

BROXTOWE LOCAL PLAN

Written Statement

Chapters		Page No
1	INTRODUCTION	1
2	HOUSING	7
	- Descriptive text	10
	- Policies for housing (HO1-HO17)	
3	EMPLOYMENT	19
	- Descriptive text	23
	- Policies for employment (EM1-EM11)	
4	TRANSPORT	29
	- Descriptive text	33
	- Policies for transport (TR1-TR13)	
5	SHOPPING	39
	- Descriptive text	44
	- Policies for shopping (SH1-SH11)	
6	ENVIRONMENT	49
	- Descriptive text	54
	- Policies for the environment (EV1-EV21)	
7	RECREATION	65
	- Descriptive text	71
	- Policies for recreation (RE1-RE20)	
8	COMMUNITY FACILITIES & SERVICES	81
	- Descriptive text	86
	- Policies for community facilities & services (CO1-CO12)	
9	IMPLEMENTATION, MONITORING AND REVIEW	91

Adopted April 1994

**Broxtowe Borough Council, Directorate of Planning & Development,
Council Offices, Foster Avenue, Beeston, Nottingham NG9 1AB**

BROXTOWE LOCAL PLAN: WRITTEN STATEMENT

Adoption date

This Local Plan was adopted on 28th April 1994. It replaces the previous Broxtowe Local Plan adopted in May 1985.

How to use the Local Plan:

A Local Plan deals with a wide range of topics, and is used by people for many different reasons. The Proposals Map shows how the Local Plan affects any particular site. For ease of handling, the Proposals Map is split into a North Map and a South Map, as shown on the borough map printed on the folder. The reference numbers on the Proposals Map relate to policies in the Written Statement, which are arranged under their relevant subject chapters. There are also ten small borough-wide maps within the Written Statement at the end of the chapters to which they relate.

An index of the Local Plan's policies appears in Appendix 1 in the separately-bound Appendices document. Throughout the Plan land areas are given in hectares (1 hectare = 2.47 acres)

Further Information:

If you require further information on the Plan, please contact the Directorate of Planning and Development, Broxtowe Borough Council Offices, Foster Avenue, Beeston, Nottingham NG9 1AB, or telephone Nottingham 254891 and ask for extension 4483 or 4482 (Clive Keble or Tony Ward). The Council's telephone number will change to 9254891 from August 1994. Copies of the Local Plan may be inspected at public libraries in the borough, or at the Council's offices; they may be purchased from the above address at £20 per copy inc. V.A.T. Cheques should be made payable to 'Broxtowe Borough Council'.

1 INTRODUCTION

THE LOCAL PLAN AND THE DEVELOPMENT PLANS SYSTEM

1.1 Together with the approved Structure Plan, an adopted Local Plan forms the overall Development Plan for a given area under the provisions of the Town and Country Planning Act, 1990. The Nottinghamshire Replacement Structure Plan, which covers the period up to 2001, was approved in October 1991. The Local Plan adopts a similar time horizon and is required to be in general conformity with the Structure Plan.

1.2 This Local Plan fully replaces the Broxtowe Local Plan prepared in accordance with the previous Structure Plan and adopted in 1985. In addition, the Plan replaces the informal plans affecting the Borough* and the formal Nottinghamshire Green Belt Local Plan which was adopted by the County Council in 1989. Any mineral and waste disposal plans prepared by the County Council will, however, continue to have statutory force within the Borough after the adoption of this Local Plan.

1.3 The function of a Local Plan is to provide the detailed framework for the control of development and other use of land. This is achieved through:

- Proposals for the use and development of land to meet the general requirements of the Structure Plan and to ensure the continued economic and social well-being of the Borough.
- Policies for the day-to-day control of development, together with other proposals to address environmental and other planning problems.

1.4 The procedure for preparing a Local Plan provides for extensive consultation with the general public and other interested parties prior to adoption. This involves:

- Initial consultation, survey analysis and preparation of a draft Plan.
- Public participation on the draft Plan and subsequent amendment.

* Beeston Town Centre Plan 1976; Brinsley Policy Statement 1979; Bramcote Hills Open Space Plan 1981, Attenborough and Long Eaton Gravel Workings Plan.

- Deposit of the amended Plan and public inquiry, chaired by an independent inspector, to consider any objections received.
- Formal adoption of the Plan, following consideration of the inspector's report and subsequent modification.

1.5 Appendix 13 gives details of the consultation and public participation exercise which was carried out during January and February 1992, and the subsequent deposit, inquiry and adoption stages of the Plan.

The need for a new Broxtowe Local Plan

1.6 To be effective, Local Plans must remain up to date and relevant to local circumstances. The approval of a new Structure Plan in 1991 meant that the 1985 Broxtowe Local Plan needed to be examined.

1.7 In addition, there has been considerable progress in implementing the proposals of that document and significant legislative and policy guidance changes have occurred since its adoption in 1985. The extent of this progress and change is such that a comprehensive review has been necessary. Nevertheless, a large number of policies of that Plan have been successful and remain relevant. Together with the outstanding proposals and commitment for development on appropriate sites, the principles of these policies have been carried forward. Appendix 1 lists the policies of this Local Plan and, where appropriate, cross references them to the 1985 document.

The form and content of the Plan

1.8 The Local Plan comprises a Written Statement (together with appendices) and a Proposals Map (in this case two sheets showing the north and south of the Borough for ease of handling). The Proposals Map shows the location and extent of proposals for the development, or other use, of land and defines the areas over which development control policies apply. The policy reference numbers used on the Proposals Map are the same as those used in the text of the Written Statement. The main body of the Written Statement comprises seven further sections covering the various topics of the Local Plan. In each case, background information is followed by the Local Plan policies, shown in bold type in boxes, together

with reasoned justifications for each policy. A final section of the Local Plan addresses the implementation, monitoring and review of the policies and proposals set out in the Plan. A number of appendices are included in the Plan folder, which give further information on the policy context of the plan, technical details and information on individual locations and buildings which fall within the scope of the plan's policies. The terms used in policies are, wherever possible, closely based on the classes of the Town and Country Planning Use Classes Order 1987, which is summarised in Appendix 2.

The Local Plan area

1.9 The Plan covers the whole of the administrative area of the Borough. It is bounded to the east by the City of Nottingham, to the north and south by the districts of Ashfield and Rushcliffe and to the west by the towns of the Erewash Valley in Derbyshire. In April 1993, revisions to the Nottinghamshire/ Derbyshire boundaries came into effect.

1.10 The estimated population of the Borough according to the 1991 Census was 107,140. A breakdown based on ward divisions is given below. The bulk of the population is concentrated in the urban areas which centre on Beeston, Stapleford, Eastwood and Kimberley. Awsworth and Brinsley are sizeable, separate communities. Cossall and Strelley have remained small villages.

Population Estimates (1991 Census figures)

Attenborough	4,860
Awsworth & Cossall	3,224
Beeston	20,023
Bramcote	5,917
Brinsley	2,486
Chilwell	11,861
Eastwood	11,643
Greasley	10,099
Kimberley	4,600
Nuthall	5,192
Stapleford	17,165
Strelley & Trowell	2,635
Toton	5,635
<hr/>	
Broxtowe Total	107,140
<hr/>	

1.11 The character and landscape of the Borough varies between the north and the south. Physically the south is dominated by the Trent Valley and the lower parts of the Erewash Valley, but the sandstone hills

and ridges around Bramcote are a significant local landscape feature. The western boundary of the Borough follows close to the course of the River Erewash and the valley is therefore of significance, whilst the landscape of the remaining northern area is generally more open and undulating than in the south. The underlying geology comprises the coal measures and some areas show the effects of coal mining. In general terms, however, the landscape is attractive and unspoilt, with a complex pattern of wooded areas, valleys and ridges and relatively small fields.

1.12 The function of the settlements in the two areas has been historically different. The northern settlements, which were originally rural, developed in association with coal mining, although there are now no active pits in the area. As a consequence of this decline considerable physical, economic and social change is occurring in tandem with extensive recent housing and industrial development. The towns in the south of the Borough, whilst historically related to the textile industry of the Nottingham area and the Erewash Valley, have developed as part of the wider built up area around Nottingham. They do, however, each retain a specific community identity. The area is heavily built up with only relatively small, but consequently very important, areas of open land separating the main settlements. There has been extensive post-war residential development in this area.

1.13 The main communications links in the Borough run east-west, rather than north-south, although the development of the Western Outer Loop Road improved the situation. The M1 motorway bisects the Borough and there are junctions which serve the Greater Nottingham area at Nuthall (Junction 26, A610) and at Sandiacre (Junction 25, A52). The main railway line from Nottingham to London runs through the south of the area. Local services also run on this line and there are stations at Beeston and Attenborough. There is also a station at Langley Mill, just outside the Borough, on the Nottingham-Sheffield line.

1.14 The Plan area has strong links with the adjoining areas both in terms of housing and employment because of its situation in relation to Nottingham. There are, however, several large individual employers including the Boots Company plc, GPT Limited and the Ordnance Depot at Chilwell, which provide a large part of the employment opportunities in the south. Contraction has however occurred at GPT and Chilwell. The only remaining parts of the coal industry in the north are the British Coal administrative

offices at Eastwood Hall. The Hardy-Hanson Brewery is an important employer in Kimberley and there is a large bakery in Watnall. There are few other single, large employers in the north but new jobs have been provided in recent years through the development and occupation of a number of industrial units on the A610 corridor. The shopping and service functions of the four town centres are also important sources of employment in addition to their role as commercial and social focal points for the community.

1.15 The Plan area is, therefore, diverse and because of its situation development pressures are high. The Local Plan is consequently of great importance in accommodating the development needs of the Borough at the same time as protecting the environment with the intention of ensuring that Broxtowe remains a pleasant place in which to live and work.

THE OVERALL POLICY CONTEXT

Government Policy

1.16 Government Policy is contained in the town planning legislation and explained through Department of the Environment (DoE) circulars and the series of Planning Policy Guidance Notes (PPGs). The Local Plan has been prepared within the context of these policies which to a large extent dictate the procedures involved and its form and content.

Regional guidance

1.17 The East Midlands Regional Planning Forum submitted its draft strategy to the Secretary of State in February 1992. The formal Regional Planning Guidance emerged in draft form in July 1993 for consultation. A final version was issued in April 1994.

Structure Plan

1.18 The substantive policy context for the Local Plan is provided by the Nottinghamshire Replacement Structure Plan (1991-2001). This Local Plan review was begun at the time when the submission draft of that document was being prepared. The Structure Plan sets out the overall development strategy for the County and provides guideline figures on a district by district basis for employment and residential growth. It also outlines County wide policies in respect of transport, shopping, recreation, tourism, community services, minerals, energy, utilities and environment, which are considered in more detail in the individual chapters of this document. The principles upon which the Structure Plan, and consequently the Local Plan are based are as follows:-

- A commitment to continuing economic development at the same time as maintaining environmental quality.
- The concentration of development within towns and adjoining urban areas as a means of promoting the efficient use of land and transport and to minimise pressure on the Green Belt.
- The maintenance and enhancement of town centres for shopping, employment, social and community activities.

In July 1993, a Consultative Draft was issued for a Review of the Structure Plan to roll it forward to the year 2011. This process will make it necessary to review the Broxtowe Local Plan in the mid-1990s, as noted in paragraph 9.16.

Green Belt

1.19 The extent of the Green Belt in Broxtowe is an important determining factor in planning for the Borough (see Plan 1). It is long established and was defined in the previous Local Plan. However, the Nottinghamshire Green Belt as a whole was not formally confirmed until the adoption of the Nottinghamshire Green Belt Local Plan in July 1989. The Structure Plan has, therefore, been prepared in this context and as a consequence the development strategy for Broxtowe is based on the principle of the needs of the Borough being met rather than the accommodation of pressure from other areas. Therefore, whilst there is considerable market potential for the release of land for housing, the Local Plan releases land only to meet established requirements. The release and development of industrial land is similarly constrained although it is recognised that certain sites fulfil a wider employment function. The intended longevity of Green Belt protection also means that unless exceptional circumstances prevail, any unallocated land which is not required to meet the provisions of the Structure Plan should be protected so as to remain available to meet development needs in the longer term.

The Local Plan Strategy

1.20 This context of limited growth formed the basis for the overall strategy for the Local Plan review which was approved by the Borough Council in January 1990 and subsequently reaffirmed following the initial public consultation exercise. The overall strategy is reproduced overleaf:

"The intention of the review is to ensure that the Local Plan remains up to date and relevant, in accordance with the emphasis of recent planning guidance from central government.

The general approach will be that the Local Plan should provide for necessary future development in the Borough and be capable of meeting the needs of the community. At the same time, it will need to take account of conservation interests and the need to protect the local environment for both present and future generations."

1.21 This strategy has subsequently been amplified in the formulation of the specific objectives and issues for each topic area which are outlined in detail in later sections.

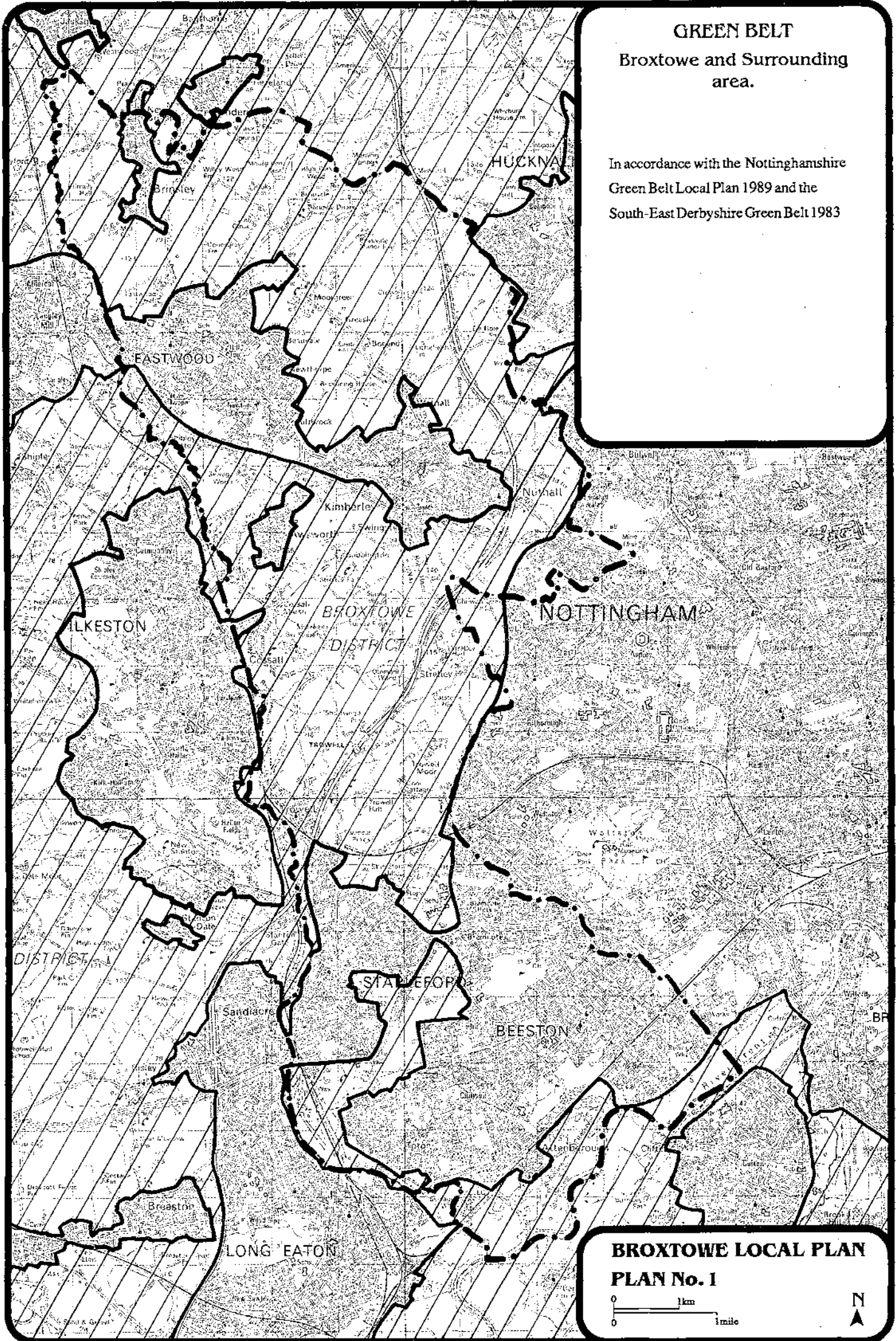
Other plans and policies

1.22 The Local Plan has also been prepared to take account of the plans and policies of adjoining local authorities and, in particular, the Derbyshire Structure Plan 1990 and the City of Nottingham Local Plan 1990; in addition, account has been taken of the principles which underlie the County Council annual statement of Transport Policies and Programme (TPP), the Borough Council annual Housing Investment Programme and Strategy (HIPS). It is, however, acknowledged that the detailed policies set out in annual programmes are liable to changes which cannot always be reflected in a longer-term Local Plan. Where any substantial change in principle occurs it may be necessary to review the Local Plan in part. Central government policy on health and social services provision (in particular Care in the Community), national transport policies and the policies and advice of a number of other organisations including English Heritage, the Countryside Commission, the Sports Council, and the National Playing Fields Association have also been taken into consideration.

GREEN BELT

Broxtowe and Surrounding
area.

In accordance with the Nottinghamshire
Green Belt Local Plan 1989 and the
South-East Derbyshire Green Belt 1983



**BROXTOWE LOCAL PLAN
PLAN No. 1**

0 1km
0 1mile

N
▲



CHAPTER 2

HOUSING

2 HOUSING

Introduction

2.1 The Borough Council contains a range of housing areas of a variety of ages which are generally well located in relation to amenities and transport facilities, and which provide for people across a wide spectrum of ages, incomes and family circumstances. The Borough housing stock is concentrated in the main towns, which are tightly bounded by the Green Belt.

Population

2.2 The Structure Plan figures use an estimated base population of 106,100 people as at 1986. This represented 10.5% of the County's total population, but Broxtowe covers only 3.8% of the total area of Nottinghamshire. According to projections used in the Structure Plan Review, the Borough's population is expected to rise by 1.2% between 1986 and 2001, following a more dramatic increase in recent years. A substantial increase in the proportion of one-person households, as indicated by the figures for the County given in Table 1, is likely to continue. The Borough's population is becoming increasingly elderly, as Table 2 shows and this trend is also expected to continue. It should be noted that the size of the population is not directly related to the dwelling requirement set out in the Structure Plan (see paragraph 2.9). Other factors such as household size, population structure and land supply constraints based on environmental considerations are significant. The presence of a substantial number of students in the Beeston area is also a factor to be taken into account.

Table 1 - % of Single Person Households in Nottinghamshire

	1981	1991
Single Person Households	7192 (19%)	10139 (24%)
Total Households	37815	42914

Table 2 - Population by Age, Broxtowe

	1981	1991
Children (0-14)	20.8%	17.8%
People of Working Age	62.8%	64.2%
Retired People (60 (F)/65(M) and over)	16.4%	18.0%

Existing Housing

2.3 The Borough's dwelling stock comprises some 44,500 dwellings. The large majority are owner occupied, as illustrated in Table 3. The private sector has played the major role in providing new housing in recent years, as shown in Table 4. The Council's recent role in housing provision has been to meet specialist needs and it has provided 353 units for the elderly between 1985 and 1993. The Council now plays a growing enabling role in the provision of low cost housing for rent or sale by Housing Associations. Private builders have tended, in recent years, towards the provision of relatively large houses, but developers are now more frequently seeking to provide a wider range of housing types. The dwelling stock is generally in good repair, with low vacancy rates and there is no clearance programme in the Borough. There is a relatively high degree of multiple occupation, particularly in areas such as Beeston Rylands, resulting from the proximity of the University and the Queen's Medical Centre.

Table 3 - Dwelling Stock by Tenure - Broxtowe, 1991 Census

Owner Occupied	77.7%
Council Rented	12.9%
Private Rented	7.9%
Housing Association	1.5%

Table 4 - Housing Completions by Type - 1985-93, in Broxtowe

Private	3418
Local Authority	353
Housing Association	101
Total	3872

Major housing sites 1976-93 are shown on Plan 2 at the end of the Chapter

THE POLICY CONTEXT

Central Government Policy

2.4 Planning Policy Guidance (PPG) Note 3 on Housing, issued in March 1992, advises that the provision made in structure plans for new housing has to be translated into specific land allocations in local plans. Local authorities are expected to ensure that five years' supply of housing land is available at all times.

2.5 PPG 3 along with PPG17 on Sport and Recreation and the DoE White Paper 'This Common Inheritance' place emphasis on the need to protect urban green spaces for recreation or environmental value. The guidance states that local planning authorities should consider housing proposals in terms of their relationship to their setting, and should seek to ensure that the cumulative effects of redevelopment do not damage the character and amenity of established residential areas. It also states that in certain circumstances the provision of low-cost housing for local need can justify releasing land which would not otherwise be available for housing, as an addition to the provision made for general housing demand.

2.6 In addition, PPG 12 on development plans states that local plans may include policies on the densities for new housing in areas allocated for development and refers to the need for a range of housing types at varying price levels. The Note also states that a broad measure of phasing of housing land may be necessary, particularly in areas of high demand. Broxtowe is such an area and whilst the sites allocated in this plan are not sufficiently large to justify phasing, policies are included which will

require any large windfall site to be held back to meet future needs.

2.7 PPG 3 acknowledges that local plan policies can be used to achieve a mix and balance of house types and sizes on larger developments. Also, where need can be demonstrated, it is appropriate for local plan policies to set out a basis for negotiation with developers for the inclusion of affordable housing in their proposals.

Structure Plan Policy

2.8 The most important role of the Nottinghamshire Structure Plan in housing terms is in setting a requirement for the number of new dwellings to be provided in Broxtowe in the period between 1988 and 2001. In Broxtowe's case, the dwelling requirement reflects population change and the approximate balance between migration into and out of the borough and the land supply constraints. The requirement additionally recognises the limited capacity of the borough to accommodate new development without encroachment into the Green Belt.

2.9 Table 5 below shows the borough's dwelling requirement and supply. The Structure Plan requires

Table 5 - Dwelling Requirement and Supply

Dwelling requirement, April 1988-July 2001	4350
Unimplemented permissions and allocations to be carried forward, (excluding small sites - ie less than ten dwellings)	1585
Unimplemented permissions on small sites 4/88-4/93*	80
Completions, April 1988-April 1993	2165
Allowance for unidentified small sites April 1993-July 2001**	215
Allowance for conversions and changes of use, April 1993-July 2001	65
Total	<u>4110</u>
Balance to be provided on new large sites April 1993-2001	240

*Small developments are those which comprise less than ten dwellings. Large sites are over this size. Conversions refer to the breaking down of larger houses to provide smaller units and changes of use to residential from other uses.

**This figure equates to an average rate of development of 27 dwellings per year (derived from a Structure Plan assumed figure of 350) which is significantly less than actual recent rates.

that 4350 additional dwellings be provided in Broxtowe between April 1988 and June 2001. Existing unimplemented permissions and allocations, together with completions since the start of the Structure Plan period, account for a substantial proportion of this figure. Once allowance has also been made for recent commitments, anticipated small developments, conversions and changes of use, a balance of approximately 240 dwellings is left to be provided for on new sites.

2.10 In addition, the Structure Plan includes a general policy relating to low cost housing, setting out criteria which may exceptionally justify granting permission on land that would not normally be released for development.

Broxtowe Local Plan 1985

2.11 The previous local plan contained several residential allocations which are as yet unimplemented and are carried forward into the new plan. It also established the principle of protecting land that may be needed to meet development needs beyond the plan period. Policy LP5 contained a presumption against housing development on unallocated sites over 0.5 hectares. This policy has played an important role in making sure that residential development has not taken place at too rapid a rate, thereby helping to ensure the long term protection of the Green Belt.

OVERALL HOUSING STRATEGY AND SUMMARY OF OBJECTIVES

2.12 The overall aims can be summarised as firstly, to meet the housing needs of the Borough without prejudice to the Green Belt and in a manner which minimises conflict with other policy objectives and secondly, to safeguard the existing and future residential environments of the Borough. These aims are broadly consistent with the outcome of public consultation on the local plan review; in particular, a high proportion of responses stressed the importance of avoiding development in the Green Belt.

2.13 Within this context the housing policies of the plan will seek to meet the following objectives:

- to select appropriate locations for residential development outside the Green Belt
- to safeguard land for development needs beyond the Plan period
- to encourage the provision of a wide range of

housing types and tenure to meet the needs of all sections of the population

- to set a context for the consideration of proposals for low cost housing and specialist housing for the elderly
 - to ensure satisfactory environmental standards in all new development
 - to protect the amenity and character of existing residential areas
-

POLICIES FOR NEW HOUSING

EXISTING COMMITMENTS

<i>H01 The following existing commitments to residential development are reaffirmed.</i>			
		<i>Dwellings</i>	<i>Area (ha)</i>
<i>Awsworth:</i>			
<i>a</i>	<i>GIN CLOSE WAY</i>	<i>70</i>	<i>2.8</i>
<i>b</i>	<i>MEADOW RD</i>	<i>25</i>	<i>0.8</i>
<i>Brinsley:</i>			
<i>c</i>	<i>CLUMBER AVE</i>	<i>15</i>	<i>0.8</i>
<i>Chilwell:</i>			
<i>d</i>	<i>ALLISON GARDENS</i>	<i>30</i>	<i>1.0</i>
<i>e</i>	<i>FORMER C.O.D LAND</i>	<i>645</i>	<i>21.7</i>
<i>Eastwood:</i>			
<i>f</i>	<i>CHAPEL ST</i>	<i>25</i>	<i>0.4</i>
<i>g</i>	<i>DOVECOTE RD</i>	<i>65</i>	<i>2.2</i>
<i>Greasley:</i>			
<i>h</i>	<i>GILTBROOK FARM</i>	<i>130</i>	<i>4.3</i>
<i>i</i>	<i>SMITHURST RD</i>	<i>65</i>	<i>1.9</i>
<i>Nuthall:</i>			
<i>j</i>	<i>ASSARTS FARM</i>	<i>245</i>	<i>11.2</i>
<i>Stapleford:</i>			
<i>k</i>	<i>TOTON LANE</i>	<i>140</i>	<i>5.2</i>
<i>l</i>	<i>WEST END ST</i>	<i>30</i>	<i>0.5</i>
<i>Toton:</i>			
<i>m</i>	<i>NOTTINGHAM RD</i>	<i>25</i>	<i>1.2</i>
<i>Watnall:</i>			
<i>n</i>	<i>FORMER RAILWAY LAND, MAIN ROAD</i>	<i>75</i>	<i>2.0</i>
		<i>1585</i>	<i>55.9</i>

This list represents larger sites which had planning permission at 1 April 1993 or had been allocated in the previous local plan. Any sites with 10 or more dwellings to be provided are included. All sites in the list, together with commitments on small sites, have been included in the calculations of the need for new large housing sites referred to previously. Further details of the sites are included in the Council's annual Housing Land Availability reports. A number of allocations have been carried forward from the previous local plan. All existing permissions on large sites have also been carried forward. The largest of the existing commitments are at Assarts Farm and on former Ordnance Depot land at Chilwell, which are likely to be completed during the first part of the plan period.

For any sites where no actual number of dwellings have been specified in a permission, a net density of 30 dwellings per hectare (12 per acre) has been assumed. (Figures are rounded to the nearest five.)

There may be potential for the extension of the West End Street, Stapleford, site to include currently vacant industrial premises on Bailey Street. This would increase the likelihood of the development of what is a problematic site and bring about environmental benefits for the residents of the surrounding area.

NEW HOUSING SITES

HO2 Residential development is proposed on the following:

	<u>Approx. No of dwellings</u>	<u>Approx. site area</u>
Beeston:		
a ALBION ST	30	0.5
Chilwell:		
b FIELD LANE (C.O.D)	40	1.4
Newthorpe:		
c VALLEY DRIVE	45	1.5
Eastwood:		
d CHURCH ST	25	0.8
Watnall:		
e HOLLY RD	170	5.6
Watnall:		
f MAIN RD	50	2.2
Kimberley:		
g EASTWOOD RD	15	0.5
	<u>375</u>	<u>12.5</u>

These sites will meet the Borough's dwelling requirement without causing undue harm to local amenity and other interests. They are all suitable for new housing, are located outside the Green Belt, and are free of serious constraints to their development. The choice of these sites has been based on the principle that the Green Belt should not be breached in providing for the necessary 240 new dwellings. The over-provision of approximately 135 or 3% of the total housing need, will help to ensure a range of sites throughout the Borough. This will assist in achieving the objective of providing the maximum degree of housing choice at the same time as protecting environmental interests.

Applications relating to the allocated sites will be considered in relation to the criteria set out in Policy HO7 and, in addition, the following site-specific criteria will apply:

HO2 a. ALBION STREET: *The design, layout and type of housing should take into account the town centre location of the site and adjoining land uses.*

The site is within the town centre and with commercial uses adjoining part of it. Specialist housing, possibly at a higher than average density, would therefore be appropriate.

HO2 b. FIELD LANE (C.O.D): *Specialist design and layout will be required in order to retain landscape features and avoid conflict with overhead cables.*

The site can easily be accessed from Field Lane and separated from the military area. A specialist design and layout, for example, involving flats, would be needed in order to retain valuable trees and other landscape features and to avoid conflict with the overhead electricity cables which cross the site.

HO2 c. VALLEY DRIVE: *Access to the development should be in the form of a cul-de-sac from Valley Drive. Footpaths and boundary hedges should be retained.*

This site is not subject to significant physical constraints. A cul-de-sac development could be in keeping with the character of the surrounding area and could avoid causing significant traffic problems for local residents. Due to the sloping nature of the site, care will be needed to ensure a satisfactory relationship with adjacent properties, and due allowance must be made for the footpaths which run along the edge of and across the site.

HO2 d. CHURCH STREET: *Substantial screening will be required along the rear boundary with the allocated industrial land.*

The vacant site was until recently occupied by a bottled drinks wholesaler and distributors. It abuts housing to the north and east and adjoins allocated industrial land on the remaining boundaries. The standard of the industrial accommodation is low and properly planned

residential development could benefit the occupants of existing housing and would be compatible with industrial development of the land to the rear, which is to be limited to B1 uses in part. Screening will however be needed: a brick wall or thick hedge and fence may be appropriate. Access will require some demolition and the overall site would benefit from a rationalisation of boundaries with the nursing home which occupies 130 Church Street.

HO2 e. HOLLY ROAD: *In order to provide an attractive built backdrop to the north of the retained open area, building should be restricted to a single plot depth to the rear of existing houses on Belsford Court and the western part of Carman Close.*

Existing trees and hedgerows will be retained, where possible, within the detailed scheme of development.

Measures should be taken to protect the adjacent railway cutting Site of Special Scientific Interest, to include the provision of a buffer strip of at least three metres wide between the cutting and the housing.

*An area of approximately 0.4 hectares, south of Holly Road, as shown by * on the proposals map, shall be kept open as a site of nature conservation interest.*

A link road will be constructed as part of the housing development between Holly Road and Main Road and the eastern section of Holly Road closed to through traffic.

The pattern of proposed development provides a means of securing the protection of the majority of the northern site in open use. This enables overall housing requirements to be met at the same time as taking account of design and environmental considerations. Housing is limited to the areas shown and could provide an attractive built backdrop to the north of the 2 hectare area of open land between Trough Lane and Holly Road, which will become public open space under policies RE4 and RE5 retained for the benefit of the community. Account has been taken of the need to retain trees and hedgerows, where possible, and to provide for the satisfactory

retention of a meadow saxifrage colony on the nature conservation site referred to. The necessary measures to protect the Site of Special Scientific Interest will involve the provision of a buffer strip at least 3 metres wide between the cutting and the housing, bounded by 2 metre fencing, as agreed between the owners and the Nottinghamshire Wildlife Trust. The construction of the new access road should permit the closure of a section of Holly Road, which would improve local traffic conditions. It is understood that the County Council will investigate traffic management measures along Maws Lane/Cliffe Boulevard. The potential also exists to retain and improve footpath links into Kimberley town centre and out towards the countryside and to provide improved children's play facilities to the rear of Flixton Road.

HO2 f. MAIN ROAD: *Open space will be required in accordance with Policy RE6. This should complement the proposed greenway and long distance trail to the rear of the site (Policies EV9b and RE14b) and should act as a buffer between the housing and the nearby bakery and fuel depot. In addition, the design, layout and construction of the development would seek to achieve a maximum internal noise level for dwellings of no more than 40dBA in living rooms and bedrooms.*

Development is proposed at a lower than average density which will enable the open character of the site to be partially retained, particularly in respect of the buffer zone. Landscaping along the front boundary would also be appropriate. The noise limitations will be required, in particular on those parts of the site which are subject to night-time noise levels above 60dBA. Noise reports and appropriate technical specifications for dealing with the problem will be required as part of any detailed planning application for the site.

HO2 g. EASTWOOD ROAD: *Access to the development should be in the form of a cul-de-sac from Eastwood Road.*

The site comprises a former builder's yard and lock-up garage/storage areas. It has planning permission for small industrial units but residential development is a practical alternative which would bring about environmental benefits. A small area of additional land to the rear of Maws Lane could be added to the site, subject to environmental considerations and the agreement of the owner. The front gardens of Nos. 44 and 46 Eastwood Road may be affected in order to achieve satisfactory access and visibility.

DENSITY

HO3 *Residential development should achieve an average density of approximately 30 dwellings per hectare. A lower density will be acceptable when it is necessary to achieve a development that is in character with its surroundings, or when the nature of the site requires. A higher density may often be appropriate on smaller sites in urban areas.*

The Council is required to meet the dwelling requirement set out in the Structure Plan. In allocating sites to meet this requirement, it has been assumed that development will normally take place at an overall net density of 30 dwellings per hectare, which can be achieved through a mix of housing types. If a substantial amount of development were to take place at a significantly lower density, there would be pressure to release additional land to meet the dwelling requirement. Whilst seeking the efficient use of land, regard will also be paid to the character of the areas in question. This may justify development at densities above or below the general average of 30 dwellings per hectare.

HOUSING TYPE AND SIZE

HO4 *Development of sites over approximately 2 hectares should normally provide a variety of house types and sizes in order to cater for a range of housing requirements. Proposals which involve predominantly a single type or size of house will therefore not normally be acceptable.*

As noted in Table 4 (paragraph 2.3) the large majority of housing development in the Borough is by the private sector, and this will continue to be the case. In order that a range of housing requirements can be met, it will therefore be necessary for private development on substantial sites to provide housing with a variety of types and sizes. It is also important for the appearance of the area to avoid the monotony that can arise from uniform house designs.

ACCESS AND PARKING

HO5 *Parking provision associated with new residential development should normally be in accordance with the standards set out in Appendix 4.*

Arrangements that do not meet the required standards are likely to result in problems of highway safety and can cause harm to the visual amenity of an area due to excessive on-street parking. The standards adopted by the Borough Council are set out in Appendix 4.

PARKING AND GARAGES

HO6 *Adequate parking provision should normally be made for each dwelling within its own plot. Exceptions may be made in the case of higher density or specialist housing but larger garage courts and grouped parking areas will not normally be acceptable. Garages should meet the minimum dimensions referred to in Appendix 4. The conversion of existing garages to other uses will not normally be permitted where alternative on-site provision cannot be made.*

Shared parking arrangements frequently result in maintenance problems which harm the visual amenity of the area. There may, however, be circumstances related to the density or function of the development which will justify well designed grouped arrangements. Garages which are too small or which are converted to other uses can result in an unacceptable increase in on-street parking.

DESIGN AND LAYOUT

HO7 *New residential development should be designed and laid out so as to:*

- *Provide a high quality of built environment which is in keeping with its surroundings*
- *Incorporate, on sites over approximately 2.0 hectares, open space for both formal and informal use in accordance with policy RE6. On smaller sites, areas of communal landscaping may be appropriate.*
- *Ensure that residents of the new dwellings would have a satisfactory degree of privacy and amenity*
- *Avoid any unacceptable effect on the privacy and amenity of the occupiers of nearby properties*
- *Pay due regard to existing features and ground levels on the site*
- *Subject to the above factors, incorporate features to assist in crime prevention*

Residential development forms not only the homes and immediate living environment of its occupants, but also constitutes part of the fabric of the local area. It is therefore essential that the new housing both provides good living conditions for those who live there and forms an attractive and well integrated feature of the locality. It is also important, whilst taking into account the need for good overall design, to devise general layouts and detailed features aimed at enabling overall crime prevention. This can include the potential for continuous, informal observation by neighbours, the position and configuration of open space, the design and lighting of footpaths and minor access roads.

UNALLOCATED SITES

HO8 *Residential development will not normally be allowed on unallocated sites outside the Green Belt over approximately 0.5 hectares except where the development comprises affordable housing in the circumstances envisaged in Policy HO9 below.*

The Council considers it important to retain land outside the Green Belt that may be required to provide for housing need beyond the plan period. Sufficient land is allocated in this plan to meet Structure Plan housing requirements. If many large unallocated sites were to be developed during the plan period, the pressure for development in the Green Belt beyond this period would increase unacceptably. Moreover, the development of new housing significantly above the Structure Plan dwelling requirement would result in net in-migration, related largely to employment outside the Borough, which would be contrary to the assumptions of the Structure Plan. The figure of 0.5 hectares allows for small-scale infill development in appropriate circumstances (See Policy HO10) and ensures consistency with the approach taken in the Structure Plan's dwelling requirement calculations and the Borough Council's housing land availability reports.

AFFORDABLE HOUSING

HO9 *Exceptionally, planning permission may be granted for affordable housing on land outside the Green Belt that would not normally be released for development if;*

- *The scheme would meet a genuine local need that would not otherwise be met, and;*
- *There are arrangements to ensure that benefits will be passed on to subsequent, as well as initial occupants, or, in the case of specialist housing for the elderly, the accommodation remains available*

for use solely by the elderly. These arrangements will normally require the involvement of a housing association.

"Affordable housing" in this context refers to dwellings for owner occupation, on either a wholly owned or shared ownership basis, at below prevalent market price levels, or housing for rent. It includes specialist housing for the elderly.

As indicated in Policy HO4, it is intended that larger sites allocated or committed for housing should meet as wide a range of demands as possible. However, it is acknowledged that certain additional local needs may still arise. An exceptional local need to provide for those who cannot meet the financial commitment of home ownership, or who require specialist accommodation, may justify allowing development on sites that would otherwise be considered inappropriate. The Council will often play an enabling role in developments of the kind envisaged by this policy.

The arrangements referred to are necessary to ensure that such dwellings remain available for the purpose for which they were intended. They should also ensure that such development only takes place in cases of genuine need and that unnecessary subsequent pressure for further dwellings does not arise.

It would be inappropriate to set general levels for the provision of affordable housing. However, the Council will monitor needs for housing of this kind and encourage discussions between potential developers and the Directorate of Housing and Health.

POLICIES FOR EXISTING HOUSING

INFILL DEVELOPMENT

HO10 *Residential development on sites under approximately 0.5 hectares within existing built-up areas will normally be permitted provided that:*

- *Residents of the new dwellings would have a satisfactory degree of privacy and amenity*
- *Satisfactory arrangements can be made for access and parking*
- *The development would not have an unacceptable effect on the privacy and amenity of the occupiers of nearby properties*
- *The development, by itself or by the precedent it would set, would not result in an undesirable change in the character or appearance of the area. Particular attention will be paid to proposals which fall within low-density residential areas*
- *The site is not of significant value to nature conservation or local visual amenity*
- *The development would not be piecemeal in character and likely to prejudice the potential for the satisfactory development of a larger area*

Small scale infill development can be an appropriate way of utilising land that may otherwise be unused, under-used or occupied by an inappropriate activity. It also makes an important cumulative contribution towards meeting the Borough's dwelling requirement. The cumulative effects of infill development should not, however, result in damage to the character and amenity of established residential areas and the policy reflects the advice set out in PPG3 in order to prevent this from occurring. In this context, by no means all remaining small sites will be appropriate for infill developments;

in particular, proposed sites lacking a proper road frontage which effectively comprise backland development will generally not be acceptable. Any infill development must represent a contribution to the locality which is satisfactory in all respects. A number of established residential areas were developed at a low density, and now stand in a mature landscape to which large gardens make a significant contribution. Whilst there may be some potential for new development, it is important to ensure that this particular character is not eroded. An informal planning guidelines leaflet on infill development was produced in 1994.

RESIDENTIAL INSTITUTIONS & FLATS

HO11 *The change of use of large detached premises within predominantly residential areas to elderly persons homes, nursing homes, flats or properties in multiple occupation will normally be permitted provided that:*

- *Activities at the premises and associated traffic movements would not cause substantial disturbance to other residents*
- *Adequate provision can be made for access and the parking of vehicles in a manner which safeguards the visual amenity of the area. In certain cases, normal parking standards may be relaxed to take account of the likely rate of car ownership amongst occupants*
- *Outdoor amenity space of a satisfactory type and area can be provided*

Elderly people and other people who live in institutions or flats are entitled to live in satisfactory residential surroundings. Proposals for development of this kind must respect the character of the area and the amenity of existing residents. Large expanses of hard surfacing and the removal of boundary walls and vegetation can harm the appearance of the area, whilst over-intensive development can produce poor living conditions for new and existing residents and can also create traffic problems.

NON-RESIDENTIAL USES

HO12 *Within predominantly residential areas, non-residential development will not normally be permitted if it would result in a significant adverse effect on residential amenity. However, development which would provide a local service will normally be acceptable provided that it would not result in traffic problems or disturbance to residents.*

Business activities on anything more than a very minor scale should normally be located in suitable premises within predominantly commercial or industrial areas where they can operate freely without harming residents. Some businesses, however, including doctors, dentists, day nurseries and small shops, can provide a valuable local service which may be most suitably located within residential areas.

EXTENSIONS AND OTHER DOMESTIC DEVELOPMENT

HO13 *In the cases where planning permission is required, all extensions to dwellings should be in keeping with the property and the street scene in terms of style, proportion and materials and should avoid significant loss of privacy or amenity for the residents of neighbouring properties.*

Permission for two-storey rear extensions close to a common boundary will not normally be granted if the extension would overshadow or dominate neighbouring property to a substantial degree.

Permission for two-storey side extensions close to a common boundary will not normally be granted unless the first floor of the extension is set back from the front of the house. The extent of the set-back and corresponding drop of roof level on any side extension will be determined with reference to the need to avoid a terraced or cramped effect in the street scene, and to retain the character and form of the housing.

As with new residential development, garages should meet the minimum dimensions set out in Appendix 4. The conversion of garages to other uses will be restricted where an alternative provision cannot be made.

Householders are entitled to extend their homes provided that the consequent improvement to their living conditions is not gained at the expense of residential amenity. A leaflet with informal planning guidelines on house extensions was produced in 1994. Ill thought out proposals will cause problems, whereas well designed extensions can enhance the property and the locality. Two-storey side extensions should not cause or risk the creation of a terraced effect by filling the gap between dwellings without a significant variation in roof height and front wall alignment at first floor level. In this way the policy aims to retain the quality of the street scene by maintaining the original form and character of the housing. The extent of required set-back will vary according to circumstances, but for guidance the criteria set out in the policy could be expected to be achieved by a set-back of 2 metres under normal circumstances.

Garages which are too small to use can result in on-street parking problems. Also, in instances where a garage is converted to other uses, parking problems can occur if alternative on-site provision cannot be made.

Certain extensions and other domestic development can be undertaken without the need for planning permission. These instances are set out in the Town and Country Planning General Development Order, 1988, with subsequent amendments.

EXTENSIONS FOR DEPENDENT RELATIVES

HO14 Extensions to dwellings to provide accommodation for dependent relatives should normally be designed to be used as part of the main dwelling when no longer required for that purpose.

Extensions may serve to give a degree of independence to elderly or disabled relatives, whilst ensuring that help is at hand when needed and these extensions will often create no planning problems. However, few domestic plots are suitable for the creation of a further, separate dwelling and such extensions should therefore be designed so that they can easily become used as part of the original property. Guidelines for prospective applicants and agents are available from the Council Offices. The guidelines are intended to assist the preparation of proposals which will prove acceptable through respecting the amenities and character of surrounding properties.

MINOR DEVELOPMENT WITHIN HOUSE PLOTS

HO15 In the cases where planning permission is required, sheds, garages, fencing and other domestic development including satellite dishes, should be sited, designed (and, in the case of satellite dishes, coloured) so as not to substantially harm the appearance of the property or the street scene.

Various relatively minor forms of domestic development need cause no problems provided that care is taken with their siting and design, whereas a lack of attention to detail can result in a detrimental effect on the appearance of an area.

FLATS OVER SHOPS AND OTHER COMMERCIAL PREMISES

HO16 Permission will normally be granted for the change of use of premises above shops or other commercial premises to flats provided that:

- residents would have an acceptable standard of amenity
- the development would not result in unacceptable parking problems either by itself or by the precedent it would set

Continued over ...

- *the development would not prejudice the operation of the shop by the loss of storage space or by preventing rear servicing*

Town centres can be attractive places to live, particularly for single people and small families. The creation of flats above shops can provide suitable, affordable accommodation and so make the best use of space that may otherwise be unused or under-used. Whilst a flexible stance will be taken, it may, however, not be appropriate in circumstances where parking problems are severe or where the provision of rear servicing is particularly important.

LOSS OF RESIDENTIAL ACCOMMODATION

HO17 *Development proposals that result in a net loss of dwelling units will not normally be permitted*

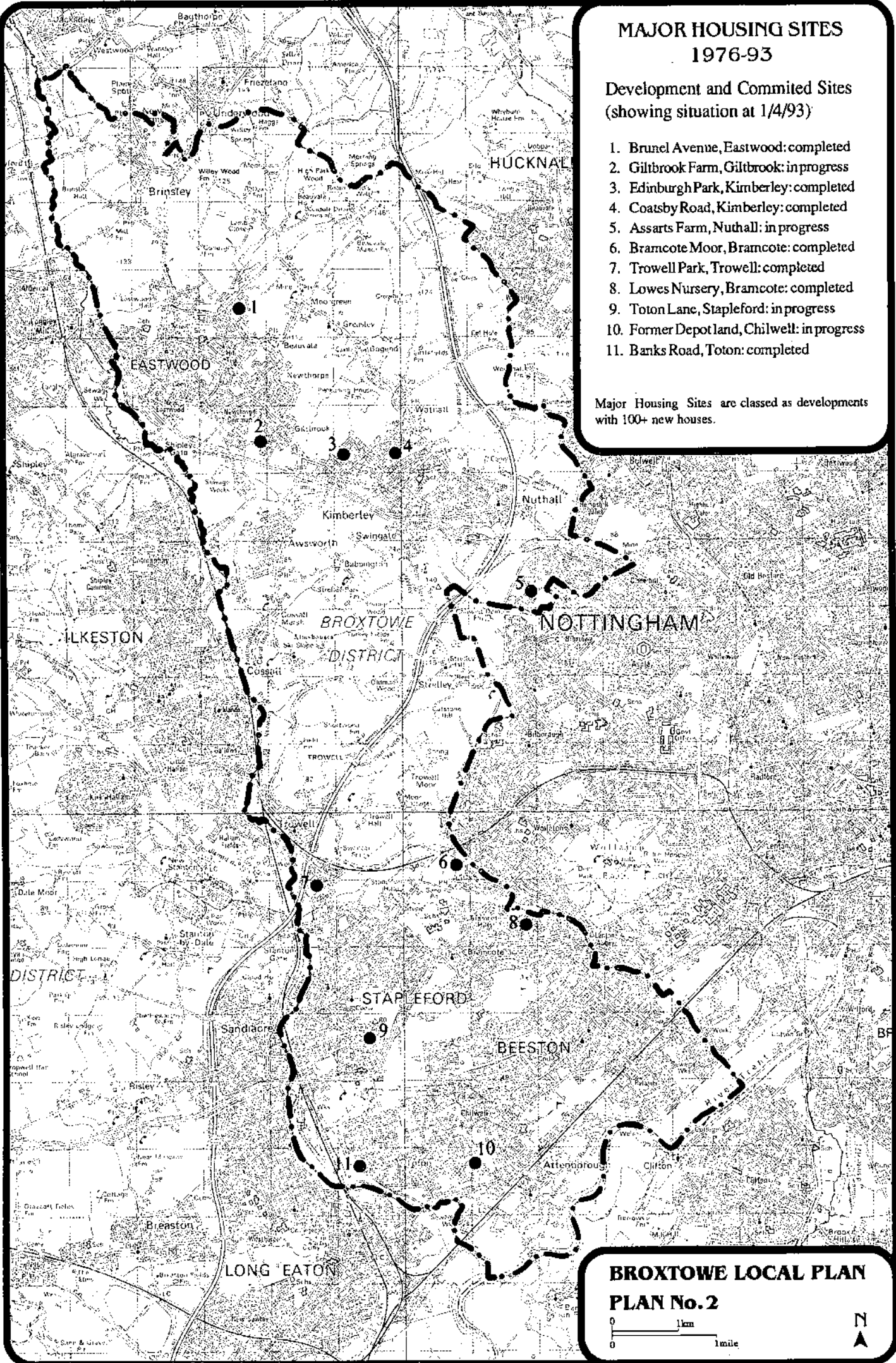
There is a continued demand for housing in the Borough and it is the intention of the Council that the needs of all sections of the community should be met. The objective of the policy is, therefore, to ensure that accommodation is not lost unnecessarily. In addition to applying in primarily residential areas, the policy will also be taken into consideration in town centres and for flats over shops elsewhere. Whilst some of the policies in the shopping chapter facilitate commercial uses in upper floor premises in the town centres and mixed use areas, these do not preclude either the protection of good quality accommodation and conversion or improvement schemes on the basis of overall housing need. Where practicable, redevelopment schemes in town centres should provide for the replacement of existing dwellings within the proposed scheme.

MAJOR HOUSING SITES 1976-93

Development and Committed Sites
(showing situation at 1/4/93)

1. Brunel Avenue, Eastwood: completed
2. Giltbrook Farm, Giltbrook: in progress
3. Edinburgh Park, Kimberley: completed
4. Coatsby Road, Kimberley: completed
5. Assarts Farm, Nuthall: in progress
6. Bramcote Moor, Bramcote: completed
7. Trowell Park, Trowell: completed
8. Lowes Nursery, Bramcote: completed
9. Toton Lane, Stapleford: in progress
10. Former Depot land, Chilwell: in progress
11. Banks Road, Toton: completed

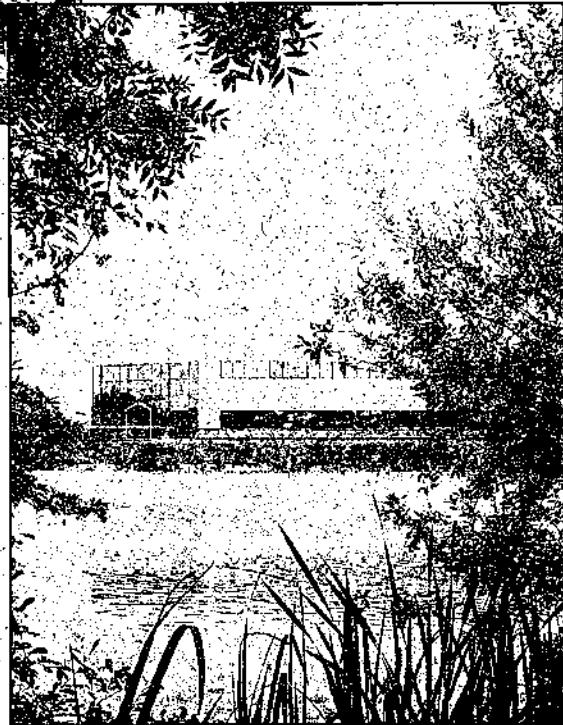
Major Housing Sites are classed as developments with 100+ new houses.



BROXTOWE LOCAL PLAN PLAN No. 2

0 1km
0 1mile





CHAPTER 3

EMPLOYMENT

3 EMPLOYMENT

Introduction

3.1 The replacement Structure Plan sets out an indicative requirement for 65 Ha of employment land to be provided in Broxtowe for the period 1988 to 2001. The type and location of employment has a major influence on other land uses and on the health of the Borough's economy. Within this plan, the term "employment" is applied to firms falling within the Business and Industrial classes of the Use Classes Order 1987, ie Class B1-B8 (see Appendix 2). It is, however, acknowledged that a significant number of jobs are generated by other sectors such as retailing, tourism, health and community services, which are all dealt with in other chapters of this Plan. Many of the principles expressed in this plan, which encourage appropriate new employment development and suitable expansion of existing firms, apply to all sectors of employment but the land allocation and land-use policies are intended to refer to development within Classes B1-B8 only.

The Borough's Economy and Employment

3.2 The local economy is influenced by the Borough's close links with Nottingham in particular, and to a lesser extent the Erewash Valley towns in Derbyshire. Service sector employment is particularly important in the city centre and at the nearby University and the Queen's Medical Centre. The table below shows the division of jobs in Broxtowe between different sectors of employment and compares the figures for the local situation with the Nottingham Travel-to-Work area (T.T.W.A.). They show a greater emphasis on production and construction in Broxtowe.

Employment Structure in Broxtowe

(from Census of Employment 1991)

	<i>Shown as % of total Employment</i>	
	BROXTOWE	NOTTM T.T.W.A
Agriculture, Forestry and Fishing	0.4% (100)	0.3%
Production and Construction	41.6% (11,700)*	33.9%
Service	58.0% (16,400)	65.7%
	<u>28,200</u>	

*manufacturing accounts for 84.5% (9,854) of the sub-total

3.3 Comparing the figure for resident workforce (1991 Population Census) of 53,500 with the 28,200 shown in the table above, it can be seen that there is a net out-migration of workers to jobs outside the Borough; but these two figures disguise a complex pattern of movements in and out and within the Borough. The character of the Borough as a net "exporter" of workers is likely to continue, but as the Borough's population increases and commuting becomes increasingly recognised as energy-inefficient, it is important to provide further opportunities for employment locally. The structure of employment opportunities in the Borough by sex and full/part-time working can be derived from the 1991 Census of Employment and is below compared with figures for Nottingham Travel-to-Work area.

	Broxtowe	Nottm T.T.W.A.
Male Full Time	52.3%	47.1%
Male Part Time	4.4%	4.7%
Female Full Time	22.5%	26.7%
Female Part Time	20.8%	21.5%

3.4 The local economy has generally depended on a small number of large firms. In the south of the Borough, the Boots Company plc and GPT Limited continue to predominate but contraction has occurred in the latter instance. The textile industry was previously dominant within the manufacturing sector but has since declined in importance. Other significant, individual employers were the Chilwell Central Ordnance Depot, which contracted during the 1980s and the Beeston Boiler Company, which closed in 1985. In the north of the Borough, the Coal Board was a major employer because of the area's position on the edge of the Nottingham/Derby coalfield. There are no active pits left in Broxtowe but there are still administrative jobs at Eastwood Hall. A number of varied, new industries such as packaging and mouldings manufacture, shopfitters and heavy plant suppliers, have set up alongside older, established firms in the brewing, baking and textile-related sectors.

3.5 The estimated overall level of unemployment in the Borough can normally be favourably compared with the national and County figures. Whilst the Borough's overall unemployment situation is reasonable, there are, however, some parts of the Borough where unemployment is above the national average and occasionally exceeds the County figure.

3.6 Most short-term economic forecasts suggest that the East Midlands Region will continue to grow faster than the UK as a whole during the 1990s. There have already been some important relocation and investment decisions which have indicated this trend, for example by the Inland Revenue (Nottingham), and Toyota (Derby). Completion of the improved road link between Birmingham and Nottingham in 1991 has helped communications between the east and west Midlands. The proposed Stoke-Derby link road connecting the M6 to the M1 will give the area increased ease of access to the north-west and there are further proposals contained in the Greater Nottingham Transport Study which may provide further improved strategic connections to other areas.

Offices

3.7 Most of the offices in the Borough are concentrated in and around the town centres. Many provide a financial or professional service and rely on visiting members of the public for their business. This type of office, classified as A2 in the Use Classes Order 1987, typically occupies shop units or ground floors of other premises within town centres. Other offices with less reliance on visiting members of the public are classified as B1 in the Use Classes Order and sometimes occupy upper floors above shops or, more usually, locate in premises not necessarily within defined town centres. Often, these can be prestigious buildings away from traditionally commercial areas, which have become available for conversion, such as Eastwood Hall or Strelley Hall. B1 Class Offices can include an element of research and product development, and therefore may require large, adaptable premises. Light industrial activities can also normally be undertaken in them without the need for planning permission and this may be an important factor in determining the suitability of any particular premises for Class B1 use.

Small Businesses

3.8 The health of the local economy is to a considerable extent dependent on the establishment and success of small businesses. Purpose-built small business units have been provided in various locations by the Council over the last twelve years at Beeston, Chilwell, Stapleford and Eastwood. In central Eastwood a number of craft-based workshop units have been created in association with the D H Lawrence Birthplace Museum. Some small businesses are suitable to be operated by people in their own homes in cases where there is no detrimental effect on surrounding residential property.

Existing Industrial Premises

3.9 In addition to ensuring the supply of suitable new employment land, it is important for this Plan to attend to the requirements of existing businesses which will continue to provide the majority of jobs in the Borough. Most of these businesses are in premises which are in reasonable condition, and there are very few vacant industrial buildings within the Borough, although there are undoubtedly some which are not used to their full potential. Some older factories such as former mills are not easy to adapt to the changing demands of modern industry. They may appear unattractive and cramped because of inadequate space around the buildings, by modern standards, for employees' parking. In situations where industry is essentially non-conforming, any extension proposals would have to be assessed for detrimental effects on the surrounding area.

Employment Land: Requirement and Rates of Development

3.10 In order to provide for the economic prosperity of Broxtowe, it is essential that suitable land is available for existing firms to develop and for new businesses to start up and succeed. This Plan identifies employment land for these purposes in line with the guidelines set by the Nottinghamshire Structure Plan Review in its Policy 2/1. The guideline figure for Broxtowe under this policy is 65 hectares. This can be compared with a figure for employment land taken up between July 1988 and June 1993 of 16.8 hectares and a total supply of available employment land of 39.3 hectares which leaves approximately 9.0 hectares to be identified.

3.11 After a decade of slow take-up of industrial land, between 1976-88, when a total of 14.8 hectares of new employment land was developed, the rate has accelerated with the take-up of 16.8 hectares in the five years 1988-93. This situation is summarised in the table below.

Employment land requirement

Structure Plan Requirement	-	65.0	hectares
Land developed 1988-1993	-	16.8	"
Commitments at April 1993	-	39.3	"
Requirement on new sites	-	8.9	"

Several large employment sites progressed well in the early 1990s, for example Boulevard Industrial Estate (Beacon Road, Beeston) and Mushroom Farm (Derby Road, Eastwood) and the prospects appear healthy for continued growth in the Borough

generally. However, some of the sites allocated or committed in the 1985 Broxtowe Local Plan proved to be slow to be taken up and by 1993 several were still undeveloped. Delay on progress on a number of sites can be blamed on problems associated with multiple ownership and the provision of access. For several sites alongside the A610 Eastwood By-Pass, delay has also occurred because potential developers have been exploring the possibility of retail developments following the successful appeal on the Vic Hallam Site, Langley Mill in July 1988. Major retail proposals have been sought on Dyggor-Gaylord's land at Nottingham Road, Giltbrook and at the former Babbington Colliery, Nuthall, both of which were the subject of public inquiries in 1991. The Babbington Colliery proposal was subsequently dismissed, thus confirming that this site should be made available for employment development. Major employment sites 1976-93 are shown on Plan 3 at the end of the chapter.

POLICY CONTEXT

Central Government Advice and Legislation

3.12 Government Circulars, most recently Planning Policy Guidance Note 4 "Industrial & Commercial Development and Small Firms" (issued in 1992) encourages local planning authorities to take a positive role in encouraging employment development. PPG 4 states that local authorities should aim to ensure that there is sufficient land available for industry and commerce and that the variety of sites is sufficient to meet the differing practical needs of the users. This can include specific locations for business developments. The Note advises that when small-scale commercial and industrial activities are proposed, particularly in existing buildings, permission should be granted unless there are specific and convincing objections, such as unacceptable noise, smell, safety, health impacts or excessive traffic generation. This Note also gives guidance on the planning issues involved in businesses run from home. PPG 7 "Countryside and the Rural Economy" refers to the planning issues involved in farm diversification and re-use of redundant farm buildings.

3.13 Legislative revisions have, in recent years, increased the flexibility of change between different types of business in particular premises. As revised in 1987, the B1 Class of the Use Classes Order allows types of office to interchange with light industry, demanding a more flexible approach to parking

provision and site planning.

East Midlands Regional Planning Guidance

3.14 The East Midlands Regional Strategy was submitted in February 1992 for the Secretary of State's consideration. Draft Regional Guidance was published for consultation in July 1993, followed by the final version in April 1994. The Strategy states that planning authorities must enable the provision of a wide portfolio of sites for employment and must ensure that these sites are safeguarded for appropriate uses. Emphasis is placed on the need for high-quality business parks and science parks in the region, and on the importance of sites with easy access to the M1, which is particularly relevant to Broxtowe.

Nottinghamshire Structure Plan

3.15 The Structure Plan, in policy 2/1, sets guidance for 65 hectares of land for new employment development in Broxtowe. This figure is acknowledged to be above the level necessary to continue past development rates and in excess of what is likely to be actually built during the plan period. Policies 2/2 and 2/4 which require adequate provision to be made within and adjacent to urban areas for a range of sites for employment uses in terms of size, quality and location. Other policies in the Structure Plan require that an adequate supply of employment land is available with reference to past and anticipated rates and development (2/3) and that existing employment uses can expand on adjoining sites given acceptable environmental effects (2/9). Policy 2/5 presumes in favour of office development within or adjoining existing central areas. Policy 2/7 offers an opportunity for major employment proposals to be accommodated outside the Green Belt on land not already allocated for this purpose. Policy 2/8 echoes the Regional Strategy in ensuring that employment land is protected from changes to other uses. The Structure Plan Policy 4/7a on the potential Toton Sidings freight interchange is also relevant to employment and economic development concerns for both the borough and the wider area.

Broxtowe Local Plan 1985

3.16 The 1985 Local Plan allocated employment land required by the then Structure Plan and a number of the allocated or committed sites are carried forward into this plan. Policies from the previous Local Plan, concerned with existing industries and office location, have been supplemented by new policies for dealing with existing employment premises in a more effective way and encouraging diversification of the economic base.

Borough Council's Economic Development Strategy

3.17 The Borough Council produces an annual Economic Development Strategy, which acknowledges that Broxtowe is well-placed in relation to national and regional communications, to receive new employment development. The Strategy contains objectives to encourage future economic growth and diversification and the improvement of the existing industrial environment. One particular objective of the Strategy is the devising of a programme aimed at bringing sites forward for development based on an assessment of constraints and examining possible means of overcoming these.

OVERALL EMPLOYMENT STRATEGY AND SUMMARY OF OBJECTIVES

3.18 The overall intention is to set a context for the continued prosperity and economic well-being of the Borough. This has to take account of the requirements of existing businesses of all sizes and encourage incoming firms and new enterprises.

3.19 Within this context, the employment policies of the Plan will seek to meet the following objectives:

- **To identify and secure the development of suitable land for development for employment purposes, in accordance with the requirements set out in the County Structure Plan.**
 - **To diversify the local economic base.**
 - **To protect industrial land and buildings from inappropriate changes of use.**
 - **To provide opportunities for existing businesses to continue to succeed and expand.**
 - **To accommodate change and, as far as possible, to exploit opportunities, as and when they arise for employment related infrastructure projects in appropriate locations.**
-

POLICIES FOR EMPLOYMENT

PROMOTION OF EMPLOYMENT OPPORTUNITIES

EM1 *The Borough Council will support and encourage appropriate proposals which create additional employment opportunities or assist in diversifying the economic base, providing that they comply with other relevant policies in this plan.*

The general principle of this section of the Plan is to promote employment opportunities and secure appropriate development to assist local economic conditions. This policy presents the overall attitude of the Borough Council towards the promotion of opportunities, wherever appropriate. New development of all kinds will create employment, but the following policies deal with employment specifically in the industrial (B1-B8) categories of the Use Classes Order.

EXISTING COMMITMENTS

EM2 *The existing commitments to employment development* are confirmed on sites shown on the Proposals Map and listed below:*

	Site (Ha)
Attenborough:	
a ELDON WAY (B1 or B8)	0.7
Chilwell:	
b FORMER C.O.D LAND, N. OF NOTTINGHAM ROAD (B1 or B8)	2.9
c FORMER C.O.D LAND, S. OF NOTTINGHAM ROAD	6.9
Cossall:	
d CORONATION ROAD	0.5
Eastwood:	
e MUSHROOM FARM	2.9
f SOUTH STREET EAST (part B1)	1.4
g SOUTH STREET WEST	3.6
h NEWMANLEYS ROAD	2.0
i Giltbrook:	
OFF GILTWAY	2.2

j	LAND OFF A610 BY-PASS	5.0
k	Nuthall:	
	FORMER BABBINGTON COLLIERY	11.2
		39.3

** Brackets indicate Use Class restrictions*

These existing commitments to employment development comprise allocations and land with planning permission for employment use on which development had not started by 1 April 1993. These sites represent a wide geographic spread throughout the Borough and a range of types and sizes, in order to provide choice to potential developers. When this 39.3 ha is added to the 16.8 ha of land developed between 1988-93, the total of 56.1 ha represents substantial progress towards the indicative structure plan requirement of 65 ha, leaving a further 8.9 ha to be identified. The availability of employment land is monitored regularly and up to date details for individual sites can be found in the annual reports produced by the Council.

NEW EMPLOYMENT SITES

EM3 *Employment development* will be permitted on sites shown on the proposals map and listed below:*

	Site (Ha)
Chilwell:	
a BARTON'S BUS DEPOT, QUEENS ROAD (Part B1)	2.2
Moorgreen:	
b FORMER MOORGREEN COLLIERY	7.5
Watnall:	
c COMMON LANE, LAND TO SOUTH ON FORMER RAILWAY LINE	1.0
	10.7

** Brackets indicate Use Class restriction*

The extent of provision on the above sites, considered in more detail below, more than satisfies the Structure Plan figures on a range of sites; in fact there is an over-provision of approximately 3%.

Barton's Depot

The Barton's bus depot at Chilwell is currently contracting and a number of temporary uses have been allowed in parts of the site; it is expected that the whole site will become available for redevelopment in the early part of the Plan period. It offers an opportunity to replace employment in this area and to provide improved access to the adjoining Holly Lane industrial area. The western third of the site would, however, be restricted to B1 uses because of the proximity of houses on Audon Avenue.

Moorgreen Colliery

The site and buildings of the former Moorgreen Colliery are not included in the Green Belt. The buildings have been reoccupied and are being improved as the Moorgreen Industrial Park. The areas of land immediately to the north east and south east of the buildings would be appropriate for new employment development. This would consolidate the regeneration of the area and re-establish it as a major employment location. Any development would be dependent upon the improvement of Engine Lane south from the B600 and substantial planting to form a buffer zone adjacent to nearby residential properties and along Green Belt boundaries. The area of open land to the east is considered appropriate for open recreational uses (see Policy RE18b). A number of features in the landscape are associated with the writings of D H Lawrence, consequently a particularly high standard of design and materials for buildings will be required in this area to minimise the visual intrusion of new buildings.

Watnall

The land at Common Lane would result from the infilling of a railway cutting. Whilst this currently forms the extremity of an SSSI, there is no objection to its development from English Nature or the Notts Wildlife Trust, subject to a number

of detailed measures being taken. The resultant development site forms a logical extension to an existing small industrial area.

GPT SITE, BEESTON: PROPOSED SIMPLIFIED PLANNING ZONE

EM4 *The Borough Council will establish a Simplified Planning Zone to enable the redevelopment, rationalisation and improvement of the GPT complex in Beeston for employment uses within Classes B1, B2 and B8.*

The GPT complex remains an important employment location despite contraction over recent years. It is known that the company intends to release an area of land of up to 10.0 hectares which is surplus to requirements and that it wishes to redevelop a number of buildings in order to increase the efficiency of the remaining telecommunications operation. The Borough Council considers that this rationalisation and development should be undertaken in accordance with Policy EM8, hence the requirement for B1, B2 and B8 uses only. A Simplified Planning Zone is considered to be the most appropriate means of securing this form of development within a fixed planning regime which will generate the confidence necessary for the economic development and commercial potential of the site to be fulfilled.

IMPLEMENTATION OF NEW EMPLOYMENT SITES

EM5 *The Borough Council will seek to ensure that any proposed employment land where development has been prevented by ownership or infrastructure factors is brought forward for implementation within the plan period.*

As noted elsewhere, opportunities for the provision of new employment land are, in general, constrained by the Green Belt so that it is important to ensure that the allocated sites are developed. As well as pressing the relevant parties for infrastructure improvements, the Borough

Council may consider whether either derelict land grant or site acquisition procedures can be used to bring forward a site for development and, in some cases may dispose of the site to a willing developer. In this way it is hoped that land identified for employment purposes will be developed as predicted within the Plan period, so contributing to the successful implementation of the Plan.

BUSINESS DEVELOPMENT SITES

EM6 *The Borough Council will support business development (Class B1, Use Classes Order 1987) on the following sites:*

- a Chilwell:**
FORMER C.O.D LAND
SOUTH OF NOTTM ROAD 6.9 ha
- b Nuthall:**
BABBINGTON COLLIERY 11.2 ha

As part of the wide range of types and locations of employment sites identified within the Borough under policy EM2, some sites are eminently suitable for offices or other B1 Class business development with a "prestige" frontage. These might be most appropriate for large-scale business uses. The ex-Depot land at Chilwell (the Chilwell Meadows Business Park) is only 3 miles from junction 25 of the M1 and has already attracted a number of top quality occupiers. The former Babbington Colliery extends to over 20 Ha, including land in the City, and is less than a mile from junction 26 of the M1. It is considered to be the best economic development site in the northern part of the Greater Nottingham area.

In addition to these two sites specified in the above policy it would be possible for a number of the committed and proposed sites to be developed for offices if the demand arises. The purpose of this policy is to draw attention to those sites which the Council considers are most appropriate for this type of development.

OFFICES IN TOWN CENTRES

EM7 *Office development within Class B1 (Use Classes Order 1987) will normally be permitted within or adjacent to defined town centres provided that it would not:*

- *Significantly damage the character of the surrounding area*
- *Cause unacceptable traffic problems*
- *Encroach on the protected prime frontages within shopping centres (as specified in Policy SH3 of this plan), or in any other way have a detrimental effect on the character and function of a shopping area*

This policy confirms that the defined town centres (see Policy SH1) are acknowledged to be appropriate foci for office uses, subject to suitable criteria. Where new purpose-built premises are not required, offices are encouraged to occupy available small units in town centres, or upper floors above shops, provided that there is no detrimental effect on the character and function of that shopping centre. Policy SH4 should be referred to, for offices falling within the A2 Class of the Use Classes Order.

PROTECTION OF EMPLOYMENT LAND AND BUILDINGS

EM8 *Permission will not normally be granted for the use for other purposes of employment sites or buildings that already exist or are identified in the Local Plan, except where:*

- *Suitable sites for employment purposes are sufficient both in the short-term and in relation to requirements over the plan period, and are also sufficient in the immediate locality and the wider area, or*

Continued over...

- *Their use for employment produces unacceptable traffic or environmental problems that would be significantly alleviated by the proposed use, or*
- *The applicant can demonstrate that the premises are no longer capable of providing accommodation for employment purposes.*

This policy mirrors Policy 2/8 in the Structure Plan, which seeks to protect employment sites from pressure for other types of development where the supply of sites is scarce in relation to demand. It is important that the existing and proposed supply of employment land and premises is not eroded, in order to maintain the objectives of the County and Borough Councils of achieving a prosperous local economy through industrial and commercial growth. Pressure from the retailing sector can be high, particularly for development of large, well located sites. Pressure may also arise for leisure or residential uses. Because Broxtowe is part of the Greater Nottingham urban fringe affected by the Green Belt, the opportunities for developing new employment land are inevitably constrained. It is therefore unlikely that a situation of substantial over-provision of employment land would exist and it is important to protect land to meet the requirements over the plan period and for the longer-term future.

EXPANSION/REDEVELOPMENT OF EXISTING EMPLOYMENT PREMISES

EM9 *Permission will normally be granted for employment uses to redevelop or extend on their existing sites and, where appropriate, to expand onto neighbouring sites, provided that the environmental and traffic effects are acceptable.*

This policy, which reaffirms Structure Plan Policy 2/9, acknowledges that in many cases long-established employers will wish to expand or improve their operations, without relocating, so as not to disrupt their relationship with the local work force. Existing firms should therefore, wherever possible, be given the opportunity to

expand. Their continued well-being, with satisfactory accommodation is essential to the Borough's economy. Proposals for expansion should therefore be permitted unless an unacceptable increase in traffic would result, or the processes or level of activity involved would be seriously detrimental to the local environment or nearby occupiers.

IMPROVEMENT OF OLDER EMPLOYMENT AREAS

EM10 *The Borough Council will support improvements to the environment of older industrial areas to encourage the establishment, retention and growth of businesses*

It is important that existing firms in older industrial areas are assured of a suitable environment in which to flourish. In many cases it is acknowledged that in order to achieve an improved standard of surroundings to these areas there needs to be remedial work carried out. Subject to the availability of funds this work could be financed partly under the Borough Council's Industrial Areas Improvement Programme - an initiative which was introduced in the Economic Development Strategy.

EXCEPTIONAL CIRCUMSTANCES

EM11 *In the event of exceptional proposals for economic development or infrastructure projects which fall beyond the normal scope of the policies of this plan, and which can be demonstrated to have substantial economic development benefits, permission may be granted exceptionally where this does not prejudice overall environmental interests either by direct effect or precedent.*

Occasionally, experience has shown that major economic development proposals cannot always be satisfactorily accommodated on land set aside for employment uses. Therefore, there has to be an opportunity given to assess these proposals against the usual criteria for effects on the environment and the highway network. Where

the Borough Council considers that such a proposal is acceptable, having due regard to these usual criteria, and where the economic development benefits are proven to be substantial, a procedure to undertake a departure to the Local Plan may be instigated. This involves additional publicity over a statutory period, in order to gauge public opinion to any changes to the adopted Plan and policies. Typically, the policy might apply to major inward investment proposals or infrastructure projects such as the potential rail freight depot at Toton Sidings. In this respect, the Structure Plan commitment to the potential of Toton (Structure Plan Policy 4.7(a) and paragraph 4.45 following) is relevant. The Local Plan policy will enable details of the rail freight depot to be considered as and when the current uncertainties of the scheme have been resolved.

MAJOR EMPLOYMENT SITES 1976-93

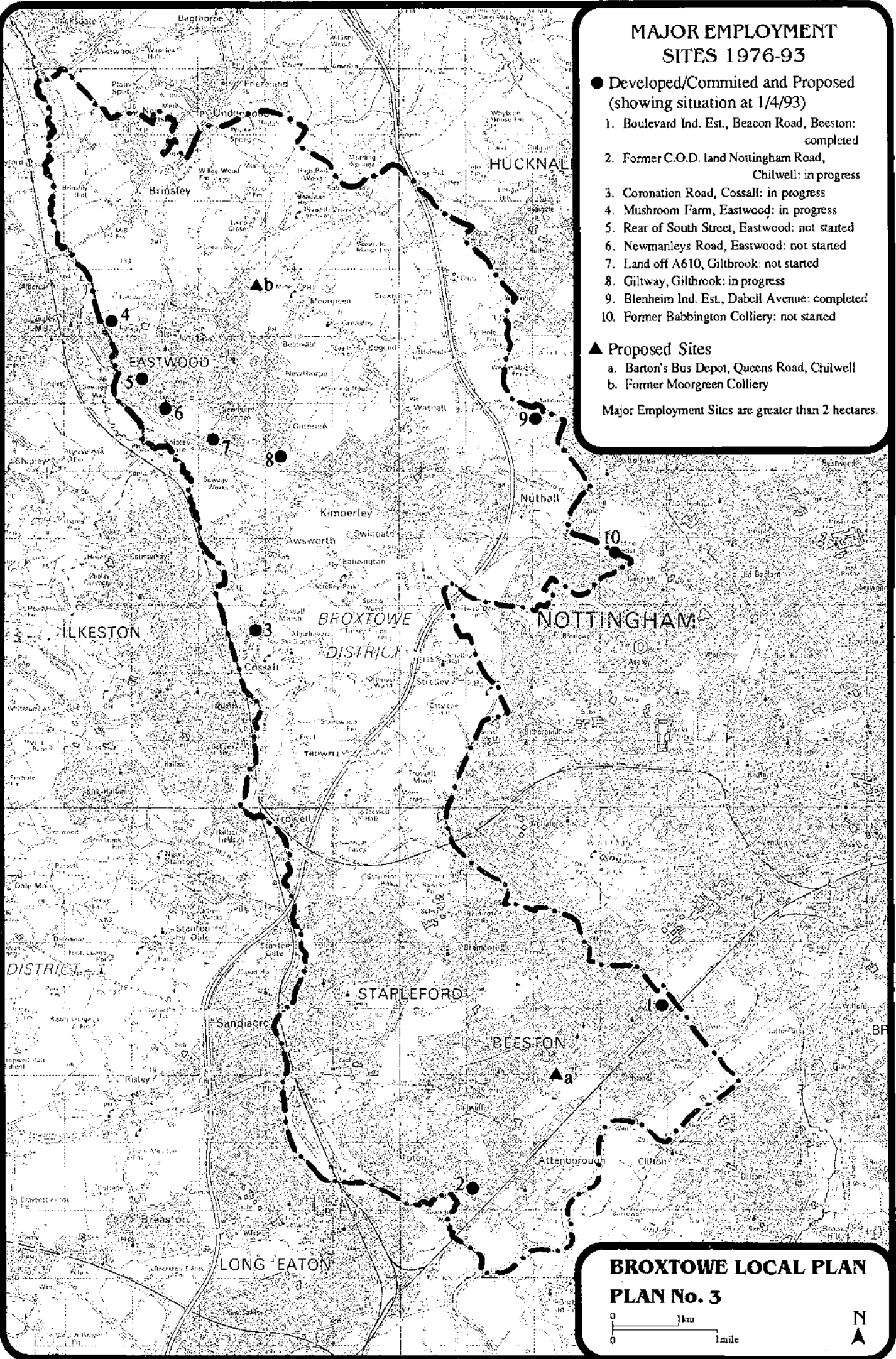
● Developed/Committed and Proposed (showing situation at 1/4/93)

1. Boulevard Ind. Est., Beacon Road, Beeston: completed
2. Former C.O.D. land Nottingham Road, Chilwell: in progress
3. Coronation Road, Cossall: in progress
4. Mushroom Farm, Eastwood: in progress
5. Rear of South Street, Eastwood: not started
6. Newmanleys Road, Eastwood: not started
7. Land off A610, Giltbrook: not started
8. Giltway, Giltbrook: in progress
9. Blenheim Ind. Est., Dabell Avenue: completed
10. Former Babbington Colliery: not started

▲ Proposed Sites

- a. Barton's Bus Depot, Queens Road, Chilwell
- b. Former Moorgreen Colliery

Major Employment Sites are greater than 2 hectares.



BROXTOWE LOCAL PLAN PLAN No. 3

0 1 km
0 1 mile





CHAPTER 4

TRANSPORT

4 TRANSPORT

4.1 Transport is a key issue which is fundamentally related to the economic, environmental and social well-being of the community. Transport opportunities or constraints are a major influence on land use planning and details of access, car parking and provision for pedestrians are important factors in detailed development control decisions. The recent PPG13 (March 1994) emphasises the importance of the link between transport and land use to the environment.

4.2 Responsibility for transport is fragmented. The Department of Transport is concerned to maintain the safe and expeditious movement of long distance through traffic on all purpose trunk roads and may, when consulted on planning applications, direct refusal or require conditions to be applied to bring about improvements to accommodate the proposed development. Discussions should be held with the Department on these matters. Nottinghamshire County Council is the highway authority for the remainder of the road network and is also concerned with providing for the needs of public transport, pedestrians and other transport users. County Council policy and expenditure is set out in the annual Transport Policies and Programme (TPP) and informal strategy documents, prepared within the context of the Structure Plan.

4.3 The Borough Council has certain specific highway responsibilities under an agency agreement with the County Council, including the maintenance of all highways except the M1 and the A52. The Borough Council is also concerned with the provision and management of public car parks, the application of County highway and parking standards and pedestrian needs.

Roads

4.4 Transport matters in Broxtowe are primarily influenced by the position of the Borough in relation to Nottingham. In particular, the A52 and the A610 provide direct links between the city conurbation and the M1. These routes, together with the A6002, the A6005, the A6007, the A6096, the A608, the A609 the B600 and their associated feeder roads are extremely important distributors of traffic. The network is shown on Plan 4 at the end of the chapter. These roads are frequently used to levels at, or approaching peak capacity. Notwithstanding these limitations of road capacity, it is anticipated that car

ownership and traffic levels will continue to increase over the plan period bringing further pressure to bear upon the road system.

Public Transport and Railways

4.5 Public transport is presently dominated by buses with a complex network of routes. Present and anticipated demands for road space, however, act to reduce the efficiency of bus travel. Railway stations at Beeston, Attenborough and Langley Mill provide links to main line services plus access to the regional rail network. The Borough Council seeks the maintenance and improvement of rail links and facilities serving Broxtowe through its regular contact with British Rail and the County Council. The Borough Council is also a supporter of the campaign for the improvement and ultimate electrification of the Midland main line as part of maintaining an effective service to the East Midlands into the next century.

Car Parking, Pedestrians and Cyclists

4.6 The need for attractive and accessible car parking is critical to the convenience of car users and thereby to the continued economic prosperity of town centres. The densely built-up nature of the main towns and larger villages means that car users, pedestrians and cyclists encounter problems in the town centres and on journeys to schools, shops and larger employers. The rural areas are also under pressure from motorists seeking alternative routes and from recreational road users.

THE POLICY CONTEXT AND COMMITMENTS

Roads

4.7 The White Paper "Roads for Prosperity", sets out proposals for an expanded motorway and trunk road programme including the widening of the M1. This work is, however, not yet subject to a firm programme.

4.8 The County Council's Transport Policies and Programme submissions seek to achieve the Secretary of State's principal objectives for capital expenditure on roads, as set out in DTp Circular 1/91. The 1993/94 programme sets out a number of long-term schemes in the Borough, as listed overleaf:

- Improvements to Coventry Lane, which will complete the strategically important Western Outer-Loop Road System. Work on the Balloon Woods junction was completed in 1991 and the improvement of Coventry Lane is scheduled to start in 1994/5. Associated improvements to Ilkeston Road are also programmed in the TPP.
- The Awsworth By-Pass. A single, two-lane by-pass is proposed which will run to the west of the village. This will remove environmental problems associated with traffic and will improve road safety. Commencement of the scheme is scheduled for late 1994/95. A new link road from the proposed Awsworth by-pass, connecting to the Ilkeston Inner Relief Road is to be constructed by Derbyshire County Council to avoid an area of mixed commercial, industrial and residential uses at Ilkeston Junction. Progress on this scheme is dependent upon the programme set by Derbyshire County Council for the Ilkeston Inner Relief Road and commencement is unlikely for some years.

4.9 The TPP includes provision for road improvement schemes costing under £1.0m, some of which may be available for use in the Borough. The TPP also provides the framework for expenditure on highway improvements and maintenance including works necessary to assist the proper management of traffic in the interests of accessibility and amenity. In these respects, the Borough Council will seek to use the cyclic TPP process to introduce schemes which free important traffic routes whilst protecting or enhancing living and shopping environments. Particular attention will be given in that context to the means to provide easy vehicular passage around the town centres whilst allowing for the free movement of pedestrians in the main shopping thoroughfares.

Public Transport and Traffic Management

4.10 The Structure Plan and the TPP emphasise improved traffic management and public transport initiatives as the means to maximise the efficient use of the road network. Accordingly, the Local Plan sets a land use framework in which these initiatives can be pursued. Particular emphasis is given to:

- Improved park and ride facilities on existing and new sites
- The proposed Greater Nottingham Light Rapid Transit (LRT) System and its potential expansion of lines to serve parts of the Borough

- Means of encouraging the fuller use of public transport through highway design and management and through the layout and design of new housing, new industry and new shops
- Improving facilities for cyclists and pedestrians
- Further exploitation of the local commuter potential of the heavy rail system.

Railways

4.11 The existing rail network is an important part of the passenger and freight transport system in the Borough. The Local Plan will seek to ensure the maintenance and improvement of the existing passenger services within and serving the Borough. The Borough Council will continue to support the development of a freight interchange at Toton Sidings as a means of assisting regional and local economy, subject to the careful consideration of the environmental implications of any detailed proposals, as and when they emerge.

Parking and Highway Standards

4.12 Adopted parking standards are set out in Appendix 4 but the Borough Council will normally rely upon the County Council for Highway design standards. The different nature of parking demands upon town centres is recognised in the Plan. In instances where an otherwise acceptable development is being prevented for lack of on-site parking, the Council may be disposed towards accepting the burden of central area parking provision in recognition of financial contributions from developers.

Pedestrians, Cyclists and Disabled People

4.13 Most people become pedestrians at some stage in a journey. People without access to a car are dependent upon a combination of pedestrian movement and public transport. Increasing levels of traffic mean that, despite improvements, considerable problems are still experienced in the town centres, near schools and on major routes generally. The County Council and the Borough Council have acted to improve provision for cyclists but the increase in traffic means that continued effort is required. It is the intention of the Local Plan, therefore, to set a planning and land use context within which this work can continue and expand.

4.14 People with disabilities have a right to integrate fully with society. For this to happen they require access to a whole range of facilities. The needs of disabled people should be considered in terms of

parking provision, the detailed design of pedestrian priority areas, facilities to enable the use of public transport and provision for access to recreational facilities. Examples of what can be provided include textured pavements and dropped kerbs, ramped entrances to buildings, careful siting of street furniture and, by provision of convenient parking spaces when undertaking traffic management, highway construction and other such projects. The Borough Council's intention is that disabled people should be able to enjoy as much freedom of movement as possible.

THE TOWN CENTRES

4.15 The town centres provide focal points for the provision of shopping, employment and community facilities. There is therefore a concentration of traffic routes and public transport services on the centres. Access by cars, buses and pedestrians is of vital importance to their economic well-being. A balance needs to be struck, however, between the need to maintain access for business viability and environmental concerns. The problems currently experienced in each centre are summarised below.

Beeston

4.16 Traffic flows are heavy on Wollaton Road and Station Road, which causes congestion at peak times. This has the effect of severing the shopping centre to a considerable extent and causes problems for pedestrians.

Eastwood

4.17 Traffic flows are heavy on Nottingham Road, which are related to the form, age and function of the shopping centre. Congestion has generally been centred on the junction of Nottingham Road, Derby Road and Mansfield Road. The superstore development to the rear of the Sun Inn with its associated highway improvements and parking provision has brought some relief to this problem.

Kimberley

4.18 The presence of the shops and car parking off Greens Lane attracts a high level of traffic to the centre but the problems caused are not extensive. Elsewhere in the centre traffic can cause problems but a compromise needs to be struck between environmental and commercial interests. The situation on James Street, which has recently been improved, will be monitored by the County Council.

Stapleford

4.19 Derby Road experiences heavy traffic flows which cause problems for servicing businesses and detract from the shopping environment. The problems are particularly acute at the Roach Junction.

CAR PARKING IN THE TOWN CENTRES

4.20 An informal study carried out in June/July 1990 of public car parking in the centres to assess the level and quality of parking provision in the four town centres and monitoring has continued at intervals since then.

Beeston

4.21 In Beeston there is considerable variation in the quality and attractiveness of available parking. In general, the large surface car parks off the High Road and close to The Square are well used, although access routes are less direct than desirable and can be impeded by on-street parking. Other, smaller surface car parks off the High Road are close to the shopping centre, but suffer similar accessibility problems. Prior to the refurbishment of The Square the upper floors of the multi-storey car park were poorly used in other than peak periods. That facility is, however, now more fully occupied, although the upper floors remain less attractive during the darker winter days. Improvement work carried out in 1993/94 should remedy this situation. The continuing capacity of the town to attract new business is likely to result in increased demands for public car parking space. Unless that demand is met, the full potential of Beeston as a thriving commercial and shopping centre will be inhibited. The Borough Council promoted additional public car parking adjacent to its new offices on Foster Avenue to reduce the problem of staff parking on-street during the working day and to increase the amount of public car parking available at night and weekends. A staff car park for 91 spaces off Devonshire Avenue implemented in 1990 also helps in this respect, as it is open to the public on Saturdays.

Eastwood

4.22 The 430 car spaces associated with the superstore development built in 1992 to the rear of the Sun Inn has considerably improved overall provision in Eastwood. Car parking provision in the remainder of Eastwood town centre is fragmented with reliance being placed on small, privately-controlled car parks resulting in on-street congestion in and around the centre. Most of these car parks operate at full capacity for much of the time with the

majority of on-street spaces being taken up. Congestion is a serious problem in the centre, which further detracts from the ease of use of car parks, and on-street parking can cause traffic and environmental problems. There will need to be measures to maintain the balance of provision within the centre to ensure the continued attractiveness of the eastern part.

Kimberley

4.23 There is extensive, publicly-available car parking in Kimberley, primarily off Greens Lane, associated with the Sainsbury's store and other new shop units. Smaller public car parks are located off James Street and Newdigate Street. A further, small area has been provided off Station Road through the implementation of the previous Local Plan Policy LP33. There is unlikely to be a need for any further large-scale provision of public car parking in Kimberley over the plan period.

Stapleford

4.24 Parking provision in Stapleford is fragmented and there is considerable reliance on privately-owned car parks. On-street parking also makes a significant contribution to the publicly available parking in and around the centre. This is, however, mostly on residential streets, which gives rise to traffic and environmental problems. There is a need for attractive and accessible shoppers' car parks if the role of the centre is to be maintained. The Borough Council's car park for 61 vehicles on land off Cliffe Hill Avenue, implemented in 1991, has contributed towards meeting this need.

PUBLIC TRANSPORT

4.25 Public transport is important to the town centres. Whilst Beeston bus station has recently been refurbished, continued improvements will be needed, particularly in the other centres, to ensure that the potential of public transport to meet both commercial and environmental interests is fully realised.

Taxis

4.26 Taxis have become increasingly used in recent years and the Borough Council recognises the need to cater for their requirements in the town centres, where appropriate in the form of specific ranks.

OVERALL TRANSPORT STRATEGY AND SUMMARY OF OBJECTIVES

4.27 The overall transport strategy remains broadly in accordance with that set out at the start of the review process and reaffirmed following the initial consultation exercise. The resultant objectives, which are listed below, therefore recognise the needs of all transport users and aim to enable the efficient and safe movement of both people and goods at the same time as protecting the environment:

- **To maintain the commitment to planned road schemes, including the proper control of development affecting or affected by such schemes.**
- **To support initiatives brought forward under the Greater Nottingham Strategic Transportation Study to maximise the efficient use of road space to accommodate private and public transport and to support the investigation of the expansion of LRT lines to serve the Borough.**
- **To address traffic and car parking problems in the town centres whilst seeking to protect and enhance living and shopping environments.**
- **To provide for the safe and convenient movement of pedestrians, cyclists and the disabled; in particular, to support traffic calming measures in residential areas to exclude unnecessary through traffic.**
- **To ensure that new developments incorporate satisfactory standards of highway design and car parking.**
- **To encourage the provision of facilities to cater for the region's need for road/rail access to Europe and the rest of Britain through a continued examination of the potential of Toton Sidings.**
- **To support the maintenance and improvement of rail passenger services and other public transport.**

POLICIES FOR TRANSPORT

DEVELOPMENT AND THE TRANSPORT NETWORK

TR1 *Development proposals should utilise the most energy efficient and least environmentally damaging transport system.*

This policy also incorporates the aims of Structure Plan policies 9/3 and 4/13 which include reference to patterns and new development suiting the economic operation of public transport and district heating systems. This general principle, which reflects the advice set out in the White Paper "This Common Inheritance" and the more recent PPG6 and PPG13 recognises the fundamental link between transport, land use and environmental quality. It is intended that daily commuting and journeys to shops, leisure and community facilities should be made in the most efficient and least environmentally damaging manner.

NEW ROADS

TR2 *Development will not be permitted which would inhibit the implementation of major road schemes or improvements listed below:*

a *The completion of the Western Outer Loop Road (improvements to the A6002 Coventry Lane to provide a single, two-lane carriageway of uniform width together with associated improvements to the Coventry Lane/Ilkeston Road junction along Ilkeston Road).*

b *The Awsworth By-Pass (A single, two-lane carriageway to the west of Awsworth from Coronation Road, Cossall, to Gin Close Way, Awsworth)*

c *A single, two-lane carriageway link road from the proposed Awsworth By-Pass to the proposed Ilkeston Inner Relief Road.*

d *The improvement of Nuthall Roundabout, and the A610 between the roundabout and M1 junction 26.*

e *Potential widening of the M1 motorway to four lanes in each direction.*

The first three parts of the policy are needed to protect land for the completion of these road schemes which will create environmental and economic benefits to local residents and to the Borough as a whole. The Borough Council will continue to press for the early implementation of the Awsworth By-Pass and the Coventry Lane improvement, which are of particular importance to the transport infrastructure and the local environment.

Nottinghamshire County Council's Capital Programme includes a scheme to improve the A610 from M1 Junction 26 to Nuthall roundabout, involving adding a third lane to the eastbound carriageway. One effect of this scheme will however be further congestion at Nuthall roundabout, which will therefore also require improvement. It is understood that the County Council intends to pursue surface level improvement and when a detailed scheme is available for comment, the Borough Council will comment with a view to minimising any adverse environmental impact on the adjoining Protected Open Area based on Hemphill Hall. These road schemes are however, welcome with regard to improving access to the former Babbington Colliery site, which is proposed for employment development.

The Department of Transport has proposals for widening the motorway and wishes to be consulted on relevant proposals for development to ensure that its longer-term interests are not prejudiced. The programming of the widening works is not yet known. Any planning application affecting land within 67 metres of the centre-line of each carriageway, including junctions, service areas and slip roads or within

30 metres beyond the existing motorway boundary (whichever is the greater) has to be referred to the Department of Transport. The Borough Council is aware of the adverse environmental effects that could result from this proposal, and when it is consulted on any details, will aim to minimise these effects as far as possible.

LOCAL ROAD SCHEMES

TR3 *Minor improvements, involving land outside the present highway boundary, will be made to the roads and junctions listed below:*

a *Beeston: Middle Street/Station Road Crossroads*

b *Beeston: Wollaton Road*

The Middle Street/Station Road improvement will create additional width and provide further traffic lanes to decrease congestion of this busy crossroads.

The section of Wollaton Road from just south of Hillside Road to Old Drive is particularly narrow, and visibility from the side roads of Dennis Avenue and Anderson Crescent is well below the appropriate standard. The accident record along this length of road is poor and, therefore, overall it is considered that when finance can be made available the road should be improved.

In addition to these schemes, the Borough Council will seek locally important schemes to be implemented through the County Council's annual minor improvements budget. Further schemes may arise during the plan period, in response to the monitoring of traffic conditions in the Borough. Progress on these and other schemes will be subject to the availability of financial resources from the County Council and subject to the priorities of the Borough Council at any given time.

PUBLIC TRANSPORT

TR4 *The Borough Council will encourage the use and development of public transport services. In particular, new developments for housing, employment, shopping or community facilities should normally be located and designed to enable the provision and convenient use of public transport services.*

Public transport should play an increasing role in meeting the transport needs of the Borough over the plan period as a means of using the existing highway network efficiently and in order to minimise environmental pollution.

PARK-AND-RIDE & LIGHT RAPID TRANSIT (LRT)

TR5 *Approximately 1.7 hectares of land at the former Babbington Colliery should be reserved for park-and-ride and LRT facilities.*

The continuing evolution and improvement of the park-and-ride system is necessary if commuter bus and rail services are to be effective and attractive. The development of the LRT is also an important element in improving the range and effectiveness of public transport services generally.

The Babbington Colliery site, part of which is in Nottingham, has been identified as being of key importance to both initiatives and the area of land to be reserved will provide the opportunity for a major park and ride facility. The further development of facilities, including an extended LRT network, would also enjoy the full support of the Borough Council. The Greater Nottingham Rail Area Development Strategy has identified proposals for new stations within the Borough at Ilkeston/Trowell and Stapleford/Sandiacre. The actual sites for the stations and their supporting facilities have yet to be defined.

TRAFFIC MANAGEMENT

TR6 *The Borough Council will support, and where appropriate, pursue the introduction of traffic management measures and environmental improvements (including residents-only parking schemes and vehicle weight restrictions) aimed at improving traffic flows, increasing road safety or improving the environment of the town and village centres, and residential areas.*

Traffic management is the key to the efficient use of the existing highway network at the same time as benefiting environmental issues, highway safety and the economic well-being of the town centres. The Borough Council and the County Council will continue to monitor circumstances throughout Broxtowe and will introduce or amend traffic management schemes as and when necessary and desirable.

The new link road which will be required to serve housing development at Holly Road, Watnall (HO2e) will enable the closure of the eastern part of Holly Road, which will improve local traffic conditions and, in particular, the existing dangerous Holly Road/Main Road junction.

PARKING AND HIGHWAY STANDARDS

TR7 *The Borough Council's adopted parking standards are set out in Appendix 4, Parking Provision, in connection with new development and changes of use will normally be required to accord with these standards.*

The parking standards set out in Appendix 4, whilst adopted by the Borough, are derived from the revised standards which were approved by the County Council in November 1993. Their application is essential to ensure that development is undertaken in such a way as to accommodate modern transport needs and to ensure that environmental problems do not arise. Individual circumstances may justify some flexibility in the application of the standards.

This may include situations where otherwise permissible changes of use may be limited by condition or agreement, the application of the commuted sum policies in the town centres, developments affecting listed buildings or conservation areas and certain small-scale developments where problems would not arise. Reference is also made to the consideration to be given to residential institutions and flats in Policy HO11.

The Highway Design Guide, which is the responsibility of the County Council in its role as Highway Authority, does not formally constitute part of the Local Plan, but adherence to the guidance will normally be sought in order to avoid traffic or environmental problems resulting from new development.

TOWN CENTRES

TR8 *The Borough Council will focus attention on the transport needs of the four town centres of Beeston, Eastwood, Kimberley and Stapleford in terms of accessibility, public transport, parking and traffic management, as part of a programme for the management and development of the centres.*

In particular, the Borough Council will actively pursue investigations on solutions to relieve the town centres from unnecessary through traffic by traffic management measures or new road building. Particular attention will be given to the locations listed below:-

- *Beeston, Station Road/Wollaton Road*
- *Stapleford, the Roach Junction and Derby Road (Victoria Street to Church Street)*
- *Eastwood (Nottingham Road)*

Transport is an integral part of the management and development of the town centres. Accessibility, by public and private transport, together with environmental issues related to

traffic, are important factors relating to the attractiveness and continued commercial viability of the centres. In Beeston, there is a positive need to identify and implement highway works and/or traffic management measures designed to reduce traffic flows on Wollaton Road/Station Road across the main pedestrian shopping route between The Square and High Road. In Eastwood and Stapleford it is desirable to find some means of improving the pedestrian environment of the main shopping areas.

TOWN CENTRE PARKING

TR9 *The Borough Council will seek to increase and improve public car parking provision in the town centres of Beeston, Eastwood and Stapleford.*

The Borough Council will pursue opportunities for improving town centre parking facilities as they arise. In addition to providing new sites, the Borough Council will examine initiatives to enable the use of private car parks for public benefit. Since 1991 over 600 extra spaces have been created in the town centres.

COMMUTED SUM FOR TOWN CENTRE PARKING

TR10 *Within the four town centres of Beeston, Eastwood, Kimberley and Stapleford the Borough Council will not, under appropriate circumstances, require developers to meet on-site car parking requirements, subject to the payment of a commuted sum in lieu of applied standards.*

The town centres are heavily built up and it is not always possible or desirable in terms of design to meet parking standards on site or close by on land controlled by the developer. Also, there is an inter-dependence between businesses for car parking and a reliance on public car parks in the town centres. It is therefore necessary to provide a means to enable acceptable developments to proceed and ensure that adequate public car parking is provided within the centre as a whole. The policy is framed to come within the terms

set out in Appendix D of PPG13 and Circular 16/91 which covers planning obligations.

Where the policy is applied it will be necessary for a legal agreement to be completed between the developer and the local authority. For its part the Borough Council will ensure that any parking to be provided is accessible and convenient and that it is provided in a reasonable time. The size of any commuted sum is likely to vary according to circumstances.

PEDESTRIAN ROUTES AND FACILITIES

TR11 *The Borough Council will, either in proposing or assessing any form of development, seek to ensure the provision of facilities for pedestrians. Wherever possible, the pedestrian environment will be protected and improved, with an emphasis on the creation of a network of routes for commuting, shopping, access to community facilities and for leisure.*

The creation of a satisfactory pedestrian environment is an essential part of the successful development of new housing, shopping and community facilities and, in some cases, employment areas. Footpaths, cycleways and bridleways are also an important means of access to the countryside and provide a valuable recreational resource. It is important therefore that they are protected and enhanced.

CYCLING ROUTES AND FACILITIES

TR12 *The Borough Council, in conjunction with the County Council, will continue to make provision for cyclists, including safe routes linking housing with shops, schools and employment and recreational cycleways. Large scale new developments should include provision for cyclists.*

Cycling is an economical, non-polluting and healthy means of transport, but the cyclist is vulnerable from motorised traffic. The facilities for cyclists in the Borough have improved considerably and the Borough Council wishes

this to continue and will support the extension of facilities and the Greater Nottingham Cycleways network, subject to the availability of resources. Special consideration needs to be given to cyclists in traffic management schemes, so that safe conditions are provided. A new cycle lane is being investigated as a high priority to provide safe cycling conditions alongside Queen's Road, Beeston, between Dovecote Lane and Chilwell Comprehensive School. Other routes and facilities are under consideration but at a less advanced stage. In addition to the provision of cycle routes, safe and secure cycle parking facilities are important in the town centres and in schools, leisure complexes and centres of employment. An informal action plan will be produced as a basis for identifying and implementing specific proposals based on this range of needs.

place, all buildings which are used by the public, the countryside and open spaces. The principles set out should also work to the benefit of young children and the elderly. The Borough Council intends to issue informal guidance on this subject, as referred to in paragraph 9.5 in the implementation section.









FACILITIES FOR DISABLED PEOPLE

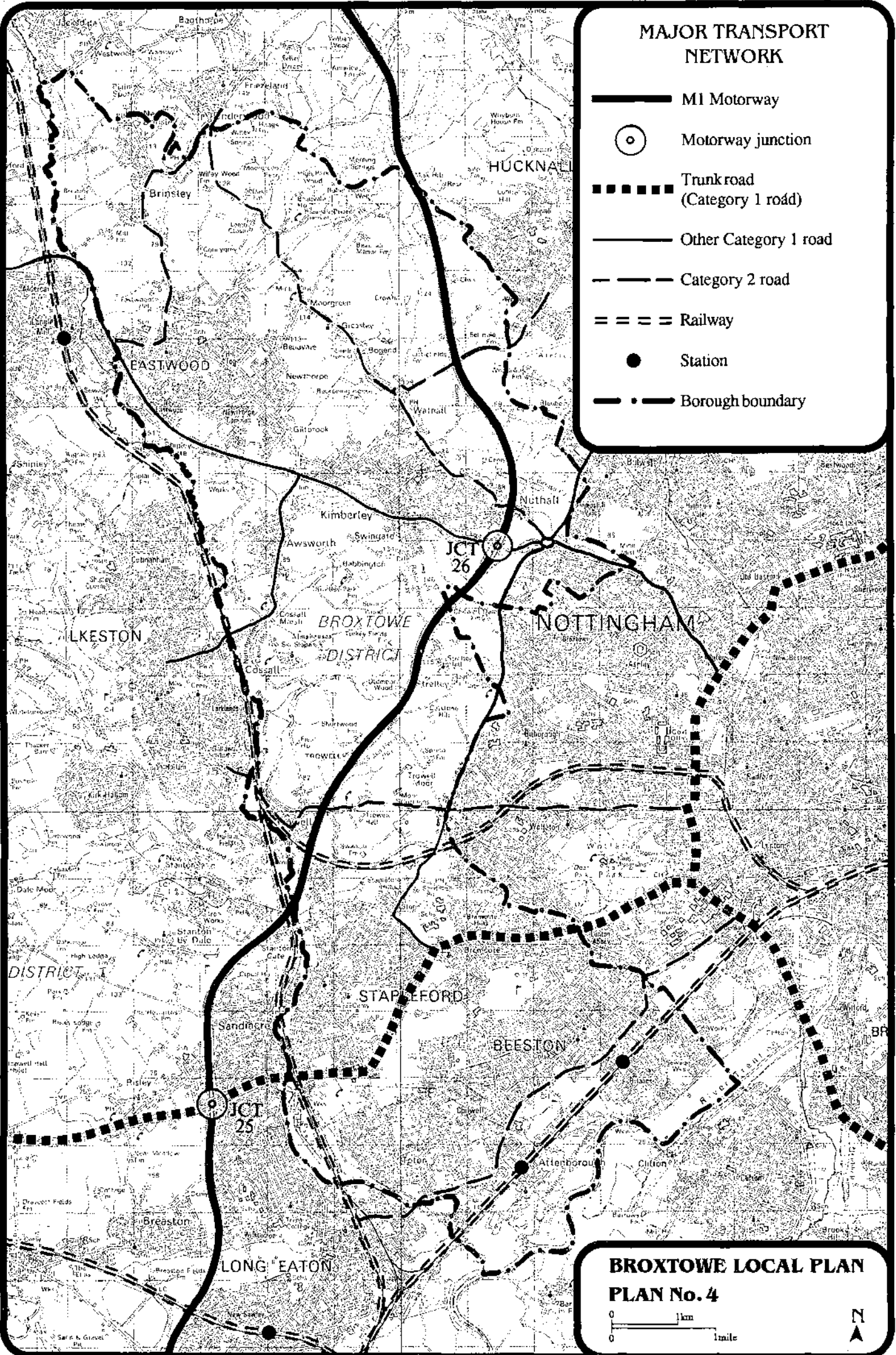
TR13 *The Borough Council will seek to ensure that the needs of disabled people are met through the application of the following criteria:*

- *Reasonable and practicable provision should be made for access by disabled people in the design of the external environment of new developments to which the public would reasonably expect to enjoy access.*
- *Attention will be paid to the provision of dropped kerbs, textured surfaces and ramped footpaths and other specialised features.*
- *The position and design of street furniture, landscape features and signs will be determined, taking into account the needs of disabled people*

This policy is intended to help achieve the ease of access of disabled people to a range of facilities, services and amenities. It should apply to a range of environments throughout the borough relating to the town centres, the work

MAJOR TRANSPORT NETWORK

-  M1 Motorway
-  Motorway junction
-  Trunk road (Category 1 road)
-  Other Category 1 road
-  Category 2 road
-  Railway
-  Station
-  Borough boundary





CHAPTER 5

SHOPPING

5 SHOPPING

Introduction

5.1 Retailing meets daily needs and satisfies the demand for a whole range of other goods and services. The traditional focus is the town centre but the pattern of shopping provision has changed in the following ways over recent years:

- Convenience or food shopping is increasingly based on less frequent visits to larger stores which may be located either within, or outside town centres.
- The development of retail warehouse parks which accommodate a range of larger units, typically selling DIY goods, large electrical appliances, carpets and furnishings.
- The development of very large regional shopping centres which provide a complete range of shopping and leisure facilities.

Major retail developments 1976-93 are shown on Plan No.5 at the end of the chapter.

5.2 These changes have been brought about by the increased purchasing power and aspirations of the community at large, increased personal mobility, the concept of shopping as a leisure activity and, perhaps, the shortcomings of existing centres. Despite the changes, the focus of shopping remains in the town and city centres which fulfil a complex and wide ranging role. This reflects their location at the physical and psychological heart of the community. This plan sets out to strike a balance between accommodating retail change and enabling the vitality and viability of existing centres to be maintained and enhanced. In addition to being the means of provision of goods and services, retailing is also important to the local economy through providing both employment and the creation of wealth.

The Town Centres

5.3 The four centres of Beeston, Eastwood, Kimberley and Stapleford dominate shopping patterns in Broxtowe, but with the exception of Beeston they primarily serve convenience and day-to-day comparison shopping needs. The characteristics of the centres are summarised below and a full profile (based on the 1987 Greater Nottingham Shopping Survey) is included as Appendix 5. The traffic and parking aspects of the centres are discussed in the transport chapter (see paragraphs 4.15 - 4.24).

Beeston

5.4 Beeston town centre is the largest in the Borough with a total sales area floorspace of 155,000 square feet, of which 65,000 square feet is for food shopping (including a large J Sainsbury store) and 90,000 square feet for comparison goods, although there are no stores in excess of 10,000 square feet in this sector. Beeston serves a wide catchment area and almost three-quarters of shopping trips are made by car. The centre is based upon the High Road, together with the recently improved Square. The opening of the Sainsbury store off Villa Street together with a number of smaller units and extensive car parking in 1985 has provided an additional focal point for retail activity.

5.5 Whilst the environment and range of shopping facilities in Beeston have been improved considerably making it an attractive centre, problems remain relating to the quality and distribution of car parking, high levels of traffic on Wollaton Road and Station Road and the lack of progress in the redevelopment of certain sites. The prime shopping area comprises the Square and both sides of the High Road from the Square to City Road and Derby Street. With exception of the north side of the Square, which is dominated by service uses, there is a healthy level of retail uses in these locations. A small market is held on Fridays and Saturdays off Willoughby Street.

5.6 Beeston, to a greater extent than the other centres, provides a significant amount of office and other employment floorspace, including the Town Hall and Borough Council offices on Foster Avenue. The centre also accommodates a wide range of financial and professional services and food and drink outlets. In addition, there is a library, health care and education facilities. There is a mixed use area on Chilwell Road, which extends south-west from the defined town centre. This accommodates a wide variety of retail, service and other uses.

5.7 There are two sites in Beeston which are likely to become available for development during the plan period and which are appropriate, at least in part, for retailing. These are at Station Road/Acacia Walk (0.9 ha) and at Villa Street (0.2 ha). The Station Road/Acacia Walk site has particular potential. A development to provide modern, purpose-built shop units possibly with offices on the upper floors, and with potential for leisure or community facilities

also, would contribute greatly to the future vitality and viability of the town centre. The requirement for car parking to serve the site could be met through the committed sum policy TR10 which will enable an intensive form of development. The site was allocated for development in the previous Local Plan based on an outline permission which was issued in 1984. The Villa Street site lies on the pedestrian route between the High Road and Sainsbury's and offers an ideal opportunity for small-scale retail development.

Eastwood

5.8 Until late 1992 Eastwood town centre had a total sales floorspace of around 65,000 square feet serving a limited catchment area. There was only one foodstore with a sales area greater than 10,000 square feet and since the closure of the Co-operative department store in January 1991 no comparison goods store over that size.

5.9 The main opportunity for redevelopment in or adjacent to the centre has been taken with the Safeway store to the rear of the Sun Inn, which commenced trading in late 1992. This has a total sales floorspace of 25,000 square feet. It provides much needed off-street car parking and has reduced traffic problems at the Derby Road/Mansfield Road junction in the centre.

5.10 The survey information pre-dates the Safeway development and indicates the extent to which Eastwood at that time fulfilled a limited local role. In comparison with the other centres, a high proportion of shopping trips were made on foot by public transport and over half of the shoppers using the centre did so for top-up shopping.

5.11 The centre comprises a traditional shopping thoroughfare along Nottingham Road, reflecting its traditional role as a hilltop market town (a market is still held on The Hollies on Thursdays and Fridays). There is not a high level of vacancy but many of the existing shop units are in older properties and are reliant on servicing from the street. Traffic is heavy and there is conflict with servicing and pedestrians. This detracts from the shopping environment. The situation is exacerbated by the lack of convenient, accessible off-street car parking for some parts of the centre and the resultant reliance on on-street parking. Notwithstanding these problems, the centre remains an important focal point for the local community. There is a modern library off Wellington Place and the local Council offices are located nearby. In addition, there is considerable historic

and architectural interest. Much of the area is within the Eastwood Conservation Area and it includes the D H Lawrence Birthplace Museum and associated craft workshops. There is a small, mixed-use area at Hilltop, to the east of the main centre, which includes a range of shops and other businesses.

Kimberley

5.12 The town centre now benefits from a modern, large-scale convenience goods store (J Sainsbury) and purpose-built small shop units, both with extensive car parking, as a result of the development off Greens Lane, which occurred in the mid-1980s. In addition, there are small shops and service premises, located on Main Street and James Street. Whilst this area is not in decline it is essentially mixed use in character and the prime shopping area now centres on the J Sainsbury store and Greens Lane.

5.13 The centre has a total sales area floorspace of 55,700 square feet, of which 37,800 square feet is convenience goods and 18,000 square feet comparison goods. The only store over 10,000 square feet is J Sainsbury. The majority of shopping trips are carried out by car and the centre fulfils an important role, based primarily on convenience goods shopping for an extensive catchment area. This includes the expanding areas of Kimberley itself, Nuthall (including Assarts Farm), Watnall and Giltbrook.

5.14 The parts of the centre along Main Street and James Street are included in the Kimberley conservation area. This has provided a platform for environmental enhancement works commencing with a streetscaping scheme in James Street. Traffic management measures to achieve either a closure of this street or pedestrian priority are also to be considered by the County Council.

5.15 Since the development of small public car parks off Newdigate Street and Station Road, there are no sites remaining for development in the centre. Whilst traffic levels on Main Street sometimes give rise to problems, the extent of recent shopping development and other initiatives is such that the centre is now capable of meeting modern day shopping needs.

Stapleford

5.16 The town centre has a total sales area of 73,000 square feet of which 23,000 square feet is for convenience shopping (including a Co-operative foodstore of 19,000 square feet gross area) and

50,000 for comparison goods. The survey information shows that in contrast to Beeston, a greater proportion of trade was drawn from the immediate locality with 45% of shoppers travelling to the centre on foot. Recent retail development has been limited.

5.17 The centre is linear in form, but with an extension north along Church Street from the Roach Junction. Derby Road is heavily trafficked, which causes servicing problems and congestion and detracts from the pedestrian environment. There is a shortfall in car parking, the existing facilities are fragmented, and there is a considerable reliance on on-street parking. The primary shopping area comprises Derby Road from Albert Avenue to the Roach Junction. The centre includes a block of residential properties (numbers 17-39 Derby Road and numbers 2-18 Eatons Road) but there have been two recent changes of use to offices.

5.18 A mixed use area extends south-east along Derby Road. This suffers from similar environmental, traffic and servicing problems to the main centre but nevertheless provides accommodation for a wide range of shops, offices and other businesses. There has been considerable pressure for the establishment of hot food shops in this area, which has led to concern by local residents and traders.

5.19 Despite the problems referred to above, Stapleford town centre is an important focal point for the local community. In addition to the shops and other services, the centre also includes a library, health centre and the offices of Stapleford Town Council.

5.20 There are no readily developable sites in the town centre but land exists to the rear of Church Street/Derby Road, and off Albert Street which could accommodate new shops, other uses or car parking.

Large Scale Out-of-Centre Shopping

5.21 The Borough Council has been able to secure the development of large-scale, modern convenience food stores in the town centres of Beeston, Kimberley, and Eastwood. In terms of non-food shopping, the trend towards larger, out-of-centre developments has been accommodated in the following locations:

- Queens Road, Beeston (30,000 sq ft single retail warehouse)
- Barton Lane, Chilwell (135,000 sq ft retail warehouse park)

- Derby Road, Eastwood (36,000 sq ft single retail warehouse)

In addition, the Co-operative superstore and associated smaller units on Swiney Way, Toton, provides a range of shopping facilities for a larger than usual local area. This will be important in respect of the proposed large-scale residential development on the adjacent, former ordnance depot land.

5.22 There is pressure to accommodate further out-of-centre shopping in the A610 corridor. Whilst the Borough Council does not favour food shopping outside the town centres there is commercial potential for non-food development. It is desirable that any development is convenient and accessible for the residents of north Broxtowe. For these reasons the Borough Council favours development at Giltbrook (see Policy SH9). A planning permission for 250,000 sq ft of non-food floorspace was granted by the Secretary of State following an inquiry.

Local Shopping

5.23 Local shopping provision takes a number of forms ranging from traditional corner shops to modern, purpose-built shops. Centres are defined as a group of four or more shops. There are approximately 35 such centres in the Borough, which provide a valuable facility for the local community and in particular for people who do not own, or do not have ready access to a car. It must, however, be recognised that changes in the overall pattern of shopping facilities may continue to lead to the closure of at least some local shops. In addition to providing local shopping facilities these centres often accommodate or are associated with public houses and hot food outlets (Class A3) and in some instances, local service uses. There are also a number of individual or corner shops and public houses/ restaurants spread throughout the Plan area.

5.24 The recent and planned provision of local shopping facilities to serve existing committed major residential areas is summarised below:

- Assarts Farm Nuthall: Planning permission was granted in July 1991 subject to a legal agreement, for a small supermarket, five small shop units, a doctor's surgery and elderly persons housing on land adjoining Mornington Crescent adjacent to the existing public house.

- Giltbrook Farm: Premises completed in December 1990 to provide a small supermarket and three shop units. An adjacent site remains committed for the provision of community facilities.
- Former C.O.D Chilwell and Banks Road, Toton: Provided by the Co-operative superstore existing local shops and the recently committed neighbourhood centre at the junction of Swincy Way and Nottingham Road.

Specialist Shopping Uses

5.25 Whilst there is an overall trend for garden centres to be provided as part of DIY stores or retail warehouse parks, there are several centres in the plan area which have developed from nurseries. These facilities are very popular but any further extensions or new developments could give rise to problems, particularly in the Green Belt. The Borough Council is concerned about the proliferation of ancillary, non-horticultural uses which, in some instances, have changed both the kind and intensity of activity carried out at garden centres. Such changes may give rise to specific problems of traffic generation, the loss of good quality agricultural or horticultural productive capacity, intrusion into the Green Belt and a potential adverse impact on established shopping centres. There is similar concern over the potential growth of farm shops which could lead to local environmental and traffic problems and may also further undermine the provision of local shopping facilities in the rural areas.

THE POLICY CONTEXT

5.26 Planning Policy Guidance Note 6 on Town Centres and Retail Development issued in 1993, sets out the following principles:

- Shopping development should not be unnecessarily regulated, but account must be taken of the important contribution that retail activity can make to securing the vitality and viability of town centres and of villages;
- A suitable balance must be achieved between town centre and out-of-centre retail facilities, taking account of factors such as accessibility and effective competition between retailers that will benefit consumers generally and of the effect on the rural economy. Local planning authorities should not refuse permission for new retail development outside town centres on

the grounds of the effect on that town centre, unless there is clear evidence to suggest that the result would be to undermine the vitality and viability of that centre;

- Existing centres and local shops, including village shops, play an important role in minimising the need to travel; in association, transport choices that help keep down CO₂ and polluting emissions should be promoted;
- Planning authorities should provide positive policies in plans to encourage uses that will contribute to town centre vitality and viability. The importance of good management of town centres in promoting their vitality and viability is also recognised.

5.27 As well as PPG6 and the recent PPG13 the White Paper on the Environment "This Common Inheritance" includes a comment that new shopping development should be guided towards locations which reduce the need for car journeys, or which encourage the use of public transport.

Use Classes Order

5.28 The introduction of the Town and Country Planning (Use Classes) Order 1987 and the subsequent amendments to the General Development Order 1988 effectively changed the overall policy context for retail planning and, in particular, in relation to town centre uses. Three categories are defined:

- A1 Shops
- A2 Financial and Professional Services
- A3 Food and Drink

Permitted development rights allow changes without planning permission from Class A3 to Class A2, A2 to A1 and A3 to A1.

5.29 Circular 13/87, which accompanies the Order, indicates that the separate classes can be used to influence the broad composition of shopping areas in terms of land uses within a centre, but should not be used to keep particular uses out of shopping centres. The valuable contribution which service, catering, entertainment and community uses make to the role of the centres is, however, recognised particularly as the overall pattern of retailing continues to change.

Structure Plan and G L Hearn Study (Shopping in Greater Nottingham)

5.30 The Structure Plan policies set out the following general principles:

- A hierarchy of shopping centres is defined with Nottingham city centre at the head. Beeston, Eastwood, Kimberley and Stapleford are defined as district centres. Wherever possible, new retail development is to be concentrated within or adjacent to these centres.
- Out-of-centre retailing is to be considered with reference to impact on nearby town centres, accessibility and highway issues.
- The importance of positive measures to improve the attractiveness of existing centres is emphasised.
- Proposals for retailing in the countryside would not normally be granted planning permission.

5.31 The G L Hearn study dates from 1988 and looks forward to 1996. A comment that new superstore provision should be on free-standing sites rather than within or adjacent to existing centres, was rejected but the remaining findings of the study form the basis for the policies of the Structure Plan. The study has been an important factor in the determination of the recent series of proposals for major retail schemes in Broxtowe and is, therefore, of considerable relevance to the policies of this Local Plan. The conclusions of the study are summarised below:

- Policies should be more positive in identifying specific centres to receive shopping development or redevelopment.
- There is, in general terms, an adequate provision of existing or committed large foodstores in the area. The study identified the need for further provision in the south and south-west of the overall Greater Nottingham area but this should be met on sites outside Broxtowe.
- The existing and committed pattern of retail warehousing (including the Barton Lane development) is sufficient to meet needs up to 1996.
- Other comparison or durable goods shopping needs should be met in Nottingham city centre and the district centres (for example, Beeston).

- Environmental improvements to shopping centres should be continued and positive management strategies should be developed.

OVERALL SHOPPING STRATEGY AND SUMMARY OF OBJECTIVES

5.32 The overall intention is to reflect the wide range of demand for different forms of shopping provision to meet the needs of the Borough. This will involve enabling new shopping provision in the right locations and at the right time whilst setting the context for maintenance and improvement of the existing town centres and seeking to protect local shopping provision. Within this context the shopping policies of the plan will seek to meet the following objectives which derive from the character and function of the plan area and the policy context outlined above.

- **To set a context for the continued role of the centres of Beeston, Eastwood, Kimberley and Stapleford as district shopping and service centres for the local community. This will involve:**
 - **Proposals for new development in the centres**
 - **The protection of prime shopping areas but also allowing a reasonable level of service uses in the centre as a whole**
 - **Attention to design requirements, in particular for shop fronts**
 - **Improvements and management initiatives**
 - **To enable the development of new shopping facilities to meet the needs and aspirations of the community, without prejudice to the continued role of the town centres.**
 - **A policy for considering proposals for A3 (Food and Drink) uses, subject to environment, highway and amenity factors.**
 - **A policy for the consideration of proposals for specialist forms of shopping, including farm shops.**
 - **Improved facilities for disabled people through the design of individual shops and of the overall shopping environment.**

POLICIES FOR SHOPPING

TOWN CENTRE SHOPPING

SH1 *The role of Beeston, Eastwood, Kimberley and Stapleford as district shopping and service centres will be maintained and enhanced. This will involve:*

- *provision for new shopping development within or adjacent to the centres*
- *improved parking facilities, traffic management, environmental improvements, the increased use of rear servicing and measures to improve accessibility by public transport*
- *the definition and protection of prime shopping frontages*

The town centres remain as the focal points for shopping in the Borough. They are also important as service centres and for the provision of community and social facilities. As such, the centres represent a considerable investment of public and private resources and are also significant employment locations. The Borough Council wishes, therefore, to maintain the centres as the primary shopping areas in Broxtowe because of the importance of retailing in attracting people and ensuring the continued provision of non-retail services and other facilities. This is intended to be achieved through a combination of policies to identify development opportunities, to improve infrastructure and the environment and to protect the most important parts of the centres. This wide ranging action will be necessary to enable the centres to compete successfully with others in Greater Nottingham and withstand the continued trend towards out-of-centre shopping.

TOWN CENTRE DEVELOPMENT SITES

SH2 *The following town centre sites are allocated for retail and associated development:*

Beeston:

- a** *0.9ha of land between Station Road and Acacia Walk*
- b** *0.2ha of land off Villa Street*

In addition, planning permission will normally be granted for appropriate infill, redevelopment and expansion of shopping and related facilities within each of the defined town centres.

The development of the sites in Beeston will enable the continued improvement and growth of the centre. The Station Road site offers the potential for the provision of modern, purpose-built shops in the prime area of the shopping centre. In particular, there is potential for the erection of a pedestrian mall between High Road and Station Road. This type of development and the consequent improvement to the attractiveness of Beeston will be significant in maintaining the vitality and viability of the centre as a whole. In addition to the potential for a significant area of retail floor space, the development could also provide offices, leisure and community facilities. The Villa Street site is essentially an infill opportunity which will complete the retail development associated with the Sainsbury store.

PRIME SHOPPING FRONTAGES

SH3 *Where the proportion of non-retail uses in the main shopping frontages listed below would have a detrimental effect upon the interest and appearance of the shopping frontage, or would undermine the vitality and viability of the town centre as a whole, further changes of use or redevelopment for non-retail uses will not be permitted.*

Beeston: *The Mall and the south side of The Square, both sides of High Road to City Road and Derby Street, both sides of Stoney Street up to and including the entrance to Sainsbury's and the proposed retail development site on Villa Street*

Eastwood: *both sides of Nottingham road from Church Street/Mansfield Road to King Street and Queens Road north*

Kimberley: *Greens Lane (west side)*

Stapleford: *west side of Derby road from The Roach junction to Albert Avenue*

The policy will only be relaxed where it can be demonstrated that there would be no harm resulting to the shopping frontage in question or to the centre as a whole.

The intention of this policy is that the function of the prime shopping areas of the town centres should not be undermined through the concentration of too many non-shopping uses. This would lead to a reduction in pedestrian flows and could detract from the overall attractiveness of the centre involved. Primary shopping areas are identified to cover the most important parts of the centre in terms of retail provision and activity. In these areas the proportion of A1 shops should remain at around two-thirds both in the overall primary area and within individual frontages. In addition, any significant breaks in retail frontage should be avoided. Frontage policies would not apply to the upper floors of premises where a range of uses (including residential) would be acceptable, subject to normal planning and highway considerations.

A2 AND A3 USES OUTSIDE PRIME SHOPPING FRONTAGES

SH4 *Outside the defined prime shopping frontages, changes of use to class A2 and A3 uses, or to appropriate community and leisure facilities, will normally be permitted without restriction.*

In addition to shopping, the town centres fulfil a wide-ranging role in the provision of services, community facilities and places of recreation. This policy will allow the establishment and development of such uses throughout a large part of each centre, subject to normal planning and highway considerations.

SHOP FRONT DESIGN & SECURITY

SH5 *The Borough Council will seek a high standard of design in new shopping development. Planning permission will not normally be granted for new shop fronts, signage, or security shutters and grilles unless the development is appropriate to the style, design and character of the building or group of buildings in which the shop is situated, particularly in the case of conservation areas and listed buildings. A reasonable degree of visibility through security shutters or grilles should normally be maintained.*

The design of new shop units is an important factor in the attractiveness and environmental quality of the town centres. Attractive, well-designed shop fronts and signage can make a positive contribution to the environment, thereby helping to increase the attractiveness of the centres.

Security shutters and grilles on shops are now common in response to increased crime and rising insurance premiums. The policy aims to encourage such measures to be in sympathy with the character and attractiveness of the area in which they are introduced. Internal shutters behind safety glass would be the preferable option. If, however, the need for extra security is paramount, and cannot be achieved in other ways, the shutter or grille should have an open weave, scissor or chain link construction so that the display window can still be viewed. Any shutter housing or box should be designed to be as discreet as possible, particularly in conservation areas or on listed buildings. Solid security shutters are not considered appropriate, particularly in conservation areas or a main shopping frontage, because of the oppressive

and deadening effect on the shopping area when the shutters are closed. A planning guidance note has been prepared in association with this policy.

FOOD AND DRINK USES

SH6 *Class A3 (food and drink) uses will normally be permitted within town centres (subject to prime shopping frontage policy SH3), mixed use areas and local shopping centres, except where concentration of uses occurs such that their cumulative effect causes environmental or traffic problems or, in the case of town centres, detracts from the overall function and attractiveness of the centre involved. Proposals for such uses will be considered on merit but particular attention will be paid to residential amenity.*

There has been an increase in the number and variety of public houses, restaurants, cafes and hot food outlets over recent years. Provided that the shopping function of prime frontages is not undermined, A3 uses can add to the variety and attractiveness of the town centres and can also fulfil a useful function in mixed use areas and neighbourhood centres. In the case of hot food shops, problems of noise, smell, litter and traffic can arise. The restriction of opening hours to avoid such problems may be required. Notwithstanding the general presumption in favour of A3 uses outside prime shopping areas there may be instances when an over concentration, particularly of hot food shops, should be avoided because of the cumulative effect of the problems referred to above and a concern that the overall attractiveness of a centre should not be undermined. Outside defined centres and in particular in residential areas it will be necessary to consider the traffic and amenity implications of proposed A3 uses very carefully.

MIXED USE AREAS

SH7 *A wide range of shopping and appropriate commercial, community and leisure uses will normally be permitted in the defined mixed use areas of Chilwell Road (Beeston), Derby Road south (Stapleford) and Hilltop (Eastwood) subject to environmental and highway considerations.*

The mixed use areas have been defined so as to recognise the existing mix of retail, service and other uses. The areas fulfil a useful function in accommodating a range of businesses which are complementary to the nearby town centres. The policy will enable this to continue but the boundaries of the area have been tightly drawn so as to prevent any spread into adjoining primarily residential areas which would result in the loss of housing units and could cause environmental problems. The Borough Council is also anxious to avoid an over-concentration of uses such as hot food shops which could cause traffic and environmental problems (see policy SH 6 above).

MAJOR OUT-OF-CENTRE RETAILING (IN EXCESS OF 1000 SQUARE METRE NET FLOORSPACE)

SH8 *Proposals for major off-centre and out of town retail development will normally be permitted only where:*

- *they would not directly, or when considered together with any other committed schemes likely to be developed in the short term, seriously affect the vitality and viability of the town centres as a whole of Beeston, Eastwood, Kimberley or Stapleford, or of other nearby towns; and*
- *they would be accessible by private and public transport; and*
- *they would be well related to the main road network; and*

- *they would not give rise to unacceptable vehicular and/or pedestrian traffic conditions, and car parking provision is adequate; and*
- *the site is not required for employment purposes with reference to the current and foreseeable supply of employment land (both overall and in the component parts of the borough). Consideration will be given to the Structure Plan requirements for employment land and both the quantitative and qualitative aspects of supply and demand; and*
- *the site is not required to meet the Structure Plan requirement for new housing or to maintain the five year supply of housing land*

The policy applies the principles of policy 5/3 of the Structure Plan to Broxtowe. The intention is to set a positive context for the consideration of proposals for major out of centre shopping developments at the same time as ensuring that the four main town centres are not affected to an unacceptable level. The consideration of impact will include reference to any committed schemes likely to be developed in the short term. The accessibility and traffic criteria are intended to ensure that any facilities provide benefit to as many sectors of the population as possible. Accessibility is also important in relation to the overall environment in terms of the relationship between transport and land use and, in particular, avoiding unnecessary journeys by private car. This reflects the principles set out in the 1990 White Paper 'This Common Inheritance', PPG6 and PPG13. The final two criteria are intended to enable consideration to be given to employment and housing land supply with reference to the advice set out in PPG3. As indicated in the policy, the qualitative aspects of the supply of employment are considered to be equally as important as the quantitative situation. Quality sites are required if the economic development objectives of the Borough and the wider area of Greater Nottingham are to continue to be met.

MAJOR NON-FOOD SHOPPING IN NORTH BROXTOWE

SH9 The Borough Council acknowledges the need for improved, non-food shopping facilities to serve the communities of Eastwood, Kimberley and Awsworth and recognises that suitable sites do not exist within the established town centres. The preferred location for development to address this need is the Dyggor-Gaylord site at Giltbrook, subject to:

- *an acceptable level of impact on Eastwood and Kimberley town centres*
- *replacement industrial land to facilitate the relocation of the existing industrial use*
- *the provision of accessible and attractive industrial land off Giltway*
- *necessary highway improvements*

Whilst the convenience shopping needs of the Eastwood and Kimberley areas are met, given the implementation of the Safeway superstore at Eastwood, modern large-scale non-food shopping cannot be accommodated within or adjacent to the town centres. The land at Giltbrook was previously allocated for industrial development but it is considered that the relocation of Dyggor-Gaylord, the retention of industrial land off Giltway and the provision of modern shopping facilities represents an efficient and desirable alternative. A planning permission has been granted for a scheme involving 250,000 sq ft of floorspace which is in accordance with the criteria set out in the policy but these will apply in the event of any amended or new proposals. It is unlikely that further provision of major out-of-centre retailing would be required before 1996 at the earliest. The above policy does not imply any general acceptance of retailing on employment land, which the Council will continue to resist in accordance with Structure Plan policies and Policy EM8 of this Plan.

LOCAL SHOPPING

SH10 *Proposals for local shopping involving primarily convenience goods* sales of up to 1000 sq metres net floor space outside town centres, in the form of the development or expansion of small centres, parades or individual shops will normally be permitted, subject to there being no detrimental effect on nearby or adjoining houses and provided that highway and parking standards can be met.*

Change of use of existing units within a group of shops will not normally be permitted where it would result in the deterioration of local shopping facilities to an unacceptable degree.

The commitment to local shopping facilities at Assarts Farm is reaffirmed.

[* Convenience goods are shopping items which are bought regularly and frequently, are often low value goods and are usually consumed soon after being purchased. Convenience goods include groceries and provisions, other food items, confectionery, tobacco and stationery.

Durable goods are items which are bought infrequently, are generally expensive and last a considerable period of time, and so potential purchasers often compare different models, sizes, makes and prices before buying.]

This policy is intended to complement SH8 which concerns major retail development. Whilst retail provision continues to evolve, local shops remain important to meet day-to-day, primarily convenience, shopping needs, particularly for people who do not have ready access to a car. The Council does not therefore wish to restrict the provision of small shops provided they are accessible in relation to their catchment areas, the impact on the local community is acceptable and there are no objections on highway grounds. Local shopping facilities may need to expand if they are to remain competitive and, whilst no specific allocation can be made, proposals to increase shopping floorspace will be encouraged,

provided the character of the shops is not altered. There will be some circumstances when the closure of local shops will occur because of the opening of new facilities nearby. Where this is the case, and it can be demonstrated that premises cannot be re-let for retail use, alternative uses may be permitted. In other instances, where convenient and accessible alternatives do not exist and the proposals for alternative use are speculative, it is considered reasonable to protect existing facilities for the benefit of the local community.

Early development of local shops at Assarts Farm is anticipated in accordance with the recent planning permission but in the absence of this scheme proceeding, the site will continue to be protected.

FARM SHOPS

SH11 *Proposals for retail outlets in farm buildings will not normally be permitted where these are not primarily for the sale of goods produced on the farm or are not integral to otherwise acceptable tourism or leisure developments.*

The development of uncontrolled retailing from farm shops could prejudice existing shopping facilities, particularly in village centres. Such shops could give rise to traffic and other environmental problems and are better located where they serve the community as a whole.

MAJOR RETAIL DEVELOPMENTS 1976-93

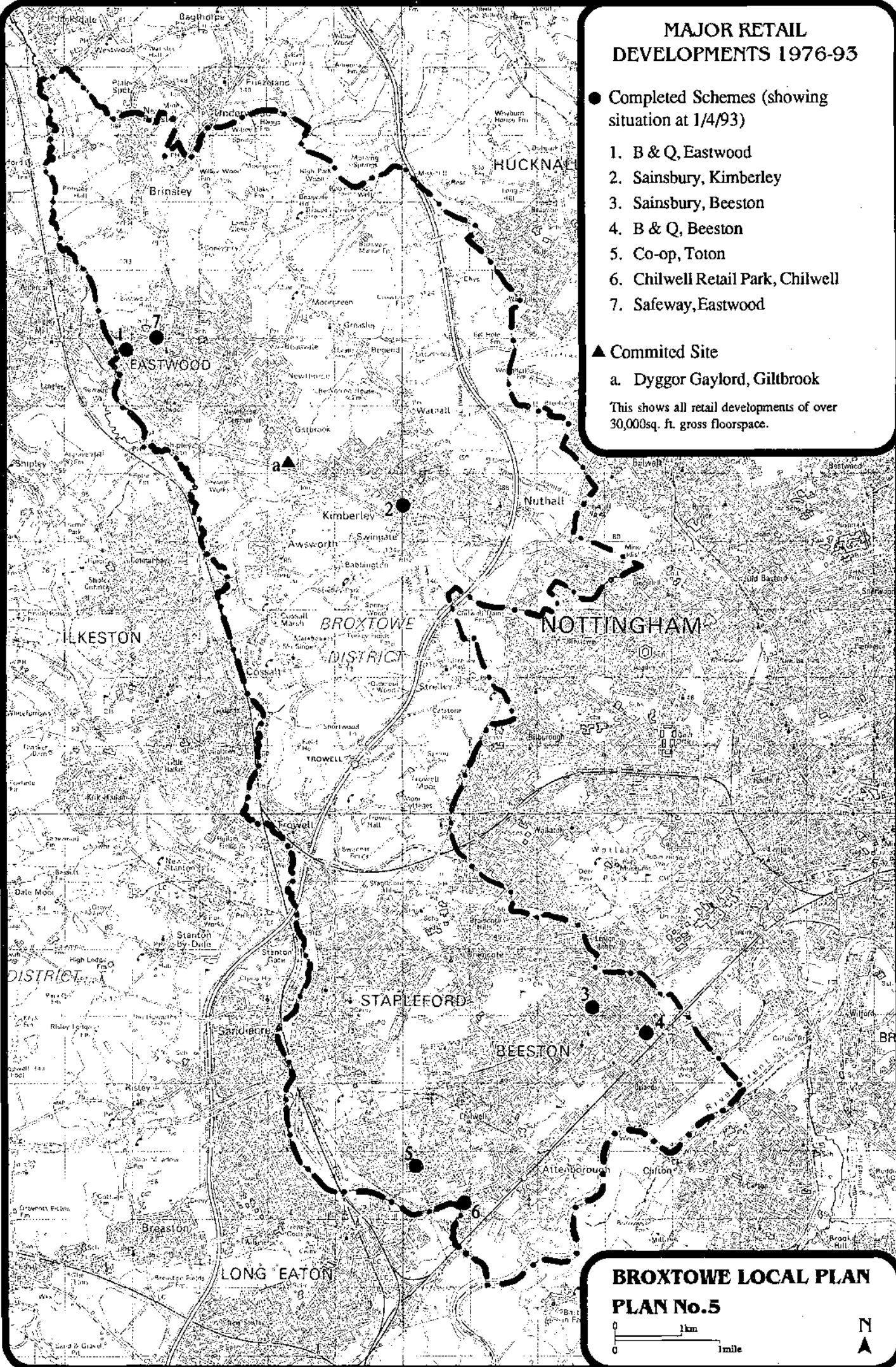
● Completed Schemes (showing situation at 1/4/93)

1. B & Q, Eastwood
2. Sainsbury, Kimberley
3. Sainsbury, Beeston
4. B & Q, Beeston
5. Co-op, Toton
6. Chilwell Retail Park, Chilwell
7. Safeway, Eastwood

▲ Committed Site

a. Dyggor Gaylord, Giltbrook

This shows all retail developments of over 30,000sq. ft. gross floorspace.



**BROXTOWE LOCAL PLAN
PLAN No.5**

0 1km
0 1mile





CHAPTER 6

ENVIRONMENT

6 ENVIRONMENT

Introduction

6.1 The quality of life in general is affected in various ways by the quality of the environment. The Borough Council has wide-ranging responsibility for care of the environment and is undertaking a range of initiatives to secure a number of environmental objectives. This Local Plan can reflect only those initiatives which have land use implications, but is nevertheless an important part of the overall approach. Planning policies aim to protect valuable features of the natural and built environments and enhance them wherever possible. This chapter includes policies embracing different types of environmental control, dealing with the Green Belt, the natural environment and the built environment. Two other chapters contain policies closely related to these: the Housing chapter contains more detailed aspects of achieving an attractive environment in housing areas, and the Recreation chapter deals with the opportunities for recreation activities on urban open spaces and in the countryside.

The Natural Environment

6.2 All of the land outside the built-up areas of the Borough is included in the Green Belt, which imposes a strict planning regime. (See Plan 1 following page 6). Green Belt policies establish wide ranging planning controls which prevent inappropriate development. Pressure results from the recreation needs of a large urban population, the process of agricultural change, the growth requirements of the Greater Nottingham area and proposals for opencasting. There is therefore a close relationship between Green Belt policies and policies in all these topics.

6.3 In the south of the Borough the open areas are limited, comprising the Trent Valley (including the extensive water areas of Attenborough Nature Reserve) and the tongue of land which extends from Toton to Bramcote. There is particular pressure for development in this latter area, which is bisected by the A52 and close to junction 25 of the M1. The area to the north of Stapleford contains attractive open countryside most of which remains in agricultural use. Bramcote Hills Park, Bramcote Hills, Catstone Ridge and the grounds of Strelley Hall are particularly noteworthy features in the landscape. The area is heavily used for informal recreation based on a network of footpaths and bridleways. The former Nottingham Canal, which is owned and managed by the Borough Council forms an important part of this network. It is a valuable linear facility comprising

wetlands, meadowland, and open water and in 1993 was confirmed as a Local Nature Reserve. The Borough Council will consider declaring further Local Nature Reserves at appropriate locations on land in its control or under a Management Agreement with the landowner.

6.4 The area north of Eastwood and Kimberley is similarly attractive and unspoilt and because of a combination of landscape and ecological interest is regarded as countryside of the highest quality. A large part of this area is, however, under pressure for opencast coal extraction. The land around junction 26 of the M1, which is the narrowest part of the Green Belt has also been under pressure for development in the form of a business park. The river Erewash forms the western boundary of the Borough. Its valley, whilst in part industrialised and heavily used for recreation, has considerable landscape value and is important in separating the towns of Sandiacre, Ilkeston and Langley Mill from Stapleford, Aysworth and Eastwood respectively.

6.5 The Green Belt protects the open countryside from forms of development which are not considered essential for agriculture or forestry. However, various features in the countryside are worthy of more specific protection aimed at conserving their particular quality of landscape or wildlife habitat. Some of these, such as prominent hills, are already highlighted as special areas in the Structure Plan, others have various forms of statutory or non-statutory designation according to their recognised value. Five sites of ecological importance are statutory Sites of Special Scientific Interest (SSSIs): Attenborough gravel pits, Kimberley railway cutting, Robbinetts Lane (Cossall), Sellers Wood and Sledder Wood Meadows. In addition to these statutory sites, the Borough contains a large number of other areas of ecological or landscape importance which make an important contribution to its overall environmental quality. Details of SSSIs and other ecologically important sites are given in Appendix 6. Any sites supporting animal or plant species protected by the Wildlife and Countryside Act 1981 will also be subject to special consideration if proposals are submitted for development. A number of mature landscape areas have been identified in a County Council survey, these are shown on Plan 6 at the end of the chapter.

Agriculture

6.6 Many of the farms in the Borough are mixed in character, with livestock as well as arable farming. Generally, the main arable cropping areas are in the east of the Borough on the better soils, while pasture predominates in the Erewash Valley to the west. Farms near to built-up areas tend to suffer from trespass, vandalism and accidental damage. The damage affects primarily boundary hedges and fences but can also involve damage to or theft of crops and worrying of livestock. Pressure for access to the countryside for recreation has generally emphasised these problems, underlining a need for positive management. The extent of the Green Belt means that agricultural land is not likely to come under threat from built development. The quality of agricultural land will, however, be a material consideration with reference to diversification proposals involving extensive open recreational uses.

6.7 Agricultural diversification is an established trend which is likely to continue. Government funds are available to help those who wish to introduce additional appropriate activities on their farm such as holiday accommodation and catering, farm trails and horse-related businesses. The acceptability of any proposals will be guided by Green Belt policies. Crop production and animal rearing will, however, continue to be the main activity on most farms and there is likely to be a need for the continued development and replacement of farm buildings. A recent amendment to the General Development Order has increased the potential for planning control over agricultural developments. There is now a requirement for the local planning authority to be notified of the proposed development of farm buildings or the formation of a private access road. This is intended to enable the authority to consider whether prior approval is required in respect of siting, design, external appearance and means of construction. Where such approval is required, the development must be carried out in accordance with approved details. Intensive livestock units may be "bad neighbours" and the adverse effect of such units could be a material consideration in determining planning applications for development within 400 metres.

Coal Extraction

6.8 It is accepted that this Local Plan cannot refer specifically to mineral extraction as that is covered by the County Council's Minerals Local Plan. The planning decision for any matters involving mineral extraction rests with the County, who would take into account the Borough Council's views. The

Broxtowe area has been extensively deep mined for coal. Whilst there are no longer any active pits, there is pressure for opencasting to exploit the shallow seams which remain in various rural parts of the Borough. None of the Borough's open areas is far from residential property. Moreover, large parts of these areas under pressure are of known importance in terms of landscape, environment and archaeology and comprise some of the most attractive and varied countryside around Nottingham. For these reasons, it is unlikely that the Borough Council would consider that much substantial opencasting could be made acceptable within the Borough.

Sand and Gravel

6.9 Sand working at Bramcote Quarry east of Coventry Lane is likely to continue until 2005, after which the site will be restored to informal open space, adding to the Bramcote Hills recreational area. Sand and gravel processing continues at Long Lane, Attenborough, although potential future extraction within Broxtowe is very small, with the extracted material being brought in by barge from Long Eaton.

Derelict Land and Rural Environmental Enhancement

6.10 The DoE Derelict Land Survey refers to a number of sites in Broxtowe, most of which have resulted from the past effects of mining. Often, this has resulted from mining activities which predated the requirements to restore the land to a proper condition. Problems have been caused by other types of development such as heavy industry, or military installations. Most of these sites are in the Green Belt and their future development potential is therefore limited. A full list of statutory derelict sites as at 1993 appears in the Appendix 9. The potential for environmental enhancement on a large scale, including reclamation of derelict land, would be increased by the implementation of the Nottinghamshire Community Forest, part of which is in Broxtowe.

The Built Environment

6.11 Broxtowe has four towns: Beeston and Stapleford in the south of the Borough, and Kimberley and Eastwood in the north. These urban areas contain a range of built forms including terraced housing, larger Victorian housing, inter-war estates and extensive areas of post-war development. In addition to the main urban areas, Nuthall and Awsworth have grown into larger villages. In other cases such as Cossall or Strelley, small villages retain their original character.

6.12 Conservation areas have been designated to conserve and enhance the special character of the historic areas of the towns and villages. There are now fourteen such areas in Broxtowe. The Council has a statutory duty to pay particular attention to the control and quality of development in conservation areas. The Local Plan provides an opportunity to consider the declaration of further conservation areas. Existing conservation areas are described briefly in Appendix 7 and are shown on Plan 8 at the end of the chapter.

6.13 Additional environmental protection covers Strelley, an unaltered estate village attached to Strelley Hall until 1971 when the estate was sold. This additional protection is made through a legal Direction (Article 4 Direction under the Town and Country Planning General Development Order) which brings under planning control certain small additions or alterations to properties which might affect the village's unusual character and which would otherwise have not needed planning permission. The designation of further Article 4 Directions will be considered in other parts of the Borough.

6.14 A more specific and complete protection for individual selected buildings also exists for over 150 structures included on the statutory list as being of special architectural or historic interest. A thorough survey of potential for listing additional buildings was carried out in 1987 and the present list results from this survey. Listed buildings are set out by parish or urban area in Appendix 8. Interesting archaeological sites exist in the Borough relating to medieval development and early coal mining. The expansion of the coal industry in the late 17th and 18th centuries and the industrial revolution have left their marks on the area, particularly in the countryside. The protection, enhancement and preservation of archaeological sites and their settings is therefore an important part of environmental planning.

6.15 A further aspect of environmental protection is the large number of trees and woods covered by Tree Preservation Orders. These are mainly in built-up areas and tend to be good specimens in public view. The Orders require appropriate prior written notice to be given for any proposals for lopping or felling, so that such activities can be controlled. Over 4,000 trees in the Borough are protected by Tree Preservation Orders. The need to protect trees is continually under review, particularly in relation to sites of likely new development.

Open Spaces and Paths within Urban Areas

6.16 Open spaces in urban areas are increasingly recognised as having important environmental and nature conservation value in addition to their traditional recreation functions. They provide welcome breaks in built-up areas and good opportunities for greenery; most are already protected from development by existing policies. In general terms, the urban areas contain a range of open spaces in terms of size and function but they are not always readily accessible and links between different spaces could be improved.

6.17 Certain larger areas of open space adjoining urban areas are of greater strategic environmental value providing major breaks in the urban scene. Examples are Chilwell Manor Golf Course, Bramcote Ridge, Beeston Fields Golf Course and Hemphill Hall, Nuthall. These four protected open areas include some of the most important walking and cycling routes into the countryside from urban areas. Some of these form parts of the longer-distance trails referred to in the Recreation section of this Plan. An extensive network of existing footpaths and bridleways provides recreational opportunities within and around urban areas, and in the countryside. Many of these routes link into the potential 'greenways' shown on Plan 7 at the end of the chapter (also see paragraph 6.22 below).

Environmental Improvements

6.18 The Borough Council, in consultation with private sector and other agencies, will continue to implement and promote a wide range of environmental improvements in appropriate locations throughout the Borough. Schemes to improve the environment have been undertaken in conjunction with the County Council within a continuous programme focused on upgrading surface quality of suitable sites throughout the Borough. Local shopping parades, with extensive private forecourts, have benefited from re-paving treatment which rationalises vehicle parking as well as providing a more attractive environment. Improvement schemes carried out by the Council incorporate tree and shrub planting in order to introduce further greenery into urban areas.

Advertisements

6.19 The Borough contains a variety of shopping, employment and mixed use areas within which there is pressure for advertising by businesses. This pressure is increased along the main radial roads leading to the city of Nottingham. The more rural areas are also coming under increasing pressure for signage in association with farm diversification and

additional opportunities for recreation in the countryside. For each different type of environment, a judgement needs to be made on suitability of advertising proposals with regard to their siting, size, design and illumination. An Area of Special Control of Advertisements, within which consent is needed for more types of signs than elsewhere, currently covers the same area as the Green Belt, in order to give more effective protection to rural areas from unsightly advertising.

POLICY CONTEXT

Central Government Guidance

6.20 The bulk of current advice has been consolidated in the 1990 White Paper entitled 'This Common Inheritance'. This was produced in response to increasing public awareness of environmental issues. The Paper encourages new development to be within existing urban areas rather than on greenfield sites, tempered with a warning that over-intensive filling of built-up areas must be resisted. It confirms advice given in previous Planning Policy Guidance Notes that local planning authorities can, within the context of the wider planning objectives of stimulating good development and preventing bad, comment on design of new development only in so far as its location, siting, bulk or relationship to surroundings. The advice in previous Mineral Planning Guidance Notes is also echoed in the statement that "decisions about proposals to work minerals need to strike a careful balance between the interests of amenity and the need to exploit the resource". Regarding farming, the Paper states that agricultural practices should take greater account of the environmental impact of farming and that more grants will be available to assist with environmental management and new forestry initiatives.

6.21 Other relevant central government guidance is contained in PPG2, which lays down the principles of Green Belt policy. PPG17 on Sport and Recreation reaffirms the importance of urban open space. PPG7 on the Countryside and the Rural Economy gives central government guidance on agricultural land; it acknowledges that in an era of surpluses in agricultural production there is a need to foster the diversification of the rural economy so as to open up wider and more varied employment opportunities and to balance that need against protection of the environment. PPG16 covers issues relating to archaeology and planning. A draft PPG on nature conservation (February 1992) DoE Circular 27/87, the Countryside Act 1968 and the Wildlife and

Countryside Act 1981, as amended, give further guidance.

Nottinghamshire Structure Plan

6.22 The Structure Plan contains a range of policies, including those for the Green Belt, covering the general protection of the countryside, derelict land reclamation, waste disposal, environmental improvements, conservation and listed buildings. Furthermore, it promotes the concept of "greenways", major recreational routes leading from urban areas into the countryside. These proposals are related to the local level.

Broxtowe Local Plan 1985

6.23 The previous Local Plan included a range of policies for the protection and enhancement of the rural and built environment. Whilst a number of these policies need to be modified to take account of changes in legislation and other circumstances, many of the established principles are carried forward. The most significant include the Green Belt, protected open areas and the protection of open spaces in urban areas.

Nottinghamshire Green Belt Local Plan

6.24 The Green Belt is a long-established policy protecting the countryside around the edge of Greater Nottingham from encroachment by urban expansion, the boundaries of which were most recently confirmed in a County Council local plan adopted in June 1989. This plan is, however, no longer operational because of the new development plan provisions which came into force in February 1992. The Broxtowe Local Plan re-states the Green Belt policies included in the now inoperative local plan and the Structure Plan. The Green Belt as a whole is to be reviewed in the mid-1990s but in advance of that review this document will provide continued protection based on established boundaries. The development requirement of the Borough up to 2001 can be met without encroachment into the protected area. This review does not, therefore, envisage major alteration to Green Belt boundaries, but two minor alterations are proposed to take account of a drafting error in the County's local plan and to rationalise a boundary at Watnall Spinney.

Nottinghamshire Sand and Gravel Local Plan

6.25 This statutory subject plan was adopted in 1984 and applied the Structure Plan's mineral policies specifically to sand and gravel. It included the release of 800 hectares of land for extraction along the Trent Valley, but not within Broxtowe. However, its general principles regarding protection of sites of

interest and the creation and encouragement of new wildlife habitats in former excavation areas are particularly relevant to the Attenborough area and the Nature Reserve.

Nottinghamshire Minerals Local Plan

6.26 The Deposit Draft version of this Local Plan was issued in 1993. When adopted it will cover the minerals planning aspects of the county and supersede the Sand and Gravel Local Plan. Although there are no planned allocations for Broxtowe, the policies regarding environmental protection against coal opencasting are particularly relevant. Many of these policies are likely to mirror closely the policies in this chapter of the Broxtowe Local Plan.

Informal Documents

6.27 The Erewash Valley Environmental Improvement Plan was issued by Nottinghamshire County Council in 1981, and provided an informal policy framework for the improvement of the Erewash Valley during the 1980s. Its statements regarding access to the countryside, interpretative facilities and the potential for further recreational development of the canals in the area have been further developed in this Plan.

6.28 The Bramcote Hills Open Space Plan was an informal plan issued by Broxtowe Borough Council in 1976 and revised in 1981. It studied the potential for better treatment and management of valuable open space on the north side of the Bramcote-Stapleford built-up area. It included detailed proposals for various parts of this open area, some of which still apply and have been taken into account in this plan.

6.29 A brief for access and visitors' facilities at Attenborough Nature Reserve was prepared by the Borough Council in 1990. It developed previous proposals regarding the shift of access to Barton Lane from Attenborough village, which is reaffirmed as a policy in this Plan. The document also adapted the previous findings of the 1979 informal statement "Attenborough and Long Eaton Gravel Workings" and a later ecological study of the area, combining them into a series of statements about the potential for various activities in different parts of the Reserve.

OVERALL ENVIRONMENT STRATEGY AND SUMMARY OF OBJECTIVES

6.30 The overall objective of the Plan is to set a context for the protection and enhancement of the

urban and rural environment of the Borough, in combination with the promotion of appropriate development in suitable locations. The Plan recognises the importance of the quality of the environment to the lives of local residents and to continued future economic prosperity.

6.31 Within this context, the environment policies of the Plan will seek to meet the following objectives:

- **To maintain the principle of Green Belt protection for the countryside, to examine and identify appropriate boundaries for the Green Belt and to reaffirm the criteria involved in judging the appropriateness of development proposals in the Green Belt.**
 - **To accommodate change in the countryside relating to agricultural diversification, recreation and improved public access.**
 - **To provide appropriate protection of environmental and ecological areas of particular significance.**
 - **To protect open land within built-up areas.**
 - **To reaffirm the desirability of high standards of design in all aspects of development in the Borough.**
 - **To maintain and improve protective policies covering listed buildings and conservation areas.**
-

POLICIES FOR THE ENVIRONMENT

GREEN BELT

EVI *The Green Belt in Broxtowe will cover the areas defined as Green Belt on the Proposals Map. In the designated Green Belt area permission will not normally be given for inappropriate development. Appropriate development will include:*

- *essential rural activities, including agriculture, forestry and mineral extraction*
- *recreational uses which keep the open character of the Green Belt*
- *cemeteries and institutions standing in extensive grounds*
- *appropriate infill development within villages which may be acceptable depending on the character of the surroundings*
- *changes of use outside villages of agricultural and other buildings which are worthy of retention to employment and tourist uses which help diversify the rural economy subject to the provisions of Notts Structure Plan policy 10/21*

provided that the development is located and designed so as not to adversely affect the Green Belt, in particular its open character.

The Green Belt is an area of great restraint on development. It will continue its role of controlling the spread of the Greater Nottingham conurbation, preventing its coalescence with other urban areas and the coalescence of separate settlements within the Green Belt.

Other essential development in the countryside may include that for public utilities, such as the extension or reconstruction of electricity transmission lines and pylons, railway installations, pumping stations and sewage

works, which may need to be located in the Green Belt.

Policies controlling mineral development are contained in the Minerals Local Plan, which is the responsibility of the County Council.

Certain recreational facilities such as country parks, golf courses and playing fields, need extensive areas of land and keep the open character of the land. Such uses would be appropriate on suitable sites within the Green Belt. Buildings or other structures associated with such a use would be acceptable where they are essential to the functioning of that use and do not harm the open character of the area.

New recreation facilities requiring substantial areas of land will normally be provided on the fringes of the urban areas so that these facilities will be located as near as possible to the main centres of population. Such facilities may provide useful buffer areas between the urban area and productive farmland, and reduce problems experienced by farmers in urban-fringe locations.

(The wording of policy EV1 above is based on policy P2 of the Nottinghamshire Green Belt Local Plan updated with reference to Nottinghamshire Structure Plan policy 10/3 and PPG2.)

DESIGN AND SITING IN THE GREEN BELT

EVIA *Where the principle of development is considered appropriate, the siting, design and materials of any building or structure should not detract from the open character of the Green Belt.*

Proposals may be made for a type of development which is acceptable in principle in the Green Belt, but for which the location, design or materials may adversely affect the Green Belt, in particular its open character. The visual amenities of the Green Belt may also be similarly affected by proposals conspicuous from the Green Belt, but not necessarily sited within it.

(This policy updates Policy P3 of the Nottinghamshire Green Belt Local Plan updated with reference to Nottinghamshire Structure Plan Policy 10/3 and PPG2.)

CHANGES OF USE IN THE GREEN BELT

EV1B *The re-use of the redundant buildings for alternative uses in the Green Belt will normally be considered appropriate, where the proposal secures the retention of a building that contributes to the character of the rural area, and where no adverse impact results from the new use on the amenity and rural character of the Green Belt.*

The policy updates Policy P4 in the Nottinghamshire Green Belt Local Plan, with reference to PPG2. It confirms that proposals for change of use can be acceptable where they are necessary to retain buildings which are of value because of their individual worthwhile contribution to the attractive character of the area. The Nottinghamshire Structure Plan policy 10/23(d) also applies.

It is important that in the Green Belt proposed conversions of agricultural buildings to dwellings can be achieved without any potentially undesirable effects on the environment. In certain circumstances, applicants may be asked to submit a structural survey or other information to demonstrate the feasibility of a proposed conversion. Where justifiable, the Council may consider imposing conditions in order to prevent inappropriate minor development on converted properties.

The combination of an Article 4 Direction and Green Belt policies operating in Strelley village has resulted in the retention of its special character as a village with an unaltered pattern of development. Here, the Council has only allowed proposals for converting farm buildings to other uses where the resulting pattern of development is in character with the established structure of the village. Thus, permission has not normally been granted for conversions to residential use

of unused agricultural buildings which are isolated from the main part of the village.

AGRICULTURAL DWELLINGS

EV2 *Dwellings for agricultural workers in the countryside will only be permitted where it can be established that the dwelling is essential to house a full-time worker who must live on the spot rather than in a nearby settlement. When permission is granted, a condition will be imposed to restrict occupancy of the dwelling to a person employed or last employed in agriculture. Where appropriate, a legal agreement will be sought to prevent the dwelling being sold off separately from the farm unit.*

The policy aims to ensure that dwellings for agricultural workers remain available for their intended purpose. It also ensures that such development only takes place in cases of genuine need and that unnecessary subsequent pressure for further dwellings does not arise.

MINOR AMENDMENTS TO GREEN BELT BOUNDARIES

EV3 *The following amendments are proposed to the boundary of the Green Belt in Broxtowe.*

- a The inclusion of Watnall Spinney, Trough Lane, Watnall*
- b The inclusion of a site at the north end of Cliff Boulevard, Kimberley*

Watnall Spinney is a small wooded area of considerable landscape and ecological value and is not appropriate for development. Trough Lane would form an identifiable and defensible boundary to the Green Belt.

The principle of the field at the north end of Cliff Boulevard being included in the Green Belt was accepted as part of the previous Broxtowe Local Plan but it was omitted from the Nottinghamshire Green Belt Local Plan because of a drafting error.

ACTIVITIES IN THE GREEN BELT

EV4 *Within the context set by policy EV1 the Borough Council will encourage use of Green Belt land which increases the potential for public access, recreation, tourism and landscape improvement*

The intention of this policy is to emphasise the positive aspects of planning for the Green Belt. Green Belt policy aims to protect the open character of land but implies a passive stance towards the various changes in character and land use that are taking place in urban fringe areas. These result from changes in agriculture practice and from pressures caused by the proximity of a large urban population increasingly seeking opportunities for many types of recreation. Certain recreational facilities need extensive areas of land and are capable of keeping the open character of the Green Belt. Careful consideration needs, however, to be given to the siting and design of ancillary buildings. Subject to these criteria and the need to protect landscape and ecological features (Policies EV7 and EV10) together with highway considerations, such uses can provide a useful buffer between built-up areas and productive farmland. This can reduce problems experienced by farmers in urban fringe locations. The development of such uses can also provide a means of diversification from farming where many external factors cause economic problems. The quality of agricultural land and the viability of agricultural units may, however, be a material consideration. The advice of the Ministry of Agriculture and Fisheries will be sought in appropriate circumstances.

PROTECTED OPEN AREAS

EV5 *Development will not be permitted which would detract from the open character of the protected open areas listed below or detract from the visual amenity provided for adjacent urban areas.*

- a** *Chilwell Manor golf course*
- b** *Beeston Fields golf course & land to west*
- c** *Bramcote Ridge*
- d** *Hempshill Hall, Nuthall*

These areas provide important breaks in the built-up areas which provide both visual amenity and opportunities for recreation by virtue of existing footpaths. Whilst Green Belt designation would not be appropriate because of their locations, the importance of these areas to the environment is such that strong protection is justifiable.

Areas (a)-(d) inclusive are carried forward from the 1985 Local Plan, with extensions to areas (b) and (d). The Beeston Fields golf course is visually connected to the Green Belt to the west by open land including playing fields owned by educational establishments, now protected by this policy to maintain the important open break between Chilwell and Bramcote. The Bramcote Ridge area includes the Thoresby Road pitch-and-putt course and extends as far east as the western rear boundary of No 98 Appledore Avenue. Complementary policies operated by the City Council cover part of the Bramcote Ridge area over the city boundary. The small area of land to the west of Hempshill Hall, which is important to the setting of the recently listed farm buildings, is included in the extended protected open area. This land has been the subject of recent development pressure.

PROMINENT AREAS FOR SPECIAL PROTECTION

EV6 *The open character of the following ridge features will be protected:*

- a** *Catstone Hill Ridge, Strelley*
- b** *Stapleford Hill, Bramcote*
- c** *Bramcote Hills & Bramcote Ridge*
- d** *Burnt Hill, Bramcote*
- e** *Windmill Hill, Stapleford*

Green Belt policy prevents most forms of development but makes no special provision for protecting valuable features in the borough. This and the following policies aim to provide appropriate protection for various different types of sites and functions.

The hills and ridges listed above and shown on the Proposals Map are recognised as prominent

areas of attractive landscape which provide distinct and permanent landmarks on the edge of the Greater Nottingham conurbation. Some parts of the above areas are within the Green Belt and other parts are protected under the Protected Open Areas Policy EV5. Because of the particular importance of maintaining the open character and landscape of these areas, it is essential that they are protected from any development that would affect their open character, including that which may be acceptable under the overall Green Belt policy EV1.

MATURE LANDSCAPE AREAS

EV7 *The Borough Council will seek to protect and enhance the character and quality of the mature landscape areas listed below and shown on the Proposals Map*

- a Brinsley Forge*
- b Brinsley Hall*
- c High Park*
- d Watnall Coppice*
- e Greasley & Watnall Fields*
- f Shilo North*
- g Babbington/Verge Wood*
- h Cossall*
- i Strelley*
- j Trowell*
- k Trowell Hall*
- l Bramcote*

The mature landscape areas have been identified as part of a detailed countryside appraisal exercise carried out across the whole of Nottinghamshire by the County Council. The areas contain features which can be considered to be "mature landscape", indicating that they have been relatively unaltered by agricultural practices, open casting, or other forms of development. These areas typically include hedgerows along old boundaries, well-established habitats and a concentration of sites of wildlife value. Two areas were added to the south and east sides of Cossall mature landscape area as a result of the recommendations made by the Inspector, following the Local Plan Inquiry.

Complementary policies protecting these mature landscape areas appear in the County Council's Minerals Local Plan. Planning permission will not normally be granted for development which could damage or destroy the value of the mature landscape areas.

Wherever possible, the quality of the mature landscape areas should be enhanced through good management, in conjunction with the implementation of other policies within this section of the Plan.

GREEN NETWORK

EV8 *The Borough Council will identify and protect a Green Network of routes connecting public open spaces in urban areas. Parts of the network will be enhanced by environmental improvements. Proposals which would impede or harm the character of part of the network will not normally be permitted.*

An urban area's open spaces form a valuable resource which can be further enhanced by attention to the routes forming connections between them. The resulting concept of a network of urban open spaces connected by linear open space offers a more strategic approach to their protection and draws attention to the opportunities for wider connections with the existing footpath and bridleway system. (See also Policies TR11 and TR12). Appropriate measures to enhance the less attractive parts of the network will include tree planting and surfacing improvements and nature conservation projects. An action programme will be drawn up to enable resources to be directed towards the implementation of the policy. The inclusion of rights of way within a Green Network policy will not necessarily change their legal status, hence there is no implication that all Green Network routes would be available for cycling or horse riding.

EV9 The Borough Council will protect a series of greenways which link built-up areas with the countryside. The character of the corridors will be protected and enhanced with regard to their environmental, ecological and recreational importance. Proposals which would impede or harm the function or character of any greenway will not normally be permitted. The greenways which are shown on the Proposals Map, are:

- a Newthorpe (Portland Road) southwards
- b Nuthall - Hemphill vale: disused railway line
- c Awsworth: disused railway line
- d Stapleford (Sandiacre Road) - Moorbridge Lane and Sandiacre
- e Stapleford (Cliffe Hill Avenue) - A52
- f Bramcote Hills Ridge - Coventry Lane
- g Beeston, Bramcote Drive - Bramcote, Common Lane
- h Chilwell, Cator Lane - Stapleford, Baulk Lane
- i Beeston, Dovecote Lane - Attenborough Nature Reserve
- j Beeston, Leyton Crescent - Attenborough Nature Reserve

This policy recognises the strategic importance of these links from urban areas into the countryside. The greenways are based in many cases on established features such as a canal or disused railway. Opportunities to enhance their attractiveness will be taken wherever possible. This policy, which should be read in conjunction with Policy RE14 and Policies TR11 and TR12, is complementary to Policy 10/24 of the Structure Plan. The inclusion of rights of way into a greenway will not necessarily change their legal status, hence there is no implication that all greenways would be available for cycling or horse riding. However, it is recognised that it may be preferable to seek bridleway status for certain sections of greenways and this will be investigated further. Landowners and tenants will be consulted where a proposed route crosses private land. The greenways are also shown on Plan 7 at the end of the chapter.

EV10 Planning permission will not normally be granted for any development which would endanger Sites of Special Scientific Interest (SSSI).

Local nature reserves and other areas of nature conservation or geological interest as listed in Appendix 6 will also be protected and any proposals for development on or adjoining any of these sites will be carefully assessed. Planning permission would not normally be granted where such development would damage or devalue a site.

Where opportunities exist, appropriate new development should be carried out so as to enable the improvement or creation of nature conservation sites.

The more important sites are designated SSSIs by English Nature and are afforded a degree of statutory protection. Circular 27/87 encourages the designation of Local Nature Reserves and these are referred to in paragraph 6.3 above. Other sites of local ecological or geological significance have been identified by the Nottinghamshire Biological Records Centre and the Nottinghamshire Geological Records Centre based at Wollaton Hall. These sites are listed in Appendix 6. Any threats from development to the character or wildlife value of these sites will be carefully assessed in relation to their status.

In addition to the protective aspects of the policy, there are often overall environmental benefits from the improvement or creation of habitats as part of new development. Guidance is included within a draft PPG on Nature Conservation.

As advised by Circular 27/87, the Borough Council will seek to produce a nature conservation strategy to cover land in its ownership, which includes large areas of open space, recreation grounds and allotments. These are of considerable importance for nature

conservation in the urban areas. The adoption of management practices based on nature conservation objectives can be both cost effective and increase the interest and variety of the sites concerned. A strategy could include policies for positive action to achieve enhancement of the environment alongside protection of habitats and valuable natural features, and act as a means of providing advice to parish councils and the owners of private open space and recreation areas.

As regards management of the urban fringe countryside generally, the Borough Council will encourage appropriate initiatives aimed at improving public access and the environment and at creating and protecting the nature conservation sites identified for policy EV10. The process of agricultural change is creating the need for an examination of the role of the countryside areas in the urban fringe from the point of view of both landowners and the public. A number of agencies are active in this field, including the Country Landowners Association, the Ministry of Agriculture, the Countryside Commission and the County Council. The Borough Council is in a good position to provide information and assistance aimed at enabling landowners to take advantage of opportunities as and when they arise, to increase the environmental and recreational potential of the urban fringe area.

ATTENBOROUGH NATURE RESERVE

EV11 *Nature conservation interests will continue to take precedence at Attenborough Nature Reserve, together with appropriate recreational activity in suitable locations.*

Within Broxtowe all of the area is designated as an SSSI and nature conservation interests should take precedence over other uses but it is accepted that a restricted range of recreation uses should also be permitted within specified areas. The Borough Council will work with the site owner, English Nature and Nottinghamshire Wildlife Trust to produce a management strategy for the reserve. The Management Plan will assess which areas are suitable for recreational use and

what type and level. The Borough Council will also seek to designate Attenborough Nature Reserve as a Local Nature Reserve. (This policy should be read in conjunction with Policy RE16 in the Recreation Chapter.)

DERELICT LAND

EV12 *The Borough Council will encourage the reclamation of the areas of derelict land shown on the Proposals Map and listed below:*

Related to other development proposals

- a Beeston:** Lilac Grove tip (see policy RE5)
- b Moorgreen:** former colliery site (see policy EM3)
- c Nuthall:** former Babbington Colliery site (see policy EM2)
- d Nuthall/Kimberley:** former railway line to Awsworth (see Policy RE14)
- e Stapleford :** former dye works, West End Street (see policy HO1)

Not related to other development proposals

- f Watnall:** former Station site
- g Brinsley:** former Pinxton branch line
- h Eastwood:** former lagoons north of Mushroom Farm
- i Giltbrook:** former tip, Baker Road
- j Moorgreen:** High Park Tip
- k Moorgreen:** former tanks north of Engine Lane
- l Toton:** former railway sidings (west)
- m Watnall:** former brickworks

As listed above, five derelict sites may be reclaimed through development in accordance with policies in other chapters. The remaining sites are mostly in the Green Belt and periodically assessed for inclusion in the County Council's programme of reclamation works. It may be possible to introduce recreation proposals, or planting initiatives under the Community Forest

Scheme (see Policy RE17) to assist reclamation of certain sites. In other cases, reclamation may need to be achieved through the use of Derelict Land Grant. Some of the sites which were formerly railway lines have become partly revegetated and recognised for their wildlife value; see Appendix 6 for details. In these cases, any proposals for reclamation work will need to take account of the site's ecological or geological value.

DESIGN STANDARDS

EV13 *The Borough Council will seek to ensure a high standard of design and layout to secure attractive development and to safeguard and enhance the existing environment.*

Throughout the Borough, attention will be paid to achieving a high standard of visual appearance for all development. The Borough Council will prepare advisory design guidance as a means of enabling and encouraging good design in order to achieve the objectives of this policy. By applying these standards and taking account of the character of each area, the result will be an attractive built environment.

CONSERVATION AREAS

EV14 *Development within a conservation area should normally ensure that the character and appearance of the area is preserved or enhanced.*

- *Proposals for demolition of any building or structure which contributes to the character of the area will not normally be granted consent. Where consent is granted for demolition and redevelopment, a requirement may be imposed that secures that redevelopment occurs within a specified time period.*
- *A detailed scheme of development will normally be sought for proposals in a conservation area*

- *Open spaces, road and footpath patterns, important viewpoints, trees and other features which are an integral part of the character of a conservation area will be protected*

- *The scale, design and finishing materials of any new development should respect the character of the conservation area*

Measures will be taken to enhance the appearance of conservation areas through the application of the above criteria and through enhancement schemes from appropriate budgets for environmental improvement, highway maintenance and listed building repairs

Fourteen conservation areas have been designated within the Borough, which the Council considers are of special architectural or historic interest with a character or appearance which should be preserved or enhanced. The policy lists the factors to be taken into account, and gives guidance on the normal requirements, for various types of proposal in conservation areas. This will enable rigorous attention to be paid to the appropriateness of development in the Borough's conservation areas. The requirement for detailed plans of proposed new development in conservation areas will allow proper assessment. For guidance, particular regard will be taken of such matters as scale, height, massing, respect for the traditional pattern of frontages, window openings, and the nature and quality of materials. In the exceptional circumstances where consent is given for demolition, full details of what is proposed for the site after demolition will be required. It will sometimes be necessary to impose a condition to ensure that redevelopment takes place in a given time period.

Opportunities for enhancement within conservation areas will be taken, wherever possible, within and outside the development control process. The Council will issue guidance leaflets for each of the conservation areas which will indicate their particular characteristics. As part of this process, the Council will resurvey

and review all conservation areas, and continue to consider opportunities for designating any additional areas, if merited. For clarification, the conservation areas are listed below. There are brief descriptions of these in Appendix 7 and the areas are also shown on Plan 8.

Attenborough Village
Attenborough, Barratt Lane
Beeston, St John's Grove
Beeston, West End
Bramcote
Brinsley
Chilwell
Cossall
Eastwood
Kimberley
Nuthall
Stapleford, Church Lane
Stapleford, Nottingham Road
Strelley

LISTED BUILDINGS

EV15 *Listed building consent will not normally be granted for any alteration or addition to a listed building where there would be an adverse effect on its architectural or historic character and interest. Consent will only be considered where it can be demonstrated that the alteration or addition is necessary to secure a long-term beneficial use of a listed building which may otherwise become disused and fall into disrepair.*

Consent for demolition of a listed building will not normally be granted but will be subject to consideration of its importance and condition, and of the importance of any alternative use for the site.

Any such consent for demolition, where redevelopment is appropriate, will normally be subject to the approval of a detailed scheme for the new development.

This policy confirms the special protection, including control of demolition, on listed buildings and structures. Proposals to change the use of listed buildings, which would otherwise

be redundant, may be appropriate in certain circumstances, although there will generally be a preference for retaining the use for which the building was originally built. Where consent is granted for demolition and redevelopment, a legal requirement may be sought that secures that redevelopment takes place within a specific time period.

SETTING OF LISTED BUILDINGS

EV16 *Development will not normally be permitted which would adversely affect the setting of listed buildings in terms of the scale, form, siting or design of the proposals in question.*

The setting of buildings of special architectural or historic character is often an essential part of their value, particularly in cases where there is an important view of a building across open land. Sometimes, the whole character of a street is determined by the prominence of listed buildings but can be easily upset by proposals for other development elsewhere in the street.

ANCIENT MONUMENTS AND ARCHAEOLOGICAL SITES

EV17 *In considering development proposals affecting areas of archaeological or historic interest, permission will not normally be given for:*

- *development which would result in any disturbance to a scheduled ancient monument and/or its setting; and*
- *development on other sites of archaeological importance which would involve significant alteration or cause damage, or which would have a major impact on the setting of the archaeological remains*

Where there is an overriding need for development, proposals should include adequate provision for the site to be surveyed, excavated or recorded, as appropriate

This policy repeats the wording in County Structure Plan Policy No 10/8. The need to preserve archaeological sites wherever practicable, is set out in Circular 8/87 and Planning Policy Guidance Note 16. The Council will seek to reconcile the needs of development with the interests of archaeology but there will be a presumption against the loss of the most important sites. Furthermore, attention will be paid to protecting and enhancing the setting of sites whenever opportunities arise. This policy also applies to the three scheduled Ancient Monuments in the Borough (see Appendix 8).

TREE PRESERVATION ORDERS

EV18 *When considering development proposals the Borough Council will seek to protect and enhance the setting of attractive trees, hedgerows and groups of trees, including trees covered by existing Tree Preservation Orders. The Borough Council will examine whether any additional trees should be the subject of Orders.*

Trees are a vital part of the Borough's landscape and particularly in built-up areas, individual specimens enhance and complement street scenes. Tree Preservation Orders, which offer a degree of protection against felling or lopping recognise their value in these circumstances. Similar protection applies automatically to all trees within Conservation Areas. There is scope for further Orders to be made and this policy also aims to ensure that the setting of attractive trees and hedges and, in particular, the setting of trees covered by existing Orders, is not compromised by development.

ADVERTISING

EV19 *The Borough Council will not grant consent for advertising unless it is acceptable in terms of highway safety and amenity, with particular reference to siting, size, design and illumination. The Borough Council will exercise its power to secure the removal of any advertisement which it considers to be causing substantial injury to amenity or endangering public safety.*

The principles set out in the policy are necessary to control the scale and prominence of advertising that is sought by some businesses which would conflict with the ideals of maintaining an attractive environment in the Borough. The criteria regarding siting, size, design and illumination will be applied at an appropriate level in response to the character of the environment where any new advertising proposals are being made. It is considered that there is little scope for further permanent advertisement hoarding sites in the Borough. There may, however, be scope for improving hoardings where they can be shown to enhance a site affected by dereliction or construction work. (In the latter case, it is acknowledged that under the Town and Country Planning Advertisement Regulations 1992, there are certain allowances for temporary advertisement hoardings to be displayed around construction sites, without consent.)

Directional and publicity signs which are remote from the businesses advertised often detract from the environment and will normally be resisted. Where an advertisement appears to the Borough Council to be causing substantial harm to the environment, or to be endangering highway safety, the Council will consider using its power of discontinuance to secure the advertisement's removal.

AREA OF SPECIAL CONTROL OF ADVERTISEMENTS

EV20 *An application to the Secretary of State will be made to extend the area of Special Control of Advertisements to include all conservation areas and Green Belt areas, in the interests of amenity.*

In Areas of Special Control of Advertisements, stricter controls apply over advertising material. There is a lower maximum height limit for placing advertisements, and a smaller maximum size for letters and characters, on all signs which may be displayed without express consent. Some classes of advertisement, such as general poster hoardings, may not be displayed at all. Application for designation for this status must

be made to the Secretary of State, who will decide whether the stricter degree of control is essential to the Borough's conservation areas. The coverage of this special control presently coincides with a previous Green Belt boundary, thus adding protection to most of the Borough's rural area. It is now considered appropriate, in the interests of amenity, to apply for its coverage to concur with the present Green Belt boundary, and also to acknowledge the valuable character of the conservation areas by supporting their coverage by "Area of Special Control of Advertisements" status. It should be noted that one of the four main shopping areas in the borough - Eastwood town centre - is included within a conservation area, which has therefore in practice already been subject to a stricter control of advertisements, but not as strict or as formalised as would be achieved within an Area of Special Control of Advertisements.

development not connected with "appropriate uses" (see EVI). There is no Grade 1 land within the Borough.

AGRICULTURAL LAND QUALITY

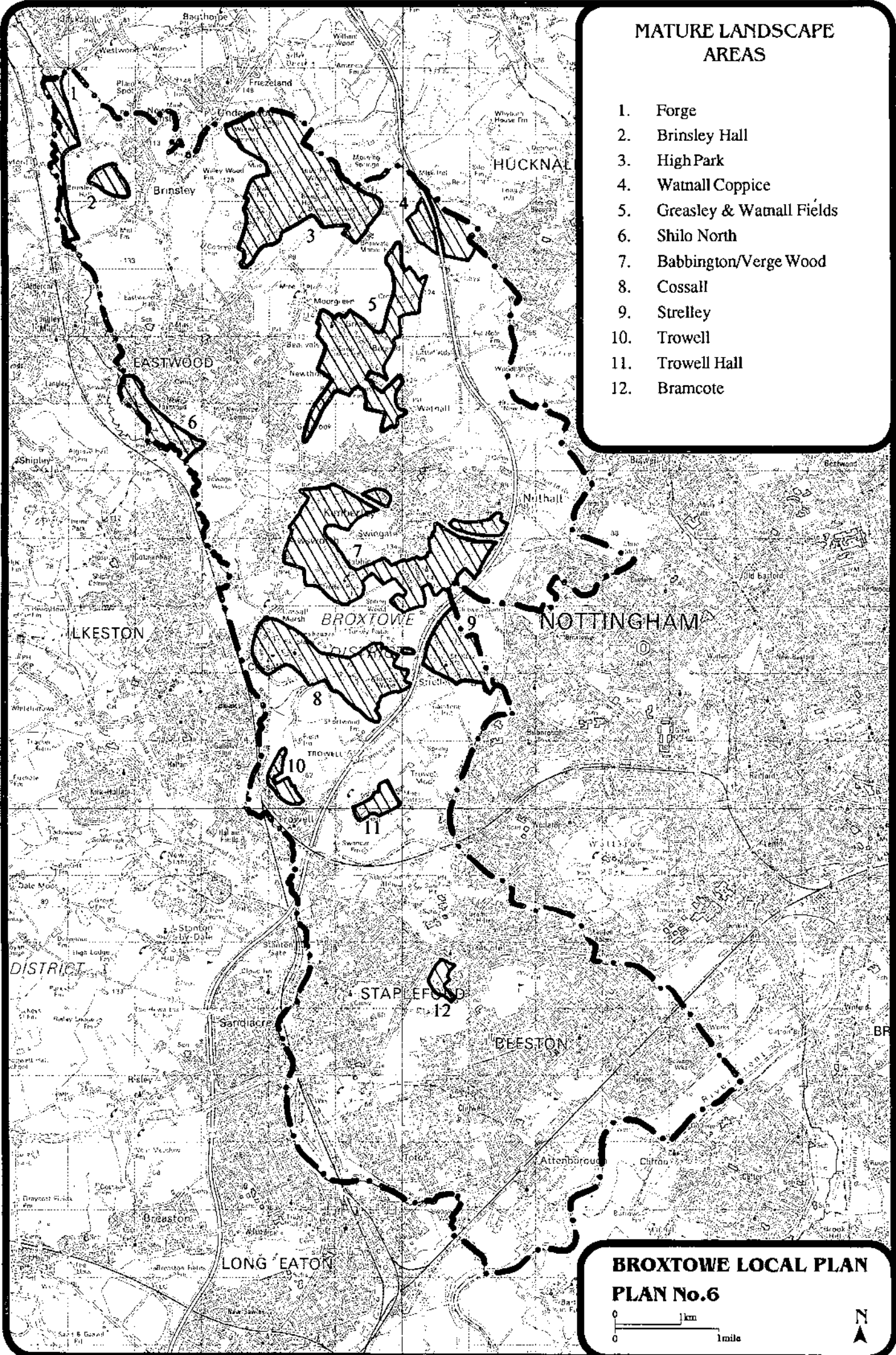
EV21 Planning permission will not normally be granted for development which involves:

- (a) The loss of higher grade agricultural land categorised as 2 and 3a, except where there is no reasonable alternative; or***
- (b) The disruption of economic farm units***

The agricultural land quality classification system has five categories, 1-5, with the middle grade split into 3a and 3b. Higher grade agricultural land (ie grades 1, 2 and 3a) is the most versatile land and is a national resource for the future. Considerable weight should be given to protecting such land against development, because of its special importance, acknowledged in DoE circular 16/87 and PPG7. In addition to the land quality issue, proposals affecting agricultural land should avoid the severance of holdings that undermine their economic use. As almost all of the Borough's agricultural land falls within the Green Belt, it is in any case protected by other policies from built

MATURE LANDSCAPE AREAS

1. Forge
2. Brinsley Hall
3. High Park
4. Watnall Coppice
5. Greasley & Watnall Fields
6. Shilo North
7. Babbington/Verge Wood
8. Cossall
9. Strelley
10. Trowell
11. Trowell Hall
12. Bramcote



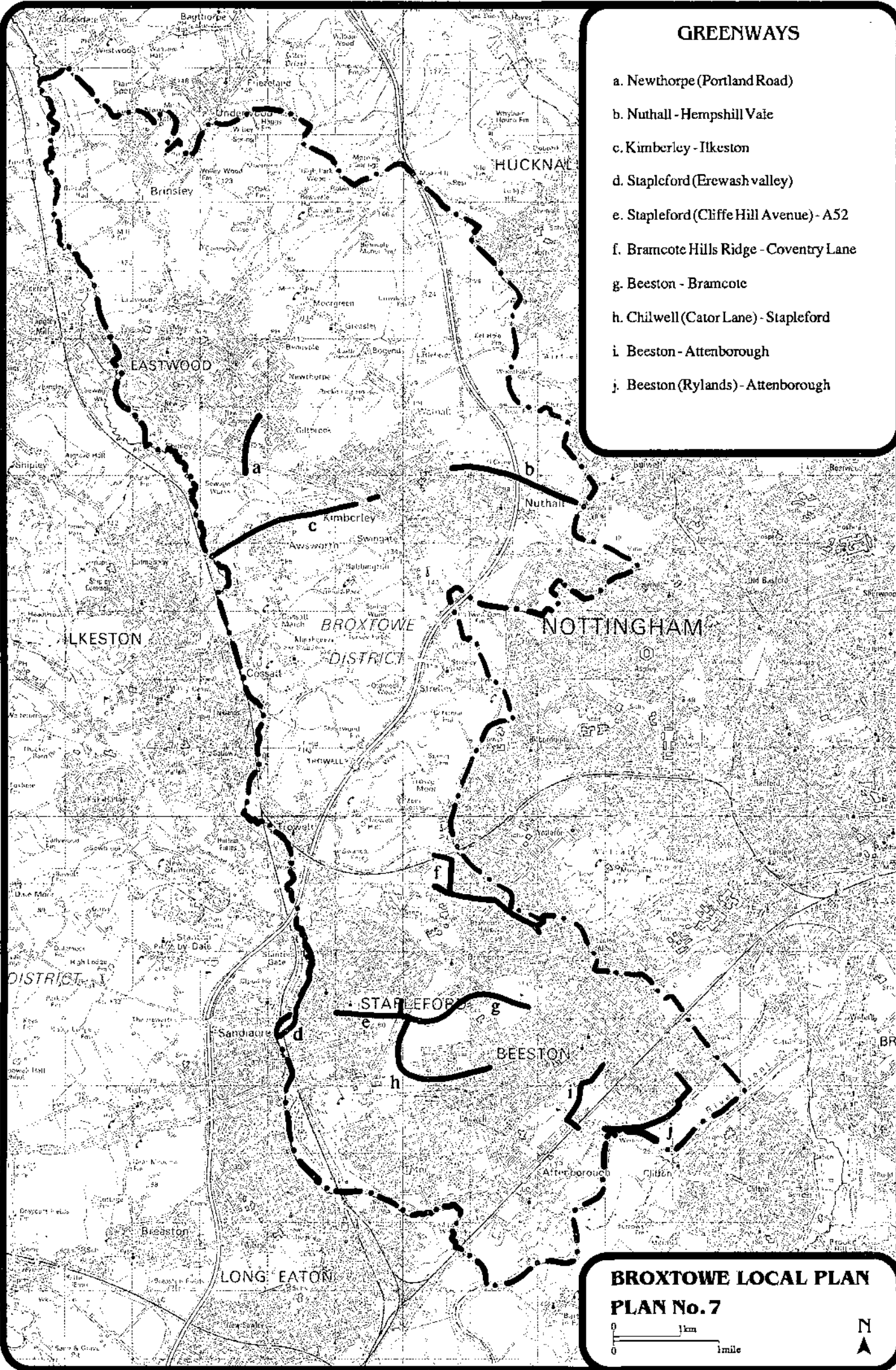
BROXTOWE LOCAL PLAN PLAN No.6

0 1 km
0 1 mile



GREENWAYS

- a. Newthorpe (Portland Road)
- b. Nuthall - Hempshill Vale
- c. Kimberley - Ilkeston
- d. Stapleford (Erewash valley)
- e. Stapleford (Cliffe Hill Avenue) - A52
- f. Bramcote Hills Ridge - Coventry Lane
- g. Beeston - Bramcote
- h. Chilwell (Cator Lane) - Stapleford
- i. Beeston - Attenborough
- j. Beeston (Rylands) - Attenborough



BROXTOWE LOCAL PLAN PLAN No. 7

0 1 km
0 1 mile

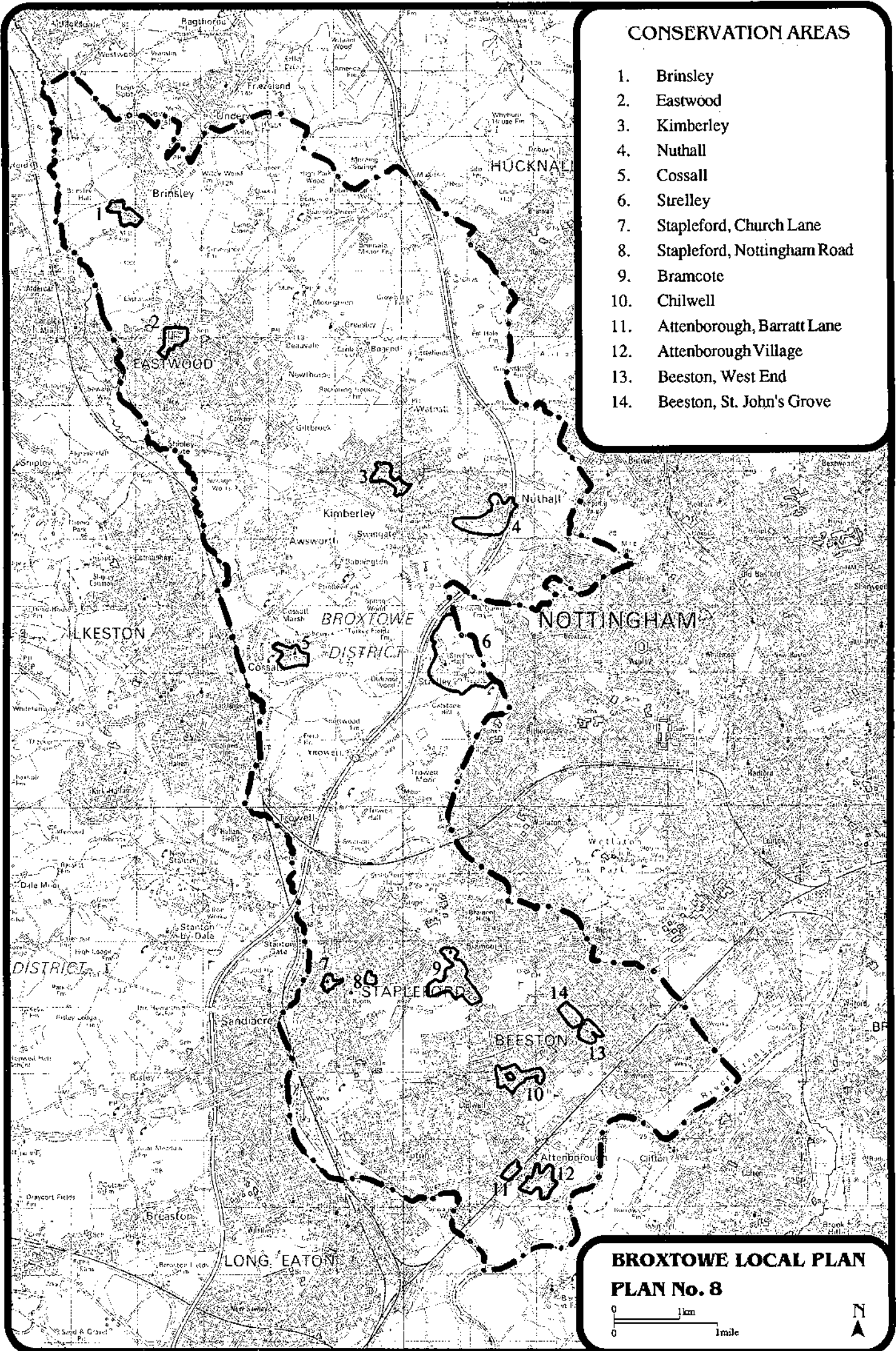


CONSERVATION AREAS

1. Brinsley
2. Eastwood
3. Kimberley
4. Nuthall
5. Cossall
6. Sirelley
7. Stapleford, Church Lane
8. Stapleford, Nottingham Road
9. Bramcote
10. Chilwell
11. Attenborough, Barratt Lane
12. Attenborough Village
13. Beeston, West End
14. Beeston, St. John's Grove

BROXTOWE LOCAL PLAN PLAN No. 8

0 1 km
0 1 mile





CHAPTER 7

RECREATION

7 RECREATION

Introduction

7.1 Recreation is now an important part of the quality of life for many people. Participation in recreation continues to increase as does the variety and sophistication of the activities involved. The topic is, therefore, wide ranging. This Chapter includes consideration of the provision and quality of playing fields, areas for informal recreation, footpaths, bridleways and cycle routes, water-based recreation, allotments and a variety of indoor recreation facilities. Tourism is also included because most of the potential in the Borough - that is the D H Lawrence Heritage, the use of canals, former railways and the River Trent and the presence of attractive countryside close to a large urban population - is closely related to recreation.

The Role of the Borough Council

7.2 The Borough Council has an important role to play in the provision and maintenance of recreation facilities and increasingly, in enabling provision by the private and voluntary sectors. The planning process contributes positively to this overall role through policies to enable appropriate developments to take place, protecting land for existing and future needs and setting out a context to fulfil the potential of both the countryside and open spaces in the built-up areas.

Opportunities for Outdoor Recreation in Broxtowe

7.3 The location and varied nature of the Borough, together with the presence of a large, urban-based population gives rise to both opportunities and constraints. The countryside areas, all of which are included in the Green Belt, merit particular attention. The growth in demand for extensive, open-air recreation uses such as golf courses, coupled with the process of agricultural diversification, is likely to lead to change over the plan period which will need to be assimilated subject to the underlying principles of Green Belt policy. On the fringes of the built-up areas, there is pressure for the accommodation of formal recreation uses such as football and cricket pitches and equestrian facilities. The countryside is also important in terms of informal recreation and relaxation. Environment and landscape underlie this importance, but it is the extensive network of footpaths and bridleways which provide access to and the means of recreation in the countryside. The existing network is based on an established pattern of routes

which has been improved and added to over recent years by the Borough Council, the County Council and Parish Councils. The routes which have been developed alongside the former Nottingham Canal, the River Trent and the River Erewash, are of particular significance in this respect. The former railway lines in the north of the Borough and the proposed Greenways (Environment Chapter, EV9) have considerable potential for future provision. The proposed Greenwood Community Forest will also increase opportunities for recreation.

7.4 In the built-up areas there is an extensive network of parks, recreation grounds, playing fields and local open spaces. The most significant of the larger areas comprises Bramcote Hills and Bramcote Park. In Kimberley and Eastwood there is a range of parks and open spaces including Hall Park and Hall Om Wong and the countryside is readily accessible. Stapleford has a number of local parks and recreation grounds, together with the open land comprising the Erewash Valley and Hilltop Farm west of the A52. The former "East-West route" (a road proposal originally designed to connect the A52 with Beeston Rylands and Nottingham Ring Road, but dropped during the early 1980s) has, in the main, been protected as open space and connects Beeston and Chilwell with the important Green Belt area south-east of the A52. Beeston Fields and Chilwell Manor golf courses are important recreational facilities both for golf and by virtue of the public footpaths which run across and around them. Attenborough Nature Reserve is an important recreational resource for walking on the many paths between the water areas and for bird-watching and fishing. Further east, in Beeston, there are extensive areas of open land around Weir Field in the Trent Valley. Elsewhere in Beeston there are smaller open spaces and recreation grounds, but parts of Rylands and north-east Beeston north-east are heavily built-up.

7.5 Overall, parks and open spaces are an important component of the environment. A borough-wide survey was carried out in 1993 which is summarised in Appendix 11. Their extent and distribution is generally satisfactory, but there is scope for improved links to and between them and for environmental improvements in some cases.

Playing Field Provision

7.6 Playing fields provide for outdoor recreation and make a significant contribution to the local environment as open space. When not in use for games, pitches are often available for informal recreation and for children's play. The contribution made by school and college playing fields is also important, in particular where joint use arrangements are in place. The 1993 Borough-wide survey also covered private playing fields and results are summarised in Appendix 11.

7.7 In the previous local plan the guidelines set by the National Playing Fields Association (see Appendix 10) were used as a general basis to assess the level of provision in the Borough, and a number of proposals for additional provision set out. These include facilities to serve new housing in Toton and Kimberley, playing fields at Weir Field and Leyton Crescent in Beeston and opportunities resulting from the restoration of opencast sites at Trowell and Awworth. In addition to new provision, policies were also set out to protect existing playing fields.

7.8 It is likely that demand has increased since the preparation of the previous plan. In addition to the preparation of this plan, the Borough Council will continue to examine playing field and open space provision. This will provide an up-to-date basis for policies which protect existing facilities and for any necessary new provision. The means of achieving additional provision may include synthetic pitches. These are initially expensive but can be used more intensively than traditional pitches.

Informal Open Space

7.9 Local parks, open spaces and children's play areas are provided in most parts of the Borough. These facilities are important in terms of both informal recreation and amenity. Recent provision has been made in tandem with the large-scale residential developments at Banks Road Toton, Trowell Park, Assarts Farm and Giltbrook Farm. A planning brief for the redevelopment of the former Chilwell Depot Ordnance land sets out requirements for new provision to meet the growing population. Existing open space, landscape features, and the longer term potential of the MOD playing fields off Chetwynd Road, have been considered in the planning brief.

7.10 The scale of residential development proposed in this plan is such that provision of playing fields or extensive open space will not be required within newly developed areas. In the interests of good design, however, it will be necessary to include

amenity open space, retain trees and other landscape features within development sites.

7.11 The previous local plan included proposals for recreational uses and informal open space, but a number remain unimplemented. These are listed below:

- Land off Assarts Road, Nuthall, for informal recreation
- Land adjacent to Leyton Crescent, Beeston, for playing fields
- Land at Weir Field, Beeston, for informal recreation
- Land comprising sludge beds off Lilac Grove, Beeston, for informal space
- Land at Nottingham Road, Trowell, to provide a kickabout area (This site is now considered more appropriate for informal recreation in association with the nearby canal walkway.)
- Bramcote Hills/Ridge - informal recreation
- Land at Eskdale Drive, Chilwell (former East-West route) for informal recreation
- Land off Coventry Lane for informal recreation

It is intended to carry these allocations forward but this will not necessarily imply purchase by the Borough Council. In some cases, a protection policy which recognises the value of locations in terms of informal recreation, environment and ecology may be appropriate.

Allotments

7.12 Allotments are provided within or adjacent to all of the built-up areas. Ownership varies from site to site between the Borough Council, Town Councils, Parish Councils and allotment associations. Whilst allotments perform an important recreational function, particularly for people with small gardens or no garden at all, there is a significant rate of vacancy on some of the Borough Council sites. This creates potential for alternative uses, for example at Giltbrook Farm and Chapel Street, Eastwood (see next page).

7.13 The previous local plan included a number of proposed new allotment sites. Of these, the following have not been implemented:

- Chapel Street, Eastwood
- Coach Drive, Eastwood
- Giltbrook Farm
- Main Road, Watnall

Kimberley and Greasley Parish Councils have confirmed that allocations at Coach Drive and Main Road should be carried forward. The Chapel Street site is, however, surplus to requirements and has been identified by the Borough Council as being appropriate for social housing provision (Policy HO2). Greasley Parish Council has stated that the Giltbrook Farm site which is sloping and has a heavy clay soil, is now no longer required for allotments and it is therefore considered for public open space (see Policy RE5).

Footpaths, Bridleways and Cyclepaths

7.14 The network of footpaths and bridleways, some of which can also be used by cyclists, are an important recreational resource. These routes provide access to and connect open spaces and playing fields and provide links from the built-up areas to the countryside beyond. Policy TR11 provides general protection for the existing rights of way network, but there is potential for the provision of new routes and for the improvement of some of those which already exist. Such improvements would have regard to the growth in popularity of horse-riding and off-road cycling, to improving access to other recreational facilities and to longer distance routes. The greatest potential for the latter is with the greenways proposed under policy EV9 and through the use of canals, river banks and disused railway lines. The previous Local Plan included a series of proposals for new, longer-distance routes, which included:

- The Erewash Valley Trail
- The Nottingham Canal
- Nuthall to Awsworth (former railway line)
- Wollaton to Nottingham Canal over Bramcote Hills
- Beeston to Chilwell (former East-West route)
- Trent Valley Way

7.15 Progress has been made on all of these routes with the exception of the Erewash Valley Trail, the northern section of the Nottingham Canal and the former railway line between Nuthall and Awsworth.

The current situation is shown on Plan 9 at the end of the chapter. Some short, but important, sections of the Beeston to Chilwell route remain to be implemented. This route could be extended using existing paths to connect through to Stapleford and Bramcote. The Trent Valley Way is complete in Broxtowe. A further, long-distance route passes through the Borough providing the link from Wollaton over Bramcote Ridge to the Nottingham Canal. This is the Robin Hood Way, which runs from Nottingham City Centre to the Sherwood Forest and Dukeries area in the north of the County. Whilst a number of routes already exist in the Erewash Valley, the longer Trail has not been pursued and there is no commitment on behalf of either Nottinghamshire or Derbyshire County Council to implement the proposal at present.

Golf Courses

7.16 The extent of open countryside in Broxtowe, together with the proximity of a large urban population, is giving rise to pressure for the development of more golf courses. The present distribution and types of courses are detailed below; and shown on Plan 10 at the end of the chapter:

Beeston Fields Golf Club 18 hole Private

Chilwell Manor Golf Club 18 hole Private

Bramcote Hills 18 hole (Par 3) Pay and Play

7.17 Planning permission was granted in 1990 for a full course at Swancar Farm, Trowell which, if implemented, will satisfy the need identified by The Sports Council for an additional full-length course in Broxtowe. The acceptability of any further proposals will need to be considered in terms of landscape, ecology, rights of way and the viability of any remaining agricultural holdings in addition to the usual planning and highway issues.

Specialist Activities

7.18 The increasingly diverse range of recreational activities includes a number of specialist pursuits. An artificial ski-slope, together with ancillary facilities, has been developed on the former colliery mound at Cossall. In addition, there has been pressure for war games provision in the north of the Borough and autograss car racing has been held at Watnall. These types of activity can give rise to traffic generation and intrusive noise and can have adverse effects on landscape and ecology. The Sports Council has identified a potential need to accommodate the growing sports of orienteering and off-road cycling, although provision is currently made at Bramcote Hills Park.

Water-Based Recreation

7.19 The rivers Trent and Erewash, the Nottingham and Beeston Canals, and the former gravel pits at the Attenborough Nature Reserve, have potential for increased water-based recreation. Whilst the priority given to nature conservation interests over the area of the Attenborough SSSI dictates non-intrusive recreation over most of the area, there is potential for more active pursuits on parts of Coneries lagoon and the water areas in the adjoining parts of Derbyshire. The main access to the area is from Attenborough Village, but it is a long-term policy of the Council to develop Barton Lane as the principal access to service both nature conservation and recreational interests. This has been facilitated, in part, by the recent development of the Chilwell retail park and by the release of the former tank testing ground for industrial development. Fulfilment of the recreational potential of the western water areas may be a further means of achieving the complete improvement of Barton Lane down to and over the railway crossing. The Trent itself is extensively used by pleasure craft and by anglers.

Sports Centres and Indoor Recreation

7.20 There has been a significant growth in the use of sports centres over recent years. The existing facilities in Broxtowe are listed below:

Bramcote Leisure Centre: Swimming Pool (33 metres) including a flume, teaching pool, 4 squash courts, fitness room, sauna and solarium, dance studio, snooker room, plus outdoor synthetic pitch.

Chilwell Olympia: 4 squash courts, full-size sports hall, and two further halls, potential for 9 badminton courts, small exercise room, fitness room, plus 2 outdoor synthetic pitches and skateboard park.

Kimberley Leisure Centre: Swimming pool (20 metres), including a flume, training pool, 3 squash courts, full-size sports hall, potential for 4 badminton courts, fitness room, solarium and snooker room plus two synthetic outdoor pitches and multi-purpose area for tennis, hockey etc.

Barber Hall Sports Centre, Newthorpe: Full-size sports hall (used for badminton, five-a-side, volley ball, basketball and indoor bowls), snooker table and fitness room.

Chilwell and Kimberley are joint-use facilities and the swimming pool at Bramcote is used for educational purposes during school hours.

7.21 In addition, a range of facilities are provided in a number of community buildings, church halls and other similar buildings. The contribution made by such accommodation is significant. Larger facilities, such as the community and sports centre at Newthorpe provide for games requiring more space, but other smaller venues are also of considerable value for keep fit classes and specialist activities. The private sector has become increasingly involved in the provision of facilities, particularly health clubs, gymnasia and snooker/pool clubs. Residents in Broxtowe benefit from the large-scale facilities in Nottingham which provide for ten pin bowling, ice skating and tennis.

7.22 The Sports Council has identified the desirability of additional sports hall provision in Broxtowe and there is some evidence of demand exceeding supply at the Borough Council's existing facilities. There are no specific proposals for additional provision at present, although further development of the existing centres is a possibility.

Tourism

7.23 The development of tourism is a means of increasing recreational opportunities and can generate employment. There is considerable potential in Broxtowe. In the north the D H Lawrence Heritage has already been exploited to a considerable extent through the birthplace museum and associated craft workshops in Eastwood, which adds to the attractiveness of the town centre as a whole. Throughout the Borough, the presence of attractive countryside which is accessible to a large urban population creates further opportunities for recreationally-based tourism. The River Trent and the existing and former canals in Broxtowe could also provide a basis for tourism-related development. Whilst the main part of the potential relates to day visitors or local recreation-based tourism, the larger firms in the Borough and the attractions of nearby Nottingham could generate demand for more overnight accommodation.

POLICY CONTEXT

Government Policy

7.24 The latest government thinking on planning for sport and recreation appears in Planning Policy Guidance Note 17. The Note states that Local Plans should generally aim to fulfil the following objectives:

- To assess the need for recreational facilities and to identify deficiencies in the provision of public open spaces

- To allocate suitable sites for additional recreational/open space provision and to encourage development accordingly
- To ensure that provision is properly coordinated with other forms of development and other land use policies
- To protect open space with recreational and/or amenity value

7.25 The safeguarding of open space in urban areas is particularly emphasised. It is stated that demand is concentrated there and it is important that people, particularly children and the elderly, should have access to open space close to their houses. The Note goes on to state that whilst national guidelines for open space provision, such as the National Playing Fields Association Six Acre Standard (see paragraph 7.29) can be useful, it is equally appropriate for local circumstances to be taken into account and appropriate policies and proposals included in Local Plans.

7.26 With reference to educational land, the Note points out that, once released, school playing fields cannot be recovered. It strongly recommends a review of the long-term educational and community need for such facilities in consultation with the local planning authority, before deciding on any disposal.

7.27 The importance of Green Belt planning policies is reaffirmed, but it is noted that outdoor sports will often be an appropriate land use and can be a means of environmental improvement. Recreational uses can also act as a buffer between urban areas and agricultural areas. The need to take account of the scale and impact of ancillary buildings is, however, noted. It may also be appropriate to consider the identification of locations which are suitable for particular uses and those which should be protected from specified activities. The impact of certain noise generating sports is considered. There is an indication that planning authorities should seek to identify sites where conflict with other uses is minimised, rather than risking the harmful use of existing recreational areas, open land or woodland.

Sports Council Advice and the National Playing Fields Association (NPFA)

7.28 The Sports Council has produced a number of pertinent policy statements and advice which, to a large extent reflects the advice and intent of the PPG. An emphasis is placed upon the land use aspects of recreation provision being fully considered in Local

Plans. It is stated that this type of work can provide a useful input into the preparation of an overall recreation strategy.

7.29 A summary of the NPFA policy on outdoor recreational playing space is included in Appendix 10. This will continue to be used for the assessment of provision in the Borough, although account will also be taken of local circumstances. These will include consideration of the age structure of the population, access to and quality of facilities, facilities in adjoining areas and the impact of agricultural diversification and recreation provision in the Green Belt. The results of a recent survey of open space provision are given in Appendix 11.

Nottinghamshire Structure Plan

7.30 The Structure Plan policies 6/1, 6/2, 6/3, 6/4 and 6/5 are relevant to the consideration of recreation in the Local Plan. The principles on which these policies are based are summarised below:

- Policy 6/1 favours recreational development subject to environmental and traffic considerations
- Policy 6/2 favours the development of recreational facilities and indicates a series of priorities relating to areas of need, accessibility, the use of derelict, disused or reclaimed land and the relief of pressure on sensitive areas.
- Policy 6/3 states that land used as public open space will be protected, except for the provision of ancillary facilities. The provision of open space within new developments or where the current provision is inadequate is also required.
- Policy 6/3d states that development on land used as private open space should not be allowed where there would be a significant loss in environmental quality or in meeting recreational needs.
- Policy 6/4 refers to the maintenance and improvement of the existing network of rights of way and other recreational routes, with particular emphasis on routes linking the urban areas to the countryside.
- Policy 6/5 sets a general context in favour of development related to tourism, subject to environmental and traffic considerations.

Broxtowe Local Plan 1985

7.31 The 1985 Local Plan included a number of policies based on the broad philosophy of encouraging development in appropriate locations, allocations for additional playing fields and open space, the protection of existing facilities, footpaths and bridleways. Many of the principles behind these policies are carried forward into this Plan and, where it is appropriate, site or specific proposals are reaffirmed. Recent advice is likely to have given greater weight to those policies aimed at protecting existing playing fields as open space and to the contribution which the planning process can make to the continuing development of a corporate strategy for leisure and recreation in the Borough.

OVERALL RECREATION STRATEGY AND SUMMARY OF OBJECTIVES

7.32 The policies and proposals of the Plan will recognise the increasing role which recreation is playing in people's lives. At the same time, recreational interests will be balanced against those of conservation, environment and the need to protect the amenity of residential areas.

7.33 From this overall strategy, the following objectives have been identified to address the needs arising from the consideration of the recreational character of the Borough.

- **To set out policies which will enable recreational-based developments to take place in appropriate locations**
- **To examine the nature and distribution of existing recreational facilities and, in particular, playing fields, in order to provide a basis for the continued application of protective policies where this is appropriate**
- **To consider the potential for further recreational developments in the Borough**
- **To improve and extend opportunities for access into and the enjoyment of the countryside**
- **To set a context for the consideration of proposals for golf courses, noisy sports and other specialist activities**
- **To set a context for the further exploitation of the tourism potential of the Borough**

POLICIES FOR RECREATION

PROMOTION OF FACILITIES

RE1 *The Borough Council will seek to ensure the satisfactory provision of outdoor and indoor recreation facilities for all sections of the community through the following means:*

- *the continued management, improvement and development of facilities*
- *enabling the improvement and development of facilities by the voluntary and private sectors*
- *the safeguarding of existing facilities, as appropriate*

The adoption of these general principles will provide a basis from which all relevant agencies can work to ensure that the recreation needs of the Borough can be met.

PLAYING FIELDS, RECREATION GROUNDS AND PARKS

RE2 *The Borough Council will protect the recreational function and open character and environmental and landscape quality of those playing fields, recreation grounds and local parks shown on the Proposals Map and listed in Appendix 11.*

Developments which improve the recreational potential of the land, provide ancillary facilities and which do not detract from the open character or environmental value of the land will normally be permitted.

The extensive network of Borough Council, Town Council and Parish Council playing fields, recreation grounds and parks is of fundamental importance in meeting a range of formal and informal recreation needs. These areas are also often of considerable importance in terms of landscape and the quality of the local environment. It is recognised that if the present and anticipated demand for playing fields and

recreation space is to be met these facilities will need to be protected and, in some cases, improved. Any improvement will, however, be carried out in such a way as not to detract from the open character or environmental quality of the area involved. An assessment of open space provision was carried out in the latter part of 1993 and results are given in Appendix 11.

PRIVATE PLAYING FIELDS AND EDUCATION LAND

RE3 *The development of land used for school playing fields and private sports grounds listed in Appendix 11 will only be permitted where the Council is satisfied that:*

- *no local deficiency of formal or informal open space will result: where such a deficiency results then alternative provision with similar community benefits can be provided;*
- *the land does not make a significant contribution to the local environment;*
- *the land is not required for future educational purposes.*

In order to meet the overall level of demand it is important that educational and private as well as Council-owned facilities are retained. The growth in demand for private facilities which occurred during the previous Plan period is expected to continue. The contribution which these areas can make to the local environment is acknowledged in PPG17 and, as with public sector facilities, it is important that this is protected. The Note also provides justification for an assessment of the existing and potential contribution which school playing fields can make to meeting wider needs and of the environment quality of such areas before any decision is made to pursue alternative uses. The assessment of open space provision in Appendix 11 includes these categories.

PROPOSED PLAYING FIELDS

RE4 Land is allocated for the provision of playing fields as shown on the Proposals Map at:

- | | | | |
|----------|--------------------------------|---|---|
| a | Beeston | - | Weirfields |
| b | Bramcote | - | Sand Quarry |
| c | Greasley/
Kimberley | - | land north of
Main Road, Watnall |

These additional playing fields are required in order to expand upon existing provision. The proposal to increase the number of pitches at Weirfields will be dependent upon the acquisition of adjoining land, access arrangements and improved changing facilities. This may require consideration of ancillary recreational facilities, taking advantage of the potential of the River Trent and the canal (see RE5 below). The longer-term restoration of Bramcote sand quarry presents an opportunity to provide additional playing fields on County education land.

Demand in the Kimberley area cannot now be met at Nottingham Road because of the expansion of the Borough Council Depot. The deletion of the proposed playing fields at Main Road, Watnall, (which were included in the Consultative Draft of this Plan) has led to a general requirement for playing field land to be identified in the vicinity of Common Lane, as the Main Road site is now allocated for housing (see Policy HO2e).

PROPOSED INFORMAL OPEN SPACE

RE5 Land is allocated for the provision of open space and/or informal recreation, as shown on the Proposals Map at:

- Beeston:**
- a** Lilac Grove tip, Beeston Rylands
 - b** Weirfields, Beeston Rylands
- Bramcote:**
- c** Sand Quarry, Coventry Lane
 - d** Bramcote Ridge
 - e** off Coventry Lane adjacent to railway
- Chilwell:**
- f** land off Inham Road
 - g** land to east of Eskdale Drive
- Giltbrook:**
- h** land off Thorn Drive and Acorn Avenue
- Nuthall:**
- i** land to the rear of Harcourt Crescent
- Trowell:**
- j** land off Nottingham Road
- Watnall:**
- k** Holly Road

These allocations will meet planned need for informal open space in connection with recent development, address local deficiencies or take advantage of the opportunities presented by restoration schemes.

The sludge tip associated with the Lilac Grove Tip is likely to remain in use by the water authority for the foreseeable future. In the longer term, however, an imaginative restoration scheme could provide an attractive area of informal open space. This would complement the adjoining allotments and improve access to the Nottingham Canal. The resultant area would adjoin the Green Belt of the Trent Valley and create a significant buffer between Beeston Rylands and the industrial area centred on Lilac Grove and the Boots complex. Informal open space could be provided as part of an overall development at Weirfields.

The intention to retain the open area on the Bramcote Ridge is long standing and represents the best means of fulfilling the recreational and environmental potential of this important landscape feature. As stated above, restoration of Bramcote Sand Quarry will provide a long-term opportunity to extend Bramcote Park to meet a variety of recreational needs.

The small area of land off Coventry Lane is densely vegetated, but provides an opportunity to connect the proposed Bramcote Ridge greenway (see EV9) with the Nottingham Canal Trail at the same time as protecting ecological and environmental interests.

The land off Inham Road, which was previously allocated for housing, together with the area to the east of Eskdale Drive, which was allocated for open space, will complete the creation of an important linear open space connecting Beeston and Chilwell linking through to the Green Belt beyond.

The land at Giltbrook was originally allocated for allotments but these are now no longer required. It would be appropriate, however, for a linear open space taking advantage of a small valley and an established footpath to serve the established and recent housing in this part of Giltbrook.

The allocation of land to the rear of Harcourt Crescent, Nuthall, is carried forward from the previous Plan. It is intended to complement the development of the Broxtowe Country Park in Nottingham and add to the amenity of adjacent housing. It will also increase the recreation space available to the extensive residential area south of Nottingham Road, Nuthall.

The land at Nottingham Road, Trowell, was allocated in the previous Plan to provide a kickabout area. Whilst this is no longer considered to be appropriate, the land does fulfil a valuable, informal recreation function and is of ecological and environmental interest. It may have potential for use in connection with the nearby Canal trail.

The land at Holly Road, Watnall, is required in connection with the proposal for housing in Policy HO2e.

The Policy is intended to be implemented through the protection of these areas and, where necessary or desirable, through the purchase of the land involved for public open space. It is recognised, however, that public ownership is not a prerequisite of use of land as open space. Legal agreements or management agreements may be a more cost-effective approach, bearing in mind the likely limitations on local government expenditure.

REQUIREMENTS FOR NEW DEVELOPMENT

RE6 *The Borough Council will require the provision of open space for formal recreation, informal recreation and/or children's playspace in conjunction with the new residential development on sites over approximately 2.0 hectares. The level and type of provision will be decided on the basis of the need which would arise from the development of the application site and of any larger site of which it forms part, and with reference to the following factors:*

- *National Playing Fields Association standards which, for the purposes of the Local Plan are those of the Borough Council*
- *The desirability of retaining local landscape, ecological or amenity features*

Provision will be required as a result of the application of this policy to proposed residential development at Holly Road, Watnall and Main Road, Watnall.

The provision of open space in conjunction with these proposed housing areas is necessary to meet the formal and informal recreation needs of residents. It will also assist in creating a good quality environment and takes account of the desirability of maintaining important landscape features.

The intention in the Holly Road development is to secure the provision of a substantial area of informal open space to the north of Holly Road with amenity areas to the south which reflect the presence of the saxifrage colony, and trees and hedgerows on the site, accommodate footpath links and complement the existing small area of open space to the rear of Flixton Road.

At Main Road, Watnall, the intention is to provide open space to complement the former railway line at the north side of the site, along which a long-distance trail and greenway are proposed. This open space will act as a buffer zone between proposed housing, and the bakery and fuel depot.

Specific requirements are not set out in respect of the other areas of new housing proposed in this Plan, which are generally smaller. Every opportunity should, however, be taken to provide amenity open space, landscaped footpath links and to retain landscape features in the interests of creating a pleasant environment.

MAINTENANCE OF OPEN SPACES

RE7 *The Borough Council will negotiate the payment of a commuted sum to cover the future maintenance of small areas of open space or landscaping that form part of the landscape design of proposed housing developments.*

This policy, the principle of which was approved by the Borough Council Policy and Resources Committee in October 1990, is intended to ensure that open spaces remain properly laid out and landscaped during the important early years when they are becoming established. This is in accordance with the guidance set out in DoE Circular 16/91. The costs of maintenance are high. The contribution will help to offset costs and will recognise both the developer's responsibility to provide a good quality of environment and the Council's guarantee to accept liability for the long-term commitment to the maintenance of open spaces for future occupiers and generations once areas have become established. A period of five years is

considered appropriate. This reflects the time for planting and landscaping to reach a reasonable degree of maturity and the period which applies to planning conditions requiring the making good of any loss of plants in a given scheme.

ALLOTMENTS

RE8 *Alternative forms of development will not normally be sought or permitted on those existing and committed public and private allotment sites shown on the Proposals Map and listed in Appendix 12. Proposals for alternative uses will be considered with reference to each of the following factors:*

- *the level of demand for allotment plots and the overall quality of the site in question*
- *the adequacy of existing open space and playing field provision in the locality*
- *the importance of the site to the local environment*
- *Green Belt or other open land policy*
- *the availability of suitable alternative provision*

Allotments meet a specific, but widespread recreational need and in some cases form significant open areas in the local environment. It is preferable for sites to be easily accessible to the communities which they serve and in this respect well organised and well used sites within or adjacent to the built-up areas are of particular importance. Where existing allotment sites are proving unpopular or long-standing commitments have not been taken up it may be appropriate to consider alternative uses. However, it will be important to consider the contribution which the land in question could make to local open space or playing fields needs and to the local environment.

NEW ALLOTMENTS PROVISION

RE9 Land is proposed for new allotment gardens, as shown on the Proposals Map at:

- | | | | | |
|----------|-----------------|---|--------------------------------------|---------------|
| a | Greasley | - | off Coach Drive,
Eastwood | 3.0 ha |
| b | | - | Main Road,
Watnall | 2.0 ha |

Both sites are in the Green Belt but adjacent to built-up areas. The Main Road site adjoins existing well-used allotments. Greasley and Kimberley Parish Councils have confirmed that they wish the sites to continue to be reserved, in order to meet the anticipated future demand for allotments in the area.

ALTERNATIVE USES FOR ALLOTMENT SITES

RE10 Alternative land uses are proposed on the allotment sites listed below:

- | | | |
|------------------------------------|---|---|
| Giltbrook Farm | - | public open space
(see policy RE5) |
| Chapel Street,
Eastwood | - | housing (see policy
HO1) |

The Giltbrook Farm site is now no longer required for allotments but is appropriate for informal open space (see Policy RE5 above). The small Chapel Street site is owned by the Borough Council. It is not now required for allotments and is to be released for housing purposes.

GOLF COURSES

RE11 Proposals for the development of golf courses will only be permitted if the following criteria can be met:

- levels of traffic generation are compatible with the local highway network and satisfactory access arrangements can be achieved

- an unacceptable level of conflict with existing public rights of way would not arise
- existing natural landscape and ecological features are not adversely affected
- boundary treatment and floodlighting can be accommodated without harm to the visual amenity of the area
- any land which is to be retained and farmed separately constitutes a viable agricultural unit
- the open character of the Green Belt is not adversely affected

Proposals for hotels, conference centres and restaurants associated with golf courses will not normally be permitted except where existing redundant buildings are to be re-used without significant extensions being added.

The pressure for further golf course provision in the wider Nottingham area together with the extensive areas of land which can be involved and the traffic generation characteristics justify a special policy. It is considered essential that a golf course should have either direct or good access to the main road network to avoid high levels of traffic on rural roads. Other important considerations include the need to avoid conflict between golfers and people on public footpaths and bridleways and the need to ensure that courses are designed so as not to detract from the open character and landscape and ecological qualities of the countryside. Wherever possible, new planted areas and nature conservation sites should be created. (Existing sites of ecological significance are listed in Appendix 6). It is also important to minimise the impact of boundary fencing and any necessary floodlighting. It is important that agricultural land would not be isolated by any development such as to render a farm unit non-viable. The quality of agricultural land may be a material consideration in this respect. Whilst it may be commercially desirable for extensive hotel, restaurant and conference

facilities to be provided alongside golf courses, this will usually be contrary to Green Belt and other countryside policies.

SPECIALIST PURSUITS

RE12 *Noisy or intrusive sports and other recreational activities will not normally be permitted in locations where the following factors apply:*

- *the amenity of nearby residential properties would be adversely affected*
- *features of ecological or landscape significance would be liable to damage*

This policy is intended to cover a range of activities including motor cycling (all types), karting, other motor sports, model flying and boating, water ski-ing, power boating, micro-lite flying and clay pigeon shooting. War games are also covered in response to the pressure for the use of woodland in the north of the Borough for that purpose. There is an apparent increase in the popularity of these sports which could well continue as a result of the process of farm diversification. These activities generally require countryside or open land locations. It is important, however, to ensure that the environment does not suffer and that the amenity of houses in the vicinity of the activity is not damaged. Where such activities are permitted, it will often be necessary for specific noise abatement or environmental protection measures to be undertaken.

FOOTPATHS, BRIDLEWAYS AND CYCLE ROUTES

RE13 *The Borough Council will seek to protect, maintain and, where possible, extend the network of footpaths, bridleways and cycleways in both the urban areas and the countryside*

The existing network of routes is an important recreational resource. Its potential can be significantly increased by the Borough Council going beyond its statutory duty to protect

established rights of way through management, improvement and extension. The County Council, Parish Councils and various amenity societies and environmental groups also have an important role to play in achieving this objective. Where new rights of way are proposed consultations would involve securing agreement with landowners and tenants. Where an appropriate form of development affects the route of an existing or committed route, the developer will be required to provide an attractive and usable alternative. On the Proposals Map, continuation is indicated of three strategic footway/cycleway routes from over the Nottingham City boundary.

LONG DISTANCE TRAILS

RE14 *The Borough Council will safeguard from development and seek to implement or complete the following long distance trails as shown on the Proposals Map. Compulsory purchase will be considered where land necessary for the creation or completion of a route cannot be acquired by agreement.*

- a Nottingham Canal towpath (Coventry Lane to Langley Mill, connecting to the Erewash and Cromford canals)*
- b Nuthall to Awsworth and Bennerley Viaduct (former Great Northern Railway)*
- c Beeston and Chilwell (former East-West route) connecting to Bramcote and Stapleford*

The completion of these routes will add considerably to the recreational potential of the countryside in Broxtowe, complementing local routes and the recently-developed Robin Hood Way and Trent Valley Way which run through to other parts of Nottinghamshire (see Plan 9). The routes are especially valuable where they bring former transport routes such as canals or railways into use and where they build upon the potential of linear open spaces linking the built-up areas and the countryside. In this respect, the routes are related to the concept of greenways

set out in Policy EV9, thereby addressing recreation, landscape and nature conservation interests. Where new rights of way are proposed, consultations would involve securing agreement with landowners and tenants. Where possible, the routes will also be designed for use by horse riders and cyclists.

RECREATIONAL USE OF WATERWAYS

RE15 *Proposals for development which would extend the recreational use of the navigable sections of the river Trent, the Beeston Canal, and the Erewash Canal will normally be permitted*

Policy RE14 recognises the recreational potential of the former Nottingham Canal, which has been fulfilled to a considerable extent through the activities of the Borough Council. There is also potential for developments associated with the usable lengths of river and canal in Broxtowe. This could include moorings, together with interpretative and refreshment facilities. Development would, however, need to be judged against normal planning and highway standards, Green Belt policy and nature conservation interest. The Council will seek to cooperate with adjoining authorities, wherever appropriate, to maximise recreational opportunities.

ATTENBOROUGH NATURE RESERVE

RE16 *Barton Lane will continue to be developed as the principal access to Attenborough Nature Reserve and the associated water areas.*

Any further development of the recreational potential of the area will only be permitted if the following criteria can be met:

- *The environmental and ecological quality of the SSSI and adjoining areas is not adversely affected;*
- *The setting of Attenborough Church or any other part of the conservation area is not adversely affected;*

- *The development would not result in unacceptable levels of traffic.*

The present vehicular access through Attenborough to the Nature Reserve car park puts pressure on the narrow village streets and is a nuisance to residents. The alternative access along Barton Lane is considered a better long-term route. The Council is seeking to develop Barton Lane as the principal access to the area for visitors and has improved the section south of the railway line and provided an extensive parking area. The improvements to Barton Lane north of the railway line, which have been required to enable the development of retail and employment land, provide a platform for its further improvement. Full details plus other design and technical advice are given in the 'Attenborough Nature Reserve - Consultation Brief for Access and Visitor Facilities', which was prepared by the Borough Council in 1990.

This policy should be read in conjunction with Policy EV11, which establishes that nature conservation interests will continue to take precedence in the area. There is, however, potential on and around Coneries Lagoon and Church Pond for interpretative facilities. Any development should be of a high standard of design and not above single storey in height. It is anticipated that the original planning requirement for Coneries Lagoon to be filled will not be pursued in order to safeguard conservation interests.

GREENWOOD COMMUNITY FOREST

RE17 *Subject to Green Belt policies, recreational developments which would help to secure the successful implementation of the Greenwood Community Forest will normally be permitted*

The community forest offers a means of accommodating change in the countryside. The intention is to create a varied landscape of woodland, farmland and open spaces around the existing settlements in the area. Whilst there

is an underlying need to maintain the open character of the Green Belt, there is potential for a variety of recreational uses. The process of agricultural diversification may offer particular opportunities in this respect.

OPEN RECREATIONAL USES

RE18 *Open recreational uses will be permitted on land:*

- a - off Halls Lane, Eastwood*
- b - at the former Moorgreen Colliery*

subject to the effect on the amenity of nearby housing and levels of traffic generation

The Halls Lane site, which amounts to some 20 Ha (50 acres), largely comprises a former brickworks which has been filled, although the fields to the rear of Commons Close have not been excavated. The site has been restored, but ground conditions and the continuing but controlled generation of landfill gas means that extensive built development is not feasible. It is however sufficiently large to accommodate extensive open recreational uses such as a pitch and putt or par 3 golf course or horse-riding and stabling. Subject to ground conditions, siting and normal design considerations, buildings necessary for the operation of such uses will be acceptable. It is anticipated that any development could provide an opportunity for planting and landscaping to improve the appearance of the site. The intensity of any particular use is likely to be limited by the access to the site off Hall's Lane which is through a residential area. It will also be necessary to take account of the amenity of nearby houses, particularly those off Commons Lane. In the longer term, subject to ground conditions, residential development may be possible on the undisturbed fields to the rear of Commons Lane. The adjoining triangular area of land to the east of Halls Lane may also be capable of development, despite current access problems and ground conditions. In the meantime, this land could be used in conjunction with the larger area for open recreational uses. It is not anticipated that alternative uses will be

considered until a future review of the Local Plan is carried out.

Open, recreational uses at the former Moorgreen Colliery possibly in connection with the Greenwood Community Forest, would be a means of achieving the necessary restoration and improvement of this land and would be in keeping with Green Belt policy.

TOURISM

RE19 *The Borough Council will seek to encourage and enable the development and improvement of tourism facilities subject to highway considerations and the overall environmental policies set out in the plan. Within this context, particular encouragement will be given to suitable new tourist facilities which promote greater understanding of the Borough's natural industrial and literary heritage.*

This policy sets a positive context for the consideration of proposals to improve the range and quality of tourism related facilities in the Borough. In addition, the Borough Council can, through its own actions and through influencing those of others, more fully realise the potential of the attractive countryside in Broxtowe, of the extensive waterways and water areas and of initiatives, such as the Community Forest. This will complement the already successful initiative to capitalise on the D H Lawrence heritage around Eastwood, centred on the birthplace museum.

HOTELS

RE20 *Proposals for new hotel development will be assessed with reference to normal planning and highway considerations and according to housing and employment land supply conditions.*

Proposals for changes of use to hotels and guest houses and extensions to existing facilities will be assessed with reference to residential amenity, traffic generation, car

parking and design in accordance with policies set out in the housing, transport and environment chapters.

There may be potential for more business and visitor based overnight accommodation in Broxtowe. It is difficult to identify sites or areas which are likely to be particularly suitable or commercially attractive for development. The intention of the policy, taking into account the economic and promotional benefits which can result from development, particularly new hotels, is to enable proposals to be assessed on merit throughout the Plan area subject to a range of relevant factors.

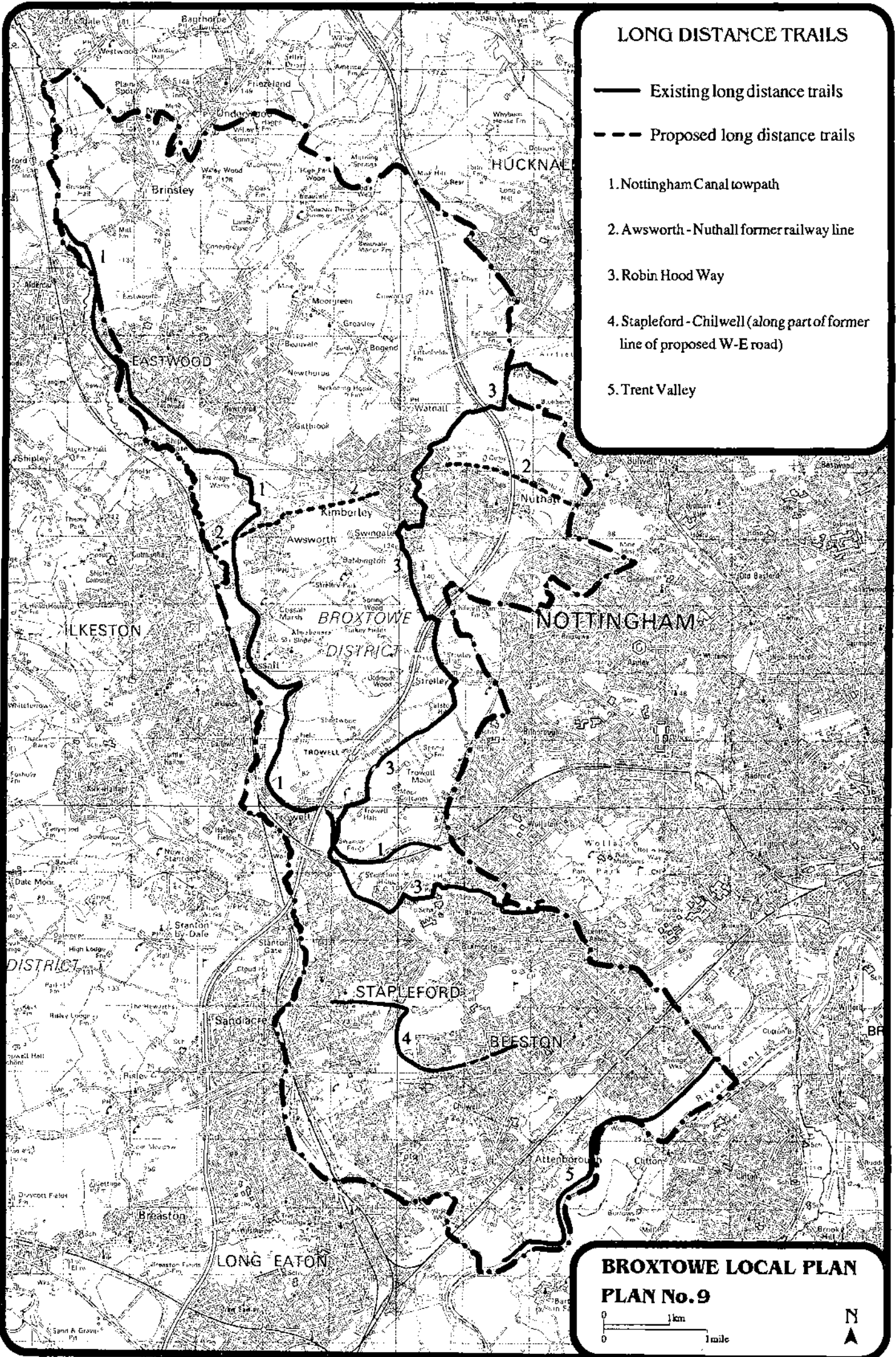
LONG DISTANCE TRAILS

- Existing long distance trails
- - - Proposed long distance trails

1. Nottingham Canal towpath
2. Awworth - Nuthall former railway line
3. Robin Hood Way
4. Stapleford - Chilwell (along part of former line of proposed W-E road)
5. Trent Valley

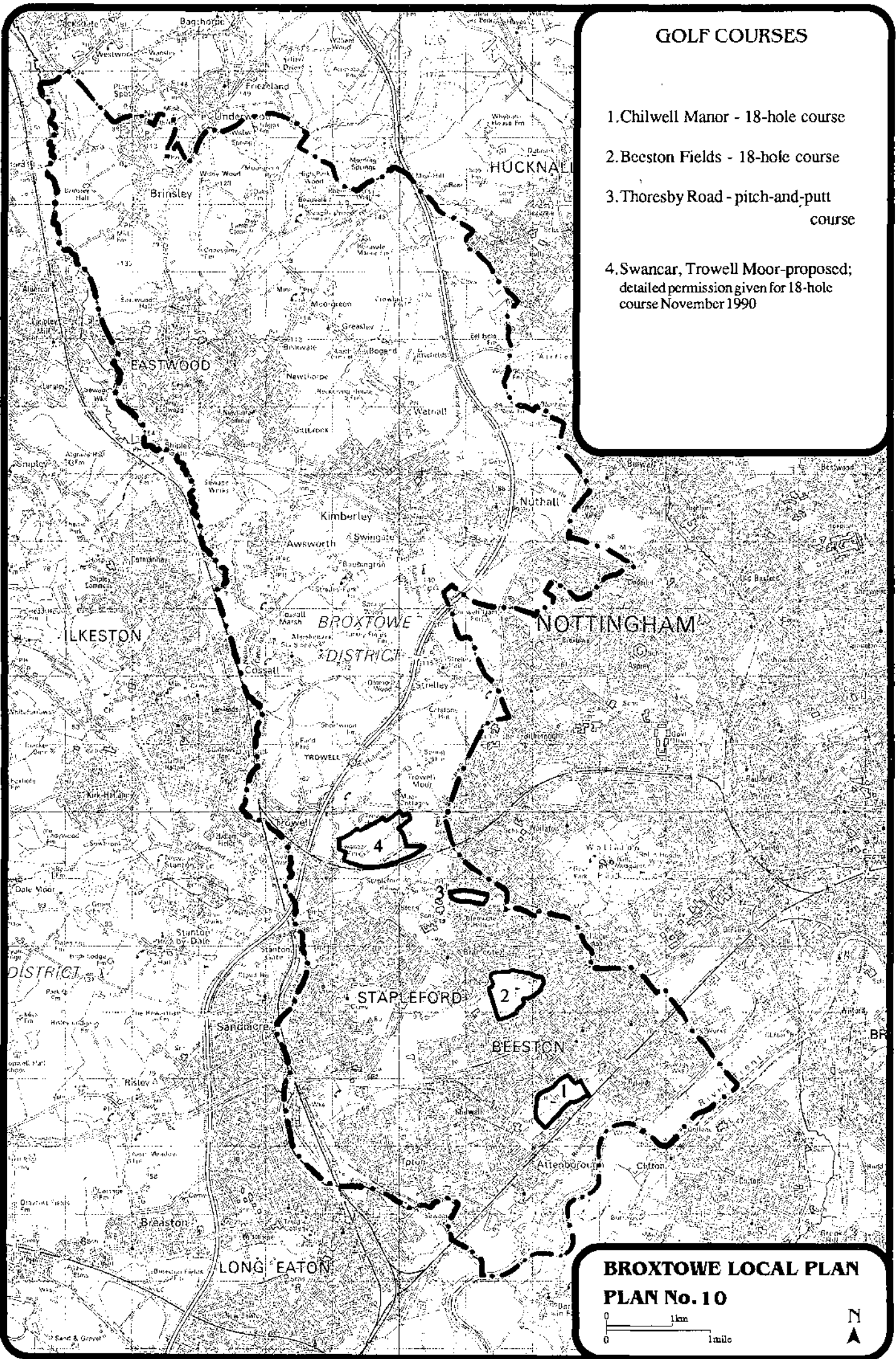
BROXTOWE LOCAL PLAN PLAN No. 9

0 1km
0 1mile



GOLF COURSES

1. Chilwell Manor - 18-hole course
2. Beeston Fields - 18-hole course
3. Thoresby Road - pitch-and-putt course
4. Swancar, Trowell Moor - proposed; detailed permission given for 18-hole course November 1990



BROXTOWE LOCAL PLAN PLAN No. 10

0 1 km
0 1 mile





CHAPTER 8

COMMUNITY FACILITIES AND SERVICES

8 COMMUNITY FACILITIES AND SERVICES

Introduction

8.1 The provision of a full range of services and facilities is important to the overall development of the community and to its social and economic wellbeing. For the purposes of this Plan the topic includes Health, Education, Libraries, Community Centres, Churches, Social Services, Burial Grounds, Statutory Undertakings and Emergency Services.

General Provision

8.2 Community Services are at present generally provided by agencies other than the Borough Council. Nottinghamshire County Council is responsible for Education, Libraries and Community Services. Nottingham Health Authority is responsible for community health facilities. Voluntary and charitable organisations, churches, companies and individuals are also important in the provision of services. However, the Borough Council does play a role in the provision of some facilities and in coordinating the work of these other agencies. The Local Plan is particularly important as a means of reserving land for the future development of facilities. It is also intended to ensure that new development is located where existing facilities can be used or new ones most efficiently provided.

8.3 The need for community services and facilities is dependent on the distribution of population and the nature of the built environment. The intention of the Plan is to set a context within which decisions concerning the provision of community facilities can be made and, where requirements are known, to reserve land for specific projects. Where allocations are made on behalf of other agencies, the Borough Council will, however, expect a commitment to the purchase of land at the appropriate time. If these expectations are not fulfilled, the allocation may be reconsidered. The limited level of growth proposed in the Plan means that few new community facilities are required as part of individual developments, but the distribution of population in the area and its changing character needs to be taken into account and the Borough Council will continue to examine the need for local facilities such as meeting halls.

8.4 The Nottinghamshire Structure Plan has identified that during the last 10 to 15 years there has been a 27% decline in the number of primary school age children and a 17% decline of secondary school children. There is however, an indication that there

will be a rise in primary school age children up to the year 2001, and a 17% increase in secondary level numbers over the same period. The number of people aged over 75 increased by more than 30% between 1976-86. This trend is likely to continue with a further 25% increase to 2001. These demographic changes are generating demands on certain educational facilities and on facilities for elderly people. It is reasonable to assume that the population structure of Broxtowe is comparable to the County as a whole, therefore the effects of change would be similar at the local level.

POLICY CONTEXT

Broxtowe Local Plan 1985

8.5 A substantial part of the community section of the previous Local Plan remains relevant and is carried forward into this Plan. This includes policies and statements of intent covering: safeguarding land for community uses, extensions to the Eastwood Health Clinic car park, extensions to the adjacent Eastwood Ambulance Station, a new Community Centre at Chilwell, and either new schools or extensions to existing schools at Bramcote, Eastwood, Greasley, Kimberley and Stapleford. Provision was also made for an extension to the cemetery off Field Lane, Chilwell.

Nottinghamshire Structure Plan

8.6 With regard to Education and Community Services, the general theme stated in the Structure Plan is that the provision of good educational, health, social, protective and community services is an important element in the social and economic well being of the County. A demand for services and facilities is generated by the ever changing size and make-up of the population; the most dynamic changes relating to the school age children and elderly people as both have special needs. (Refer to Policies 7/1, 7/2 of the Structure Plan).

Nottinghamshire County Council - Education

8.7 The County Council has confirmed that the number of primary school age children is likely to rise during the period to 2001. In terms of school rolls, the capacity of most schools is generally adequate though the development of land for new housing has implications for school provision.

8.8 The need to replace the detached annexe of Alderman White Comprehensive School, Chilwell Lane, Chilwell has been recognised for some years. An area of 3.2 hectares of land adjacent to the existing school will continue to be reserved for education purposes in accordance with County Council requirements.

8.9 The need for a new primary school at Assarts Farm was generated by the new housing development in this area. A site has been reserved close to the planned local centre and phase 1 of this development was completed in 1992. In 1993, however, the County Council decided that it no longer wished to reserve a site for a new primary school at Giltbrook Farm.

8.10 The County Council intends to replace a number of older primary schools in the Borough and land is to be reserved for this purpose in various locations.

8.11 The County Council promotes a system of joint use of educational facilities to provide community and recreational facilities for the general public where practicable. Existing examples in the Borough include the facilities at Chilwell Olympia and Kimberley Comprehensive School. The Borough Council will encourage such use where possible with the aim of achieving a more efficient use of facilities.

8.12 The closure of the older primary schools may in some cases lead to land being surplus to the Education Authority's requirements. Whilst specific proposals cannot be made at this stage, the general development control policies of this plan will ensure that any redevelopment of such sites is carried out in a manner which enhances the amenity of the area and which would have the least impact on adjoining uses. In the event of sites becoming surplus, any open space component would need to be carefully assessed against the open space needs in the area.

Nottingham Health Authority & Nottinghamshire County Council Social Services

8.13 The majority of health and social services are at present the responsibility of these two Agencies and the Borough Council cannot therefore ensure the provision of facilities. The elderly population in the Borough will steadily increase over the plan period and this will place growing demands on social services and health care. Health care for the elderly is provided in the main from locally based services. In addition to home visits, this requires suitable central buildings in which clinics can be held and

where nursing staff can be based. Buildings or building extensions will also be required to provide for day care of the elderly living in the community. Proposals for such development will be supported by the Borough Council. The elderly population also generates a need for specialised forms of housing. Provision of such housing has formed the basis of the Borough Council's housing strategy for a number of years and now housing associations and private builders are being encouraged to address the need of this sector of the population.

Community Health Premises

8.14 The Nottinghamshire Health Authority is seeking to improve community health premises in the Borough, and the following changes are currently included in its ten year plan. In Beeston a new health centre has been built at Wollaton Road to replace the existing Dovecote Lane Clinic.

8.15 In Chilwell/Toton some facilities are provided from the Inham Nook clinic. Whilst, at present, the Nottingham Health Authority has no plans for further expansion, separate facilities may be required to accommodate the needs of both the young and the elderly in the near future to coincide with new residential development.

8.16 In Kimberley services are provided from a Health Clinic at Newdigate Street and these facilities are well used. In Eastwood, the health clinic has insufficient parking and more spaces need to be provided. This proposal is carried forward into this Plan in conjunction with the proposal for the adjacent Ambulance Station.

8.17 The Plan acknowledges that Doctors' and Dentists' surgeries are best located close to shopping centres in order to benefit from public transport, parking and pharmaceutical facilities. Surgeries can also be accommodated in residential areas and planning permission may not be required where only one room of the doctor's/dentist's house is used. Where permission is required, it will be necessary to ensure that the practice can operate effectively without being harmful to residential amenity or causing highway safety problems.

Care in the Community

8.18 The Government initiative of community based services for adults who require more than the usual care and support from others because they are elderly, mentally ill, mentally handicapped or physically disabled will have many planning implications. The initiative is likely to create pressure

for the establishment of purpose built units or the conversion of existing premises to house rehabilitation units, day centres and residential accommodation.

Disabled Persons Act

8.19 Improvement of the environment to accommodate better the needs of disabled people is a complex subject which requires careful planning and in some cases special consideration in terms of site selection, site layout and building design. The Disabled Persons Act 1981 contains statutory requirements relating to access for disabled persons to new buildings and other premises used by the public. Circular 10/82 advises that the arrangements for access to buildings, including special provision for disabled people, can be a legitimate concern of the planning system. This issue is addressed in the transport chapter of the Local Plan, which sets out a requirement for facilities and design features to meet the needs of the disabled to be incorporated into new developments.

Libraries

8.20 Since the last plan, a new library has been built in Stapleford and a new facility is planned at Inham Nook. The library provision in Broxtowe is considered to be adequate and no further new facilities are envisaged during the plan period.

Community Centres

8.21 Many buildings are used by the local community for a wide variety of activities. The contribution of Parish Councils and the voluntary sector including churches, scout and guide organisations, women's institutes and youth organisations, is therefore considerable. In addition however, the Borough Council also owns and manages a number of community buildings. The availability and quality of community facilities is continually under review by the Borough Council and the need for new or improved facilities will be pursued accordingly.

8.22 The Borough Council has recently provided new community buildings at Beeston Rylands (off Leyton Crescent) and at Nuthall (Horsendale School) and a building at Toton is nearing completion at the time of writing. The relatively small scale of residential development proposed in this Plan is such that specific community provision will not be required. Development will however, continue into the plan period on the large, committed, Assarts Farm and Chilwell Ordnance Depot sites. In the case of the former, the Borough Council anticipates that a satisfactory standard of provision is possible through

the joint use of existing and planned schools. Nuthall Parish Council is likely to be closely involved in the detailed arrangements for this. In the case of the latter, no specific provision is proposed but the Borough Council will consider the need for facilities as the development proceeds. There is adequate space for a building on the larger western area of open space which is to be incorporated into the development adjacent to the proposed play area. Land will continue to be reserved for the development of community facilities within the Giltbrook Farm residential area.

Day Nurseries

8.23 There has been an increasing number of planning applications for change of use of dwellings into day nurseries providing childcare facilities. This is a response to a demand which has been generated through changes in work patterns such as both parents or single parents at work. The County Council Department of Social Services registers Day Nurseries. Environmental issues must be taken into account when dealing with applications for such a use. These relate to noise and disturbance from children playing in groups larger than a normal family and the traffic generated by staff, parents and visitors. On this basis, Day Nurseries will be acceptable in appropriate residential locations provided the premises comprise a detached house with enclosed garden facilities where sufficient vehicular access and parking can be made available.

Police, Fire and Ambulance

8.24 The County Council, which is responsible for the provision and management of Police and Fire facilities in the Borough, has indicated that there are no present plans for new facilities in Broxtowe.

8.25 In Eastwood, an extension is required to the Ambulance Station which is adjacent to the Health Clinic and fronts onto Nottingham Road. The Borough Council as owner of adjacent land, has agreed in principle that this land can be used. This proposal is carried forward into this plan in conjunction with the health clinic car park proposal.

Statutory Undertakings and Telecommunications

8.26 The Electricity, Gas and Telephone service Authorities are closely involved in the planning and implementation of developments. However, there are no specific requirements in respect of their own specific operations which need to be addressed in the Plan. Technological developments in telecommunications and the opening up of the market

has led to pressure for the development of facilities. Accordingly a specific policy has been included in the plan.

National Rivers Authority

8.27 The National Rivers Authority (NRA) is similarly involved in the planning and development process and is responsible for pollution control, environmental quality, managing water resources, flood defence, fisheries and conservation.

Water Reclamation Works and Drainage

8.28 The Severn Trent Water Authority operates various Water Reclamation Works within Broxtowe and the Borough Council normally takes account of advice issued by that body in assessing the capacity of works to accommodate development proposals. The effluent which finally discharges from the works is subject to consents issued by the NRA in accordance with the provisions of the Water Act 1989. The NRA is however seeking improvements to various Water Reclamation Works in order to ensure the requisite levels of pollution control in the longer term.

8.29 The current situation with respect to water reclamation works is summarised below:

Toton: Improvements required. A phased scheme has now been approved to extend capacity (serves Toton, Attenborough, Chilwell)

Bessell Lane: Improvements required, scheme programmed to extend capacity (serves Chilwell, Stapleford, Toton, and part of Bramcote)

Lilac Grove: Spare capacity. A replacement works within the existing site is now planned for commissioning in late 1996 (serves Beeston)

Newthorpe: Spare capacity (serves Eastwood, Kimberley, part of Brinsley and part of Awsworth)

Pinxton: Improvements required (serves part of Brinsley area)

Pye Bridge: Improvements required (serves part of Brinsley area)

Stoke Bardolph: Spare Capacity (serves Babbington, part of Watnall/ Nuthall and part of Bramcote)

Hallam Fields: Improvements required, a scheme has been planned to be commissioned in 1996 (serves northern Trowell, Cossall)

8.30 In view of the above, there is unlikely to be any significant problem in meeting the longer term demands created by development during the life of the Plan based on the Structure Plan requirements up to 2001. Severn Trent will negotiate with developers with a view to overcoming any constraints which emerge in respect of individual development proposals. There are, however, likely to be objections to any shorter term major development proposals on unallocated land outside the urban area. This concern relates to additional sewage draining to any works discharging to the River Erewash (except Bessell Lane), until such time as programmed works to upgrade the relevant facility have been completed. The Borough Council expects that the implications of the development proposed in this plan will be reflected in the future priorities for action which are set by the drainage authority.

8.31 The Borough Council, as agents for Severn Trent Water, is undertaking a series of drainage area studies. These form the basis for a sewer improvement and replacement programme which represents a major infrastructure investment. The new system is intended to take account of committed and proposed developments set out in the Plan and should make a significant contribution to improvements in water quality.

8.32 Where improvements are to be carried out to watercourses, or drainage basins provided as part of new development, there is potential for attention to be paid to environmental impact. This can include the protection of wildlife habitats and the creation of new nature conservation areas.

8.33 Severn Trent Water has a proposed Cordon Sanitaire policy for sewage works which seeks to minimise the impact of potential nuisance and discomfort caused by odours which neighbours may consider unacceptable. The size of Cordons will vary according to such factors as types of process in use at the Works, size of Works in terms of population, industrial effluents received, land use around the site, anticipated extensions to the Works and site topography, environment and infrastructure.

Washlands

8.34 The River Trent and the River Erewash have extensive washlands. As a matter of NRA policy it is necessary that development in the washlands be limited in the interests of flood defence.

Cemeteries

8.35 An area of land next to the cemetery off Field

Lane, Chilwell was reserved in the previous plan to extend the facility although the option has not yet been taken up. Areas of land adjoining this cemetery, and the cemetery at Church Walk, Brinsley are reserved to enable extension of each so as to ensure that adequate burial plots are provided to meet future needs.

OVERALL STRATEGY AND SUMMARY OF OBJECTIVES

8.36 The above description, analysis and policy context enable a series of objectives to be defined which form a clear basis for the policies and proposals of the Plan on Community facilities and services. These objectives are summarised below.

- **To provide a planning context for the provision of community facilities by all relevant agencies.**
 - **To reserve land for the provision of identified and programmed facilities including schools, health services and community centres.**
 - **To establish planning criteria for the consideration of proposals for new residential and health care facilities arising from the Care in the Community initiative.**
 - **To establish planning criteria for the consideration of proposals for day nurseries and child care facilities.**
 - **To set out the requirements of the Water Authority and National Rivers Authority in respect of new development proposals.**
-

POLICIES FOR COMMUNITY FACILITIES AND SERVICES

DEVELOPMENT OF FACILITIES

CO1 *Proposals for the development of new or improved community facilities will normally be permitted provided that they would not:*

- *detract from the amenity of nearby residential areas*
- *detract from the general environmental character of the surrounding area*
- *result in excessive levels of traffic generation or cause highway safety problems*

Parking standards may be relaxed for the change of use of buildings to provide indoor facilities, subject to the above criteria.

This policy will ensure the best possible provision of a wide range of community facilities at the same time as protecting acknowledged planning, highway and environmental interests.

SAFEGUARDING OF PROPOSED FACILITIES

CO2 *Where sites have been identified for the provision of community facilities and provision is programmed, planning permission will not normally be granted for other development which would prejudice that provision unless adequate replacement provision is made*

Such an approach is essential so as to ensure that the provision of facilities is not frustrated by the lack of a suitable site. It will be necessary in some instances for sites to be protected for considerable periods in order to meet longer term needs or to await the availability of resources for implementation. Where sites do become surplus to requirements for community facilities, alternative uses may be permitted subject to the overall development control and environmental protection policies of this plan.

SAFEGUARDING OF SCHOOL PROPOSALS

CO3 *Planning permission will not normally be granted for any development which would prejudice the development of the following sites for education purposes:*

Bramcote:

- a Chilwell Lane - 3.2 hectares adjacent to Alderman White School*

Eastwood:

- b Church Street - 2.6 hectares to replace Eastwood junior and infants schools*

Greasley:

- c Beauvale - 1 hectare on north east side of Greasley Beauvale infants for replacement school*

Kimberley:

- d Gilthill - 0.6 hectare to north east of Gilthill primary school for replacement school*

- e Knowle Lane/Swingate - 0.5 hectare to replace Kimberley primary school*

- f North Street - 0.4 hectare for school playing fields*

Stapleford:

- g Nottingham Road - 1.1 hectares to replace St John's primary school*

Most education facilities within the Plan area are provided and maintained by the County Council. The above policy has been formulated after consultation with that Authority in order to meet the anticipated needs of the Borough over the plan period. The Borough Council will encourage the dual use of these new premises and facilities to meet the need for community facilities where appropriate circumstances occur.

It is desirable that the most efficient use is made of existing facilities in particular schools and other educational establishments. These premises are often conveniently located within the community and available for use in the evenings, at weekends and potentially during school holidays.

NEW COMMUNITY BUILDING

CO4 *An area of 0.44 hectares of land off Smithurst Road, Giltbrook is reserved for the future provision of a community building*

The continued reservation of this site, which is adjacent to shops and play facilities, is in accordance with the long standing commitment for community provision to serve the Giltbrook Farm area and reflects a planning agreement. A public house has previously been permitted but has not been developed. The Borough Council and Greasley Parish Council consider that there is a prospect of the land being acquired and developed to provide a purpose-built community hall within the Plan period. Any building will be given careful consideration in terms of design, siting and access to reduce the impact on nearby housing.

It is recognised that other sites may come forward as a result of the Borough Council's continued commitment to reviewing the quality and extent of provision of community buildings.

NEW LIBRARY

CO5 *A new library will be provided by the County Council on land off Barncroft, Chilwell*

This is a long-standing proposal which will be implemented as and when resources become available. It will considerably improve access to library facilities for local residents.

AMBULANCE STATION EXTENSION

CO6 *An area of 0.1 hectares of land at Nottingham Road, Eastwood, will be reserved for extensions to the Eastwood health clinic car park and for the adjacent Eastwood ambulance station.*

This policy will ensure that adequate provision is made for car parking at the Eastwood Health Clinic and that land is available for the future expansion of the Eastwood Ambulance Station.

DOCTORS AND DENTISTS SURGERIES

CO7 *Proposals for the development of/change of use to/extension to doctors and dentists surgeries in residential areas will normally be permitted where the following criteria can be met:*

- *the amenity of adjoining and nearby houses is not adversely affected*
- *adequate parking can be provided either within the curtilage or on street provided that this would not result in highway safety problems and residential amenity would not be adversely affected*

Doctors and dentists surgeries are often most appropriately located in the town centres or in local centres. There will, however, be instances where provision within residential areas is desirable from the point of view of both the practitioner and the patients. In such instances it is important to ensure that the practice can operate effectively without undue detriment to residential amenity and without causing highway safety problems. Where merited in individual cases, conditions may be imposed to limit the size of practices to ensure that problems do not arise from future expansion.

CARING INSTITUTIONS

CO8 *Proposals for the development of nursing homes and other community based caring activities will normally be permitted provided that:*

- *the site (and premises in the case of changes of use) can satisfactorily accommodate the use and ancillary activity without detriment to the amenity of occupiers of neighbouring properties, and*
- *the character of the surrounding area would not be unacceptably altered*

Whilst the Borough Council recognises the important role played by such uses in meeting the special housing needs of some sections of the community, it is concerned that such establishments should not give rise to any adverse effects on the amenities of an area.

DAY NURSERIES

CO9 *Proposals for the development of day nurseries either through changes of use or new build will normally be permitted if the following criteria can be met:*

- *the premises comprise a detached building with enclosed space for outdoor play*
- *there is sufficient space for staff car parking and to drop and pick up children within the site in positions acceptable from the highways and planning view points*
- *the use would not have an adverse effect on the amenities of nearby residents*

The nature of the workforce is changing and this is giving rise to pressure for an increased number of day nurseries and child care facilities. It is necessary to ensure, particularly in the case of proposals in residential areas, that such uses can be satisfactorily accommodated and that the premises involved provide a safe environment for children. The principles set out in the policy will also apply to proposals to develop child care facilities in existing and proposed employment areas although the question of residential amenity is less likely to arise.

WASHLANDS

CO10 *Development will only be permitted within the areas of essential washland in the Trent Valley and the Erewash valley which would not significantly impede the flow of flood water or materially affect the river system or flood water storage area.*

The Borough Council and the National Rivers Authority wish to maintain a control over development on washlands in order to maintain defences against flooding. The policy is needed to cover both the shorter and longer term regimes of local rivers and water courses.

CEMETERY EXTENSIONS

CO11 *Land is reserved for cemetery extensions in the following locations*

- a Field Lane, Chilwell*
- b Church Walk, Brinsley*

It is necessary to protect these sites so as to ensure that adequate burial plots are available in the future. The extensions will be implemented as and when necessary during the plan period.

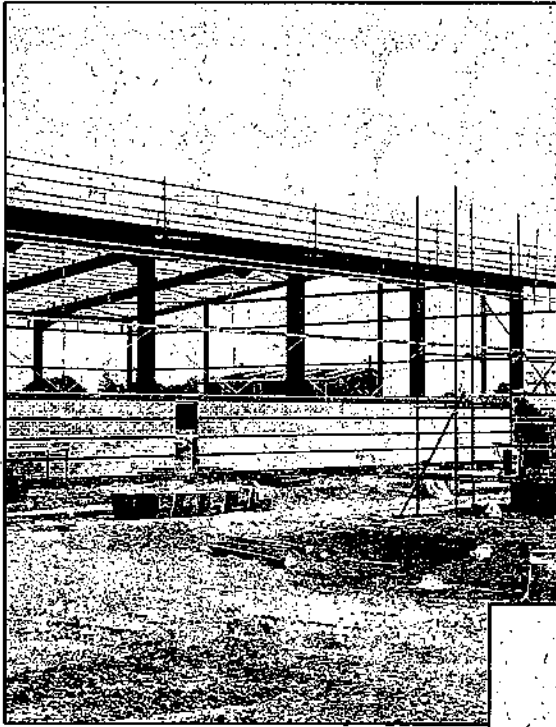
TELECOMMUNICATIONS

CO12 *Planning permission will be granted for telecommunications development where:*

- *the need for the development in the location proposed can be demonstrated in relation to the existing and planned telecommunications network*
- *the potential for the further development of existing sites or facilities does not exist*
- *the impact of the proposed development on the local environment is acceptable with particular reference to Green Belt policies (EV1, EV1A, EV1B), prominent areas for special protection (EV6), and mature landscape areas (EV7)*
- *where a location is acceptable in principle, the apparatus (including any associated security fencing) should be sited and designed (including landscaping) to minimise impact on amenity whilst respecting operational efficiency.*

- *where telecommunications apparatus can be installed under permitted development rights but is subject to the prior notification of the local planning authority, particular attention should be paid to siting, design and the potential of associated landscaping to minimise impact on the amenity of the locality*

It is recognised that modern telecommunications are an essential and beneficial element in the economy and everyday life and that the industry is continuing to develop rapidly. The policy, which reflects the guidance set out in the revised PPG8, December 1992 on Telecommunications, is intended to allow consideration to be given to proposals taking account of both the industry's needs and environmental considerations. Whilst the Green Belt, prominent areas and mature landscapes are specifically referred to in the policy, this will not preclude consideration of impact in general planning terms or with reference to particular locations, especially in relation to Conservation Areas, Listed Buildings and SSSIs where a greater degree of protection is afforded.



IMPLEMENTATION, CHAPTER 9 MONITORING AND REVIEW

9 IMPLEMENTATION, MONITORING AND REVIEW

Implementation

9.1 The Local Plan is a comprehensive document which aims to guide and control development in Broxtowe for the period up to 2001. It will also provide the context for initiatives on economic, environmental and social issues over the same period. The implementation of the policies and proposals set out in the Plan will, therefore, be a complex and wide-ranging process.

9.2 This process will involve a large number of different agencies in the public and private sectors. It is likely, however, that the role of the public sector will be based on a continuing emphasis on co-ordination and enabling. The rate of development will reflect local and national economic conditions. This will dictate the availability of finance for public sector infrastructure projects and Borough Council expenditure and will underlie conditions in the housing, commercial and retail markets.

9.3 The development strategy set out in the Plan is one of limited growth which is focused on the existing built-up areas. As far as possible, development sites are spread throughout the Borough. Whilst there are several key locations for both employment and housing, the majority of development proposed is small scale. This is intended to promote the efficient use of land to allow the sensitive integration of new development and to make use of spare capacity in existing infrastructure and facilities.

9.4 Appendix 1, the summary of Local Plan policies, includes an indication of the main implementing agency and the anticipated timing of implementation. The responsibility of the various agencies involved has been categorised, as follows:

Public Sector

Broxtowe Borough Council:

- Development Control
- Co-ordination
- Expenditure
- Environment
- Economic Development

Nottinghamshire County Council:

- Highways and Transport
- Education
- Social Services

- Environment
- Economic Development
- Police and Fire

Parish Councils:

- Local environmental and recreational initiatives

Health Authorities:

- Ambulance, hospital and general medical facilities

Government Departments:

Department of Transport

- Motorways, Trunk Roads

Department of the Environment

- Derelict land and other grants

The responsibilities of the County Council may be subject to change because of a review of local government which is being undertaken at the time of writing of the Local Plan.

Private Sector

Landowners, Developers and Businesses

- All aspects of development but with particular emphasis on housing, employment, shopping and leisure

Other Agencies

This category is of increasing importance and includes a range of agencies

Statutory Undertakers

- Severn Trent Water
- East Midlands Electricity
- East Midlands Gas
- British Telecom

Housing Associations

- Low cost, rented and specialist housing

British Railways

- Transport and Property

British Coal

- Minerals and Property

National Rivers Authority
- Rivers, water quality

English Nature
- Environment

Countryside Commission
- Environment

English Heritage
- Environment

Greater Nottingham Training and Enterprise
Council
- Economic Development

In addition, amenity groups and a range of other local organisations will have an interest in many of the policies.

9.5 The co-ordination role of the Borough Council will include the preparation of development briefs, strategies and other informal documents relating to particular policies. Briefs will be prepared in consultation with landowners and other relevant bodies. These documents will be for guidance and advice and will not override the policies of the Local Plan. The documents which are to be produced are listed below, according to their relevant chapters:

Housing

- HO2 Planning briefs for proposed sites
(Note: Holly Road Brief prepared March 1994)
- HO10 Design guidance for infill development
- HO13 Design guidance for extensions and other domestic development
- HO16 Design guidance for flats over shops

Employment

- EM3 Planning briefs for proposed sites
(Note Babbington Colliery Brief prepared in February 1992)
- EM5 Action programme to bring forward sites

Transport

- TR8 Town centre traffic studies and action programmes

TR12 Informal cycling action programme

TR13 Design and Planning for Disabled People

Shopping

SH2(a) Planning brief for the Shaw and Marvin site, Beeston

Environment

- EV8 Action programme for green network
- EV9 Action programme for greenways
- EV10 Nature conservation strategy
- EV14 Design guidance for conservation area and
- EV15 listed buildings
- EV20 Area of special advertisement control

Recreation

- RE16 Attenborough Nature Reserve management strategy
- RE17 Community Forest local action plan
- RE19 Tourism development programme

9.6 Reference has already been made to the impact which the condition of the local and national economies can have on the implementation of the Local Plan. In addition, social, technological and political changes are likely to occur which will affect the Plan. Careful monitoring will therefore be important to check on the progress of implementation and to identify the need for action or review.

Monitoring

9.7 The Borough Council will carry out both general and detailed monitoring of the Local Plan. The intention will be to monitor effectiveness and to keep under review those matters which are expected to affect overall progress on the Plan and the development of the area.

9.8 On the general level, each section of the Plan includes a summary of the overall aims and objectives which underlie policies. These are based on the Local Plan strategy which was drawn up at the start of the review process. The aims and objectives will form a useful point of reference for more detailed monitoring.

9.9 A number of detailed monitoring programmes are already established which were geared towards the previous Local Plan and Structure Plan regime and other Borough Council activities. These will be adapted towards the review. They include:

Housing Land availability and Industrial Land Availability - Comprehensive annual reports and supplementary six-monthly large site surveys

Population and Employment Census - Ten-yearly national census and annual mid year population estimates. Three-yearly census of employment

Unemployment - Analysis of bulletins produced by County Council and others

Industrial and Commercial Land Availability - Analysis of monthly figures

9.10 In addition, a system will be established to monitor the extent to which development control policies are called upon and the degree of success which is achieved in their application. This will involve use of the Borough Council's computer system for development control, appeal decisions and the comments of officers and Council members involved.

9.11 Reference will also be made to the annual programmes which are produced by the Borough Council and other agencies. These include: the Housing Investment Programme and Strategy (HIPS), the Transport Policies and Programme (TPP), the Borough Council's Economic Development Strategy and the annual programmes/strategies produced by organisations such as the Greater Nottingham TEC, the Health Authorities and others.

9.12 The monitoring work of adjoining local authorities in Nottinghamshire and Derbyshire. Progress on housing and employment land take up will be of particular relevance.

Review

9.13 The Secretary of State has indicated in PPG12 (Regional Planning Guidance and Development Plans) that local plans should be reviewed at least once every five years. It is likely, however, that at least a partial review will be required earlier than this.

9.14 In approving the Replacement Structure Plan, the Secretary of State indicated that the effectiveness of the Green Belt around Greater Nottingham should be reviewed by the mid-1990s. He did not, however, specify a time limit for the completion of the review. The intention of the review will be to ensure that longer-term development needs can be met at the same time as maintaining a strong and defensible Green Belt. It is questioned whether employment and housing land supply could become limited so as to adversely affect the economic and social well-being of the wider Nottingham area. Such questions are however unlikely to have significance until the latter stages of the Plan period but earlier forward planning will be needed for the post 2001 period.

9.15 The review of the Green Belt boundaries is to be undertaken by district planning authorities in the context of their local plans. It is, however, desirable for any such review to take place in the context of known longer-term strategic requirements. This is to be provided by a roll forward of the Structure Plan which will provide a basis for housing and employment land requirements for the period up to 2011. The submission draft of the revised plan will be published in mid 1994.

9.16 It may, therefore, be appropriate to undertake a review of the Broxtowe Local Plan during 1995 and 1996. This will primarily involve policies EV1 (green belt), HO2 (proposed housing sites) and EM3 (proposed employment sites). In the meantime, monitoring and liaison with adjoining authorities will be particularly important.

9.17 The review of Green Belt boundaries will be comprehensive. All of the suggestions for development in the Green Belt which have been put forward during the preparation of this Plan will be considered in detail along with other options which emerge. The review is likely to be contentious but the Local Plan process will provide a detailed, locally based and democratic means of addressing the issue.

9.18 The review will also provide the opportunity for other significant matters to be considered. It is possible, however, for minor changes of a technical or non-controversial nature to be addressed at an earlier stage. The new development plan process provides for proposed amendments to be placed on

deposit along with a notice of disposition to be adopted. Where no objections are received, the amendment can be incorporated into the Plan at the end of the deposit period. The extent of pre-deposit publicity on such matters is left to the discretion of the local planning authority.

9.19 Where exceptional circumstances require that proposals should be considered outside the context of Local Plan policies, the Borough Council will invoke the departure procedure. Any decisions arising from this process which affect the principle of any policies will be reflected in a subsequent review of the Plan.
