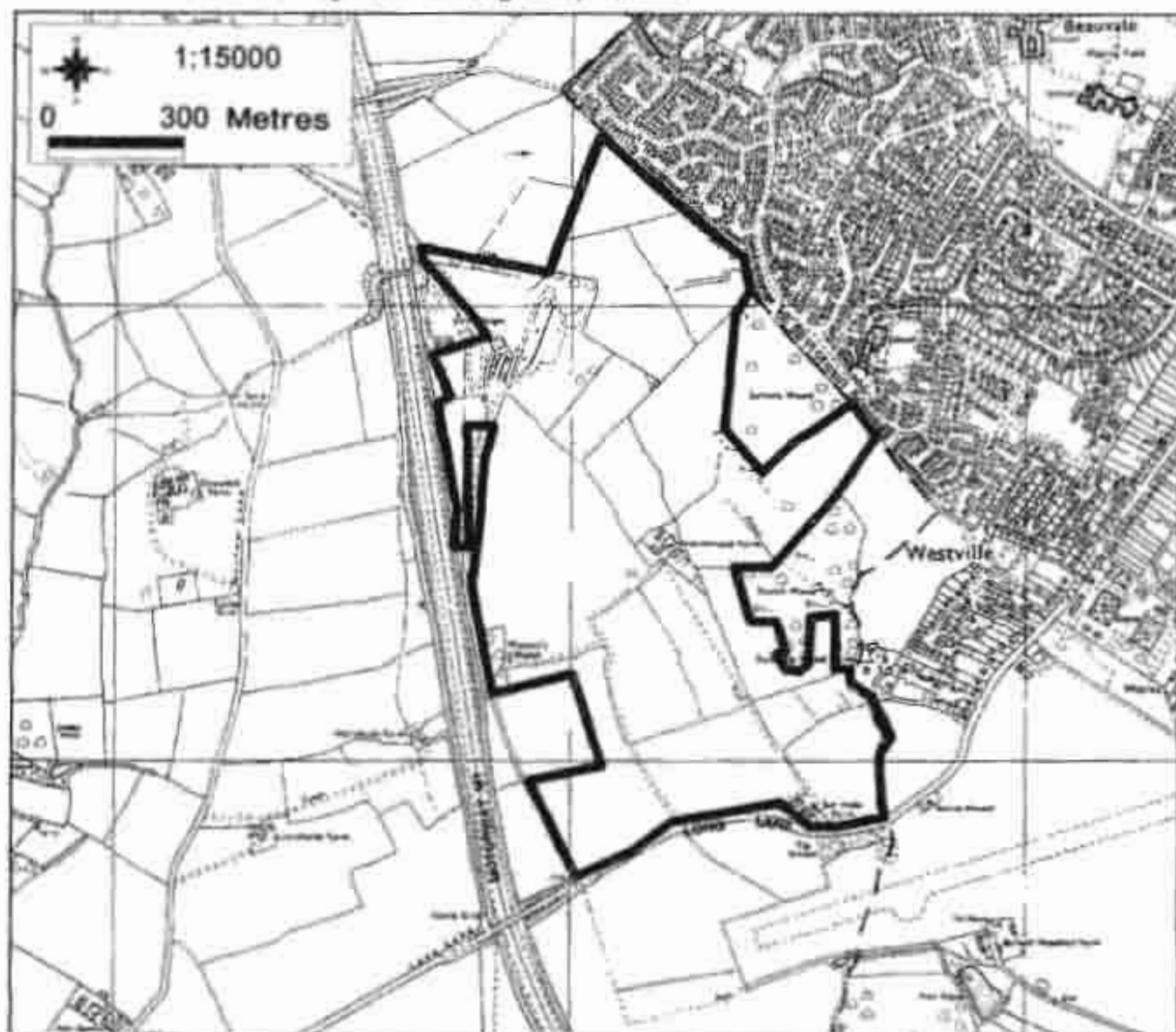
WATNALL AREA  
(including eastern  
parts of Greasley)





# Potential Housing and/or Employment Site

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



<b>Site Area:</b>	91.4 hectares (225.8 acres)
<b>Current Use:</b>	Agricultural land (40% Grade 2, 30% Grade 3a, 30% Grade 3b), disused former brick works.
<b>Ecological Value:</b>	There are no designated wildlife sites on this land
<b>Green Belt:</b>	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
<b>Public Transport:</b>	There are no frequent bus services within walking distance
<b>Road Access:</b>	From Long Lane, improvements would be needed
<b>Other Issues:</b>	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.

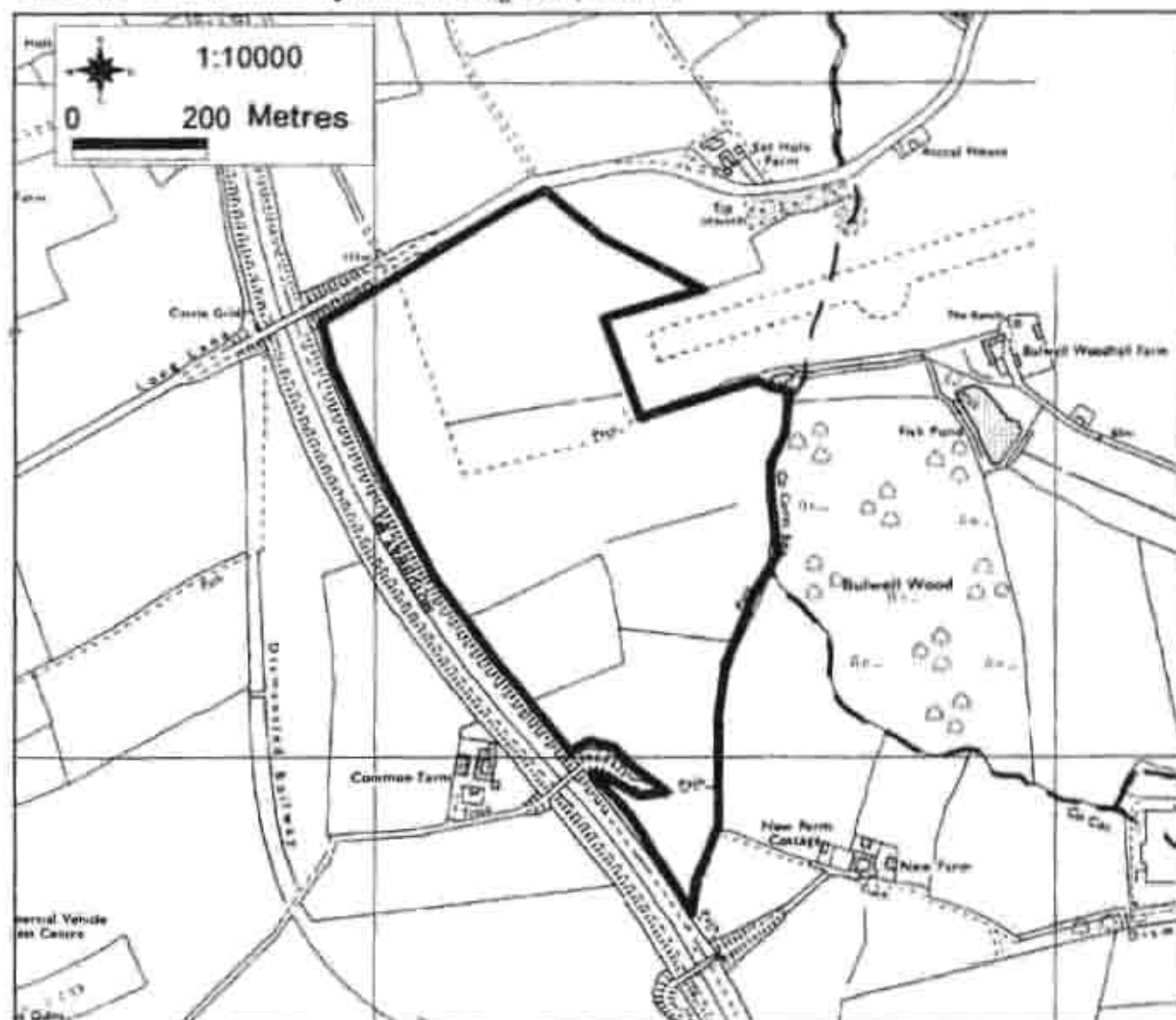




Potential Housing Business Park and Employment Site  
Site Wa4 South-west of motorway, north-east of Main Road, Watnall

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)

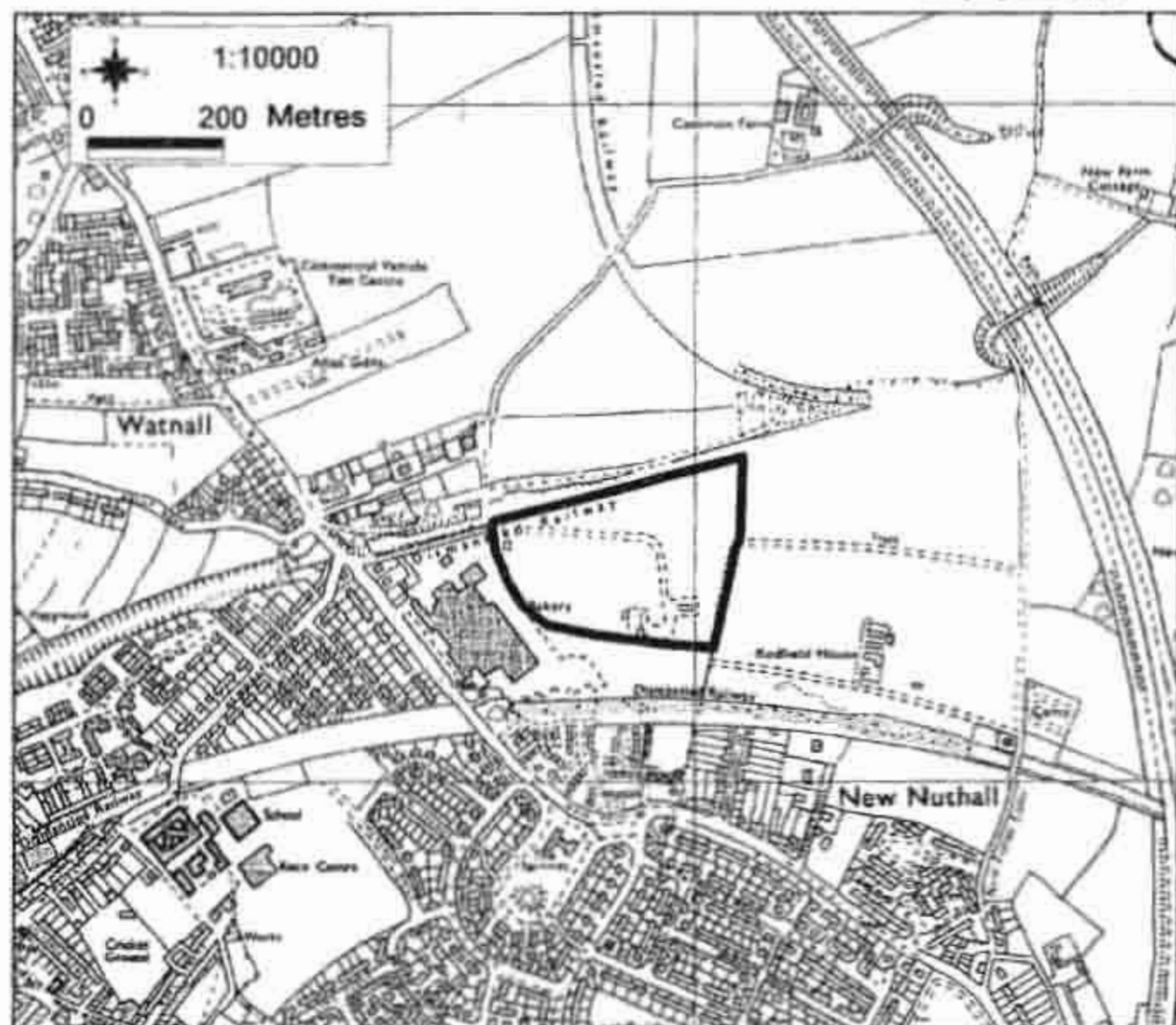
**Current Use:** Agricultural land (35% Grade 2, 40% Grade 3a, 25% Grade 3b)

**Ecological Value:** A Site of Importance for Nature Conservation covers approximately 5% of the site

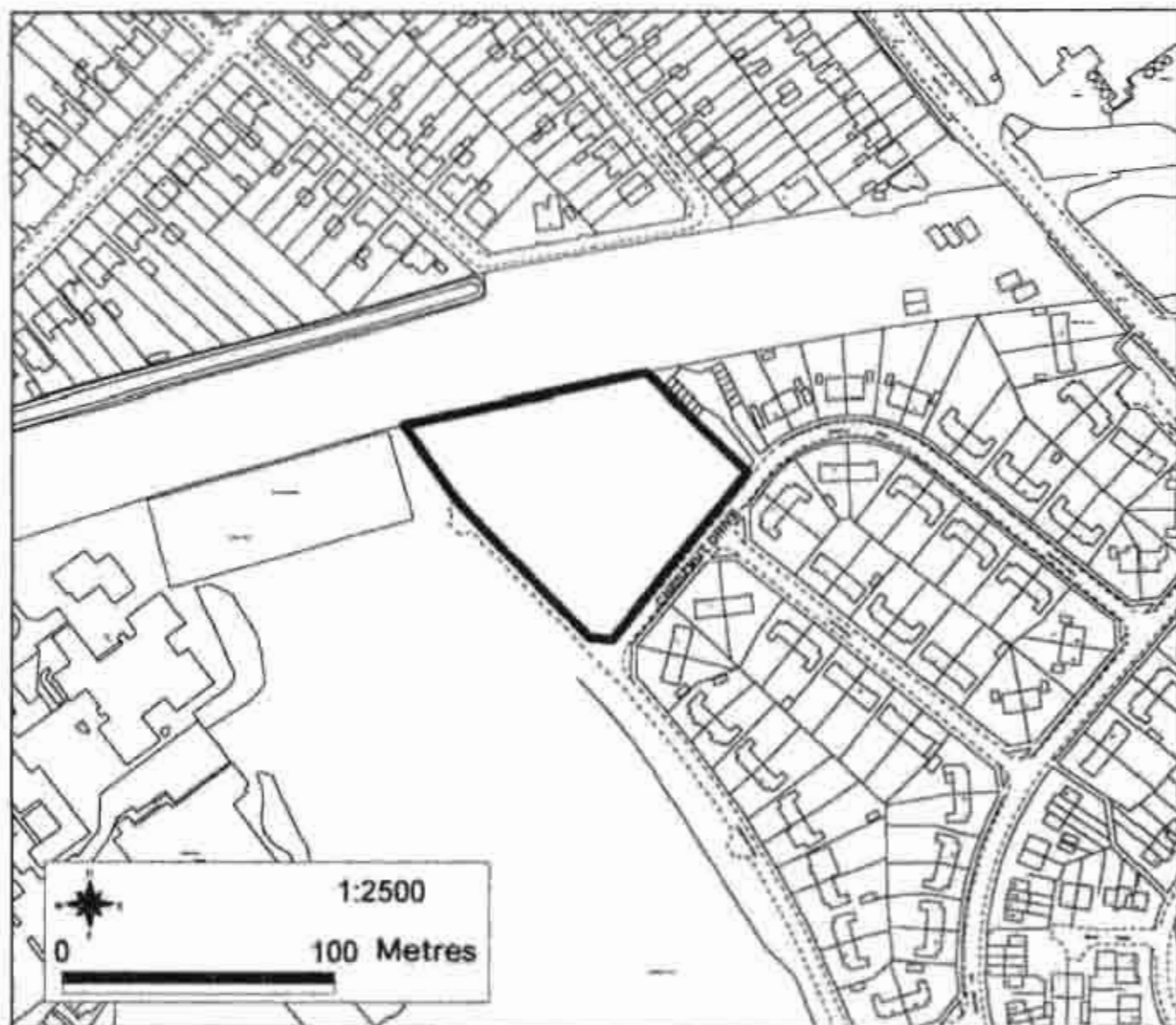
**Green Belt:** The site is in the Green Belt and remote from the urban area. It occupies part of the gap between Watnall and Hucknall

**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

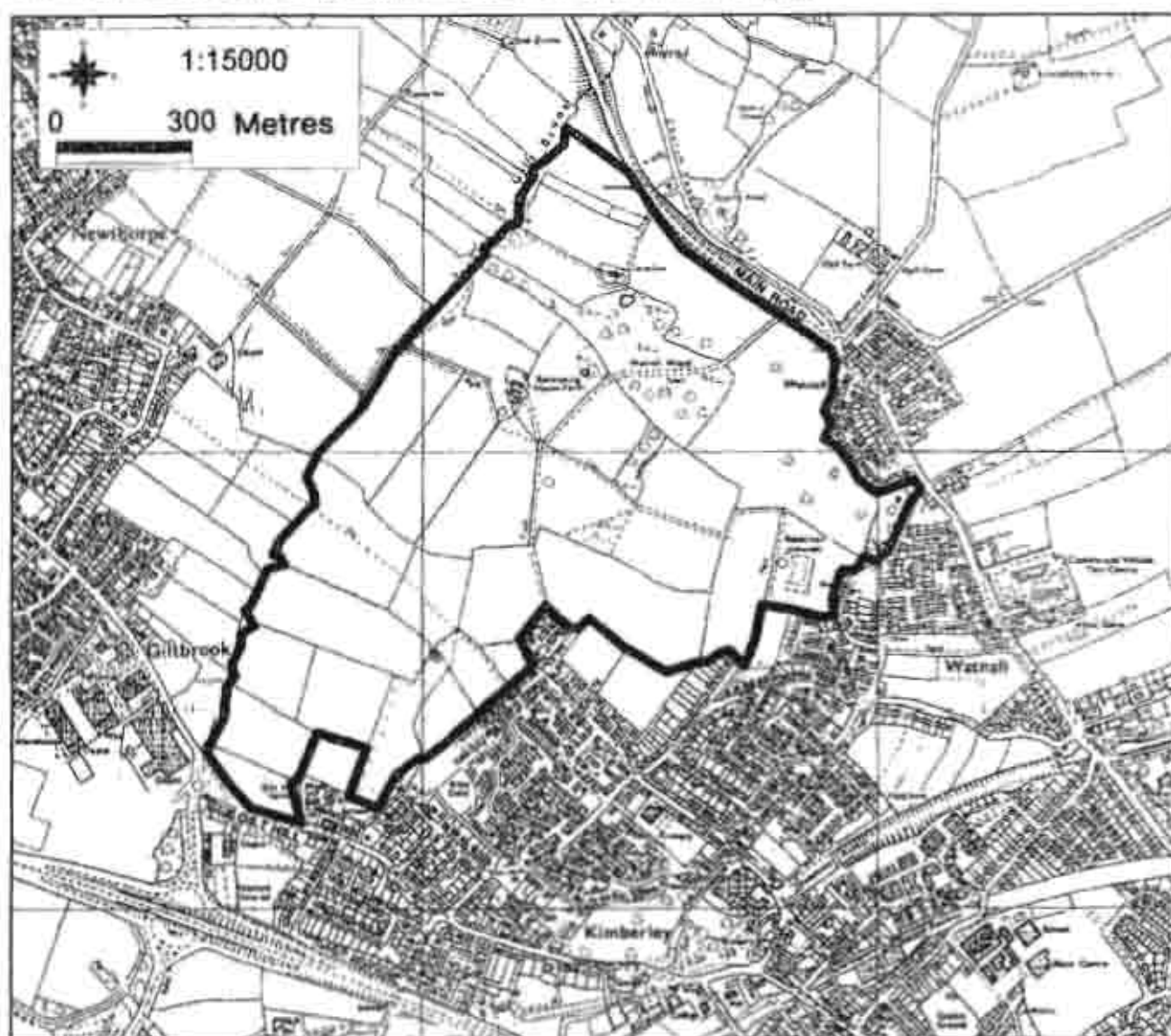


<b>Site Area:</b>	7.2 hectares (17.8 acres)
<b>Current Use:</b>	Coal stocking yard
<b>Ecological Value:</b>	There are no designated wildlife sites on this land
<b>Green Belt:</b>	The site is in the Green Belt and adjacent to the urban area. It occupies part of the gap between Watnall and Hucknall
<b>Public Transport:</b>	There are no frequent bus services within walking distance
<b>Road Access:</b>	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
<b>Other Issues:</b>	The Nottingham Express Transit route may run adjacent to the site

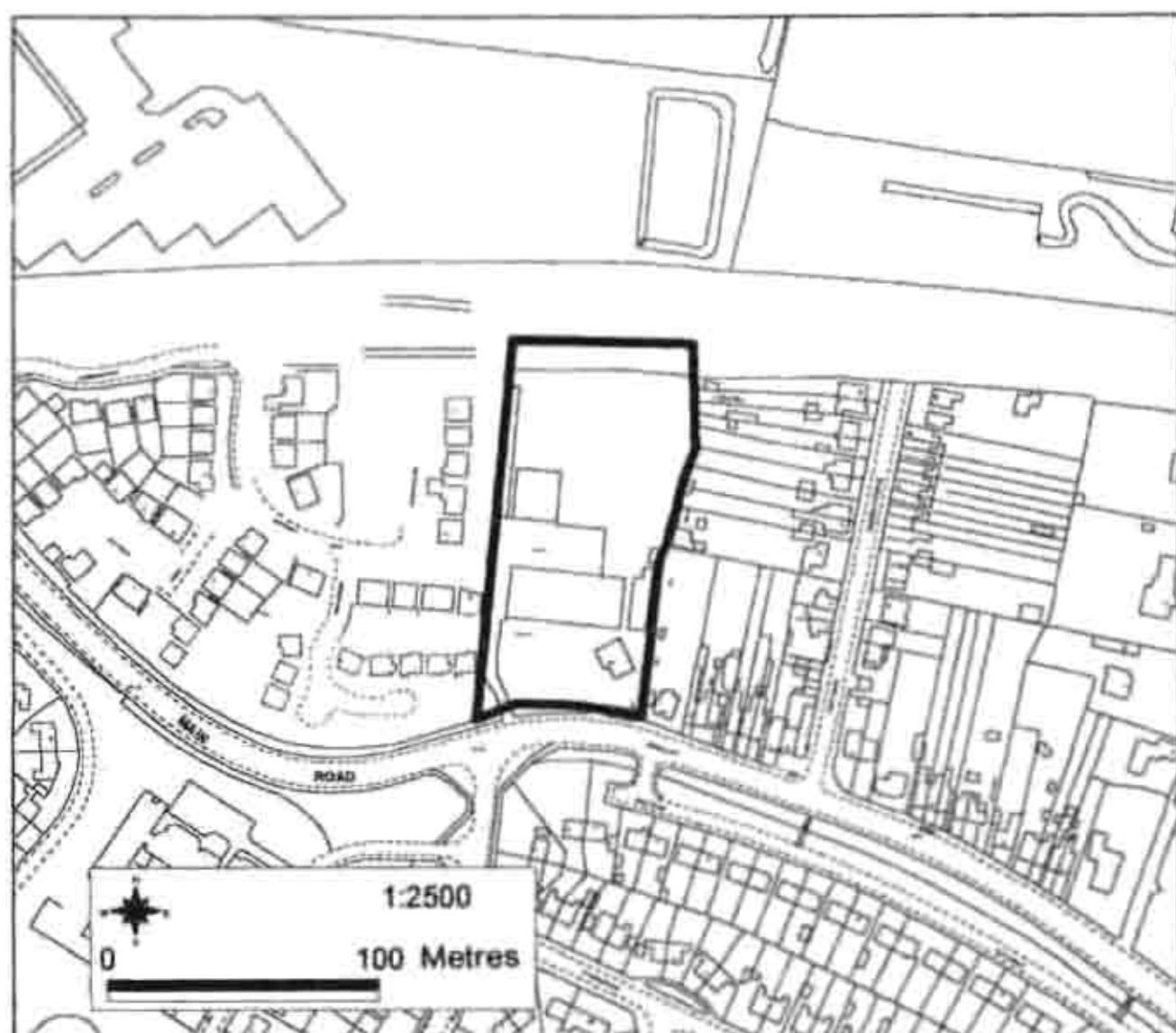


- Site Area:** 0.7 hectare (1.7 acres). The site is not in the Green Belt
- Current Use:** Part of Kimberley Comprehensive School grounds, but not safeguarded in the 1994 Broxtowe Local Plan
- Ecological Value:** There are no designated wildlife areas within this site
- Public Transport:** There are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





<b>Site Area:</b>	113.7 hectares (281.0 acres)
<b>Current Use:</b>	Agricultural land (30% Grade 3a, 70% Grade 4) and woodland
<b>Ecological Value:</b>	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.
<b>Green Belt:</b>	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
<b>Public Transport:</b>	Frequent bus services run along Gilt Hill which is accessible from the southern part of the site
<b>Road Access:</b>	From Gilt Hill and/or Main Road. Improvements are likely to be needed to the roundabout at the Gilt Hill/Nottingham Road junction.
<b>Other Issues:</b>	Most of the site is elevated and very prominent.



- 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.