

BROXTOWE LOCAL PLAN

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Planning Act 1971 in May 1985

Written Statement

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PREFACE

THE LOCAL PLAN AND THE DEVELOPMENT PLAN SYSTEM

1.00 The Town and Country Planning Act 1971 introduced two levels of planning, the Structure Plan prepared by the County Council and Local Plans, normally prepared by District Councils. The Nottinghamshire Structure Plan was approved with amendments by the Secretary of State for the Environment on 22 July 1980 and it became operative on 19 August 1980. The Broxtowe Local Plan is a Statutory Local Plan and has been prepared by the Borough Council under the provisions of Section 11 of the Act. The two plans are complementary and, together with the other plans listed in Schedule 2A, form the Statutory Development Plan for Broxtowe, serving to control and guide the development and other use of land. They have replaced the relevant parts of the existing County Development Plan, incorporating the Beeston and Stapleford Town Map approved in 1959 and the Beeston Comprehensive Development Area Amendment. The Local Plan does not require the approval of the Secretary of State but the County Council has certified that it conforms with the Nottinghamshire Structure Plan. Before the Local Plan was adopted, objections were heard at a Public Inquiry chaired by an Inspector appointed by the Secretary of State. His report was considered by the Borough Council and certain amendments made to the Plan.

The Need for the Broxtowe Local Plan

1.01 It was the original intention of the Borough Council to prepare separate statutory plans for Eastwood, Kimberley and South Broxtowe, where it was considered that complex planning issues allied with expansion and development would justify this type of plan. For the remainder of the Borough, informal plans and policy statements, including the Broxtowe Countryside Plan, would have provided a basis for planning control and guidance for the development and use of land. There is a marked difference between statutory and informal plans. A statutory local plan is produced according to the procedure laid down in the Town and Country Planning Act 1971. It represents a greater degree of commitment and has a greater influence on development than an informal plan. It also allows a full opportunity for public consultation, including allowing objections to the Plan to be considered at a Public Local Inquiry.

1.02 The approved Nottinghamshire Structure Plan requires the Borough Council to draw up local plans to determine the precise location of the development needed to fulfil Structure Plan policies. The matter is complicated in that the provision for Broxtowe is divided into two zones. The boundary between these zones is the M1 motorway and therefore they are different areas to those covered by the informal Broxtowe Countryside Plan and the statutory South Broxtowe District Plan. This arrangement would not have been conducive to a thorough understanding and debate of land use proposals involving major allocations of development land. Furthermore, the statutory procedure and therefore any Public Local Inquiry would have only applied to that land covered by the South Broxtowe District Plan.

1.03 In order to allow an opportunity for full consideration and debate on issues of considerable public concern, the Council decided to prepare one statutory Local Plan covering the whole Borough. This incorporates the South Broxtowe District Plan and the Broxtowe Countryside Plan, for which Draft Reports of Survey were published in January 1981 and

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December 1980 respectively. The Plan also supersedes the Draft Eastwood and Kimberley District Plans, parts of the Beeston Town Centre Plan, the Stapleford Town Centre and District Study, and the Eastwood Town Centre Plan. Other informal plans and policy statements covering villages or areas with special problems, such as Attenborough Gravel Workings and Bramcote Hills, will however remain to guide and control development. Schedule 1 lists those plans superseded by the Broxtowe Local Plan and Schedule 2 lists those to remain in force.

SCHEDULE 1 : PLANS SUPERSEDED BY THE BROXTOWE LOCAL PLAN

	Date Approved
1. Nottinghamshire County Development Plan (relevant part)	Mar. 1959
2. Beeston and Stapleford Town Map	Mar. 1959
3. Beeston Comprehensive Development Area	Sep. 1967
4. Stapleford Town Centre and District Study	May 1973
5. Eastwood Town Centre Plan	Oct. 1975
6. Awsworth District Plan	Jan. 1976
7. Draft Kimberley District Plan	Nov. 1977
8. Draft Eastwood District Plan	Nov. 1977
9. Chilwell Central Ordnance Depot Policy Statement	Dec. 1980
10. Trowell Policy Statement	Draft only

SCHEDULE 2 : PLANS TO REMAIN IN FORCE

A. Statutory Plans :

1. Nottinghamshire Structure Plan (as amended by the Secretary of State)	July 1980
2. Nottinghamshire Sand and Gravel Local Plan ¹ (Adopted)	Feb. 1984
3. Nottinghamshire Green Belt Local Plan	On deposit

B. Informal Plans :

1. Beeston Town Centre Plan (as amended by Broxtowe Local Plan) ²	Jan. 1976
2. Brinsley Policy Statement	Nov. 1979
3. Erewash Valley Environmental Improvement Plan ¹	Mar. 1981
4. Bramcote Hills Open Space Plan (Revised)	Feb. 1976 (Aug. 1981)
5. Attenborough and Long Eaton Gravel Workings Policy Statement	In preparation

1.04 In summary, the Broxtowe Local Plan develops the policies and general proposals of the Structure Plan and relates them to precise areas of land wherever possible. It provides a detailed basis for development control by allocating sites for particular purposes, by defining areas to which policies will apply and by explaining these policies, where appropriate, in terms of standards and criteria. The Plan also provides a detailed basis for ensuring the orderly development and use of land and brings local planning issues before the public. The Plan

1 - Prepared and approved by Nottinghamshire County Council.

2 - To be replaced by a revised policy statement.

looks forward some ten years and a supply of housing and industrial land is identified to meet the Structure Plan requirements up to 1996.

Form and Content of the Plan

1.05 The Plan comprises this Written Statement and the Proposals Map. Proposals for development and other use of land are printed in capital letters and are cross-referenced on the Proposals Map. An explanation of why the Council thinks that a policy or group of policies is appropriate is shown in lower case lettering. Other policies of the Borough Council which are not directly proposals for the use of land have been included in the Written Statement to provide a more complete picture. They have been printed in bold lower case for easy identification. The Proposals Map, which is in two parts, North and South, is based on an Ordnance Survey map and defines the sites for development proposals or other uses of land, and identifies areas within which policies will be applied.

Adoption of the Local Plan

1.06	Approval of the Local Plan as the policy of Broxtowe Borough Council	June 1983
	Nottinghamshire County Council certified that it conformed with the Structure Plan	July 1983
	Placed on deposit	Aug. 1983
	Public Inquiry into Objections	May 1984
	Approval of certain Modifications	Dec. 1984
	Adoption of the Local Plan, with Modifications, as a Statutory Plan	May 1985

Implications of the Structure Plan for Broxtowe

1.07 The Structure Plan seeks to ensure sufficient employment opportunities to cater for the natural increase of the County's population, assuming a net balance between in and out-migration of the population, with growth concentrated in and around Greater Nottingham and Mansfield/Ashfield. The Plan gives overriding priority to the creation of employment opportunities and to this end makes provision for industrial land, coupled with policies to encourage office and other service developments. New development is concentrated in and around existing urban areas with a presumption against new development elsewhere. This policy of concentration rather than dispersal is designed to minimise the need to travel and maximise the use of existing infrastructure and services.

1.08 In the Structure Plan Written Statement, the County is divided into nine "zones". Broxtowe is divided between two of these zones. That part to the south and east of the M1 motorway forms part of the Greater Nottingham Zone, which also includes the City of Nottingham and the adjoining parts of Ashfield District and Gedling and Rushcliffe Boroughs. Land to the north and west of the M1 motorway forms part of the Erewash Zone, which also includes adjoining parts of Ashfield District. In examining the implications of the Structure Plan for the Borough, it is necessary to distinguish between the two zones.

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1.09 Broxtowe Part of the Greater Nottingham Zone : The Structure Plan proposes that, between 1976 and 1996, 190 hectares of land will be provided for residential development. The consideration of general location and sites for this development is the responsibility of the Borough Council and a principal aim of the Local Plan is to identify sufficient housing land to meet the Structure Plan provision. The Structure Plan also proposes that 20 hectares of land will be provided during the same period for industrial development. This is also identified in the Local Plan. In considering sites for development in this zone, in order to conform to the Structure Plan, there is a presumption against residential and industrial development on the Catstone Hill ridge, the land between the Catstone Hill ridge and the M1 motorway, the Bramcote Hills area and the visually most important parts of the undeveloped land between Beeston and Stapleford.

1.10 Broxtowe Part of the Erewash Zone : The Structure Plan does not differentiate between Ashfield District and Broxtowe in its policy for this zone. It proposes that, between 1976 and 1996, 95 hectares of land will be provided for residential development and 140 hectares for industrial development. Development will be concentrated in Eastwood and Kimberley. However, much of this land already has planning permission and 93 hectares of the industrial land has permission on one site at Annesley Woodhouse in Ashfield District.

1.11 The Structure Plan also makes provision for Beeston, Stapleford, Eastwood and Kimberley to be maintained as service centres in which new services and facilities will normally be concentrated and for certain road schemes in the Borough, including the Beeston East/West Route which has since been abandoned by the County Council, A6096 Awsworth By-Pass, A610 Langley Mill By-Pass and a link road from the A6007 Ilkeston Inner Relief Road to the A6096 Awsworth By-Pass, the main parts of the last two being within Derbyshire.

1.12 In addition to these specific policies, the Structure Plan also includes many policies which apply on a County-wide basis but to which the Local Plan must have regard. Of particular importance is the proposal for a statutory Green Belt around Nottingham within which there will be a strong presumption against new development except for essential rural activities including agriculture, forestry, and mineral extraction, appropriate recreational uses and certain institutional uses standing in extensive grounds. The Secretary of State in his letter notifying approval of the Structure Plan concluded that a clearly recognisable, permanent and firmly defined inner boundary was vital if the Green Belt was to fulfil its proper purpose. The inner boundary should be drawn as near as was practicable to development, including that provided for in the Structure Plan up to 1996. He also felt that areas to the west and north-west of the City, that is within Broxtowe, were the most vulnerable parts of the Green Belt where pressure for development was strong and there was a danger of coalescence between towns in the long-term. He therefore felt that provision for substantial further development in these areas, beyond that made for the period up to 1996, seemed particularly undesirable.

1.13 The County Council has approved and intends to adopt a Green Belt Local Plan, the principal function of which is to define the boundaries of the Green Belt. It is clear from the Secretary of State's statement giving his approval of the Structure Plan, that the final Green Belt boundary should not be determined until sites have been allocated for development in the Broxtowe Local Plan.

HOUSING

POLICIES FOR HOUSING DEVELOPMENT

Nottinghamshire Structure Plan

2.00 The framework for considering the need for new housing in the Borough is provided by the Structure Plan. Between 1976 and 1996 in the County as a whole, some 74,500 new dwellings will be provided to meet the needs of new households, to replace unfit housing and to reduce sharing. This will require some 2,235 hectares (5,520 acres) of land to be developed for housing in addition to development on clearance sites.

2.01 In the Greater Nottingham Zone as a whole, there is a need for 33,900 new dwellings between 1976 and 1996, which includes 9,900 new dwellings required to offset a net loss due to clearance and conversions. The Structure Plan makes provision for 835 hectares (2,062 acres) of land to be developed for residential purposes, excluding redevelopment areas, in this zone. Much of this new development will take place on the periphery of the existing urban area and 190 hectares (470 acres) of land has been allocated to the Broxtowe part of the zone. At the proposed average density of 35 dwellings to the hectare, this will accommodate approximately 6,650 new dwellings. In the Erewash Zone, which includes part of Ashfield District, there is a need for 3,050 new dwellings between 1976 and 1996. The Structure Plan makes provision for 95 hectares (235 acres) of land to be developed for residential purposes, excluding redevelopment areas, to meet this need in the Erewash Zone. New development will be concentrated in Eastwood and Kimberley, although a small allowance of less than 10 hectares should be made for the Ashfield part of the Erewash Zone. If this is ignored, the total provision for Broxtowe in both zones between 1976 and 1996 amounts to 285 hectares (704 acres) or nearly 10,000 new dwellings.

Residential Land Needs up to 1996

2.02 Broxtowe Part of the Greater Nottingham Zone : Of the 190 hectares (470 acres) of land required for residential purposes, approximately 49 hectares (121 acres) had residential planning permission as at June 1976 on large sites. In the years between June 1976 and April 1983, a further 44 hectares (108 acres) received planning permission of which more than 12 hectares was accounted for by sites of less than 10 dwellings or 0.5 hectares. This includes the decision made by the Secretary of State on 3 March 1983 to grant planning permission for 20.2 hectares (50 acres) on land off Banks Road. It leaves an outstanding residential land requirement up to 1996 of 97 hectares (240 acres). This Plan reaffirms the commitment to residential development on sites with planning permission and makes provision for a further 96 hectares of land for residential development, which is in general conformity with the Structure Plan.

2.03 Broxtowe Part of the Erewash Zone : Of the required allocation of 95 hectares (235 acres) of land for residential purposes in the zone as a whole, approximately 54 hectares (133 acres) had residential planning permission as at June 1976 on major sites. In the years between June 1976 and April 1983, a further 49 hectares (122 acres) received residential planning permission in the Broxtowe part of the zone. There is therefore no outstanding residential land requirement in the Erewash Zone up to 1996 as more than the Structure Plan provision is already committed.

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POLICY LP1

THE EXISTING COMMITMENT TO RESIDENTIAL DEVELOPMENT, ON SITES SHOWN ON THE PROPOSALS MAP AND LISTED IN TABLE 1, IS RE-AFFIRMED.

TABLE 1 :		Net Site Area	
		Hectares	Acres
Awsorth	MAIN STREET	1.09	(2.70)
Beeston	APPLEDORE AVENUE*	1.09	(2.70)
	CARWOOD ROAD*	0.70	(1.73)
	HETLEY ROAD	0.30	(0.74)
	THE LILACS*	0.20	(0.50)
	PRIORY PARK*	4.00	(9.88)
	READ AVENUE*	0.15	(0.38)
Bramcote	CLAREMONT AVENUE*	1.32	(3.30)
Brinsley	CLUMBER AVENUE	0.70	(1.73)
Chilwell	HIGH ROAD (REAR)*	0.66	(1.63)
	SUNNYSIDE ROAD*	0.75	(1.85)
Eastwood	BROOKHILL LEYS ROAD	0.45	(1.10)
	COPPICE DRIVE*	1.20	(2.96)
	LYNNCROFT AND WALKER STREET*	0.71	(1.75)
	PERCY STREET*	0.6	(1.47)
	WELLINGTON PLACE*	0.78	(1.94)
	DOVECOTE ROAD*	4.97	(12.28)
	ENGINE LANE*	5.31	(13.12)
	GILTBROOK FARM*	25.92	(64.05)
Kimberley	ALMA HILL*	1.54	(3.81)
	EASTWOOD ROAD	0.77	(1.90)
	HARDY STREET*	0.51	(1.25)
	HIGH STREET*	1.46	(3.60)
	MAWS LANE (NORTH)*	4.57	(11.30)
	MAWS LANE (SOUTH)*	4.06	(10.00)
Nuthall	SEAMER ROAD*	0.4	(0.99)
	ASSARTS ROAD*	1.21	(2.98)
	HEMPSHILL LANE*	4.61	(11.40)
Stapleford	EWE LAMB LANE*	0.28	(0.69)
Toton	BANKS ROAD ²	20.23	(50.00)
Watnall	TROUGH LANE*	1.20	(2.97)

* These sites are under construction or complete and are shown for information only.

Infill Development within Urban Areas

2.04 Infill development refers to development on sites within the main settlements and built-up areas of Broxtowe not in the Green Belt. These sites are typically unused or underused land, vacant plots or parts of large gardens. They are small, usually less than

1 - In the period April 1983 to May 1985, the following sites of more than 0.5 ha or 10 dwellings, not previously identified, have been granted planning permission - Zone 8: Central Avenue, Chilwell (0.85 ha); Richmond Drive, Chilwell (0.37 ha); Myrtle Grove, Beeston (0.1 ha); Scott Avenue, Beeston (0.36 ha); Portland Road, Toton (0.39 ha); Zone 7: Awsorth Lane, Kimberley (0.9 ha); extension to Assarts Road, Nuthall (0.66 ha).

2 - The site has a total area of approximately 31 hectares (76 acres). The current outline permission is for 550 dwellings, playing fields, community facilities and 26 acres of parkland. In the absence of any details, the whole site has been shown as a committed residential development area on the Proposals Map. See also paragraphs 2.15 and 2.16.

0.5 hectares (1.2 acres). Collectively, they make a significant contribution to meeting housing needs and, between July 1976 and April 1983, after allowing for lapsed planning permissions, some 27.4 hectares (68 acres) of land within the Borough have received planning permission on sites of less than 10 dwellings/0.5 hectares.

2.05 Land allocations to meet future housing needs take account of infill sites likely to come forward for development. These sites are not readily identifiable and an assumption has been made that infill sites will continue to come forward during the Plan period at a reduced rate compared with the last few years, when the amount of land comprising small sites has probably been inflated by the shortage of larger development sites, particularly in south Broxtowe. For the Broxtowe part of the Greater Nottingham Zone, an allowance is made for 15 hectares (37 acres) of land to be developed for residential purposes on sites of less than 0.5 hectares/10 dwellings between April 1983 and June 1996. Within the Erewash Zone as a whole, the Structure Plan provision has already been met without making an allowance for sites of less than 0.5 hectare/10 dwellings, but within the urban area such developments are in principle acceptable and will make an important contribution to the supply of new houses.

POLICY LP2

THERE WILL BE A PRESUMPTION IN FAVOUR OF APPLICATIONS FOR RESIDENTIAL DEVELOPMENT ON SMALL INFILL SITES WITHIN THE BUILT-UP AREAS OUTSIDE THE GREEN BELT.

Land Allocated for Residential Development 1983-1996

2.06 Broxtowe Part of the Greater Nottingham Zone : Allowing for land with residential permission at April 1983, together with the allowance for development on infill sites, there remains a need to allocate a further 82 hectares (203 acres) of land for residential development to meet the Structure Plan provision up to 1996. A detailed survey has been carried out of all undeveloped land to the south and east of the M1 motorway, including all land lying within the former Sketch Plan Green Belt, to identify the most suitable sites for this purpose. The strategy adopted for accommodating this new development is one of dispersal and sites are allocated in both the northern and southern parts of the sub-zone. The strategy of concentrating most of the new development to the north-west of Nottingham between Bulwell and Strelley, put forward in the Structure Plan, is rejected. The Western Outer Loop Road north of the A609 forms an easily recognisable and defensible inner boundary to the Green Belt and no new development is proposed to the west of this road. Only about a third of the outstanding requirement is therefore to be allocated in the Bulwell/Strelley area. The site at Assarts Farm lies to the east of this boundary and, once the Loop Road is built, will be a satisfactory site for development.

2.07 The remainder of the allocated land is in South Broxtowe. A number of changes have been made to the smaller sites allocated for residential development since the draft Plan was published. These changes reflect the concern of the Council to preserve local amenities at Beeston Rylands and in Stapleford and to protect agricultural land wherever possible. The proposal to extend the built-up area into valuable agricultural land at Sunnyside Road, Chilwell, is not accepted but development east of Chilwell Lane is thought appropriate because this road forms a defensible boundary for the Green Belt and there are insufficient planning reasons for keeping this land undeveloped. The decision of the County Council to include Trowell in the Green Belt, together with other objections, led the Council to conclude that the land

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west of Stapleford Road, Trowell, should not be developed. However, when faced with the need to find additional land to replace the allocation at the former Central Ordnance Depot, north of Swiney Way, because this land was not going to be released by the Ministry of Defence and the replacement land was of a smaller area, the matter had to be reconsidered. The Council very reluctantly concluded, having reviewed again the options available in the Broxtowe Part of the Greater Nottingham Zone, that land west of Stapleford Road, Trowell, should be allocated for development. This development will result in a loss of the Green Belt between Stapleford and Trowell, but there is no alternative to allocating land formerly considered valuable Green Belt and the development of this site is considered the least damaging partly because, unlike other alternatives, its development will not pose a long-term threat to a wider area. The land which is to be released at the former Chilwell Depot lies north of Nottingham Road, both east and west of the bridge, and also includes the former school extension site south of Swiney Way. This land is suitable for residential and some industrial use. The boundary between the remaining Depot land and the proposed residential area will need special treatment.

2.08 Other changes to the draft Plan have only been possible because new sites have become available which are considered more suitable for development and because industrial allocations have been converted to residential ones. These conversions have resulted in part from changed circumstances, as at Coventry Lane where the City has decided to redevelop the flats at Balloon Woods, and partly because of the general shortage of land for residential development. The former Hockey Field at the Chilwell Central Ordnance Depot is still to be released by the Ministry of Defence and adjoining allotment land to the south has also been added now that the allocation on the former Hockey Field has been changed from industry to residential. The site will be accessed from the proposed link road between Swiney Way and Nottingham Road (Policy LP23). Two new sites have resulted from the abandonment of the Beeston East/West Route (see paragraph 4.09). Beeston Fields Drive was formerly allocated on the Town Map and there is no reason why this land should not be developed. The site at Braddon Avenue was previously a private sports ground but is no longer required. There is no shortage of public playing fields in this locality and it is therefore allocated for development. The private allotment site at Allison Gardens is also considered appropriate for development, there being three large public allotment sites within a reasonable distance. The allocation of land at Baulk Lane, Stapleford, has been withdrawn in the light of the recommendations by both the Inspector for this Plan and the Inspector for the Nottinghamshire Green Belt Local Plan that it should remain in the Green Belt. Sites allocated for residential development are shown on the Proposals Map and listed in Table 2.

2.08A The Inspector's Report on objections to the Broxtowe Local Plan endorsed the overall strategy for the allocation of residential development to meet the requirements of the Nottinghamshire Structure Plan. With respect to the distribution between Zones, the Inspector was of the view that restrictive housing policies and a tight Green Belt had been correctly applied in Zone 8, and a limit to growth in this part of the Borough was a consequence. There was therefore a risk that delays and deficits in housing provision might arise. If it did, the provision might need to be met in Zone 7. However, he considered this to be a device of "in extremis" resort rather than an instrument for an ad hoc revision of the Structure Plan.

POLICY LP3 RESIDENTIAL DEVELOPMENT IN THE BROXTOWE PART OF THE GREATER NOTTINGHAM ZONE WILL BE PERMITTED ON SITES SHOWN ON THE PROPOSALS MAP AND LISTED IN TABLE 2.

TABLE 2 :		Net Site Area ¹		Gross Site Area ²	
		Hectares(Acres)		Hectares(Acres)	
Beeston	Beeston Fields Drive	1.4	(3.5)	1.4	(3.5)
Bramcote	Chilwell Lane	2.6	(6.4)	2.6	(6.4)
	Claremont Avenue	4.0	(9.9)	4.0	(9.9)
	Coventry Lane*	3.0	(7.4)	3.0	(7.4)
	Bramcote Lane	0.5	(1.2)	0.6	(1.4)
Chilwell	Allison Gardens	1.0	(2.5)	1.0	(2.5)
	Central Ordnance Depot, north of Nottingham				
	Road	15.2	(37.5)	15.6	(38.5)
	Inham Road	0.8	(1.9)	0.8	(1.9)
	Sunnyside Road*	0.4	(1.0)	0.4	(1.0)
Nuthall	Assarts Farm	33.3	(82.3)	35.7	(88.3)
Stapleford	Braddon Avenue*	2.4	(5.9)	2.4	(5.9)
Toton	Central Ordnance Depot, Gregson Road and				
	Allotments	3.9	(9.6)	3.9	(9.6)
	Central Ordnance Depot, south of Swiney Way	0.7	(1.7)	0.7	(1.7)
Trowell	Stapleford Road	12.1	(29.9)	15.8	(39.0)
		81.3	(200.7)	87.9	(217.0)

* - The site has received planning permission, is under construction or is completed.

2.09 Broxtowe Part of the Erewash Zone : There is no requirement for further allocations of housing land in this zone. The Draft Eastwood and Kimberley District Plans (1977) allocated sites for residential development and virtually all of these now have planning permission. Part of the site originally allocated at Hardy Street, Kimberley, does not yet have planning permission for residential development but Hardys & Hansons, the owner of the land, may wish to use part of it for an office extension and staff car parking. The remaining land would be classed as a small site and therefore it has not been specifically allocated. Housing development on all or part of the site remains acceptable in principle.

2.10 In the original draft Plan, land west of Gin Close Way (adjacent to Ponderosa) and north of the former railway line at Awsworth was allocated for industry. The Council does not consider this allocation appropriate, given the proximity of existing and proposed residential development. This site of 1.7 hectares is within the village envelope formed by the Green Belt and is therefore suitable for development and has been allocated for housing.

POLICY LP4

RESIDENTIAL DEVELOPMENT IN THE BROXTOWE PART OF THE EREWASH ZONE WILL BE PERMITTED AT GIN CLOSE WAY, AWSWORTH, AS SHOWN ON THE PROPOSALS MAP.

1 - Net area relates to land required for housing, including roads and footpaths.

2 - Gross site area is the total site area and allows land for education, recreation and community uses.

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2.11 Much of the new housing development will be private, but it is not the function of the Local Plan to decide who will develop the allocated land. There will be a need for some Local Authority and Housing Association development to provide specialised housing for the elderly, disabled or single people. There is already a high proportion of elderly persons in the Borough and this is likely to increase during the Plan period. There will, therefore, be a continuing need for new elderly persons' accommodation during the Plan period. Other than specialised housing, there will be no need to permit further housing development on large sites.

POLICY LP5

WITHIN URBAN AREAS, UNLESS THERE ARE EXCEPTIONAL CIRCUMSTANCES, THERE WILL BE A PRESUMPTION AGAINST THE GRANTING OF PLANNING PERMISSION FOR ANY HOUSING DEVELOPMENT ON SITES OF MORE THAN 0.5 HECTARES UNLESS IT IS ALLOCATED IN THIS PLAN. PROPOSALS FOR THE FOLLOWING MAY BE TREATED AS EXCEPTIONS TO THIS POLICY:-

- A. SPECIALISED HOUSING FOR THE ELDERLY;
- B. DEVELOPMENT THAT WOULD RESULT IN A SIGNIFICANT ENVIRONMENTAL IMPROVEMENT;
- C. DEVELOPMENT OF A SITE WHICH IS AN INTEGRAL PART OF DEVELOPMENT WHICH HAS BEEN PARTIALLY COMPLETED.

Green Belt

2.12 The Secretary of State, in his letter notifying approval of the Structure Plan, concluded that the inner boundary of the Green Belt should be drawn as near as was practicable to development, including that provided for in the Structure Plan up to 1996. The Nottinghamshire Green Belt Local Plan, approved by the County Council on 1 December 1982, does not accord with this in the north-east of the Borough. The Borough Council wishes to check the further growth of Nottingham, particularly to the west and north-west of the City, within Broxtowe. The Green Belt, as shown on the Proposals Map in this Plan, conforms to the Structure Plan as amended by the Secretary of State's letter and all land outside the existing built-up area which is not allocated for development has been included. In the Erewash valley, the Green Belt has been drawn up in conjunction with Derbyshire and the statutory Derbyshire Green Belt covers the areas of open land, including railway land, between Stapleford/Toton and Sandiacre/Long Eaton which are in Derbyshire.

POLICY LP6

THE NOTTINGHAMSHIRE GREEN BELT IN BROXTOWE WILL COVER THE AREA DEFINED AS GREEN BELT ON THE PROPOSALS MAP. IN THE GREEN BELT THERE WILL BE A STRONG PRESUMPTION AGAINST DEVELOPMENT EXCEPT FOR:-

- A. ESSENTIAL RURAL ACTIVITIES, INCLUDING AGRICULTURE, FORESTRY AND MINERAL EXTRACTION;
- B. APPROPRIATE RECREATIONAL USES;

- C. CERTAIN INSTITUTIONAL USES AND SIMILAR USES STANDING IN EXTENSIVE GROUNDS;
- D. CEMETERIES.

Constraints on Proposed Development

2.13 The land allocated at Assarts Farm, Nuthall, in Table 2 is subject to a major highways constraint. Occupation can only take place when the Western Outer Loop Road is constructed. The site off Coventry Lane, Bramcote, also allocated in Policy LP3, Table 2, will be affected by the proposal to improve Coventry Lane (Policy LP18). It is, however, not necessarily dependent on the prior completion of this scheme. The two sites at the former Central Ordnance Depot are also subject to highway constraints and cannot be developed without a new road connecting Swiney Way to Nottingham Road. The site at Stapleford Road, Trowell, will require two accesses for its complete development. This site cannot be developed without improvements to drainage downstream to overcome existing problems and provide the necessary additional capacity. The land at Assarts Farm is also subject to drainage constraints, details of which will be explained in the proposed planning brief. None of these constraints are such as to preclude development on the identified sites.

POLICY LP7

BEFORE PLANNING PERMISSION IS GRANTED FOR RESIDENTIAL DEVELOPMENT AT ASSARTS FARM, NUTHALL, A COMMITMENT WILL BE REQUIRED THAT THE SECTION OF THE WESTERN OUTER LOOP ROAD (POLICY LP18) BETWEEN THE SOUTHERNMOST ACCESS TO THE LAND AND THE A610 AT NUTHALL WILL BE COMPLETED PRIOR TO ANY NEW DWELLINGS BEING OCCUPIED.

POLICY LP8

BEFORE PLANNING PERMISSION IS GRANTED FOR RESIDENTIAL DEVELOPMENT ON LAND ON THE FORMER CENTRAL ORDNANCE DEPOT, CHILWELL, A COMMITMENT WILL BE REQUIRED THAT THE PROPOSED EXTENSION OF SWINEY WAY, SOUTH TO NOTTINGHAM ROAD (POLICY LP23), WILL BE COMPLETED PRIOR TO ANY NEW DWELLINGS BEING OCCUPIED.

Planning Briefs

2.14 It is not the intention of the Borough Council to issue detailed briefs for every site proposed for development. The purpose of planning briefs is to set guidelines for the co-ordinated development of proposed residential areas and the creation of an acceptable living environment. This is particularly important for large sites. All proposals will be treated on their merits but, at Assarts Farm, the Council will require a landscaped buffer zone, provision of facilities, including open space, for the benefit of future residents, and phased development to safeguard the amenities of residents living on the site whilst other parts are under construction. The land now to be released at the former Chilwell Depot will require the provision of some kind of buffer zone or special landscaping between the housing and the proposed and existing industrial uses. The site at Coventry Lane, Bramcote, also needs particular attention to ensure that proposals are co-ordinated with redevelopment on the adjacent site within the City. Policies for the detailed control of residential development, aimed at achieving a high standard of environment and improving the appearance and amenity of existing areas are set

HOUSING

out in the Environment Section. The Council will approve planning briefs for residential development on sites at Assarts Farm, Nuthall; Coventry Lane, Bramcote; Chilwell Lane, Bramcote; north of Nottingham Road, Chilwell; and Stapleford Road, Trowell, in advance of granting any planning permission for development.

2.15 Land off Banks Road, Toton, has planning permission for 550 dwellings and is included in Policy LP1. The number of dwellings on this site is restricted by the lack of adequate access. The addition of 550 dwellings using principally Banks Road and, in a southerly direction, the junction of High Road with Nottingham Road will overburden the local highway and further traffic cannot be allowed. The construction of the extension of Swiney Way to Nottingham Road is not sufficient to resolve these highway objections to further residential development.

POLICY LP9 PROPOSALS WHICH WOULD SIGNIFICANTLY INCREASE THE NUMBER OF DWELLINGS ON THE SITE OFF BANKS ROAD, TOTON, AS SHOWN ON THE PROPOSALS MAP, ABOVE 550 UNITS ARE UNACCEPTABLE.

2.16 Open Space and Landscaping : The Structure Plan states that appropriate provision will be made for public open space to serve new residential development (Policy 12.25) and that a reasonable standard to aim for is that recommended by the National Playing Fields Association of 2.46 hectares per 1,000 population. Open spaces which are unusable or too small to be effectively landscaped should be avoided and the Borough Council recognises that the standards recommended by the National Playing Fields Association cannot be applied strictly in every case. However, the Council will require this standard to be met on large sites and, in those cases, the land should be adopted as public open space. At Assarts Farm, there will be open space provided by the City Council adjacent to the site and the standards required by Policy LP10 will not be applied. The land now to be released at the former Chilwell Depot, north of Nottingham Road, will provide some local open space in the buffer zone between the proposed housing and proposed industry but there are three large open areas nearby with public access at Toton, Attenborough and Chilwell, which will serve this development. The planning permission for the land at Banks Road, Toton, includes 26 acres of parkland and playing fields and the standard for usable public open space will need to be met on this land. Small informal play areas may form part of the open space required by Policy LP10. Until detailed housing layouts and landscaping schemes are approved by the Council, the boundaries of the parkland at Banks Road cannot be precisely defined. However, once this is the case, the Council will seek to incorporate the parkland within the Green Belt.

POLICY LP10 IN LAYOUTS FOR RESIDENTIAL DEVELOPMENT ON LAND AT BANKS ROAD, TOTON, ASSOCIATED USABLE OPEN SPACE TO THE STANDARD OF 2.46 HECTARES PER 1,000 POPULATION WILL BE THE MINIMUM REQUIREMENT TO SERVE THE NEW RESIDENTIAL DEVELOPMENT. AS SOON AS THE BOUNDARIES FOR RESIDENTIAL DEVELOPMENT ARE DEFINED ON THE SITE, THE PARKLAND AREA REFERRED TO IN THE PLANNING PERMISSION WILL BE INCORPORATED WITHIN THE GREEN BELT.

EMPLOYMENT

POLICIES FOR CREATING EMPLOYMENT OPPORTUNITIES

Nottinghamshire Structure Plan

3.00 Opportunity for employment growth is a key element of the Structure Plan. The administrative area of Broxtowe forms an important part of the economic and employment structure of the County and has important economic links with the Erewash valley towns. The influence of Nottingham City is strong, particularly for service sector employment. Many Broxtowe residents travel outside the Borough to work and a significant but smaller number of people travel in from other areas to work within Broxtowe. Despite this journey to work pattern, there has always been a high proportion of Borough residents working locally. The Structure Plan requires more land to be provided for industrial development within both the Greater Nottingham and Erewash strategic zones. This Plan allocates land to meet the Structure Plan requirements.

Land allocated for Industrial Development 1983-1996

3.01 Broxtowe Part of the Greater Nottingham Zone : Provision is made in the County Structure Plan for 20 hectares of industrial development in the Broxtowe part of the Greater Nottingham Zone between 1976 and 1996. In August 1976, 7.8 hectares of this provision had planning permission and, by April 1983, a further 7.4 hectares (net) had received planning permission, including 3.96 hectares on land at Stapleford Road, Trowell, the industrial status of which dates back to 1945 (see footnote). This land is now allocated for residential development together with the land to the south. This is considered a more appropriate use given the shortage of land for residential development. Replacement industrial land (4.5 hectares) has therefore been allocated on the former Chilwell Central Ordnance Depot, off Howell-Jones Road. Including this site, the Plan allocates 9.8 hectares to meet the outstanding requirements.

3.02 Broxtowe Part of the Erewash Zone : The Structure Plan provides for the development of 140 hectares of land for industrial purposes between 1976 and 1996 in the Erewash Zone. Of this total, 93 hectares will be met by the Kodak development at Annesley while, within Broxtowe, 21.3 hectares of land had permission for industry/warehousing at August 1976, leaving at that time an outstanding requirement of 26 hectares to be allocated in this zone. Between August 1976 and April 1983, a further 14.7 hectares (net) of land has been granted planning permission. There is, therefore, an outstanding requirement of 11 hectares of land to be allocated for industrial purposes in the Erewash Zone.

POLICY LP11

THE EXISTING COMMITMENT TO INDUSTRIAL AND WAREHOUSING DEVELOPMENT ON SITES SHOWN ON THE PROPOSALS MAP AND LISTED IN TABLE 3 IS REAFFIRMED.

On 25 February 1982, the Borough Council gave a determination under Section 53 of the Town and Country Planning Act 1971 which confirmed the validity of an industrial permission granted in 1945.

EMPLOYMENT

TABLE 3 : UNDEVELOPED OR PARTLY UNDEVELOPED SITES OF MORE THAN 0.1 HECTARES WITH PLANNING PERMISSION AT APRIL 1983

		Hectares(Acres)
Attenborough	ELDON WAY	0.65 (1.61)
Beeston	HUMBER ROAD	7.00 (17.30)
	LILAC GROVE	0.38 (0.94)
Cossall	CORONATION ROAD	2.72 (6.72)
	DIGBY STREET	1.14 (2.82)
Eastwood	GILTBROOK	12.00 (29.65)
	DERBY ROAD	0.70 (1.73)
	LANGLEY BRIDGE	0.75 (1.85)
	MUSHROOM FARM	5.60 (13.84)
	NEWMANLEYS ROAD	2.80 (6.90)
Nuthall	BLenheim INDUSTRIAL ESTATE	2.60 (6.42)
Stapleford	BESSELL LANE	0.39 (0.96)
	DERBY ROAD	0.11 (0.27)
	GAS STREET/CROSS STREET	0.44 (1.10)
Watnall	COMMON LANE	0.56 (1.38)

3.03 In making provision for further land to be allocated for warehousing and industrial development, the Council wishes to disperse sites throughout the Borough to assist the balance between homes and jobs so that some employment is conveniently accessible to all residents. The dispersal of sites also allows industrialists more choice of location.

3.04 In choosing the sites, the Council has taken into account the impact of industrial development on the surrounding area. Special industry, defined as Use Classes V-IX [Town and Country Planning (Use Classes) Order 1972], covering a range of obnoxious processes, needs to be located well away from residential areas and, in many cases, a particular site is not suitable for the range of activities in these classes. In other cases, particularly sites adjoining established employment areas, it would be unreasonable not to allow the less obnoxious activities within these classes to be set up.

3.05 Broxtowe Part of the Greater Nottingham Zone : The requirement for more land for industrial and warehousing development in this Zone will be met on part of the former Chilwell Central Ordnance Depot, where the Council wishes to promote employment opportunities to offset the job losses caused by the closure of the Depot, and on land to the north of Lilac Grove, Beeston Rylands, which was allocated for industry on the Beeston and Stapleford Town Map. The Council has recently given outline planning permission for industrial and warehousing purposes on land adjacent to Nottingham's Blenheim Industrial Estate, extending this estate southwards to the former railway embankment, and on land at Gas Street/Cross Street, Sandiacre. In addition to these allocations, further opportunities for new employment could arise at the former Chilwell Central Ordnance Depot either because additional land is released by the Ministry of Defence or because increased activity on the site results in more employment of local people. There are also possibilities for new employment opportunities on land currently part of Plessey's site. Sites allocated for industrial and warehousing development are shown on the Proposals Map and listed in Table 4.

POLICY LP12

INDUSTRIAL AND WAREHOUSING DEVELOPMENT IN THE BROXTOWE PART OF THE GREATER NOTTINGHAM ZONE WILL BE PERMITTED ON SITES SHOWN ON THE PROPOSALS MAP AND LISTED IN TABLE 4. SITES 1 AND 2 ARE NOT SUITABLE FOR SPECIAL INDUSTRY (USE CLASSES V-IX).

TABLE 4

		Net Site Area Hectares(Acres)	
Beeston	1. LILAC GROVE	1.2	(3.0)
Chilwell	2. CHILWELL C.O.D, HOWELL-JONES ROAD	4.5	(11.1)
Toton	3. CHILWELL C.O.D, BARTON LANE TIP ¹	4.1	(10.1)
		9.8	(24.2)

3.06 Broxtowe Part of the Erewash Zone : The population of the northern part of the Borough has steadily increased over the last fifteen years, whilst many of the industries which the area has traditionally relied on for employment, such as mining, textiles and furniture making, have tended to decline. Planning permission was given for additional industrial land in this Zone following the publication of the draft Eastwood District Plan. The Borough Council's strategy for providing new employment opportunities is to allocate further sites in Eastwood, Awsworth and Watnall, close to potential labour to redress the growing local imbalance between the level of population and the number of job opportunities. Sites allocated for industrial and warehousing development are shown on the Proposals Map and listed in Table 5.

POLICY LP13

INDUSTRIAL AND WAREHOUSING DEVELOPMENT IN THE BROXTOWE PART OF THE EREWASH ZONE WILL BE PERMITTED ON SITES SHOWN ON THE PROPOSALS MAP AND LISTED IN TABLE 5. SITES 1 AND 4-7 INCLUSIVE ARE NOT SUITABLE FOR SPECIAL INDUSTRY (USE CLASSES V-IX).

TABLE 5

		Net Site Area Hectares(Acres)	
Awsworth	1. GIN CLOSE WAY	0.4	(1.0)
Eastwood	2. LANGLEY BRIDGE, DERBY ROAD	1.2	(3.0)
	3. MUSHROOM FARM EXTENSION, DERBY ROAD	2.1	(5.2)
	4. REAR SOUTH STREET (WEST)	3.6	(8.9)
	5. REAR SOUTH STREET (EAST)	1.4	(3.4)
Watnall	6. COMMON LANE	0.6	(1.5)
	7. MAIN ROAD ¹	1.6	(3.9)
		10.9	(26.9)

Unallocated Land

3.07 A general characteristic of Broxtowe is its dependence on a small number of firms and a narrow industrial base. Manufacturing industry predominates, particularly in

¹ - These sites have received planning permission.

EMPLOYMENT

the northern part of the Borough. In south Broxtowe, there is a high proportion of employees in distributive trades with almost a third of the total employment provided by two manufacturing firms, the Boots Company and the Plessey Company. Although planning control cannot positively discriminate to achieve a wider base, **provision for a large number of small industrial units of normally less than 5,000 square feet floor area throughout the Borough will be encouraged to increase opportunities for a wider variety of businesses to establish.** The use of land not allocated in this Plan or previously in industrial use may be considered in certain circumstances.

POLICY LP14

PLANNING PERMISSION WILL NORMALLY BE REFUSED FOR INDUSTRIAL AND WAREHOUSING DEVELOPMENT ON UNALLOCATED LAND. PLANNING PERMISSION WILL ONLY BE PERMITTED FOR FURTHER INDUSTRIAL AND WAREHOUSING DEVELOPMENT ON UNALLOCATED LAND IF THE PROPOSAL IS FOR SMALL UNITS, INCLUDING THE CONVERSION OF EXISTING BUILDINGS, AND PROVIDED THE PROPOSAL IS NOT WITHIN THE GREEN BELT AND WOULD NOT SIGNIFICANTLY ADVERSELY AFFECT EXISTING RESIDENTIAL AREAS.

Policies for Existing Industries

3.08 The provision of new industrial land can have only limited effect on overall employment opportunities in the Borough. In order to provide existing employment areas with long-term security and to increase the Borough's economic prosperity, it is necessary to encourage industrial and commercial expansion on existing sites and adjoining land, provided there is no unacceptable increase in the level of disturbance, including that from additional traffic, to adjacent properties.

POLICY LP15

OUTSIDE THE GREEN BELT THERE WILL BE A PRESUMPTION IN FAVOUR OF PROPOSALS TO EXPAND OR REDEVELOP INDUSTRIAL AND COMMERCIAL PREMISES ON THEIR EXISTING SITES OR ON ADJOINING LAND EXCEPT:-

- A. WHERE THE EXISTING LEVEL OF ACTIVITY IS SERIOUSLY DETRIMENTAL TO THE LOCAL ENVIRONMENT AND DEVELOPMENT WOULD NOT IMPROVE CONDITIONS, OR
- B. WHERE EXISTING TRAFFIC GENERATION HAS REACHED A LEVEL WHICH CANNOT BE ACCOMMODATED SATISFACTORILY ON LOCAL ROADS AND DEVELOPMENT WOULD INCREASE THE TRAFFIC GENERATED.

PLANNING PERMISSION WILL NOT BE GRANTED FOR PROPOSALS TO EXPAND OR REDEVELOP INDUSTRIAL OR COMMERCIAL PREMISES WHICH WOULD LEAD TO THE INTRODUCTION OR INTENSIFICATION OF USES SERIOUSLY DETRIMENTAL OR INCOMPATIBLE WITH LOCAL AMENITY.

3.09 There are two collieries in the Borough, one at Moorgreen in the Erewash Zone, and one at Nuthall in the Greater Nottingham Zone, both of which are likely to close within the Plan period. Both sites will provide large areas suitable for major industrial and warehousing redevelopment, which will help to meet the employment needs of the Borough

after 1996. The Borough Council would welcome the redevelopment of the land currently used to service the Moorgreen and Babbington Collieries, excluding any land in the Green Belt, for industry or warehousing.

3.10 The Structure Plan has a presumption against using industrial sites or viable industrial buildings for retailing. While the Borough Council recognises the importance of trends in retail distribution, it is equally important not to allow the limited available stock of industrial land to be eroded, as to do so would be inconsistent with both County and Borough objectives of achieving a prosperous economy through encouraging the greatest possible growth in industrial and commercial activity. It would be inappropriate to restrict retail developments in the major shopping centres, so the Borough's four town centres are excluded from this policy.

POLICY LP16 IN ORDER TO PROTECT LAND FOR INDUSTRY AND WAREHOUSING, THERE WILL BE, OUTSIDE THE TOWN CENTRES AS DEFINED ON THE PROPOSALS MAP, A PRESUMPTION AGAINST THE USE OF INDUSTRIAL SITES OR VIABLE INDUSTRIAL BUILDINGS IN ESTABLISHED OR ALLOCATED EMPLOYMENT AREAS FOR RETAILING.

Planning Briefs

3.11 Whilst it is not the intention of the Borough Council to issue detailed briefs for every site proposed for development, it is important to integrate these employment areas into the locality with minimum impact on the local environment. The purpose of the planning briefs is to set guidelines for the co-ordinated development of the proposed new employment areas and to create an acceptable working environment. Particular attention will be paid to the relationship between industrial/warehousing developments and residential areas. This matter is referred to in the Environment Section. The development of the site at the rear of South Street (west) is dependent on access to the eastbound carriageway of the Eastwood By-Pass. Appropriate agreements will therefore be required with the developers of this site. The development on Howell-Jones Road, Chilwell, will need to include a buffer zone on the southern side to which there should be public access. No specific materials will be required on any of the sites allocated for industrial development, but the indiscriminate use of a variety of different materials on individual buildings will be resisted. **The Council will approve planning briefs for industrial and warehousing development in advance of granting any planning permission on sites at:-**

Table 6 :

Eastwood	Mushroom Farm Extension, Derby Road
	Rear of South Street (West)
	Rear of South Street (East)
Chilwell	Chilwell C.O.D, Howell-Jones Road
Watnall	Main Road

Policies for Office Development

3.12 Shopping centres are appropriate locations for offices. The Structure Plan makes no specific provision for office growth in Broxtowe and therefore office development

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other than that ancillary to industry or warehousing activities, and in other limited circumstances set out in Policy LP17, will be restricted to within town centres. These have public transport and car parking facilities and both employers and employees benefit from the proximity of other town centre activities. Within town centres, favourable consideration will be given to proposals to use the upper floors of shops for office purposes and the conversion of existing buildings to office use, particularly where these buildings are thought worthy of retention. Proposals for office development must, however, accord with policies set out in the Shopping section aimed at maintaining the town centres at Beeston, Eastwood, Kimberley and Stapleford as the primary shopping centres in the Borough.

POLICY LP17 : OFFICES WILL BE PERMITTED WITHIN BEESTON, EASTWOOD, KIMBERLEY AND STAPLEFORD TOWN CENTRES, AS DEFINED ON THE PROPOSALS MAP, PROVIDED IT CAN BE ESTABLISHED THAT:-

- A. THE PROPOSAL WOULD NOT IMPAIR THE GENERAL PATTERN AND CHARACTER OF THE SHOPPING FRONTAGE, AND
- B. THE PROPOSAL WOULD NOT CAUSE A DETERIORATION IN THE ENVIRONMENT OR TRAFFIC PROBLEMS.

ELSEWHERE PLANNING PERMISSION WILL NOT NORMALLY BE GRANTED FOR ANY FURTHER OFFICE DEVELOPMENT UNLESS:-

- C. THE PROPOSAL IS ANCILLARY TO INDUSTRIAL OR WAREHOUSING ACTIVITIES, OR
- D. THE PROPOSAL IS TO CONVERT TO OFFICE USE AN EXISTING BUILDING WHICH IS WORTH RETAINING AND FOR WHICH THERE IS NO VIABLE ALTERNATIVE USE, PROVIDED IT WOULD NOT CAUSE ENVIRONMENTAL OR TRAFFIC PROBLEMS, OR
- E. THE PROPOSAL IS FOR A CHANGE OF USE OF SMALL PREMISES IN OTHER COMMERCIAL AREAS WHICH WOULD NOT CAUSE ENVIRONMENTAL OR TRAFFIC PROBLEMS.

ACCESS AND TRANSPORT

POLICIES TO PROVIDE A SATISFACTORY TRAFFIC SYSTEM IN AND THROUGH THE BOROUGH

4.00 The movement of people and goods requires the provision of a safe, convenient and environmentally satisfactory network for all means of transport. Where new development is proposed, this will influence these patterns of movement and it may be necessary to alter or improve the transport network to accommodate the development. Two agencies are responsible for the primary road network in Broxtowe: The Department of Transport is responsible for the A52 trunk road and the M1 motorway; whilst the County Council, as Highway Authority, is responsible for highway construction and improvement of all other roads and for co-ordinating public transport. This Plan, therefore, includes the policies and proposals of these authorities as well as providing guidance for them.

Provision of an adequate Road Network

4.01 The road network requires improvements to alleviate existing problems, serve new development and meet future demands. A number of major improvements and extensions to the main road network are therefore proposed.

4.02 Western Outer Loop Road : The County Council proposes to construct the Western Outer Loop Road, as a major route around the western side of Nottingham. Part of this road lies within Broxtowe. The road will provide for improved orbital movements, taking some traffic away from existing roads and relieving pressure on the A614 ring road in the City. It will provide access to residential development proposed in the Plan at Assarts Farm and will also provide a much needed link road between the northern and southern parts of the Borough. The scheme comprises sections of new road and improvements to existing roads, linking the major radial routes, the A52, A609, A610 and A611, out of Nottingham. The B6004 Bilborough Road, between the A609 and Strelley, was the first part of the scheme to be completed and the second phase was a new road from the A610 at Nuthall to Sellers Wood Drive in Nottingham. Two remaining sections of the scheme are in Broxtowe.

4.03 The first part involves the construction of a section of new road between the B6004 Bilborough Road at Strelley and the A610 at Nuthall, part of which will be in the City. This single two-lane carriageway road will relieve local roads in the City which are essentially residential in character and provide access to proposed development at Assarts Farm.

4.04 The second section is the improvement to the B6004 Coventry Lane, which needs to be upgraded to provide a single two-lane carriageway of uniform standard. This scheme is regarded as having medium priority by the County Council, to be commenced before 1996, but the Borough Council will urge the County Council to give the improvements a high priority and commence the work as soon as finance is available. The final route for the

1 - Completed.

ACCESS AND TRANSPORT

section over the railway has yet to be decided. The area shown on the Proposals Map represents the reserved area for a number of alternative routes and the road will only require part of this land. Improvements are also proposed to Ilkeston Road, principally at its junction with Coventry Lane. These are specified in Policy LP24 and included here to provide the complete picture.

POLICY LP18

THE FOLLOWING SECTIONS OF THE WESTERN OUTER LOOP ROAD WILL BE CONSTRUCTED IN BROXTOWE, WITHIN THE AREA SHOWN ON THE PROPOSALS MAP:-

- A. A SINGLE TWO-LANE CARRIAGEWAY ROAD FROM THE A610 AT NUTHALL TO THE B6004 BILBOROUGH ROAD AT STRELLEY. TWO JUNCTIONS WILL BE CONSTRUCTED TO PROVIDE ACCESS TO THE ASSARTS FARM DEVELOPMENT AREA PROPOSED IN POLICY LP3.
- B. IMPROVEMENTS TO THE B6004 COVENTRY LANE TO PROVIDE A SINGLE TWO-LANE CARRIAGEWAY OF UNIFORM STANDARD. A JUNCTION WILL BE REQUIRED TO PROVIDE ACCESS TO HOUSING DEVELOPMENT PROPOSED IN POLICY LP3 ON LAND AT COVENTRY LANE.
- C. IMPROVEMENTS TO THE JUNCTION OF B6004 COVENTRY LANE AND A6007 ILKESTON ROAD, TOGETHER WITH IMPROVEMENTS TO SELECTED LENGTHS OF ILKESTON ROAD BETWEEN DERBY ROAD AND PASTURE ROAD, AS DETAILED IN POLICY LP24.

4.05 **Awsworth By-Pass :** The County Council proposes to construct a single two-lane by-pass road to the west of Awsworth. At present, the A6096 passes through the centre of the village and carries through traffic between Ilkeston and the A610 Eastwood/Kimberley By-Pass. This through traffic has created road safety and environmental problems in the village, which will be relieved by the construction of the new road. The Borough Council supports the early implementation of this scheme.

POLICY LP19

A SINGLE TWO-LANE CARRIAGEWAY BY-PASS ROAD WILL BE CONSTRUCTED TO THE WEST OF AWSWORTH FROM CORONATION ROAD AT COSSALL TO GIN CLOSE WAY AT AWSWORTH, AS SHOWN ON THE PROPOSALS MAP.

4.06 **Awsworth By-Pass Link Road :** A new link road is proposed from the western end of the proposed A6096 Awsworth By-Pass to the proposed A6007 Ilkeston Inner Relief Road in Derbyshire. The main benefits will be an improvement to the environment and traffic conditions in Ilkeston. In Broxtowe, it will by-pass an area of mixed commercial, industrial and residential uses at Ilkeston Junction. The road will be constructed by Derbyshire County Council, with a financial contribution from Nottinghamshire County Council. The scheme is currently unprogrammed and is unlikely to be constructed in the Plan period.

POLICY LP20

THE ROUTE OF A SINGLE TWO-LANE CARRIAGEWAY LINK ROAD FROM THE A6096 PROPOSED AWSWORTH BY-PASS TO THE A6007 PROPOSED ILKESTON INNER RELIEF ROAD IN DERBYSHIRE WILL BE PROTECTED, AS SHOWN ON THE PROPOSALS MAP.

4.07 Langley Mill By-Pass : An extension of the A610 Eastwood/Kimberley By-Pass is being constructed to the north of Langley Mill in Derbyshire from the A610 at Eastwood to the A610 at Aldercar. The scheme will form part of the comprehensive improvements to the A610 road, west of the M1 motorway, to relieve traffic and transportation problems in the towns along its route, and will assist economic activity in the northern part of Broxtowe. Most of the scheme will be in Derbyshire and Derbyshire County Council will construct the road with a financial contribution from Nottinghamshire County Council. Construction of the scheme has commenced at the Derbyshire end and part of the Nottingham section has already been built for the National Coal Board's requirements¹.

POLICY LP21

A SINGLE TWO-LANE CARRIAGEWAY ROAD WILL BE CONSTRUCTED FROM THE A610 EASTWOOD BY-PASS TO THE A610 AT ALDERCAR IN DERBYSHIRE, AS SHOWN ON THE PROPOSALS MAP¹.

4.08 Access to Eastwood By-Pass : The draft Eastwood District Plan drew attention to the problem of industrial traffic passing through New Eastwood and proposed the reservation of land for a link from Brookhill Leys Road to a new junction on the by-pass at Halls Lane. This proposal has now been abandoned on grounds of both practicality and cost and alternative limited accesses are now proposed in the vicinity of Newmanleys Road and the industrial allocations off South Street. These will serve the industrial development, existing and allocated, in the immediate vicinity.

POLICY LP22

LIMITED ACCESSES WILL BE PROVIDED TO THE EASTBOUND CARRIAGEWAY OF A610 EASTWOOD BY-PASS IN THE VICINITY OF NEWMANLEYS ROAD AND THE INDUSTRIAL ALLOCATIONS OFF SOUTH STREET, AS SHOWN ON THE PROPOSALS MAP².

4.09 Beeston East/West Route : This road was included in the draft Plan but the County Council abandoned the whole of the Beeston East/West Route in November 1982, releasing the land previously safeguarded for the scheme. This route had been a longstanding proposal and would have been a high standard strategic highway into Nottingham, reducing the traffic on Queens Road and the A52. However, the high cost and adverse environmental impact of the proposal were considered to outweigh local and strategic highways benefits and it is no longer proposed.

4.10 Swiney Way Extension : Stapleford Lane and the existing junction of High Road and Nottingham Road, Toton, will not be able to absorb both the additional traffic from the committed housing development off Banks Road and the traffic from the proposed housing development on land released at the former Chilwell Central Ordnance Depot (Policy LP3).

1 - Completed.

2 - One access has been completed.

ACCESS AND TRANSPORT

As part of this latter development, Swiney Way will be extended southwards to Nottingham Road to provide an alternative through route and measures to restrict traffic passing through Toton will be introduced.

POLICY LP23

A SINGLE TWO-LANE CARRIAGEWAY ROAD WILL BE CONSTRUCTED AS PART OF THE PROPOSED RESIDENTIAL DEVELOPMENT OF CHILWELL CENTRAL ORDNANCE DEPOT TO EXTEND SWINEY WAY, TOTON, TO JOIN THE A6005 NOTTINGHAM ROAD, EAST OF TOTON, AS SHOWN ON THE PROPOSALS MAP.

4.11 Minor Highway Improvements : The County Council has an annual programme of minor improvements to the highway. These schemes, costing less than £150,000, include junction improvements, minor road widening and the provision of footways. They are generally done to cater for existing traffic and to improve safety rather than to meet anticipated future usage. Financial restrictions usually dictate that only one or two of these minor highway schemes can be implemented each year. All schemes involving land outside the existing boundary of the highway are listed below and shown on the Proposals Map. This map is at a small scale and persons interested in these schemes should contact the Director of Public Health & Works, Broxtowe Borough Council, Albion Street, Beeston, for clarification on the extent of the proposed works. Most of these schemes are eligible for consideration in the County Council's Transport Policies & Programme. However, it is unlikely that all the schemes will be implemented during the Plan period and the Borough Council will indicate in its consultations with the County Council those schemes which it regards as high priority and would wish to see included in the programme at the earliest opportunity. Further schemes may be proposed during the Plan period as a result of the monitoring of traffic conditions on the Borough's highways.

4.12 Two further minor highway schemes are proposed and regarded as high priority by the Borough Council, but they do not appear in the table or on the Proposals Map, as they do not involve land outside the existing boundary of the highway. Both schemes are the responsibility of the Department of Transport and they will improve traffic flow and safety on the A52 at the Toton Lane roundabout, Stapleford, and the Sherwin Arms roundabout, Bramcote. Many other minor highway schemes not involving land outside the existing highway will be implemented under the County Council's road safety and other highway budgets.

POLICY LP24

MINOR IMPROVEMENTS WILL BE MADE TO HIGHWAYS IN THE BOROUGH, AS LISTED BELOW AND SHOWN ON THE PROPOSALS MAP, HAVING REGARD TO THE PRIORITIES OF THE BOROUGH COUNCIL AND TO THE MONEY AVAILABLE FOR SUCH WORK IN THE COUNTY AS A WHOLE.

Beeston

1. A6005 QUEENS ROAD/STATION ROAD : The scheme will provide further improvements to this traffic signal controlled junction following the recent mini-roundabout experiment.
2. B6006 WOLLATON ROAD : The section between Beeston Fields Drive and Hillside Road will be widened.

3. VERNON AVENUE EXTENSION : This scheme will provide a service road in connection with Policy LP31 to pedestrianise High Road.

Bramcote

4. A6007 ILKESTON ROAD : Selected lengths of Ilkeston Road, between Derby Road and Pasture Road, will need to be improved following the completion of the improvements to Coventry Lane. The landscape value of Bramcote Hills Park will be protected. If the scheme requires trees to be felled, replacement trees of the maximum possible size will be planted well before work commences.

Eastwood

5. JUNCTION OF CHEWTON STREET WITH B6010 NOTTINGHAM ROAD : Chewton Street will be widened at its junction with Nottingham Road.

Kimberley

6. HARDY STREET : This scheme involves the provision of footways and is currently programmed for early implementation by the County Council.

Moorgreen

7. B600/B6010 "HORSE AND GROOM" CORNER : This junction will be improved by enlarging its inner radius, providing better sightlines and constructing a footway at the rear of the line of trees, which will be retained.

Stapleford

8. A6007 TROWELL ROAD/ILKESTON ROAD/PASTURE ROAD JUNCTION : This improvement will alter the priority at this junction so as to discourage north/south traffic from passing through the middle of Stapleford
9. B6004 HICKINGS LANE : Visibility improvements are proposed at the junction with Grenville Drive.
10. ALBERT STREET : This road will need improvement at both ends if the proposal to divert north/south traffic along this route and close Church Street between Isaacs Lane and The Roach junction is to be implemented.

Provision for Cyclists

4.13 In recent years, cycling has become more popular, especially in the Beeston area. It is a cheap and environmentally attractive form of travel and therefore should be

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encouraged. **The Borough Council will support and promote the provision of safe and attractive cycling conditions.**

4.14 One approach is the promotion of cycle routes which can share the use of existing bridleways or quieter roads, away from the busy main roads and junctions. This is preferred to the more expensive solution of creating separate cycleways, except on the busiest roads. The Borough Council will support and promote the extension of the cycleways network to be provided by the Department of Transport and Nottinghamshire County Council. In the urban area, priority will be given to providing links to schools, shopping centres and the main areas of employment. Consideration will be given to the provision of safe and efficient cycle routes linking the following places:- Beeston and Chilwell; Chilwell and Stapleford (using parts of the former East/West Route); Toton and Long Eaton; Nuthall and Kimberley; and Kimberley and Awsworth. In addition, the Borough Council will consider the provision of recreational routes linking Strelley, Swingate, Awsworth and Cossall, and along the River Trent from Beeston Lock to the boundary with Erewash Borough. In major new development, special provision for cyclists may be possible whilst, in town centres, it is important that adequate parking facilities for cyclists are provided. In traffic management schemes, special consideration needs to be given to cyclists so that safe conditions are provided for negotiating busy road junctions.

POLICY LP25

THE BOROUGH COUNCIL, IN CONJUNCTION WITH THE COUNTY COUNCIL, WILL MAKE PROVISION FOR CYCLISTS, INCLUDING THE CREATION OF SAFE CYCLE ROUTES, LINKING RESIDENTIAL AREAS WITH SCHOOLS, SHOPPING CENTRES AND THE MAIN AREAS OF EMPLOYMENT, AND THE PROVISION OF RECREATIONAL CYCLEWAYS; HAVING REGARD TO THE PRIORITIES OF THE BOROUGH COUNCIL AND THE MONEY AVAILABLE FOR SUCH WORK IN THE COUNTY AS A WHOLE.

Lorry Movement and Parking

4.15 In seeking to regulate the movement of heavy goods vehicles, the County Council, wherever possible, provides advisory signing or, when only a small number of lorry operators are involved, approaches the operators concerned. Only where advisory methods are inappropriate will a weight limit restriction be considered. The County Council has introduced an advisory lorry route to reduce the movement of heavy goods vehicles through Bramcote and along the B6006 Wollaton Road/Station Road through Beeston town centre. **Wherever possible, heavy lorries will be encouraged to use roads that avoid residential and environmentally sensitive areas. Where appropriate, advisory lorry route signing schemes or weight limit restrictions will be introduced.**

4.16 The parking of large commercial vehicles in residential streets is undesirable. There are two categories of vehicles to consider in connection with overnight parking - the long distance lorries, whether in transit, away from their home base or in the town in which their firms are located, and those lorries which are employed on local haulage work returning to their home base each night. In the absence of overnight lorry parks, some parking occurs on-street or on vacant land. The latter is generally only a short-term solution as vacant sites in the urban areas will in time be developed.

POLICY LP26

THE BOROUGH COUNCIL WILL PROVIDE, AS OPPORTUNITIES ARISE, PARKING AREAS FOR GOODS VEHICLES ON SITES WITH GOOD ACCESS TO THE MAIN ROAD NETWORK AVOIDING RESIDENTIAL STREETS, HAVING REGARD FOR THE COUNCIL'S PRIORITIES FOR CAPITAL EXPENDITURE.

Residents' Parking Schemes

4.17 Some residential areas close to the town centres or major centres of employment experience problems caused by on-street parking. In cases where the competition for on-street spaces from shoppers and long-stay business users is particularly severe, the County Council has introduced a residents' parking scheme, whereby on-street parking is restricted to local residents through the issue of permits. By 1984, there were three schemes operating in Broxtowe. These are in Beeston Rylands, the Cyril Avenue area of Stapleford and Wilkinson Avenue in Beeston town centre. Areas possibly requiring residents' parking schemes are being continually surveyed and their priority assessed against other potential schemes elsewhere in the County. **The County Council will be encouraged to introduce residents' parking schemes in those areas where parking in residential streets causes a severe problem for local residents, having regard to the money available for such schemes in the County as a whole.**

Traffic in Residential Areas

4.18 A reduction of noise, fumes and non-essential traffic can be achieved in residential areas by the careful application of traffic management techniques, which may include the stopping-up of roads, restrictions on the movement of heavy vehicles and the diversion of through traffic generally to other more suitable roads.

POLICY LP27

TRAFFIC MANAGEMENT MEASURES WILL BE INTRODUCED WHICH WILL REDUCE THE AMOUNT OF TRAFFIC IN RESIDENTIAL AREAS, PROVIDED THAT SUITABLE ALTERNATIVE ARRANGEMENTS CAN BE MADE FOR THROUGH TRAFFIC.

Public Transport

4.19 Public transport is a key element in the overall transport network. The County Council is responsible for promoting the provision of a co-ordinated and efficient system of public passenger transport to meet the needs of Nottinghamshire.

4.20 **Bus Services :** Broxtowe is well served by bus routes, with the pattern of services dominated by radial routes focussing on Nottingham city centre. Local journeys are well provided for within the main urban areas and there are good services to the town centres. Few built-up areas are beyond a reasonable walking distance to a bus service and there is little scope for further bus penetration into these areas. Any proposals to change the existing pattern and frequency of services will be carefully examined and, if necessary, representations will be made to the Traffic Commissioners. **The Council will encourage the**

1 - The position will be modified by the Transport Act 1985.

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provision of an efficient and effective pattern of bus services throughout the Borough and, in particular, the maintenance of at least the current level of access by bus to the town centres and areas of employment.

4.21 Whilst many of the proposed development sites in the Plan can be adequately served by existing bus services, in some cases penetration by bus services into the new developments will be needed. Adequate road layout, suitable road widths and the provision of turning areas, together with the appropriate phasing of development, are necessary to ensure that a bus service can be provided at an early stage in the development. **Early provision of bus services to the proposed housing areas at Toton and Assarts Farm, Nuthall, will be encouraged. Developers will be required to provide facilities for buses on these sites during construction.**

4.22 Rail Services : Although relatively few public transport journeys in the Borough are by rail, services from Beeston and Attenborough stations provide for some local and also long-distance journeys. The existing facilities for passengers at Beeston Station are inadequate. British Rail plans to refurbish the station and improve parking. **The Council will, through its regular consultations with Nottinghamshire County Council and British Rail, support the maintenance and improvement of rail services and facilities.**

SHOPPING

POLICIES FOR THE LOCATION OF SHOPPING

TOWN CENTRES

5.00 Beeston, Eastwood, Kimberley and Stapleford are defined as "minor County shopping centres" in the Structure Plan. These centres sell principally convenience goods and provide basic services. All four centres have a traditional form, being spread out along main roads. Beeston shows the most change with the development of The Square in 1970, while Eastwood has seen a smaller redevelopment at The Hollies. Kimberley and Stapleford have shopping frontages broken up by a variety of other uses and undeveloped sites. Only in Beeston, the largest of the four shopping centres, is there a significant proportion of offices on upper floors, reflecting its importance as a service and employment centre.

5.01 Structure Plan policy has a presumption in favour of concentrating shopping development in the four town centres. These centres are important social as well as commercial centres and represent considerable investment of public and private resources. The Borough Council wishes to maintain the centres of Beeston, Eastwood, Kimberley and Stapleford as the primary shopping areas in Broxtowe because of the importance of retailing in attracting people to the centres and ensuring the continued provision of the non-retail services. **The Borough Council will seek to improve the quality and attractiveness of the four centres and give them priority for public investment.**

5.02 The Council's policy is to maintain the growth and modernisation of the town centres by facilitating changes in retailing, together with environmental and traffic improvements. There are, of course, limits to the growth of retailing within town centres. These are reflected in Structure Plan Policy 9.18, which states that:-

IN CONSIDERING PROPOSALS FOR NEW SHOPPING DEVELOPMENTS, PARTICULAR REGARD WILL BE GIVEN TO THE FOLLOWING:-

- A. THE LIKELY IMPACT ON EXISTING SHOPPING CENTRES;
- B. THE EFFECTS UPON TRAFFIC AND ROAD SAFETY;
- C. THE EFFECTS UPON THE ENVIRONMENT AND THE EFFICIENT USE OF LAND;
- D. THE PROVISION OF CAR PARKING.

SHOPPING DEVELOPMENT WILL NOT NORMALLY BE PERMITTED OUTSIDE BUILT-UP AREAS.

No additional policy is therefore required in this Plan which specifically restricts shopping floor-space in the town centres.

5.03 The rapid changes which have taken place in retailing will continue to alter the shopping character and role of each town. In Kimberley, the new superstore will have a major impact and has within its catchment area a large part of north Broxtowe and north-west Nottingham. In south Broxtowe, the shopping catchment areas of Stapleford and Beeston

convenience and durable goods trading has become less distinct with stores trading in both and freely switching in response to changing demands. The Stoney Street development will be largely for convenience goods but may result in existing floorspace being released elsewhere for the sale of durable goods. Only when a new equilibrium has been achieved will the potential for growth become clear. **The Council will promote the increase of durable retail floorspace in Beeston.**

5.06 The need to provide car parking in the most convenient locations for shoppers has become increasingly apparent during the last decade as the use of cars has increased. In Beeston, there is a lack of car parking spaces conveniently situated for the prime shopping frontage on High Road. A minimum of 280 parking spaces on the Stoney Street site will create a better distribution of parking spaces in the centre and the Borough Council has decided to introduce free public car parking to further improve the situation. There is now no intention to provide public car parking on the east side of Willoughby Street, which was proposed in the Beeston Town Centre Plan in 1976.

POLICY LP30 THE COUNCIL WILL SEEK TO INCREASE THE NUMBER OF OFF-STREET CAR PARKING SPACES IN BEESTON TOWN CENTRE AS OPPORTUNITIES ARISE.

5.07 The Middle Street improvement scheme, carried out in 1976, diverted most through traffic travelling in an east/west direction away from the commercial core. Further ways of diverting east/west through traffic onto Queens Road to reduce congestion on Chilwell Road are still under consideration. It is now considered possible to improve the shopping environment on High Road by giving pedestrians priority on the section between the junction with Wollaton Road and Derby Street. This would be done by closing it to through traffic, but at least initially allowing unrestricted access to frontages. The Town Centre Plan (1976) proposed a number of other road schemes to improve servicing. A service road link between Wollaton Road and Villa Street to provide improved rear servicing facilities on the north side of High Road is now programmed (see Policy LP24). However, a proposal to provide a service road linking Acacia Walk, Union Street and Willoughby Street has been abandoned.

POLICY LP31 HIGH ROAD, BEESTON, BETWEEN WOLLATON ROAD AND DERBY STREET, WILL BE MADE A PEDESTRIAN PRIORITY AREA, AS SHOWN ON THE PROPOSALS MAP.

Eastwood

5.08 At Eastwood, there are no opportunities at the present time for major shopping developments within the established shopping area and no justification for proposing clearance and redevelopment. Nevertheless, Eastwood lacks a major store capable of providing a wide range of goods, including durables. **If, during the Plan period, there are opportunities for major redevelopment which would help maintain Eastwood as an important shopping centre, the Borough Council will support such a scheme.**

SHOPPING

5.09 The provision of further off-street car parks close to the shops in Eastwood is a long-standing objective of the Council. Considerable progress has been made, with new parking spaces provided at Victoria Street, Scargill Walk, adjacent to the Sun Inn and at King Street. However, spaces are lost at The Hollies on market days and further unofficial parking spaces were lost early in 1983 at Wellington Place. On-street parking, both along Nottingham Road and on residential streets, generally meets the needs of short-stay visitors but adds to congestion and annoyance for residents.

POLICY LP32 THE COUNCIL WILL SEEK TO INCREASE THE NUMBER OF OFF-STREET CAR PARKING SPACES IN EASTWOOD TOWN CENTRE AS OPPORTUNITIES ARISE.

Kimberley

5.10 The site on the corner of Factory Lane and Main Street, Kimberley, has been redeveloped to provide a supermarket, totalling 5,165 sq.m. (55,600 sq.ft.) gross, together with 400 car parking spaces for public use. This development will strengthen the town centre and will assist in meeting retail needs, not only in Kimberley and Nuthall, but in the north-west of Nottingham generally. It will induce further improvements to the shopping centre but these are likely to be limited by access, parking and other physical constraints, as well as the application of Policy 9.18 of the Structure Plan. These constraints indicate that there will be a presumption against further significant retail proposals, that is major stores, in Kimberley Town Centre. Kimberley would benefit from more off-street car parking and the anticipated growth of the centre will increase demand for satisfactory long-term car parking. The draft Kimberley District Plan allocated the former railway line for parking and this is reaffirmed. A site at Newdigate Street has also been allocated for parking to meet this anticipated demand.

POLICY LP33 LAND OFF NEWDIGATE STREET¹ AND PART OF THE FORMER RAILWAY LAND OFF STATION ROAD, KIMBERLEY, IS ALLOCATED FOR PUBLIC CAR PARKING, AS SHOWN ON THE PROPOSALS MAP.

Stapleford

5.11 In 1983, the Council granted planning permission for a major retail store, total gross floorspace 4,153 sq.m. (44,700 sq.ft.) on the former Johnson & Barnes textile and clothing factory site between Alexandra Street and Broad Oak Drive, Stapleford. Although the main shopping area is concentrated at The Roach end of Stapleford, there are a number of shops along Derby Road which will benefit from retail development on this site. However, the Council is anxious that this prominent site should not remain derelict and therefore residential development on part or all of the site would be permitted as stated in Policy LP28.

5.12 The Council wishes to further improve the environment of the town centre of Stapleford around The Roach junction. Parts of the area between Nottingham Road, Albert Street and Church Street could be redeveloped for retail, commercial and related purposes. Most of the land is underused, although planning permission was given in 1982 for a market

¹ - Completed.

which has been successful and which will need to be included in any redevelopment proposals. The retail element, however, would be likely to be limited in scale unless the commitment on the Derby Road site was not implemented.

5.13 Schemes proposed in the past to improve the centre of Stapleford by diverting traffic away from the shops on Derby Road have never been implemented. The advantages that would be gained by the 1975 Town Centre Proposals to pedestrianise Derby Road between William Road and The Roach junction are now considered to be far outweighed by the disadvantages to local residents of diverting traffic through residential streets and the high cost of this scheme to by-pass a relatively small number of shops. For this reason, these 1975 Town Centre Proposals are abandoned. The Council intends to improve the shopping environment by making part of Church Street, north from The Roach junction, pedestrian priority and taking advantage of any redevelopment of the south side of Albert Street to improve its junctions with Church Street and Nottingham Road so that it can form an alternative route for north/south traffic.

POLICY LP34 PART OF THE LAND BETWEEN NOTTINGHAM ROAD, ALBERT STREET AND CHURCH STREET, STAPLEFORD, WILL BE REDEVELOPED FOR RETAIL, COMMERCIAL AND RELATED PURPOSES, AS SHOWN ON THE PROPOSALS MAP. WHEN ALTERNATIVE PROVISION CAN BE MADE FOR THROUGH TRAFFIC, PART OF CHURCH STREET NORTH OF THE ROACH JUNCTION, WILL BE MADE PEDESTRIAN PRIORITY, AS SHOWN ON THE PROPOSALS MAP.

5.14 Parking facilities in Stapleford town centre are divided in roughly equal portions between on-street and off-street spaces. However, the majority of available spaces are in private car parks, some of which are not intended for general use by shoppers. Land off Cyril Avenue was allocated for car parking in the draft Plan but it has proved impractical to implement this proposal and it is no longer included. The 1975 Town Centre Proposals included car parking on Victoria Street and this proposal is reaffirmed. This site could enable the two existing car parks to be integrated into a larger and better laid out car park.

POLICY LP35 LAND AT VICTORIA STREET, STAPLEFORD, IS ALLOCATED FOR A PUBLIC CAR PARK, AS SHOWN ON THE PROPOSALS MAP.

General Policies for Town Centres

Rear Servicing

5.15 In all of the town centres, congestion can be caused by vehicles loading and unloading goods for retail premises along the main shopping streets and opportunities will be sought to provide rear servicing for properties in these frontages.

POLICY LP36 THE COUNCIL WILL SEEK TO INCREASE REAR SERVICING FACILITIES IN THE TOWN CENTRES AS OPPORTUNITIES ARISE.

SHOPPING

Non-Retail Uses

5.16 Concentrations of non-retail uses within a town centre tend to affect the attractiveness of the area by reducing the number of shops and interrupting the shopping frontage. In some frontages, the intrusion of non-retail uses could lead to a decline in pedestrian flows, which in turn may reduce the commercial viability of shops in that area. Nevertheless banks, cafes, estate agents and offices for legal and other services all contribute to meeting the needs of the community and must be catered for. In Stapleford, because of the very dispersed nature of the centre, a concentration of retail uses would help to maintain their viability.

POLICY LP37

WHERE THE PROPORTION OF NON-RETAIL USES IN THE MAIN SHOPPING FRONTAGES LISTED BELOW THREATENS THE VIABILITY OR CHARACTER OF THE SHOPPING CENTRE, FURTHER CHANGES OF USE OR REDEVELOPMENT FOR NON-RETAIL USES WILL BE RESISTED.

Beeston	THE SQUARE AND BOTH SIDES OF HIGH ROAD FROM THE SQUARE TO CITY ROAD ON THE SOUTH-EAST SIDE AND DERBY STREET ON THE NORTH-WEST SIDE.
Eastwood	BOTH SIDES OF NOTTINGHAM ROAD BETWEEN THE JUNCTION WITH CHURCH STREET/MANSFIELD ROAD AND THE JUNCTION WITH KING STREET/QUEENS ROAD NORTH.
Kimberley	BOTH SIDES OF MAIN STREET BETWEEN, ON THE NORTH SIDE, NEWDIGATE STREET AND VICTORIA STREET AND, ON THE SOUTH SIDE, ORCHARD STREET AND FACTORY LANE.
Stapleford	WEST SIDE OF DERBY ROAD, FROM THE ROACH JUNCTION TO ALBERT AVENUE.

SHOPPING OUTSIDE TOWN CENTRES

5.17 The very big increase in the size of new shops and the greater use of cars for shopping trips has meant there has been continual pressure for retail development on sites outside the built-up area. The Structure Plan has a general presumption against such retail development and, in Broxtowe, the Green Belt is drawn tightly around the urban area, precluding this type of development. There is also pressure for large retail developments, often on former industrial land, within the built-up area but outside the town centres. The Structure Plan recognises that there are certain types of retailing such as building material suppliers and garden centres which are not easily accommodated in town centres and that, where these do not adversely affect existing shopping facilities materially, they may be permitted outside town centres. However, there is a general presumption against the use of industrial sites or viable industrial buildings for retailing. The Structure Plan also requires that regard should be given to the effect such retail proposals would have on traffic, road safety, the environment and the efficient use of land, and to the adequacy of car parking.

5.18 Within three of Broxtowe's four shopping centres, there are sites available, or currently being developed, for major stores. To protect and promote these centres, major

retailing proposals on sites outside of the town centres will therefore normally be refused unless the activity is inherently unsuitable for a town centre location. Furthermore, there is a very limited supply of industrial land in the Borough and the use of viable industrial buildings or land will be strongly resisted outside town centres since it would undermine the general strategic objective of achieving a prosperous economy by promoting industrial development (see Policy LP16).

POLICY LP38 MAJOR RETAILING DEVELOPMENTS WILL NOT NORMALLY BE PERMITTED OUTSIDE BEESTON, EASTWOOD, KIMBERLEY AND STAPLEFORD TOWN CENTRES, AS DEFINED ON THE PROPOSALS MAP.

5.19 Wholesale discount warehouses and wholesale cash and carry warehouses are generally not located in town centres. These operations require extensive sites and it is Structure Plan policy to prevent retailing being carried out from such developments if they are outside established shopping centres. Structure Plan Policy 9.23 is supported.

POLICY LP39 IN CONSIDERING APPLICATIONS FOR THE DEVELOPMENT OF WHOLESALE DISCOUNT WAREHOUSES AND WHOLESALE CASH AND CARRY STORES, PARTICULAR REGARD WILL BE GIVEN TO THE FACT THAT THEY SHOULD NOT ENGAGE IN ANY RETAIL TRADE, SHOULD HAVE SUITABLE ACCESS AND PARKING FACILITIES AND SHOULD NOT HAVE A DETRIMENTAL EFFECT ON THE ENVIRONMENT.

LOCAL SHOPPING

5.20 The trend towards one-stop shopping by car-owning households has led to the decline in the number of local shopping premises nationally. Nevertheless, local shopping provision is important to meet the needs of the less mobile members of the community and the Council does not 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 the shopping floorspace will be encouraged provided the character of the shops as a local facility is not altered.

5.21 Land will be reserved for neighbourhood facilities including additional local shopping facilities to serve major new residential development proposed at Assarts Farm and Giltbrook Farm (where outline permission has already been given). However, the Council recognises that the effectiveness of such policies must be reviewed in the light of the provision of other new retail facilities and, in particular, the willingness of the private sector to develop on the reserved sites. The Borough Council therefore accepts that, if it can be shown that land allocated for local shopping is not required after a period of not less than three years after the catchment area is fully built up, then other uses will be permitted as an alternative to shops. Permission has been given for 4,580 sq.m. (49,300 sq.ft.) gross retail development

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on the site of a former warehouse within the former Chilwell Central Ordnance Depot, south of Swiney Way. This new local shopping centre replaces the previously proposed centre north of Swiney Way and will serve the new developments on the former depot and land off Banks Road.

POLICY LP40 IN ESTABLISHED LOCAL SHOPPING CENTRES, THERE WILL BE A PRESUMPTION IN FAVOUR OF PROPOSALS FOR SMALL SCALE EXPANSION OF RETAIL ACTIVITY, PROVIDED RESIDENTIAL AMENITIES WOULD NOT BE SIGNIFICANTLY ADVERSELY AFFECTED. CHANGES OF USE OF EXISTING RETAIL STORES WITHIN A GROUP OF SHOPS WILL NOT NORMALLY BE PERMITTED.

POLICY LP41 THE COMMITMENT TO RETAIL DEVELOPMENT AT SWINEY WAY, CHILWELL CENTRAL ORDNANCE DEPOT¹, IS REAFFIRMED, AND LAND WILL BE RESERVED FOR LOCAL RETAILING ON SITES AT GILTBROOK FARM AND ASSARTS FARM, WHERE THE APPROPRIATE GROSS FLOORSPACE WILL BE SPECIFIED IN THE PLANNING BRIEF PROPOSED IN PARAGRAPH 2.14.

1 - Completed.

RECREATION

POLICIES TO INCREASE RECREATIONAL OPPORTUNITIES

6.00 The Council endorses the view held by the Government and expressed in the White Paper "Sport and Recreation"¹ that recreation should be regarded as one of the community's everyday needs. As available leisure time and the demand for recreational activities increase, it is important that the Council responds as positively as resources will allow to opportunities to provide recreation facilities. The main responsibility for the provision and maintenance of facilities lies with the Borough Council, although the County Council and Parish Councils have concurrent powers. In addition, there are many individuals and organisations, voluntary groups, firms and other public authorities, such as the Countryside Commission, concerned with the provision of recreation facilities. In this Plan, therefore, the Borough Council makes provision for facilities for which it is responsible and seeks to encourage others to provide further facilities by, for example, reserving land, particularly where existing facilities are inadequate. **The Borough Council will promote the provision of the widest choice of recreational opportunities that resources will allow and recreation will enjoy a high priority for public investment.**

POLICY LP42

THE BOROUGH COUNCIL WILL ENSURE THROUGH PLANNING CONTROL THAT POTENTIAL RECREATION PROJECTS, PROPOSED BY THE BOROUGH COUNCIL OR ANY OTHER PARTY, ARE NOT FRUSTRATED BY LACK OF A SUITABLE SITE, HAVING REGARD TO THE COUNCIL'S PRIORITIES AND THE MONEY AVAILABLE FOR RECREATION IN THE BOROUGH AS A WHOLE.

Playing Fields

6.01 It is not possible to predict accurately the demand for public playing fields as it is largely determined by the number of pitches available and by the degree to which the facilities are subsidised. The Structure Plan acknowledges that, whilst the National Playing Fields Association standard of 2.46 hectares of public open space per 1,000 population is a reasonable standard against which to identify deficiencies, it cannot be strictly applied in every case due to the influence of local factors such as the age structure of the population and accessibility to existing open space. This is particularly important when making provision for formal playing fields within public open spaces.

6.02 Taking local factors into account, there is a small deficiency in the south of the Borough which will be met in a number of ways. The Borough and County Councils will encourage the joint use of educational facilities wherever practicable while the Borough Council will seek to ensure the maximum possible use of existing playing fields through improved management. The County Council will ensure through planning control that provision for recreational facilities is made on suitable derelict land and on land subject to mineral workings (Structure Plan policy 12.31). The Borough Council supports this policy. In accordance

1 - Department of the Environment, White Paper Cmnd. 6200, Sport and Recreation. August 1975. HMSO

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with the policy, playing fields, including a football pitch and pavilion, are being provided for Awworth Parish Council as part of the Shilo South opencast reinstatement programme. In considering proposals for new residential development on land at Banks Road, Toton, the Borough Council will ensure that open space is provided for playing fields to accord with Policy LP10. There is a bowling green on land allocated for residential development at the Central Ordnance Depot, Chilwell, and it is proposed that this, together with an associated parking area, should be retained as a valuable facility for the locality. Proposals for open space on the tipping site adjacent to Leyton Crescent Recreation Ground include land to allow two additional pitches to be provided. There will still be a shortfall of pitches in the south of the Borough which will be accommodated on land at Weir Field. At Eastwood, the demand for additional playing fields has led to the provision of five new football pitches at Hall Park. Elsewhere in the Borough, opportunities for new playing fields are limited but opencast proposals for Shilo North will provide the opportunity for new facilities following reinstatement. Tipped land in Council ownership to the south side of Kimberley Depot also provides an opportunity for a playing field to meet the demand created by new residential development in the locality during the past five years.

6.03 If all existing sports grounds are retained together with the newly allocated land, it is likely that demand for public sports pitches will be met provided facilities can be improved to a standard sufficient for two matches per week. However, it can be expected that there will be increased demand for private sports grounds, particularly from Rugby Clubs. The Council will resist the loss of public or private sports grounds unless there is no deficiency in the local provision of facilities, whether public or private.

6.04 In general, it is more economic to maintain pitches to a suitable standard for matches if several are provided on one site. There is, therefore, a case for discontinuing the use of some single pitches and providing additional new pitches on combined sites. Most small playing fields are used for informal outdoor recreation generally and the replacement of the pitches will not necessarily mean that development of the land for non-recreational uses will be allowed.

POLICY LP43 LAND IS ALLOCATED FOR PUBLIC OPEN SPACE FOR THE PROVISION OF PLAYING FIELDS, AS SHOWN ON THE PROPOSALS MAP, AT:-

Beeston	WEIR FIELD	8.2 HECTARES
	ADJACENT LEYTON CRESCENT	2.0 HECTARES
	RECREATION GROUND	
Kimberley	LAND AT THE SOUTHWEST SIDE OF KIMBERLEY DEPOT	1.8 HECTARES

POLICY LP44 PROVISION WILL BE MADE FOR PLAYING FIELDS ON LAND PROVIDED FOR OPEN SPACE IN ASSOCIATION WITH DEVELOPMENT ON LAND AT BANKS ROAD, TOTON. IN ADDITION, THE EXISTING BOWLING GREEN AT THE CENTRAL ORDNANCE DEPOT, CHILWELL, SHALL BE RETAINED.

POLICY LP45 PROVISION FOR PLAYING FIELDS WILL BE MADE ON LAND SUBJECT TO MINERAL WORKINGS, WHERE APPROPRIATE. PLAYING FIELDS WILL BE REQUIRED AS PART OF THE REINSTATEMENT PROGRAMME WITHIN THE SHILO NORTH OPENCAST SITE, AS DEFINED ON THE PROPOSALS MAP.

POLICY LP46

THE DEVELOPMENT OF LAND USED FOR PRIVATE SPORTS GROUNDS WILL NOT BE PERMITTED UNLESS THE COUNCIL IS SATISFIED THAT THE LAND IS NOT REQUIRED FOR PUBLIC OPEN SPACE, AND THERE IS NO LOCAL DEFICIENCY OF PUBLIC OR PRIVATE PLAYING FIELDS AND THE LAND DOES NOT MAKE A SIGNIFICANT CONTRIBUTION TO THE LOCAL AMENITY.

Children's Play Areas

6.05 Children's play areas, including toddlers' play equipment and "kick-about" areas for older children, have traditionally been provided on recreation grounds. In the recent past, smaller play areas have been provided within new housing areas and General Improvement Areas but their location close to housing, while relatively safe for small children, has often caused disturbance to residents. It is Council policy that play areas should be located on recreation grounds and open spaces but, where they cannot be provided in these locations, they should only be permitted within housing developments on sites, normally of at least half an acre in size, which cause minimum disturbance to residents and allow for efficient maintenance. The appropriateness of providing children's play areas will therefore be judged on the merits of each case and developers may be required to provide equipped play areas in new housing developments.

6.06 The southern part of the Borough is well served for recreation grounds but provision is inadequate in Trowell and the northern towns. Trowell lacks a suitable "kick-about" area and it is proposed to make provision for public open space on land to the south of Nottingham Road. It will be a matter for the Parish Council to decide whether to provide formal facilities. Of three sites allocated for play areas in the draft Kimberley District Plan, only the site at Hall Om Wong, off Eastwood Road, has been developed. A site adjacent to the by-pass, off Awsworth Lane, proposed in the draft Plan is unacceptable to the Parish Council and this proposal is abandoned. However, the Borough Council accepts the need for additional play facilities in the Kimberley/Wathall area and two sites, one off Maws Lane and the other to the north of Cliff Boulevard, are proposed for these uses. It is likely that the Cliff Boulevard site will be developed jointly by Kimberley and Greasley Parish Councils. The Draft Eastwood District Plan proposes public open space on land adjacent to Walker Street and Lynncroft. Part of this land has been given planning permission by the County Council for residential development. This Plan allocates the remaining land for public open space purposes.

6.07 It is particularly important to ensure that properly designed play spaces are provided for the benefit of future occupiers of properties in large new residential developments. Areas will be reserved specifically for children's playgrounds within open space provided to meet the standards set out in Policy LP10 on land at Banks Road, Toton. A children's playground will also be required at Assarts Farm and the development will need to include an open area of between half and one acre to accommodate it.

POLICY LP47

LAND IS ALLOCATED FOR RECREATIONAL USES AS SHOWN ON THE PROPOSALS MAP AT:-

Eastwood	CORNER OF LYNNCROFT/WALKER STREET	0.9 HECTARES
Giltbrook	GILTbrook FARM	7.6 HECTARES
Kimberley	OFF CLIFF BOULEVARD	1.1 HECTARES
	OFF MAWS LANE	0.6 HECTARES
Trowell	SOUTH OF NOTTINGHAM ROAD	1.5 HECTARES

RECREATION

POLICY LP48

SITES WILL BE RESERVED FOR CHILDREN'S PLAY AREAS ON LAND AT ASSARTS FARM, AS SPECIFIED IN THE PLANNING BRIEF, AND ON LAND AT BANKS ROAD, TOTON, WITHIN OPEN SPACE PROVIDED TO ACCORD WITH POLICY LP10.

Other Open Space and Areas of Informal Recreation

6.08 There are many areas of land in Council ownership open to the public which do not provide for formal games activities. The largest of these is at Bramcote Hills Park and the Hemlockstone, in the south of the Borough. In order to cater for local informal recreation needs in built-up areas, it is desirable that these open spaces are retained. Restrictions on development will apply to all parks and gardens open to the public, sports grounds in public ownership, children's playgrounds and informal open space. Where necessary, improvements will be made to enhance the appearance of public open space and to increase its use. More open space will be provided in the Plan period as a result of, for example, the improvement of derelict or degraded land.

6.09 In addition to sites which are specifically allocated for public open space in Policies LP43 and LP47, the Council will also seek to acquire parts of Bramcote Hill, currently in private ownership, for such use. This land forms a prominent landscape feature and the principle of maintaining an open ridge line to the north of Lowes Nursery has been accepted by the Council. This will provide local informal public open space as well as a footpath/bridleway from the Hemlockstone to the City boundary. Further opportunities will arise at: Trowell Moor Colliery, a derelict colliery site proposed to be opencast by the County Council and reinstated to informal open space; parts of the abandoned East/West Route between Eskdale Drive and Cator Lane, Chilwell, suitable for informal open space; land east of Coventry Lane, Bramcote, a woodland area adjacent to the railway and a filled section of the Nottingham Canal; and steeply sloping land off Assarts Road, Nuthall, between proposed residential development and the park being developed by the City Council. All these sites are allocated for additional public open space. Finally, the Erewash Valley Environmental Improvement Plan proposes a local park, following restoration of the Shilo North opencast site. No allocation is made for this in the Plan, but **the Council will seek to acquire the land following restoration if parkland does form part of the reinstatement programme.**

6.10 There are many other attractive areas of the Borough which are in private ownership but accessible to the public for informal recreation purposes. The main ones are at Attenborough Nature Reserve, alongside the River Trent, Catstone Hill, parts of the Erewash Valley and the Moorgreen/Greasley areas. It is important to ensure that misuse by the public of these areas does not lead to public access restrictions. The provision of additional public open space in these areas is of secondary importance and the acquisition other than to acquire rights of way will not normally be pursued. The Green Belt policy (Policy LP6) protects these areas from development, but appropriate recreational uses are specifically allowed. The proximity of the urban area means that there is pressure to use agricultural land for leisure purposes. Such proposals will only be acceptable if they are unobtrusive and do not detract from the generally open and rural character of the Green Belt. In addition, Policy LP86 protects private open areas not in the Green Belt, to which there is public access, at Chilwell Manor Golf Course, Beeston Fields Golf Course, Bramcote ridge and Hemphill Hall, Nuthall, from development.

POLICY LP49

NO DEVELOPMENT OTHER THAN DEVELOPMENT FOR RECREATIONAL USES WILL BE PERMITTED ON LAND USED AS PUBLIC OPEN SPACE, AS SHOWN ON THE PROPOSALS MAP AND SET OUT IN TABLE 7:-

TABLE 7 :

RECREATION GROUNDS

Awsworth	ATTEWELL ROAD AWSWORTH RECREATION GROUND
Beeston	BEESTON FIELDS BROADGATE DOVECOTE LANE LEYTON CRESCENT WEIR FIELD
Bramcote	TOWN STREET
Brinsley	BRINSLEY RECREATION GROUND
Chilwell	CATOR LANE CHETWYND ROAD INHAM NOOK
Eastwood	CORONATION PARK HALL PARK JUBILEE PARK MANSFIELD ROAD NEWTORPE COMMON
Greasley	BARBER MEMORIAL PARK BREACH CRICKET GROUND GREENHILLS ROAD THE SPINNEY
Kimberley	KIMBERLEY RECREATION GROUND KNOWLE HILL
Nuthall	HORSEDALE RECREATION GROUND NUTHALL RECREATION GROUND
Stapleford	ARCHERS FIELD CENTRAL AVENUE HICKINGS LANE ILKESTON ROAD PASTURE ROAD QUEEN ELIZABETH PARK
Toton	MANOR FARM
Trowell	TROWELL RECREATION GROUND

PUBLIC OPEN SPACE

Bramcote	BRAMCOTE PARK FISHPOND
Kimberley	HALL OM WONG
Stapleford	HEMLOCKSTONE

RECREATION

POLICY LP50 LAND IS ALLOCATED FOR INFORMAL PUBLIC OPEN SPACE, AS SHOWN ON THE PROPOSALS MAP, AT:-

Beeston	LILAC GROVE TIP, BEESTON RYLANDS	6.1 HECTARES
Bramcote	BRAMCOTE RIDGE	11.2 HECTARES
	COVENTRY LANE	4.0 HECTARES
Chilwell	BETWEEN BRAMCOTE LANE/CATOR LANE	1.7 HECTARES
	WEST OF BRAMCOTE LANE	1.0 HECTARES
	ADJACENT TO ESKDALE DRIVE	1.1 HECTARES
Nuthall	ASSARTS ROAD	2.1 HECTARES
Trowell	TROWELL MOOR COLLIERY	7.6 HECTARES

POLICY LP51 PROPOSALS FOR RECREATIONAL ACTIVITIES IN THE GREEN BELT WILL ONLY BE PERMITTED IF THEY ARE UNOBTRUSIVE AND DO NOT DESTROY THE OPEN AND RURAL CHARACTER OF THE LOCALITY.

Golf Courses

6.11 It is Structure Plan policy, in considering proposals for new golf courses, that the Local Planning Authority will have particular regard to the need to avoid agricultural land of high quality. To satisfy the current estimated demand in Greater Nottingham for full-sized golf courses, there is a need for a golf course in Broxtowe close to the City. Planning permission has been granted for a golf course at Trowell Moor but this has never been implemented. The application site contains some Grade 2 and 3a quality land and the Council would not wish to see any further loss of good quality land. Any expansion of the proposed use will therefore be resisted.

POLICY LP52 THE COMMITMENT TO ALLOW A GOLF COURSE AT TROWELL MOOR, AS SHOWN ON THE PROPOSALS MAP, IS REAFFIRMED. IN CONSIDERING PROPOSALS FOR NEW GOLF COURSES, THE BOROUGH COUNCIL WILL SEEK TO AVOID THE LOSS OF AGRICULTURAL LAND OF HIGH QUALITY.

Marina and Water Recreation

6.12 Planning permission has been given for a marina, public house, caravan park and associated facilities on land at Ropewalk Farm, Eastwood. The site lies between the Erewash Canal and the disused Nottingham Canal, and the marina will connect into the Erewash Canal and provide valuable additional moorings. Directly to the south on land at Mansons Fields, outline permission has been given for a water recreation area and squash courts. The site will be subject to opencast working before development takes place. The playing fields to be provided after opencasting, under Policy LP45, could most appropriately be located adjacent to this site.

POLICY LP53 THE EXISTING COMMITMENT TO A MARINA AND OTHER RECREATION FACILITIES AT ROPEWALK FARM AND MANSON'S FIELDS IS REAFFIRMED.

1 - This scheme has been modified.

Ski Slope

6.13 The English Ski Council considers Bramcote sand quarry to be a suitable site for a dry ski run. Sand extraction in part of the quarry is nearly complete and, although after-use proposals have included the formation of playing fields and a rifle range, this unique opportunity for a skiing facility of regional importance outweighs the need for these other facilities.

POLICY LP54 BRAMCOTE SAND QUARRY WILL BE RESTORED FOR RECREATIONAL USES WHEN SAND EXTRACTION HAS BEEN COMPLETED. THE COUNCIL SUPPORTS THE PRINCIPLE OF A DRY SKI SLOPE AS PART OF THE AFTER-USE.

Indoor Recreation

6.14 Probably the largest growth area in participator sports in recent years has been those activities which require specialist indoor provision. It is Council policy to provide and maintain indoor sports centres to meet public demand, where appropriate, in conjunction with the Local Education Authority. The Council intends to provide facilities for a wide variety of leisure activities to meet the needs of all sectors of the community, including minority interests, and to promote their use. Within the Borough, Broxtowe residents currently have the use of two joint-use sports centres at Chilwell Olympia and Kimberley, and a swimming pool and leisure centre at Bramcote. There are no proposals to provide additional major centres. Centres of this kind are expensive and cannot meet all recreational and leisure needs. In Broxtowe, sports centres provide for a catchment area within a radius of three miles or more. At other locations within the Borough, there may be scope for the provision of small-scale facilities in conjunction with the County Council, Parish Councils and community groups. In the past, there have been proposals for additional facilities at Hall Park, Eastwood, and at Greasley a development is being provided by the Parish Council.

6.15 The provision of indoor facilities elsewhere must lie with the private sector. In many instances, such facilities are provided in converted buildings where scope for parking is limited. However, where the benefit of the facilities proposed outweighs the potential nuisance caused by inadequate parking arrangements, the Council will consider a relaxation of parking standards.

POLICY LP55 THE BOROUGH COUNCIL MAY RELAX PARKING STANDARDS FOR CHANGE OF USE OF BUILDINGS TO INDOOR SPORTS FACILITIES WHERE THE GENERAL ADVANTAGE TO THE COMMUNITY OF EXTRA SPORTS FACILITIES WOULD OUTWEIGH ANY INCONVENIENCE CAUSED TO SURROUNDING RESIDENTS AND ROAD USERS.

Allotments

6.16 The Borough Council and Parish Councils are responsible for the provision of allotments. Council owned and privately operated allotments in the south of the Borough provide 1,055 plots with a current waiting list of about 3% of this figure. The waiting lists show that demand is concentrated on a limited number of popular sites within built-up areas, where further provision would be difficult. It is important therefore to maintain existing provision by safeguarding allotments from development or replacing those sites which are lost to development.

RECREATION

6.17 At Kimberley, 7 plots at Knowle Hill are to be lost for an extension of the cemetery. A replacement site is proposed on 0.5 hectares of land at Maws Lane. Additional allotment land to satisfy demand in the Parishes of Kimberley and Greasley was proposed in the draft Kimberley District Plan off Alma Hill and adjacent to the existing private allotment land at Main Road, Watnall. The site off Alma Hill has not been pursued and is not allocated in this Plan but the allocation at Watnall remains. Proposed allotments allocated in the draft Eastwood District Plan at Giltbrook Farm, to replace those lost to housing development, and on land off Greenhills Road/Coach Drive have not yet been taken up but Greasley Parish Council has indicated that the sites will be required and the allocations remain. Eastwood Town Council wishes to provide additional allotments within the town and the former nursery, off Chapel Street, has been identified as a suitable site and is allocated for that use.

POLICY LP56

THE CHANGE OF USE OF ALLOTMENT GARDENS, AS SHOWN ON THE PROPOSALS MAP AND LISTED IN TABLE 8, WILL NOT BE PERMITTED UNLESS ALTERNATIVE ALLOTMENT LAND IS MADE AVAILABLE.

TABLE 8 :

STATUTORY ALLOTMENTS

Beeston	TRENT VALE ROAD HASOCKS LANE NO. 1 HASOCKS LANE NO. 2 WOLLATON ROAD LEYTON CRESCENT
Bramcote	EWE LAMB LANE
Chilwell	CATOR LANE/GROVE AVENUE BORE HOLE INHAM NOOK
Eastwood	DERBY ROAD DOVECOTE ROAD
Stapleford	THE ALBANY BESSELL LANE

TEMPORARY ALLOTMENTS

Awsworth	ATTEWELL ROAD
Beeston	OFF DENNIS AVENUE
Chilwell	ATTENBOROUGH LANE
Greasley	NEWTORPE
Kimberley	KNOWLE HILL
Stapleford	NOTTINGHAM ROAD PEATFIELD
Toton	BIRKIN AVENUE

PRIVATE ALLOTMENTS

Eastwood	WALKER STREET
Greasley	MAIN ROAD, WATNALL
Kimberley	SPRING HILL SWINGATE
Stapleford	TOTON LANE

POLICY LP57

LAND IS ALLOCATED FOR ALLOTMENT GARDENS, AS SHOWN ON THE PROPOSALS MAP, AT:-

Eastwood	CHAPEL STREET	0.3 HECTARES
Greasley	OFF COACH DRIVE, EASTWOOD	3.0 HECTARES
	GILTBROOK FARM	1.4 HECTARES
	MAIN ROAD, WATNALL	2.0 HECTARES
Kimberley	MAWS LANE	0.5 HECTARES

Footpaths and Bridleways

6.18 The footpath system is best developed in the rural central and northern parts of the Borough and it is important that the system should be maintained and improved where possible for informal recreation and access to the countryside. To this end, the County Council is continuing a review of the Borough's rights of way, together with the rest of the County, as required by part three of the Wildlife and Countryside Act 1981. It is a statutory requirement to maintain the existing rights of way and, where development results in the loss of a public right of way, an alternative will be secured. One of the major conflicts associated with footpaths relates to trespass onto adjacent farmland, and the provision of adequate fencing, gates or stiles and the proper waymarking of footpaths can help to prevent this problem. Landowners are responsible for the repair of fences and stiles and the Borough Council, in conjunction with landowners, will seek to improve footpath access and maintenance.

6.19 As the popularity of horseriding increases, it is important to improve the bridleway network. This network is less extensive than the footpath network although spread throughout the Borough. There is a need to ensure the proper signposting and maintenance of existing bridleways and to take opportunities for new bridleways, either by upgrading of suitable footpaths or the creation of new routes. The non-statutory review of footpaths will include a review of bridleway routes. **The existing footpaths and bridleways will be maintained and improved and opportunities taken to extend and rationalise the network where desirable.**

6.20 The use of canals, river banks and disused railway embankments is ideal for new long distance trails linking together existing footpaths. The Erewash Valley Environmental Improvement Plan proposes a 17 mile Erewash Valley Trail using existing rights of way, together with the towpaths of the Erewash and Nottingham Canals. Parts of this route are outside the Borough. There is also a potential link from Bramcote Hills to Eastwood using the Nottingham Canal towpath and new footpaths to replace that part of the canal lost to opencasting north of Awsworth. The Bramcote Hills Open Space Plan (as revised) proposes a long distance footpath route from Wollaton Park via Bramcote Hills to the Nottingham Canal towpath, linking it to the other proposed long distance routes. **The Council reaffirms its support in principle for the creation of such a route if and when it proves practical.** Provision was made in the draft Kimberley District Plan to safeguard and develop a footpath route within the railway cutting and embankment running from Nuthall to Awsworth. This route could provide part of a long distance trail from Derby to Nottingham. The line of the now abandoned East/West Route through Chilwell provides an opportunity to establish a strategic route linking the countryside, housing areas, Broxtowe College and Chilwell High Road, avoiding major roads. Provision will be made to protect the security of the college and private land adjacent to the route. A Trent Valley Trail using existing rights of way where available has been suggested by other Authorities in the Trent Valley and endorsed by the East Midlands Regional Council for Sport and Recreation.

RECREATION

POLICY LP58

THE COUNCIL WILL SAFEGUARD FROM DEVELOPMENT AND SEEK TO IMPLEMENT, AS SOON AS PRACTICABLE, THE FOLLOWING LONG DISTANCE TRAILS, AS SHOWN ON THE PROPOSALS MAP:-

- A. EREWASH VALLEY
- B. NOTTINGHAM CANAL TOWPATH
- C. NUTHALL TO AWSWORTH
- D. FORMER EAST/WEST ROUTE, CHILWELL
- E. TRENT VALLEY

Nottingham Canal

6.21 The Nottingham Canal, from Coventry Lane northwards to Langley Mill, was purchased by Broxtowe Borough Council in 1977 as an amenity feature. Parts of the canal north of Awsworth have been lost or will be lost to opencast coal extraction, whilst the stretch from Coventry Lane to Awsworth remains partly in water. With the exception of essential maintenance work, only limited progress has been made on improving the canal. The towpath is well used as a footpath route but the stretches in water are becoming overgrown and choked with weeds. The Council wishes to maximise the recreation potential of the canal and officers have prepared a Nottingham Canal Policy Statement which makes detailed proposals. A high priority is attached to enhancing the recreational use of the canal.

POLICY LP59

THE SECTIONS OF THE FORMER NOTTINGHAM CANAL, SHOWN ON THE PROPOSALS MAP, ARE ALLOCATED FOR RECREATIONAL USE.

Erewash and Cromford Canals

6.22 Improvements to the Erewash Canal, which is owned by the British Waterways Board, have recently resulted in the canal being reclassified to Cruiseway status. The Erewash Canal Preservation and Development Association and the Inland Waterways Association have assisted the Board with restoration, particularly at Langley Mill Basin. Both groups have also restored a short section of the Cromford Canal owned by the Board north of the Basin. They have a long-term aim to restore the Cromford Canal northwards as far as Butterley Tunnel in Derbyshire, although the majority of the former canal line has been, or will be, affected by opencasting proposals. The Langley Mill By-Pass also crosses the former canal, providing an additional obstacle to restoration. Broxtowe Borough Council raises no objection to the restoration of the Cromford Canal as an extension to recreation amenities in the area but, in view of the opencasting proposals and other physical barriers to restoration, makes no specific proposals to protect a line for the canal.

1 - A programme of improvement works has now been commenced.

COMMUNITY NEEDS AND EDUCATION

POLICIES TO ENCOURAGE THE PROVISION OF COMMUNITY FACILITIES AND FOR THE LOCATION OF SCHOOLS

7.00 The provision of community services is dependent on the distribution of population and development, rather than being a major influence upon it. Most services, although making an important contribution to the overall quality of life, are provided with relatively small demands on buildings and land. However, they do absorb considerable amounts of manpower and finance. The aim of this Section is to assist in the provision of land for community facilities where they are lacking. In general, few new community facilities are required for the existing population or for the anticipated growth of population arising from the proposed residential development, but the likely distribution of population in the area will have an effect on the provision of education facilities.

7.01 It is not possible to predict accurately land requirements for community facilities as the level of provision of many services will depend on the availability of public funds. Where the requirement is known, this Plan reserves the land. The Borough Council will encourage others to provide facilities by trying to ensure that community projects are not frustrated by the lack of a suitable site. However, this can be very costly, particularly for unprogrammed projects. If the sole reason for refusing planning permission for other developments is that the site may be required for a community use, the Council could be forced to buy the site several years before any organisation is able to develop it. Thus, while legislation has empowered Local Authorities to regulate the use of land, the cost of reserving land has to be taken into consideration.

POLICY LP60 THE BOROUGH COUNCIL WILL SAFEGUARD LAND FOR COMMUNITY USES ON SUITABLE SITES PROVIDED ANY FINANCIAL CONSEQUENCES ARE ACCEPTABLE, HAVING REGARD TO THE COUNCIL'S PRIORITIES FOR CAPITAL EXPENDITURE.

Health and Social Services

7.02 The majority of health and social services are the responsibility of the County Council and the Nottingham Health Authority. The Borough Council can therefore only make representations to these Authorities and cannot ensure the provision of facilities.

7.03 The elderly population in the Borough will steadily increase over the Plan period and this will put extra demands on the social services and health care. Services are inadequate for the present elderly population and deficiencies tend to increase the burden on hospital beds and Social Services. However, in the current economic climate with limited resources available, these problems will increase for the foreseeable future. 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.

COMMUNITY NEEDS AND EDUCATION

Buildings or building extensions will also be required to provide for day care of the elderly living in the community.

7.04 The Nottingham Health Authority constantly seeks to secure and improve community health premises in the Borough, and the following changes are currently proposed.

7.05 Beeston : Although a wide range of services is provided from the Dovecote Lane clinic, the building is inadequate in size and lacks modern facilities. It is therefore the intention of the Nottingham Health Authority to replace it with a modern purpose-built clinic. In addition, a Doctors' Group Practice has been provided separately from the proposed clinic on land adjoining the Crown Inn, Middle Street. A site in Council ownership, off Albion Street, has planning permission for this new health clinic but this land may be required as part of the Stoney Street shopping development and an alternative site must be found. **The Borough Council will liaise with the Health Authority to find a site.** The Dovecote Lane clinic may, in the future, become surplus to the Nottingham Health Authority's requirements once a new health clinic is built in the Beeston area. However, this will largely depend upon the overall needs of the community in the mid-1980s.

7.06 Chilwell/Toton : Residential development at Chilwell to accord with Policy LP3, together with committed development off Banks Road, will have implications for the provision of health facilities. Some facilities are at present provided from the Inham Nook clinic at Chilwell, which may be extended in the future, but separate facilities for the new residential development may be required. The planning permission for development off Banks Road makes provision for community facilities.

7.07 Eastwood : The Health Clinic at Eastwood has insufficient parking and more needs to be provided. In addition, 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.

POLICY LP61 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.

7.08 Kimberley : A health clinic is required in Kimberley, due to the growth in population of this area over recent years. In the draft Kimberley District Plan, a site was allocated for a health clinic on land off Orchard Street. However, this site is not ideal, particularly as its location on a hill would make it difficult for the sick and elderly to visit, whilst the vehicular access from Orchard Street is poor. The Health Authority regards this site as unsuitable and the draft District Plan proposal is abandoned. Unfortunately, there is a lack of suitable alternative sites in Kimberley. The most suitable available site is the former GPO telephone exchange on Newdigate Street and the land to the rear, owned by the Borough Council. The Nottingham Health Authority now owns the former GPO telephone exchange and wishes to use the empty building for a temporary clinic until a purpose-built clinic can be built on all of the site, including the Council's land.

POLICY LP62 A HEALTH CLINIC WILL BE PROVIDED BY THE NOTTINGHAM HEALTH AUTHORITY TO SERVE KIMBERLEY AND THE BOROUGH COUNCIL WILL SAFEGUARD LAND ON NEWDIGATE STREET FOR THIS PURPOSE WITHIN THE CONSTRAINTS OF POLICY LP60, AS SHOWN ON THE PROPOSALS MAP. IF THE SITE HAS NOT BEEN ACQUIRED FOR THIS PURPOSE BY APRIL 1985, OTHER USES MAY BE PERMITTED AS AN ALTERNATIVE TO A HEALTH CLINIC.¹

7.09 Stapleford : A new Ambulance Station is required to replace the existing one on Queens Road, Beeston. Planning permission for a new station exists on a site off Ewe Lamb Lane, Stapleford, although it is unlikely that it will be built for a number of years.²

POLICY LP63 A NEW AMBULANCE STATION WILL BE PROVIDED ON LAND OFF EWE LAMB LANE, STAPLEFORD, AS SHOWN ON THE PROPOSALS MAP.

Libraries and Community Facilities

7.10 Library buildings ideally should be located close to main shopping centres and be easily accessible from public car parks and bus routes. The library service in Broxtowe is generally good and only two projects are envisaged in the Plan period.

7.11 Stapleford : The library on Warren Avenue was built in 1906. Although it has since been refurbished inside, it is inadequate to meet the needs of the community. The adjacent former Fire Station was purchased by the County Council as a site either for future extensions or a completely new library. However, the site was not ideally suited, especially as it had no convenient off-street parking. The County Council is, therefore, building the new library on land off Church Street, adjacent to the Arthur Mee Centre.³

7.12 Chilwell : The small Inham Nook library which is based in the hall of the Health Clinic is inadequate to serve the needs of the area. An adjoining site, with access off Barn Croft to the rear of the clinic, is owned by the County Council and a new library will be built on this land during the Plan period.

POLICY LP64 NEW LIBRARIES WILL BE PROVIDED BY THE COUNTY COUNCIL ON LAND OFF CHURCH STREET, STAPLEFORD, AND OFF BARN CROFT, CHILWELL, AS SHOWN ON THE PROPOSALS MAP.

7.13 There has been a long-standing proposal that a community centre should be provided to serve Chilwell. The abandonment of the East/West Route has provided an opportunity to reserve a centrally placed site already in Council ownership for this project. Part of the area allocated is a children's playground, which would need to be incorporated into any scheme, or relocated, depending on the size of the proposed facilities.

1 - The land has been acquired.

2 - A start is now imminent.

3 - Completed.

COMMUNITY NEEDS AND EDUCATION

POLICY LP65 AN AREA OF 0.6 HECTARES OF LAND IS ALLOCATED OFF ESKDALE DRIVE, CHILWELL, FOR A COMMUNITY CENTRE, AS SHOWN ON THE PROPOSALS MAP.

7.14 Giltbrook Farm : Provision was made in the draft Eastwood District Plan for an area of 0.7 hectares for community facilities to serve the area of new development. This policy is reaffirmed.

POLICY LP66 AN AREA OF 0.7 HECTARES OF LAND IS ALLOCATED AT GILTBROOK FARM FOR COMMUNITY FACILITIES, AS SHOWN ON THE PROPOSALS MAP.

Education

7.15 The Structure Plan indicates that the number of primary school children is falling. The capacity of most schools is therefore generally adequate though the allocation of land for new housing at Assarts Farm and Chilwell, and the committed housing development at Giltbrook Farm and Toton, will have implications for school provision in those areas.

7.16 Assarts Farm : The only existing primary school which would be reasonably accessible to the new residential development at Assarts Farm is the Nuthall Horsendale Primary School, which is unlikely to be able to cope with the additional number of children. An area of 1.21 hectares will therefore be reserved for a new primary school within the proposed Assarts Farm development.

POLICY LP67 AN AREA OF 1.21 HECTARES OF LAND WILL BE RESERVED FOR A NEW PRIMARY SCHOOL TO MEET THE DEMAND FOR SCHOOL PLACES ARISING FROM THE ASSARTS FARM DEVELOPMENT AREA, AS SHOWN ON THE PROPOSALS MAP. THE LOCATION OF THIS SCHOOL WILL BE SHOWN IN A PLANNING BRIEF FOR ASSARTS FARM, PREPARED TO ACCORD WITH PARAGRAPH 2.14.

7.17 Bramcote : It may be necessary to extend the Alderman White Comprehensive School, Chilwell Lane, in the future and an area of 3.2 hectares will be reserved for this purpose and any additional playing fields which may be required.

POLICY LP68 AN AREA OF 3.2 HECTARES OF LAND ADJACENT TO THE ALDERMAN WHITE SCHOOL, CHILWELL LANE, BRAMCOTE, IS RESERVED FOR EDUCATION PURPOSES, AS SHOWN ON THE PROPOSALS MAP.

1 - Planning permission has been given for a public house on part of the site.

COMMUNITY NEEDS AND EDUCATION

7.18 Giltbrook Farm : Provision was made in the draft Eastwood District Plan for a new primary school at Giltbrook Farm to accommodate children from the new development. This policy is reaffirmed.

POLICY LP70 AN AREA OF 1.25 HECTARES OF LAND IS ALLOCATED AT GILTBROOK FARM FOR A NEW PRIMARY SCHOOL, AS SHOWN ON THE PROPOSALS MAP.

7.19 The Education Authority intends to replace a number of older primary schools in the Borough and land has been reserved in the past for this purpose in Eastwood, Kimberley and Stapleford.

POLICY LP71 AN AREA OF 2.6 HECTARES OF LAND AT CHURCH STREET, EASTWOOD, IS ALLOCATED FOR THE REPLACEMENT OF THE EASTWOOD JUNIOR AND INFANTS' SCHOOLS AT DEVONSHIRE DRIVE, AS SHOWN ON THE PROPOSALS MAP.

POLICY LP72 AN AREA OF 1.0 HECTARES OF LAND ON THE NORTH-EAST SIDE OF THE GREASLEY BEAUVALE INFANTS' SCHOOL, EASTWOOD, IS ALLOCATED TO REPLACE THE EXISTING SCHOOL, AS SHOWN ON THE PROPOSALS MAP.

POLICY LP73 AN AREA OF 0.6 HECTARES OF LAND IS ALLOCATED TO THE NORTH-EAST OF GILT HILL PRIMARY SCHOOL, KIMBERLEY, TO REPLACE THE EXISTING SCHOOL, AS SHOWN ON THE PROPOSALS MAP.

POLICY LP74 AN AREA OF 0.48 HECTARES OF LAND IS ALLOCATED AT THE CORNER OF KNOWLE LANE AND SWINGATE, KIMBERLEY, TO REPLACE KIMBERLEY PRIMARY SCHOOL, AS SHOWN ON THE PROPOSALS MAP.

POLICY LP75 AN AREA OF 0.4 HECTARES OF LAND IS ALLOCATED TO THE WEST SIDE OF SWINGATE, OFF NORTH STREET, FOR SCHOOL PLAYING FIELDS, AS SHOWN ON THE PROPOSALS MAP.

POLICY LP76 AN AREA OF 1.1 HECTARES OF LAND IS ALLOCATED OFF NOTTINGHAM ROAD, STAPLEFORD, TO REPLACE ST. JOHN'S PRIMARY SCHOOL, AS SHOWN ON THE PROPOSALS MAP.

Cemeteries

7.20 Chilwell : An area of land next to the cemetery off Field Lane has been reserved for an extension to the cemetery since it was allocated on the Beeston and Stapleford Town Map. This policy is reaffirmed and land is allocated for this purpose in this Plan.

COMMUNITY NEEDS AND EDUCATION

POLICY LP77

AN AREA OF 1.4 HECTARES OF LAND IS ALLOCATED AS AN EXTENSION TO THE CEMETERY OFF FIELD LANE, CHILWELL, AS SHOWN ON THE PROPOSALS MAP.

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POLICIES FOR PROTECTING THE COUNTRYSIDE AND ENCOURAGING A HIGH STANDARD OF RESTORATION FOLLOWING MINERAL EXTRACTION

Nottinghamshire Structure Plan

8.00 The County Council is the Local Authority responsible for controlling mineral development. General policies contained in the Structure Plan are designed to safeguard proven mineral deposits suitable for extraction against development, to protect the environment and to ensure appropriate after-use. The Nottinghamshire Sand and Gravel Local Plan, prepared by the County Council, contains policies and proposals for sand and gravel extraction in Nottinghamshire. The purpose of this section is to establish guidelines for detailed control at a local level aimed at protecting the countryside and ensuring a high standard of restoration.

8.01 Mineral working, unlike other industry, is dependent on the location of reserves and, while the extraction of minerals is important in the national interest, this must be weighed against the impact on the local environment when proposals for working are being considered. In Broxtowe, there are mineral deposits of coal, sand and gravel. Sand working at Bramcote has approximately ten years of life and, although after-use and restoration proposals have been agreed, the area is a suitable site for a dry ski slope which will be considered as an alternative to playing fields. Sand and gravel extraction and processing continues at Attenborough, although reserves within Broxtowe are minimal with larger deposits being worked at Long Eaton. There are no proposals for new working of sand and gravel in Broxtowe so this section is principally concerned with coal extraction.

Coal Extraction by means of Deep Mining

8.02 There are two collieries within the District, Babbington and Moorgreen. Underground reserves below Broxtowe are limited and most working now takes place outside the Borough. The principal effect of such operations on the countryside relates to the deposit of waste material. Colliery waste from Moorgreen is taken to Brinsley Tip and planning permission exists for an extension of the tip on the north-west side, sufficient to meet planned requirements. Planning permission exists at Nuthall for a colliery waste tipping area for Babbington Pit. However, alternative tipping arrangements for the pit mean that this area is not now required. There are no other known land requirements for depositing mineral waste in the Borough. Both pits are expected to have a limited life and could close within the Plan period.

Coal Extraction by means of Opencasting

8.03 There are considerable reserves of coal in Broxtowe which can be reached by opencast workings. Operations at Shilo South, Awsworth, are complete apart from minor landscaping works and the site to the north of Ilkeston Junction at Cossall (canal) is in production. Sites south of Langley Mill (Shilo North extension) and Brinsley (The Forge) are programmed for working in the next five years. Although opencast operations are for relatively short periods, the method of working results in complete destruction of the existing landscape. In the short term, agricultural land is lost, footpaths and other routes are disrupted and general

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disturbance to local communities can arise from noise, dust and heavy traffic. The longer term effects of opencasting relate to the quality of the restoration of agricultural land, the disturbance of existing drainage patterns, the impact on wildlife and nature conservation sites, and the loss of important landscape features, in particular woodland and hedgerows. In some cases, the opencasting of poor agricultural and other land can provide new opportunities. For example, by improving land quality and drainage, rationalising footpaths or field boundaries, providing usable public open space and better landscapes.

8.04 Future Opencast Sites : In addition to its five year programme for the working of committed opencast sites, the National Coal Board has identified other areas of known coal reserves with potential for opencasting. The working of these sites is not programmed and their future depends on further prospecting work and the relative value of the reserves in comparison with other known sites in the East Midlands and Yorkshire/Humberside Regions. There are four known unprogrammed sites.

Greasley/Beauvale (Brookshill) is an area of Grade 2 and Grade 3 agricultural land in unspoilt countryside. This is a visually attractive area and, although few roads run through the area, a number of footpaths would be temporarily lost. The area includes sites of nature conservation importance and an ancient monument, Beauvale Priory, stands nearby.

Greasley/Watnall is an area of Grade 4 agricultural land between Watnall and Moorgreen. Working in this area would disturb the site and setting of an important archaeological site and ancient monument at Greasley Castle, and would threaten mature woodland at Watnall Wood.

Kimberley/Awsorth/Cossall/Trowell (Kimberley, Robbinetts, Uplands). These three sites between Kimberley and Trowell, on Grade 4 agricultural land, would in part mean further workings of land previously opencast which, due to improved operating methods, can now be worked more efficiently and at greater depth. Much of this area, particularly near Cossall, is attractive rolling countryside crossed by many footpaths and bridleways. The Nottingham Canal passes through this area. This stretch of canal is particularly important as a recreational amenity and wildlife habitat. The Erewash Valley Environmental Improvement Plan acknowledges the importance of the area as an attractive landscape and proposes that it remains in agricultural use, safeguarded from detrimental development.

Trowell Moor Colliery is a small area of land on the site of the former colliery, proposed to be worked by the County Council as part of a restoration scheme in the Derelict Land Reclamation Programme.

8.05 These areas cover a large part of central Broxtowe and contain areas of attractive and well-formed countryside, widely used for informal recreation and relatively close to towns and villages in the Erewash Valley. Any programme of systematic opencasting in the area will have a significant impact on the life of people in the Borough and inevitably present a scarred landscape for a considerable period of time.

8.06 Recently, the procedure under which proposals for opencast coal operations are determined has been revised. All opencast coal operations now require determination

by the County Council, with any appeal being heard by the Secretary of State for the Environment. Previously, major opencast proposals were authorised by the Secretary of State for Energy, and Local Planning Authorities had no powers to determine these proposals. Normally, opencast coal proposals will be made by the Opencast Executive of the National Coal Board, but sites containing up to 50,000 tonnes of coal may be worked by private operators. The Borough Council will be consulted by the County Council on opencast coal operations affecting the Borough and it is therefore important that, as a consultee, the Borough Council should have a clear attitude to potential sites within Broxtowe. The main criteria which the Council will use to consider proposals for new sites are set out below.

8.07 Agricultural Land : It is Government policy to protect areas of better quality agricultural land from development and to prevent the general loss of any agricultural land. The Structure Plan endorses the need to protect good quality agricultural land (Policy 13.49). The long term effect of opencasting on agricultural land depends on the standards of restoration. Any proposals to work areas of productive farmland will be considered in relation to the likely quality of restored land, but the use of high quality agricultural land for opencasting will be resisted.

8.08 Woodland : Woodland is a prominent feature in the local landscape, particularly in the Beauvale/Moorgreen/Greasley area. The loss of mature woodland and other trees makes the restored landscape stark. Replacement planting takes many years to re-establish and, because farmers are often reluctant to accept large-scale planting on restored farmland, it is important that woodland areas are protected either in whole or in part during opencasting so that some mature landscape elements are retained. This view is endorsed by the Nature Conservancy Council and the Countryside Commission. However, where the loss of woodland cannot be avoided, in locations where it would have high amenity value adequate replacement will normally be required.

8.09 Wildlife and Nature Conservation : In addition to the loss of woodland, the destruction of tree and hedgerow cover and meadow areas means the loss of wildlife habitats and important flora. While the extraction of minerals will inevitably lead to such losses, the Council gives high priority to protecting important sites. Replacing such sites by restoration is almost impossible.

8.10 Natural Landscape Features : In addition to woodland areas, the value of the landscape of an area is related to its topography and other special features, such as water areas, watercourses and views within and out of the area. Opencasting operations can recontour sites and restore necessary ridges and valleys, together with water features. By the same means, less attractive areas can be improved during restoration, bringing about a more interesting landscape. This is happening for example at the Shilo South site in the Erewash Valley. On the other hand, a water area and wetland habitat for migrating birds at Brinsley Flash, originally created by deep mining subsidence, is threatened by opencasting proposals. Where, by a combination of natural and man-made features, there is an area of high landscape value, the Council would not normally be in favour of opencast working.

8.11 Man-made Landscape Features : Man-made features can form an important element of the landscape of an area. Features such as overgrown but attractive railway embankments, canals, buildings, walls and fences all contribute to the landscape. The Nottingham

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Canal is probably the most important of these and some lengths of the canal have already been lost to opencasting. Although a section of the canal at Awsworth has been successfully replaced after opencasting, it is impossible to recreate the historical character and the loss of further sections of the canal will be resisted.

8.12 Footpaths : It is important that footpath routes are restored at the first opportunity after completion of workings. By careful management, it is possible to beneficially reorganise the footpath system of an area following restoration, and opportunities will be taken to do this.

8.13 Impact on Local Communities : Opencasting generates noise, dirt and, in dry weather, dust. Areas for topsoil and dirt storage should be located away from residential areas and, if properties are near to proposed workings, baffle banks are necessary to protect occupants from the noise of operations. The transport of coal from opencasting involves heavy vehicles and, in countryside areas, roads are often inadequate. At present, coal extracted locally is taken to a disposal point at Bennerley where it is loaded for distribution by railway. In some rural parts of the Borough, for example Beauvale and Cossall/Robbinetts, the problem of disposal may be so great as to be a significant reason for opposing working in these areas.

8.14 The Borough Council will object to the opencast working of coal which results in the loss of high quality and productive agricultural land. The Borough Council will not oppose the opencast working of coal on land of poor agricultural quality or of low amenity value provided that: the impact of workings would not be detrimental to the amenities enjoyed by occupiers of nearby properties; traffic generated by the operators can be accommodated satisfactorily on local roads; after-use and restoration proposals, including footpaths and bridleways, will bring about improvements to the landscape; there is no significant loss of mature woodland and important nature conservation sites; and there is no further loss of any part of the Nottingham Canal.

8.15 On the basis of the criteria set out above, the Borough Council will make representations to the County Council and/or the Secretary of State objecting to the working of the area between Trowell and Cossall/Robbinetts, the Greasley/Beauvale area and the Greasley/Watnall area.

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POLICIES FOR ENHANCING THE BUILT ENVIRONMENT

9.00 An attractive built environment makes an important contribution to the quality of people's lives. This Section therefore aims to both protect and enhance the built environment. Within the Borough, there are significant buildings and groups of buildings worthy of preservation. Many of them are statutorily protected; others are on the Borough Council's own Local Interest List or are within Conservation Areas. The buildings in Strelley village, because of the important character of the village, are protected by an Article 4 Direction. A high standard of design and overall appearance is also needed for new development to ensure that the quality of the existing environment is maintained and improved. The more unsightly parts of the environment can be improved and the Borough Council actively encourages this under its environmental improvement programme.

Appearance and Design of New Development

9.01 Good design and layout are essential to protect and enhance the built environment. The Borough Council will seek to ensure that all new development helps to create an attractive environment and pays due respect to the character of the locality in which it is situated. Development must take account of any attractive features on the site, including views, and exploit these where possible. The detailed design of buildings and their relationship to existing development and landscape features, including their scale, height, bulk, proportion, roof pitch, facing materials and fenestration, is particularly important, as is diversity in the size and type of dwellings in large housing schemes. In certain cases, restrictions may be necessary on new developments to limit future works, including walls and fences, and to control working hours and noise emissions.

POLICY LP78 IN EXERCISING DEVELOPMENT CONTROL, THE COUNCIL WILL SEEK TO ENSURE HIGH STANDARDS OF DESIGN AND LAYOUT TO SECURE ATTRACTIVE DEVELOPMENT AND TO SAFEGUARD AND ENHANCE THE EXISTING ENVIRONMENT.

9.02 For residential development, the Borough Council will require highway and parking standards to accord with the requirements of Nottinghamshire County Council. Where possible, garages or garage spaces should be provided within the curtilage of dwellings but, where there is a need to provide dwellings which require grouped garages or spaces, these spaces must be located as close to the dwellings as possible so that they are used regularly. This means that the number of garages in one court should be small and courts with more than six garages are discouraged.

9.03 For non-residential development, highway and parking standards will accord with the requirements of Nottinghamshire County Council but in town centre locations these standards may be modified. Within town centres it will not always be practicable to provide on-site parking for infill development, proposals for a change of use of existing buildings

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or refurbishment and enlargement of existing premises. For such developments of a strictly small nature, the Borough Council will accept responsibility for providing parking spaces within public car parks and the standards may be relaxed. The Borough Council will not be prepared to relax standards for proposals for major shopping developments in town centres although, in appropriate circumstances, agreements may be entered into to ensure adequate provision is made in public car parks.

9.04 It is important for reasons of highway safety that the required parking spaces are completed prior to the completion of any development to ensure adequate parking clear of the public highway is provided from the outset.

POLICY LP79 IN ALL DEVELOPMENTS, HIGHWAY AND PARKING PROVISION SHALL BE TO THE STANDARDS REQUIRED BY NOTTINGHAMSHIRE COUNTY COUNCIL AND MUST BE AVAILABLE FOR USE PRIOR TO OCCUPATION OF THE DEVELOPMENT.

POLICY LP80 FOR NEW DWELLINGS, THE GARAGE OR GARAGE SPACE SHALL PREFERABLY BE PROVIDED WITHIN THE CURTILAGE OF THE DWELLING. IF GROUPED GARAGES OR GARAGE SPACES ARE PROVIDED, THE GROUP MUST BE SMALL IN NUMBER, LOCATED CLOSE TO THE DWELLINGS FOR WHICH THE GARAGES ARE PROVIDED, AND COMPLETED PRIOR TO THE DWELLINGS BEING OCCUPIED.

POLICY LP81 THE BOROUGH COUNCIL MAY RELAX STANDARDS FOR PARKING PROVISION FOR SMALL-SCALE EXPANSION OR INFILL DEVELOPMENT OF ANY RETAIL ACTIVITY PROPOSED IN THE MAIN SHOPPING CENTRES AT BEESTON, EASTWOOD, KIMBERLEY AND STAPLEFORD, AS DEFINED ON THE PROPOSALS MAP.

Buildings of Special Architectural and Historic Interest

9.05 The 1971 Town and Country Planning Act and the 1974 Town and Country Amenities Act require the Secretary of State for the Environment to protect buildings of architectural and historic interest. The listing of a building means that consent has to be given before it can be demolished. It provides additional control over all works of alteration and extension, and enables Local Authorities to prevent the gradual deterioration of the building. There are at present 60 Grade II Listed Buildings in Broxtowe. The Structure Plan is concerned to ensure that Listed Buildings should not be allowed to become disused. The Borough Council's intentions accord wholly with Structure Plan Policy 17.33 and only in exceptional circumstances will consent to demolish be granted.

POLICY LP82 THE BOROUGH COUNCIL WILL USE ITS POWERS TO RETAIN AND MAINTAIN BUILDINGS OF ARCHITECTURAL, HISTORIC AND TOWNSCAPE IMPORTANCE. PROPOSALS TO CHANGE THE USE OF BUILDINGS, WHICH WOULD OTHERWISE BE REDUNDANT, WILL BE SYMPATHETICALLY CONSIDERED.

9.06 Local Interest List : In 1978, the Borough Council introduced a Local Interest List which identifies buildings of architectural quality or historic interest which do not meet the criteria for statutory listing. The present criteria for listing of buildings require that, in addition to architectural qualities and historic reasons, the building should be under threat. Buildings on the Local Interest List are eligible for historic buildings grant assistance from the Council and, while there are no statutory controls over alteration or demolition of these buildings, the Council will seek to protect them, when they are threatened, through statutory listing. The Local Interest List will be updated from time to time as further important buildings are added.

POLICY LP83 THERE WILL BE A STRONG PRESUMPTION IN FAVOUR OF THE PRESERVATION OF BUILDINGS ON THE LOCAL INTEREST LIST. IF A BUILDING ON THE LOCAL INTEREST LIST IS UNDER THREAT, THE COUNCIL WILL SEEK TO PRESERVE IT BY STATUTORY LISTING, UNLESS THERE ARE EXCEPTIONAL CIRCUMSTANCES WHICH JUSTIFY DEMOLITION.

Conservation Areas

9.07 There are eleven Conservation Areas in Broxtowe. Designation of a Conservation Area does not imply an embargo on development. On the contrary, Conservation Areas in Broxtowe could benefit from new development. However, the Council will make full use of the additional control that designation as Conservation Areas gives to preserve or enhance their character and appearance. In particular, it is unlikely that consent will be granted for the demolition of any building which forms an essential part of the character of the area. Outline planning permission for development will not normally be considered without detailed plans showing the new development in its setting. No further areas of the Borough warrant designation as Conservation Areas.

9.08 The Council spends money annually to enhance Conservation Areas. It is important that street furniture fits in with the general character, and statutory undertakers will be encouraged to provide suitable equipment to enhance these areas. The Council will, in appropriate circumstances, contribute to additional costs which may arise.

POLICY LP84 FULL USE WILL BE MADE OF LEGISLATION TO PROTECT OR ENHANCE THE CHARACTER AND APPEARANCE OF THE CONSERVATION AREAS SHOWN ON THE PROPOSALS MAP AND LISTED IN TABLE 9. OUTLINE PLANNING PERMISSION WILL NOT NORMALLY BE GIVEN IN CONSERVATION AREAS. DETAILED PLANS SHOWING THE PROPOSED DEVELOPMENT IN ITS SETTING WILL BE REQUIRED.

TABLE 9 : CONSERVATION AREAS

ATTENBOROUGH	COSSALL
ATTENBOROUGH BARRATT LANE	EASTWOOD
BEESTON WEST END	NUTHALL
BRAMCOTE	STAPLEFORD
BRINSLEY	STRELLEY
CHILWELL	

Strelley, Article 4 Direction

9.09 The Secretary of State has approved a Direction under Article 4 of the Town and Country Planning General Development Order 1977, as amended, with respect to development under Classes I and II for buildings at Strelley. (Part of Strelley village lies within the City of Nottingham and is also covered by the Direction, but this is not shown on the Proposals Map.) The effect of the Direction is to bring under control minor alterations to specified properties, previously controlled by the Estate as owner, to retain an important character which could easily be lost by unsympathetic alterations and additions. The village lies within the Green Belt and planning permission will not normally be granted for any further housing development. However, there are a number of farm buildings in the village which could be converted into residential properties provided alterations are carried out using appropriate materials and to a design compatible with existing development. The Article 4 Direction will not apply to future residential developments and therefore conditions will be imposed when planning permission is granted to retain control over minor developments. Unused agricultural buildings isolated from the village street will not be permitted to be used for residential purposes.

POLICY LP85

PLANNING PERMISSION WILL NOT BE GRANTED FOR ANY NEW HOUSING DEVELOPMENT IN STRELLEY CONSERVATION AREA OR TO CONVERT INTO RESIDENTIAL PROPERTIES UNUSED AGRICULTURAL BUILDINGS ISOLATED FROM THE VILLAGE STREET. WHERE PLANNING PERMISSION IS GRANTED FOR CONVERSION OF UNUSED AGRICULTURAL BUILDINGS TO RESIDENTIAL USE WITHIN THE STREET SCENE, THE COUNCIL WILL IMPOSE A CONDITION ON THE PERMISSION WHICH RESTRICTS DEVELOPMENT NORMALLY PERMITTED UNDER CLASSES I AND II OF THE GENERAL DEVELOPMENT ORDER 1977, AS AMENDED.

Protected Open Areas

9.10 Within the Borough there are areas of open land which provide important visual amenities and which form open breaks in the urban area. Although mostly in private ownership, public access along footpaths means that these areas also provide recreational space. These areas of land are not suitable, because of their locations, for inclusion in the Green Belt but they do require protection from development.

Chilwell Manor Golf Course : Although low lying, the golf course provides a major break in the built-up area. There is public access to the land and it is an important amenity enhanced by the rural setting of the Trent Valley.

Beeston Fields Golf Course : The golf course is an important visual amenity which provides not only a recreation activity but a sense of space and a link between the open countryside and Beeston. A number of well used public footpaths cross the site.

Bramcote Ridge : A prominent area of open space forming a ridge line which should be kept free from development. A number of paths cross the site and it is a well used local amenity. To the south of Deddington Lane, the ridge is used for a private pitch and putt course.

Hempshill Hall, Nuthall : An attractive, partially wooded area, providing a break between the City and the ribbon development fronting Nottingham Road.

POLICY LP86

NO DEVELOPMENT WILL BE ALLOWED ON THE FOLLOWING AREAS, AS DEFINED ON THE PROPOSALS MAP, WHICH WOULD DESTROY THEIR OPEN CHARACTER OR DETRACT FROM THE VISUAL AMENITY THEY PROVIDE FOR THE ADJACENT URBAN AREA.

CHILWELL MANOR GOLF COURSE
BEESTON FIELDS GOLF COURSE
BRAMCOTE RIDGE
HEMPSHILL HALL, NUTHALL

Sites of Archaeological Interest

9.11 Interesting archaeological sites exist in the Borough relating to medieval development and early coal mining. The expansion of the coal industry during the late 17th and early 18th centuries and the industrial revolution has left its mark on the area, particularly in the countryside. Sites of archaeological interest require protection but, in exceptional circumstances where development is acceptable, the Council will seek to make provision for the site to be surveyed, excavated and recorded before it is lost.

POLICY LP87

PLANNING PERMISSION WILL NOT NORMALLY BE GRANTED FOR ANY DEVELOPMENT WHICH WOULD ENDANGER SITES OF ARCHAEOLOGICAL INTEREST.

Environmental Improvement Schemes

9.12 Over the last few years, the Council has carried out a varied programme of environmental improvements. Many eyesores have been removed but, due to the high cost of improving sites, the programme has recently been restricted to Council-owned sites or those sites which cannot be dealt with by any other means. Owners of derelict and untidy areas of land will therefore be encouraged to take action themselves. Only in exceptional circumstances will the Borough Council provide financial assistance. Where derelict buildings have become targets for vandalism their re-use will be encouraged but, if they are beyond repair, the Council can take action to ensure demolition and clearance of the site. The Council's Facelift Schemes to improve the commercial frontages in Eastwood, Kimberley and Stapleford have enhanced the shopping environment in these three towns at relatively low cost. The appearance of the urban area as a whole will also continue to be improved through the Council's tree planting programme. **The Council will implement a programme of environmental improvements, including tree planting, throughout the Plan period having regard to the priorities of the Council and the money available for such works.**

Advertisements : Areas of Special Control

9.13 An Area of Special Advertisement Control prohibits some kinds of advertising and imposes certain restrictions on adverts which may be displayed without express consent. Such areas are either rural areas or areas which appear to the Secretary of State to require special protection on the grounds of amenity. The present Area of Special Control in Broxtowe was designated by Nottinghamshire County Council in 1966 and related closely to the Sketch Plan Green Belt as it was at that time. This boundary has never been formally reviewed

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and it would be appropriate to reconsider the area covered so that it relates to the new Green Belt boundary. The close relationship between the Area of Special Control and the Green Belt is important, since the need for protection from development in the Green Belt includes the need to control unsightly advertisements. The proposed alterations to the Area of Special Control require the approval of the Secretary of State and **the Council will prepare and submit a revised boundary for the Area of Special Control which accords with the proposed Green Belt boundary.**

POLICIES FOR ENHANCING THE COUNTRYSIDE ENVIRONMENT

9.14 Despite the presence of the urban areas of Greater Nottingham and the Erewash valley towns, large parts of the Borough still retain a rural landscape. The proximity of urban settlements, however, puts considerable pressure on these rural areas. Development and the provision of improved roads and services have progressively eliminated farms and undermined the viability of others. Farming has suffered too from the greater use of the countryside for recreation. Opencast extraction of coal in the Borough has also caused major changes to the landscape and this aspect is considered further in the Minerals Section.

Agriculture

9.15 Agriculture is the major land user in the Borough and the predominant land use within the countryside. The quality of the agricultural land, as defined by the Ministry of Agriculture, Fisheries & Food's classification, varies from high quality Grades 2 and 3a in the south and eastern parts of the Borough to lower quality Grade 4 land covering the remainder. Much of the higher quality land lies in the very areas where pressure for development is greatest. The Ministry of Agriculture, Fisheries & Food's classification only provides a broad guide to land quality, but it is the best available. The loss of agricultural land to development can affect the viability of farming units and it is Government policy to protect productive agricultural land from development.

POLICY LP88 EXCEPT WHERE THIS PLAN PROPOSES DEVELOPMENT, THERE WILL BE A PRESUMPTION AGAINST FURTHER DEVELOPMENT ON HIGH QUALITY AGRICULTURAL LAND AND AGAINST DEVELOPMENT WHICH WOULD DISRUPT ECONOMIC FARM UNITS.

Trees and Woodland

9.16 The Council has an important role to play in the protection, conservation and enhancement of woodland and tree cover, including providing technical advice and promoting initiatives. The main problem in the Plan area has been the gradual loss of trees due to development, mineral extraction, modern farming methods, disease and general neglect. There has also been a failure in the past to replant trees in sufficient numbers to compensate for natural ageing. It is essential that this trend is reversed if a further decline in the woodland and tree cover is to be avoided.

9.17 **Tree Preservation Orders :** Trees may be protected by making a Tree Preservation Order. Orders are usually made where trees may be under threat or make a significant

contribution to the local environment. In addition, trees are automatically given protection within Conservation Areas. Most Preservation Orders are on trees within urban areas and villages of the Borough. **The Council will continue to make Tree Preservation Orders where necessary.**

9.18 **New Tree Planting :** New tree planting is essential to ensure the retention and improvement of woodland, replacement of existing trees and improvement of tree cover in sparsely planted areas such as the Erewash valley. New planting is also important for commercial purposes and the Forestry Commission controls some woodland in the north of the Borough. In addition to the County Council's tree planting programme as agents to the Countryside Commission, the Borough Council has had for some time its own tree planting programme for sites on publicly-owned land and, more recently, grants have been made available for planting on privately-owned land. **The Council will encourage and, where appropriate, carry out tree planting giving priority to schemes which have the maximum beneficial impact on the local environment.**

POLICY LP89 THE BOROUGH COUNCIL WILL USE ITS POWERS TO RETAIN AMENITY WOODLAND UNDER THREAT. PLANNING PERMISSION WILL NOT NORMALLY BE GRANTED FOR DEVELOPMENT WHICH WILL INVOLVE THE DESTRUCTION OF AMENITY WOODLAND.

Nature Conservation

9.19 The conservation of plant and wildlife habitats is important with the increasing use of land for development, opencast coal extraction, recreation, land drainage and modern farming practices. It is essential to ensure that the more important sites are conserved and managed not only for their scientific research and educational value but also for the contribution they make to the environment and landscape.

9.20 **Sites of Special Scientific Interest :** In the Plan area, there are four sites notified as being of Special Scientific Interest (SSSI) by the Nature Conservancy Council in - Attenborough Gravel Pits, Kimberley Railway Cutting, Sellers Wood and Sledder Wood Meadows. This statutory recognition applies to only a small proportion of the sites of known wildlife value, the others not meeting the standards for SSSI designation. The Biological Records Centre at Wollaton Hall has established a register of the main sites of nature conservation importance in Nottinghamshire and these are classified into sites of County or District significance. They include a range of sites such as the Nottingham Canal and other wetland areas, and areas of woodland and pasture. Such sites need protection from development.

POLICY LP90 PLANNING PERMISSION WILL NOT NORMALLY BE GRANTED FOR DEVELOPMENT WHICH INVOLVES THE DESTRUCTION OF SITES OF SPECIAL SCIENTIFIC INTEREST, NATURE RESERVES OR OTHER AREAS OF NATURE CONSERVATION IMPORTANCE.

9.21 **Management of Sites :** The Council, in co-operation with the Nature Conservancy Council, the Nottinghamshire Trust for Nature Conservation Limited and other nature conservation bodies, provides advice and, where appropriate, resources to ensure the proper management of the most important sites. In some cases, this may require the preparation of management plans and agreements with landowners to help ensure the conservation

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and enhancement of sites. Kimberley Railway Cutting SSSI is currently managed as a nature reserve by the Nottinghamshire Trust for Nature Conservation Limited, under agreement with the owners. In addition, the County Council has fully qualified ecology staff who can advise on site management. **The Borough Council will manage sites of nature conservation importance in its ownership in such a way as to ensure the conservation and enhancement of the flora, fauna and natural habitats.**

9.22 Where special management is necessary to sustain the wildlife interest of the most vulnerable sites, consideration will be given to their designation as Local Nature Reserves under Section 21 of the National Parks and Access to the Countryside Act 1949. Designation as a Nature Reserve would enable the Council to exercise considerable control over the management of the site, including if necessary the issuing of byelaws. As an alternative, Section 39 of the Wildlife and Countryside Act 1981 allows the Local Authority to enter into management agreements with owners and occupiers of land, which would be more appropriate on some sites. Sellers Wood, Nuthall, owned by the City Council, has recently been designated as a Local Nature Reserve by the Borough and City Councils. **The Council will seek to safeguard any site of nature conservation importance by promoting its sympathetic management, using either Local Nature Reserve designation or management agreements.**

Derelict Land

9.23 By definition, derelict land is land so damaged by industrial and other development that it is incapable of beneficial use without treatment. The improvement of such land is financed by the Government and schemes are prepared by the County Council. There are now fifteen statutorily derelict sites identified in the Borough and three sites, at Trowell Moor Colliery, Watnall Brickworks and the railway embankment at Awsworth/Kimberley, are included within the County Council's restoration programme. Details of these schemes and other possible schemes are listed in Table 10. Of the other sites listed, three have been allocated for development and will be reclaimed when this takes place. The improvement of the two remaining sites is the responsibility of the owners. There are no proposals for the remaining sites as they do not constitute eyesores and are acceptable in their present condition.

Table 10 : Derelict Land

Improvement Schemes to be undertaken by the County Council

1. **Railway Embankment, Awsworth/Kimberley :** Regrading of parts of the embankment and restoration to agriculture of some areas is proposed. An existing footpath link between Kimberley and Awsworth, along the embankment, will be retained. In addition, part of the embankment near Meadow Road would be suitable for residential development since the land is no longer in the Green Belt.
2. **Trowell Moor Colliery :** There are coal reserves in the area and the proposal involves opencasting, backfilling and regrading. Extensive tree planting is proposed and a small car parking area will be provided adjacent to new public open space linking into the local footpath system and providing access to the Nottingham Canal.
3. **Watnall Brickworks :** The County Council wishes to purchase the site with the intention of restoring the land to an agricultural/forestry use.

Other Schemes

1. Barton Lane Tip : This land will be reclaimed for industrial development.
2. Cossall Tip : The former colliery tip adjacent to the Nottingham Canal at Coronation Road, Cossall, has been on fire but recent action may have solved the problem. The site could be restored to recreational/open space use.
3. New London Tip/Baker Road, Giltbrook : A tipped area following mineral working. The site is owned by the adjacent haulage business and, although in the Green Belt, is unlikely to be released for agricultural reclamation in the near future.
4. Trowell Sleeper Site : A former tipped area south of Nottingham Road, previously used for open storage. Allocated for public open space in policy LP47.
5. Walker Street, Eastwood : An area despoiled by mineral working at the corner of Lynncroft/Walker Street, Eastwood, part of which is allocated for public open space in policy LP47 and part of which has planning permission for residential development.

POLICY LP91

THE BOROUGH COUNCIL WILL PROMOTE THE EARLY RECLAMATION OF THE FOLLOWING AREAS OF LAND, AS SHOWN ON THE PROPOSALS MAP:-

Attenborough	BARTON LANE TIP
Awsorth	RAILWAY EMBANKMENT, AWSORTH/KIMBERLEY
Cossall	COSSALL TIP
Eastwood	LYNNCROFT/WALKER STREET
Giltbrook	NEW LONDON TIP/BAKER ROAD
Trowell	TROWELL MOOR COLLIERY
	TROWELL SLEEPER SITE, NOTTINGHAM ROAD
Watnall	WATNALL BRICKWORKS

Landscape

9.24 The conservation and enhancement of attractive landscape areas and upgrading of the less visually attractive areas is necessary to protect and improve the countryside environment. The areas of most important landscape are:-

Beauvale/Moorgreen/Greasley/Giltbrook Valley : This is the most attractive area of unspoilt open countryside in the Borough, with its combination of vale and ridge topography, areas of extensive woodland, Moorgreen Reservoir and attractive landmarks, including Beauvale Priory and Greasley Church.

1 - This site is now in industrial use.

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Strelley/Catstone Hill : The area is distinguished by the well-established parkland and unspoilt character of Strelley village, set against the prominent landmark of Catstone Hill.

Cossall/Robbinetts : An area of rolling agricultural landscape with some prominent areas of woodland and the attractive hill top village of Cossall.

Bramcote Hills : An area of prominent sandstone hills and ridges with extensive tree cover and exposed sandstone rock faces.

9.25 By contrast, the landscape of other parts of the Plan area is generally less attractive and, in some cases, in need of improvements. This applies particularly to parts of the Erewash valley which have suffered from mineral workings, the presence of extensive railway structures and embankments which have become derelict, and a low level of tree cover. The County Council's Erewash Valley Environmental Improvement Plan provides an informal policy framework for the improvement of the valley over the next ten years and includes a number of specific proposals aimed at improving the landscape in the area. **The landscape of the Erewash valley will be improved to accord with the Erewash Valley Environmental Improvement Plan having regard to the money available for such work in the Borough as a whole.**

Attenborough Gravel Workings

9.26 Sand and gravel have been extracted from this area since before the Second World War. The workings in Broxtowe are now largely complete, but material is still transported through the lagoons from the current workings south of Long Eaton to the Attenborough processing plant. All of the area in Nottinghamshire is designated a Site of Special Scientific Interest and is of considerable importance for both nature conservation and recreation. There is no overall management policy for the area and conflicts have arisen between different interests.

9.27 Within Broxtowe, 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 principal areas for nature conservation will be those lagoons lying alongside the River Trent between the Delta and Coneries Lagoon South, while Beeston Pond and Coneries Lagoon North are more suitable for recreation. These broad divisions are not exclusive, however, and no doubt any future management plan would agree to a number of uses, accepting generally the importance of nature conservation. Although there is a planning condition which requires the backfilling of Coneries Lagoon and its return to agriculture, it is the intention of the Borough Council to seek to conclude a Local Nature Reserve Agreement with the site owner to facilitate effective management of the area.

9.28 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, although inadequate and with no proper parking facilities at present, is considered a better long-term route to avoid Attenborough village. In the interests of nature conservation, the Council will seek to develop Barton Lane as the principal access to the area for visitors, with appropriate facilities adjacent to the main area of leisure activity. Complementary measures will be necessary to restrict the use of the Attenborough village

car park. The Council will seek to agree a detailed management plan leading to the adoption of a Local Nature Reserve Agreement for the area.

POLICY LP92 NATURE CONSERVATION INTERESTS WILL TAKE PRECEDENCE WITHIN THE AREA OF GRAVEL WORKINGS, AS SHOWN ON THE PROPOSALS MAP. THE BOROUGH COUNCIL WILL SEEK TO DEVELOP BARTON LANE AS THE PRINCIPAL ACCESS TO THE AREA.

Countryside Management

9.29 Much of the Broxtowe countryside lying to the west of the City of Nottingham forms a typical urban fringe area, where conflicts arise between a number of competing land uses and activities, and where pressures for change are marked. Farmland is under threat from urban development, opencast coal mining and informal recreation. The purpose of countryside management is to provide a local service which can identify and resolve conflicts of interest in the urban fringe.

9.30 The essence of countryside management is simply to work with landowners and resolve conflict by direct practical works and personal contact, usually through a project officer and appointed wardens. Generally, the types of problem which would be tackled would include the clearance of eyesores such as derelict and redundant structures, litter and rubbish; landscape improvements; tree planting; treatment of areas eroded through recreational use; maintenance of landscape features; rehabilitation of trees and woodland; repair of walls and fences; cleaning of small water areas; improved protection of wildlife habitats; access for recreation; improving, providing or altering footpaths, bridleways, stiles and gates; way-marking and nature trails; securing access agreements; traffic management; providing informal car parks and turning areas; segregating horses and pedestrians and creating traffic-free areas; repair of damage done by visitors; providing guided walks, information boards and general guidance to visitors.

9.31 The Countryside Commission supports the idea of countryside management and grants are available for specific projects. The Commission promoted the idea of countryside management during the Urban Fringe Experiment in 1979, when Nottinghamshire was shortlisted for possible involvement. At that time, the principle of setting up a management project of this type for Broxtowe was agreed and the matter held in abeyance pending the publication of this Plan. Since then, Nottinghamshire County Council has appointed a Project Officer to co-ordinate improvement projects broadly within the Erewash valley. The Project Officer will be able to tackle a range of problems relating to the urban fringe in Broxtowe and the Borough Council will liaise with the County Council to agree priorities and co-ordinate activities. **The Council supports the principle of a countryside management project to cover the rural areas in the Borough and will provide assistance to the County Council's Project Officer for the Erewash valley.**

IMPLEMENTATION AND RESOURCES

10.00 In formulating the proposals contained in this Written Statement, the Borough Council has had particular regard to the need to produce realistic and practical proposals which are expected to be implemented within about ten years. Consultation has taken place with all the parties concerned with carrying out the proposals to ensure a large measure of agreement that they can be implemented. The Borough Council has no control over budgets of these other parties, but considers that the existence of the Local Plan should ensure that they make the necessary budget allocations.

National Context

10.01 The current national economic recession has led to severe cutbacks in the expenditure of Local Government and other public bodies and a low level of investment by industry and commerce. It is not possible to forecast expenditure levels over the next ten years but it has been assumed that both relevant public and private expenditure will be at a somewhat greater level than at present for part of the Plan period. Any long-term restriction on expenditure will result in a delay in the implementation of the proposals but will not affect the validity of the policies themselves.

Implementation

10.02 The Local Plan allocates land for housing and employment uses within Broxtowe to meet the needs identified in the Nottinghamshire Structure Plan. It also allocates land for education, community and recreational facilities. The rate of housebuilding and rate of industrial development on the allocated sites will determine the level of demand for the associated public investment throughout the Plan period. The rate of development within the Borough will reflect the state of the national and local economy and the housebuilding and industrial policies of the Government. The meeting of local demand for housing and the associated facilities will depend on the co-ordination of the actions of landowners, developers, Local Authorities and other statutory bodies. Development for employment generating uses will also require similar co-ordination as well as promotion by the Borough Council. The Local Plan provides a land use framework and guide to development within which this can occur. The strategy of the Plan is to disperse development throughout the Borough and this will have advantages for implementation. A relatively large number of development sites of varying sizes will provide more opportunities for development to take place and implementation will be less dependent on one or two landowners or developers. Many of the sites, because they are small, make use of the spare capacity in the existing infrastructure and will require no major input of public resources. Existing local schools, shops and recreational facilities are available and will have capacity for the new residents. The major housing development at Banks Road, Toton, and those proposed at Assarts Farm and the former Chilwell Central Ordnance Depot will have much greater impact on public sector resources. The latter two sites will require the developer to make contributions to off-site works, principally roads and sewers.

Resources

10.03 It has not been considered practical to estimate an exact cost for each proposal in the Local Plan but the likely cost for both private and public bodies has strongly influenced

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the formulation of the policies. The following paragraphs describe the major areas of public sector expenditure covered by the Plan.

10.04 Housing : The main item of capital expenditure for Broxtowe Borough Council is housing. This expenditure is divided between the building of new Council houses, the improvement of existing Council houses and grants and loans to the public for improvement and purchase of private houses. The Council's housing strategy is set out in the annual Housing Investment Programme. This looks ahead three years and represents a bid to Central Government for permission to borrow funds. The Government makes a capital allocation to each Authority for all capital expenditure and about 80% of Broxtowe's allocation is intended for housing. In addition to this borrowing limit, the Council is allowed to use a proportion of its capital receipts to augment its capital programme. In cash terms, the allocation fell by about 53% between 1981/82 and 1985/86 and capital receipts now fund about 50% of the Council's capital programme. The programme for housing in 1985/86 was £4.6m, of which about 36% was to be spent on new housing, exclusively elderly persons' accommodation on infill sites. This is in line with current Government policy, which encourages Local Authorities to concentrate on this area of need and realise capital assets in the context of a much reduced capital programme. The Borough Council is therefore unlikely to build on much of the newly allocated housing land and policies on infill and redevelopment are more relevant to the Council's major capital programme. In addition to its own building programme, the Council is also involved in a number of joint projects with housebuilding companies to provide starter homes, usually on Council-owned land. These projects do not burden the capital programme.

10.05 Highways : The County Council is the highway authority and is responsible for funding new roads, highway improvements and the provision of public transport. The highway programme looks ahead three years and is set out in the annual Transport Policies and Programme (TPP). This is a bid for capital expenditure approval from Central Government, similar to the Housing Investment Programme, and is subject to periodic amendment. The inclusion of the Western Outer Loop Road in the programme is crucial to the development of Assarts Farm. The extension to Swiney Way will need to be included in the programme when planning permission is given for housing on the former Chilwell Central Ordnance Depot, but the cost will be met by the developer of the site. Other housing and industrial sites are less dependent on highway schemes, but developers may be required to make contributions towards the cost of extensions and improvements to the highway network. It is not possible to establish actual costs at this stage but it is considered that these costs will not be such as to affect the viability of the developments and will not, therefore, be constraints. The Plan also includes a number of highway schemes mostly of a minor nature, which are required to overcome existing problems in the highway network. The rate of progress on these schemes will be determined by the total amount of funds available for minor highway improvements and their relative priority in the County as a whole. The County Council's expenditure on highway improvement is controlled by Central Government through the TPP. With the current restraint on Local Authority expenditure, the County has to balance the demand of highway improvements against that of highway maintenance. The rate of implementation of improvements is therefore likely to be modest.

10.06 Drainage : The disposal of surface and foul water drainage is the responsibility of the Severn-Trent Water Authority. Most of the cost of draining new housing or industrial sites is met by the developer though, with the exception of Assarts Farm and Chilwell Central Ordnance Depot, none of the sites is dependent on a major drainage scheme. Key

infrastructure off site is financed by the Water Authority but, even here, developers may be required to make contributions in certain circumstances to cover costs associated with their development.

10.07 Education, Health, Community and Recreational Facilities : The selection of sites for schools, health, community and recreation facilities has been made after consultation with the respective authorities. There is therefore a commitment on the part of each authority concerned to the scheme as proposed, although it may not be programmed. The proposed facilities are what are considered necessary to meet the needs of the existing and the new population, taking into account not only the total population but its changing age structure and the pattern of residential development. Expenditure on facilities of this kind has been severely cut back as part of the general constraint on public sector spending and the rate of implementation will, therefore, depend on whether or not these constraints continue over the Plan period. Where possible, in order to limit the financial commitments, the proposals are designed to utilise investment in the existing facilities more fully.

10.08 Physical Environment : Broxtowe Borough Council will be responsible for implementing many of the proposals put forward to improve the environment. In some cases, this may be with the assistance of other environmental agencies, such as the Countryside Commission. The speed of implementation will be governed by the relative priority given to environmental schemes within the Borough Council's budget. Important improvements can be achieved, however, with relatively small amounts of money. The proposals put forward are in line with previous levels of expenditure but assume that, in a reduced overall budget, environmental improvements will attract a higher proportion of the expenditure.

Schedule of Policies

10.09 To aid the implementation of the Plan, the policies are set out in two groups. In Group A are those policies which will be applied by the Borough Council and, in some cases, the County Council as the Planning Authority. The Councils will use their powers under the Planning Acts to control development. Obviously the development will only take place if it is initiated by private companies or individuals. The Council can influence the situation by providing information to the public about the potential for development and, in certain cases, aid development by the provision of detailed advice and guidance. In a few cases, this may involve revenue or capital expenditure by the Authority, but only as a supplement to private investment. In Group B are those policies which are a specific proposal by a public authority. They will need to be included in the appropriate budget if they are to be implemented.

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GROUP A

POLICIES FOR THE CONTROL OF DEVELOPMENT

Policies in this group will be applied by the Borough Council throughout the period of the Plan.

	Page No.
Housing	
LP1 Reaffirms existing commitments for residential development.	6
LP2 Presumes in favour of infill sites in urban areas.	7
LP3 Allocates land for residential development in Greater Nottingham Zone.	8
LP4 Allocates land for residential development in Erewash Zone.	9
LP5 Restricts other residential development.	10
LP6 Restricts development in the Green Belt.	10
LP7 Precludes residential development at Assarts Farm, Nuthall, before Western Outer Loop Road is constructed.	11
LP8 Precludes residential development on former Central Ordnance Depot, Chilwell, before extension to Swiney Way is constructed.	11
LP9 Restricts number of dwellings at Banks Road, Toton.	12
LP10 Provides land for public open space at Banks Road, Toton, and indicates intention to amend Green Belt.	12
Employment	
LP11 Reaffirms existing commitments for industrial development.	13
LP12 Allocates land in Greater Nottingham Zone for industrial/warehousing development.	15
LP13 Allocates land in Erewash Zone for industrial/warehousing development.	15
LP14 Restricts other industrial/warehousing development.	16
LP15 Presumes in favour of the expansion of existing commercial and industrial uses.	16
LP16 Presumes against use of industrial sites for retailing.	17
LP17 Restricts office development.	18
Access and Transport	
LP23 Construction of the extension to Swiney Way, Toton.	22

Shopping

LP28	Presumes in favour of retail development in Beeston, Eastwood, Kimberley, and Stapleford town centres and reaffirms commitments.	28
LP29	Allocates land for retail uses in Beeston.	28
LP37	Controls non-retail uses in main shopping frontages.	32
LP38	Restricts major retailing developments outside town centres.	33
LP39	Controls wholesale discount warehouses.	33
LP40	Controls small scale retail development in established shopping centres.	34
LP41	Reserves land for retailing at Assarts Farm, Nuthall, Giltbrook Farm, Eastwood, and the former Central Ordnance Depot, Chilwell.	34

Recreation

LP44	Provides for playing fields at Banks Road, Toton.	36
LP45	Provides for playing fields on land subject to mineral workings.	36
LP46	Controls the redevelopment of private sports grounds.	37
LP48	Reserves land for children's play areas at Assarts Farm, Nuthall, Banks Road, Toton.	38
LP49	Restricts development on land used as public open space.	39
LP51	Restricts recreational activities in the Green Belt.	40
LP52	Controls the location of new golf courses.	40
LP53	Reaffirms commitment to marina and other facilities at Eastwood.	40
LP54	Allocates land at Bramcote sand quarry for recreation and supports construction of ski slope.	41
LP55	Relaxes parking standards for changes of use to sports facilities in certain cases.	41
LP56	Restricts the change of use of allotments.	42

Community Needs and Education

LP66	Reserves land for community facilities at Giltbrook Farm, Eastwood.	48
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Environment

LP78	Controls development to ensure a high standard of design.	55
LP79	Requires highways and parking provision to appropriate standard in new development.	56
LP80	Controls the location of garages and garage spaces in new development.	56
LP81	Enables the relaxation of car parking standards for infill in shopping centres.	56

IMPLEMENTATION AND RESOURCES

LP82	Seeks the retention and maintenance of buildings of architectural, historic and townscape importance.	56
LP83	Presumes in favour of the preservation of buildings on the Local List.	57
LP84	Seeks to protect and enhance the character and appearance of Conservation Areas.	57
LP85	Restricts development in Strelley.	58
LP86	Protects the open character of various areas.	59
LP87	Protects sites of archaeological interest.	59
LP88	Protects high quality agricultural land.	60
LP89	Protects amenity woodland.	61
LP90	Protects Sites of Special Scientific Interest, Nature Reserves and other areas of nature conservation importance.	61
LP92	Protects nature conservation interests on former gravel workings, and promotes Barton Lane as the principal access.	65

GROUP B

POLICIES FOR DEVELOPMENTS BY PUBLIC AUTHORITIES

Policies in this group relate to specific proposals by public authorities which will require budget provision. The timing of this expenditure cannot be predicted but broad categories have been defined and schemes allocated according to current priorities. In some cases, costs may be borne by more than one authority.

		Responsible Authority (Other Parties)	Expected Period of Implementation	Page No.
Access and Transport				
LP18	Construction of Western Outer Loop Road.	Notts. C.C.	Early/Medium	20
LP19	Construction of Awsworth By-Pass.	Notts. C.C.	Medium	20
LP20	Construction of Awsworth By-Pass Link Road.	Derbys. C.C. (Notts. C.C.)	Late	21
LP21	Construction of Langley Mill By-Pass.	Derbys. C.C. (Notts. C.C.)	Early	21
LP22	Provides for accesses to Eastwood By-Pass.	Notts. C.C. (Private)	Early	21
LP24	Minor highway improvements.	Notts. C.C.	Continuous	22
LP25	Provision for cyclists.	Notts. C.C. (Broxtowe)	Continuous	24
LP26	Provision of lorry parks.	Broxtowe	Medium	25
LP27	Introduction of traffic management measures to reduce traffic in residential areas.	Notts. C.C. (Broxtowe)	Continuous	25
Shopping				
LP30	Seeks to increase number of off-street parking spaces in Beeston town centre.	Broxtowe (Notts. C.C.)	Continuous	29
LP31	Proposes pedestrian priority on part of High Road, Beeston	Broxtowe (Notts. C.C.)	Early	29
LP32	Seeks to increase number of off-street parking spaces in Eastwood town centre.	Broxtowe (Notts. C.C.)	Continuous	30
LP33	Allocate land for public car parks at Kimberley.	Broxtowe (Notts. C.C.)	Early	30
LP34	Proposes pedestrian priority on part of Church Street, Stapleford.	Broxtowe (Notts. C.C.)	Medium	31
LP35	Allocates land for public car parking at Stapleford.	Broxtowe (Notts. C.C.)	Early	31
LP36	Seeks to increase rear servicing in town centres as opportunities arise.	Broxtowe (Notts. C.C.)	Continuous	31

IMPLEMENTATION AND RESOURCES

Recreation

LP42	Ensures projects are not frustrated by lack of a site.	Broxtowe	Continuous	35
LP43	Allocates land for playing fields at Beeston and Kimberley.	Broxtowe	Medium	36
LP47	Allocates land for recreational uses at Eastwood, Giltbrook, Kimberley and Trowell.	Broxtowe (Private)	Plan period	37
LP50	Allocates land for informal public open space at various locations.	Broxtowe	Plan period	40
LP57	Allocates land for allotments in Eastwood, Greasley and Kimberley.	Parish Councils	Medium	43
LP58	Seeks to implement long distance trails.	Broxtowe (Notts. C.C.)	Medium	44
LP59	Allocates sections of Nottingham Canal for recreational use.	Broxtowe	Early	44

Community Needs and Education

LP60	Safeguards land for community uses.	Broxtowe	Plan period	45
LP61	Reserves land for health clinic car park and ambulance station at Eastwood.	Health Auth.	Medium	46
LP62	Reserves land for health clinic at Kimberley.	Health Auth.	Early	47
LP63	Reserves land for ambulance station at Stapleford.	Health Auth.	Late	47
LP64	Reserves land for libraries at Chilwell and Stapleford.	Notts. C.C.	Medium/Early	47
LP65	Reserves land for a community centre at Chilwell.	Notts. C.C. Broxtowe Private	Early	48
LP67	Reserves land at Assarts Farm, Nuthall, for a primary school.	Notts. C.C.	When required	48
LP68	Reserves land for educational purposes at Bramcote.	Notts. C.C.	When required	48
LP70	Allocates land for primary school at Giltbrook Farm.	Notts. C.C.	When required	49
LP71	Reserves land for replacement primary school at Church Street, Eastwood.	Notts. C.C.	Late	49
LP72	Reserves land for replacement primary school at Beauvale, Eastwood.	Notts. C.C.	Late	49
LP73	Reserves land for replacement primary school at Gilt Hill, Kimberley.	Notts. C.C.	Late	49

IMPLEMENTATION AND RESOURCES

LP74	Reserves land for replacement primary school at Swingate, Kimberley.	Notts. C.C.	Late	49
LP75	Reserves land for school playing fields at Swingate, Kimberley.	Notts. C.C.	Late	49
LP76	Reserves land for replacement primary school at Nottingham road, Stapleford.	Notts. C.C.	Late	49
LP77	Reserves land for extension to cemetery at Field Lane, Chilwell.	Broxtowe	Late	50

Environment

LP91	Promotes reclamation of derelict land at various locations.	Notts. C.C.	Plan period	63
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