



Broxtowe
Borough
COUNCIL

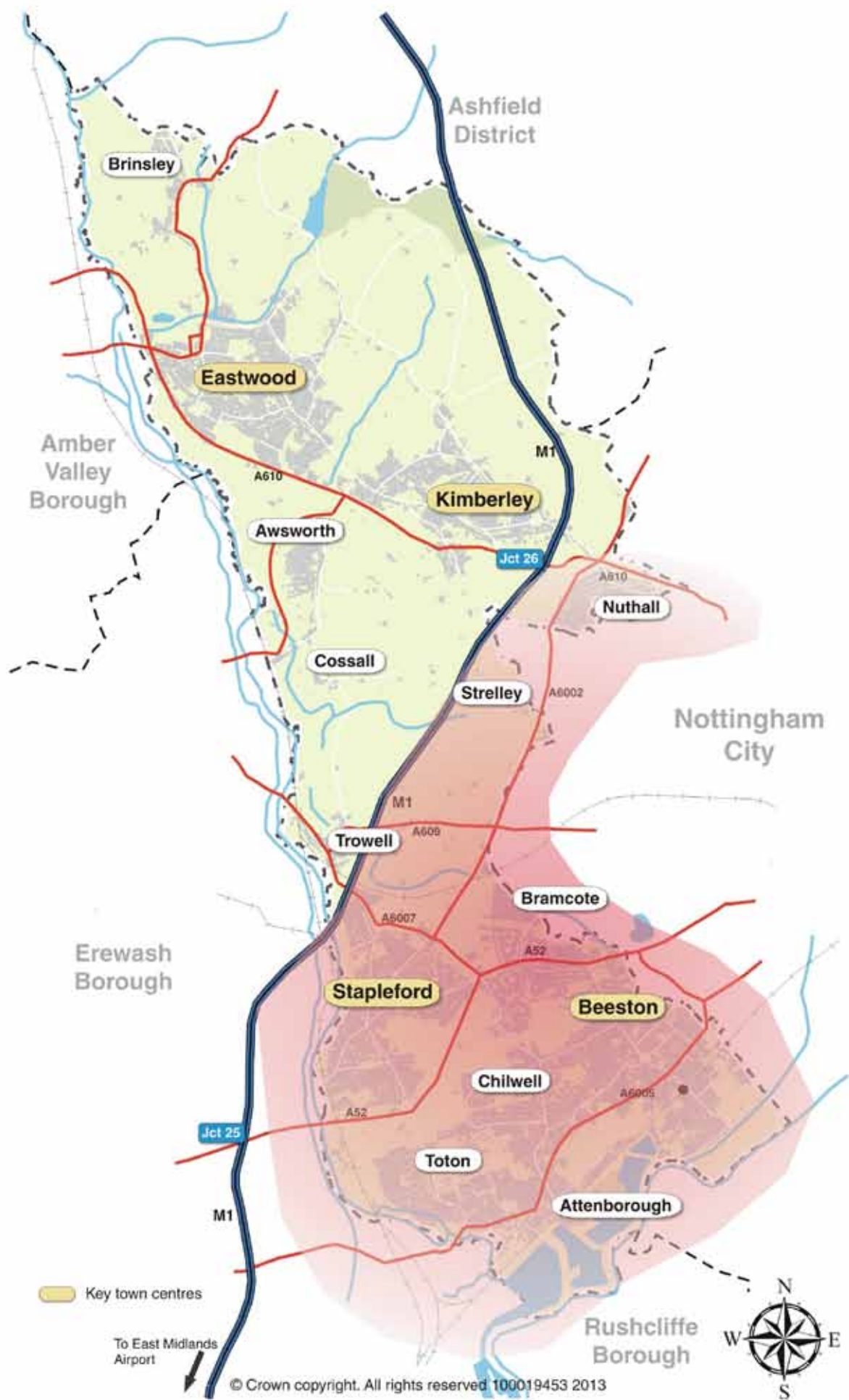
Main Built-up Area



Site Allocations

Issues and Options
November 2013

This document includes those topics considered most relevant as local issues and options for new site allocations in the Main Built Up Area. Topics which affect the Borough as a whole are located within the overall Allocations discussion document, they are intended to be read in conjunction with each other.



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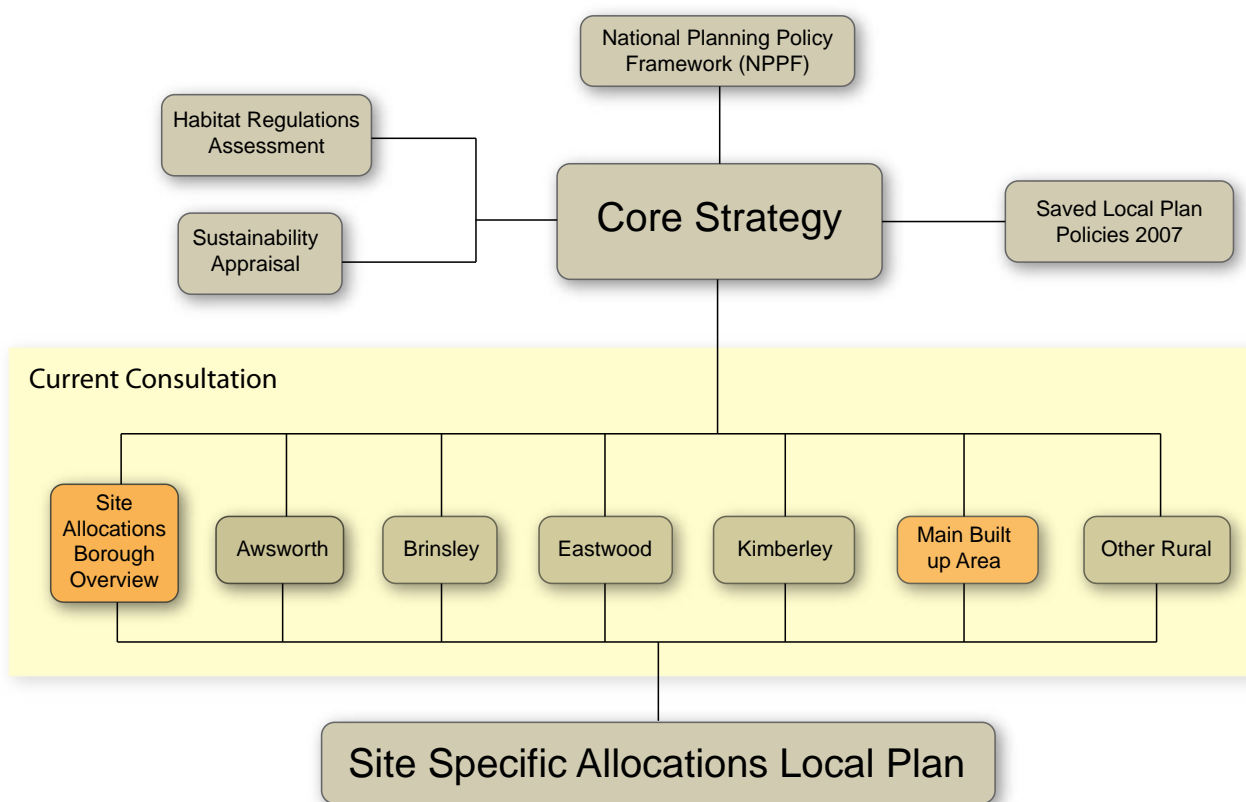
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Introduction

M1.1.1 Broxtowe Borough Council has prepared a set of documents setting out the issues and options that affect the Key Settlements within the Borough. This document relates to the Key Settlement of the Main Built Up Area (as defined within the Broxtowe Core Strategy¹), which consists of sites within ‘Beeston’, ‘Stapleford’, ‘Attenborough’, ‘Bramcote’, ‘Chilwell’, ‘Toton’ and ‘Nuthall East & Strelley’ wards. It is a discussion document which invites your views on the most appropriate sites to meet the Main Built up Area’s development needs up to 2028.

M1.1.2 The Broxtowe Core Strategy (expected to be adopted by early 2014) contains the strategic policies for the Borough including the amount and distribution of development in general terms. The responses received from this set of documents will feed into a future Site specific Allocations local plan which seeks to deliver the Core Strategy aims and will specify the location of new development in the Borough. This is shown in the diagram below.

Diagram 1: How the Main Built Up Area Site Allocations document fits in with other Local Plan development documents in Broxtowe



M1.1.3 The schedule and plans that follow are taken from the Broxtowe Core Strategy which was published in June 2012 and is subject to an ongoing public examination this year.

1 See <http://www.broxtowe.gov.uk/index.aspx?articleid=12270>

Core Strategy Site Schedules & Plans

M2.1 Boots (Nottingham) and Boots and Severn Trent Land

M2.1.1 Site Summary

ACS Designation	Strategic Location
Timescale	6 + years
Site Area	125ha (80.9ha Nottingham City, 44.8ha Broxtowe)
Housing Units	1,150 (550 Broxtowe, 600 Nottingham City)
Employment Uses	Approx 200,000 sqm business and commercial space – high tech, high quality focus.
Other Uses	Open space and Green Infrastructure. Other uses tbc.
Ownership/Developer	Willing owners positively engaged.

M2.1.2 Infrastructure Delivery Plan (IDP) Constraints/Requirements Summary

Infrastructure	Summary Assessment	Further Work
Transport	Existing high frequency bus services. Access improvements to the strategic road network and modification and adoption of internal road layout required. Pedestrian route to NET stop. Provision of Integrated Sustainable Transport package.	Access strategy required as part of detailed master-plan and TA as part of planning application.
Utilities	Electricity - Install a new transformer at Boots Primary and a new circuit from there to Nottingham. Gas – no abnormal requirements. Waste water – no major constraints anticipated subject to phasing. Further work required to confirm most appropriate WWTW. Water supply – no abnormal requirements subject to phasing. IT – No abnormal requirements.	Further dialogue with Western Power. Opportunities for extension to existing CHP facilities. Further dialogue with Severn Trent as detailed proposals emerge.
Flooding and Flood Risk	Part of the site is within Flood Zone 3 although 1 in 100 year protection is provided by the Left Bank Flood Alleviation Scheme. Sequential Test completed.	Site specific flood risk assessment to inform flood mitigation strategy and disposition of uses/layout/design.
Health Facilities	Tbc could be provided in local scale retail centre.	To be reviewed as part of detailed master-plan.
Education Provision	Contributions to primary and secondary education may be required depending on final scheme details. Will require cross boundary LA collaboration.	Costs tbc parallel with detailed master-planning and future pupil projection data (projections only valid 5 years in advance of development - accurate assessment of local school capacity required in parallel with detailed development proposals).
Emergency Services	No abnormal requirements.	Further dialogue as detailed proposals emerge.
Waste Management	No known abnormal requirements.	Further dialogue as detailed proposals emerge.
Community Services	Good range of town centre facilities at Beeston. On site facilities tbc.	Further dialogue as detailed proposals emerge.
Green Infrastructure	Protected species may be present on site.	Strategy to protect / enhance and or relocate required as part of master-plan. Opportunities to extend GI network

Infrastructure	Summary Assessment	Further Work
Contamination	Historic uses on site necessitate remediation works to parts of site. Permitted waste site present at Harrimans Lane and Heat and Power Plant present on site	Remediation strategy required as part of detailed master plan. Potential on and off site pollution mitigation measures to be considered as proposals emerge with further dialogue with the Environment Agency
Heritage Assets	Several high quality Listed Buildings on site.	Further dialogue with English Heritage as proposals emerge to preserve and enhance heritage assets. Strategy for reuse and conversion/adaptation costs required as part of detailed master-plan.
Other	Access over canal requires consent/ agreements with British Waterways. Cross boundary considerations - site straddles Broxtowe and Nottingham City Council.	Strategy for reuse and conversion/ adaptation costs required as part of detailed master-plan. Further dialogue as detailed proposals emerge. Ongoing joint working.

Indicative Assessment



This strategic location straddles the boundary of Nottingham City and Broxtowe Borough Councils. Delivery is expected to be towards the end of the plan period with site allocation via the two Councils' emerging Development Plan Documents. Collaboration between the two Councils and Alliance Boots, the principal land owner, has resulted in a joint Statement of Development Principles for the site. The site was confirmed as an Enterprise Zone in Spring 2011.

This is a brownfield site with high infrastructure costs associated with contamination, flood risk, listed buildings and access. The Councils, Alliance Boots, HCA and the D2N2 Local Enterprise Partnership are proactively exploring financial tools associated with Enterprise Zone status and funding sources such as Growing Places Fund to accelerate delivery. Further site assessments and detailed master-planning to be undertaken. Ongoing dialogue with Alliance Boots and Severn Trent and Environment Agency.

M2.2 Summary Map



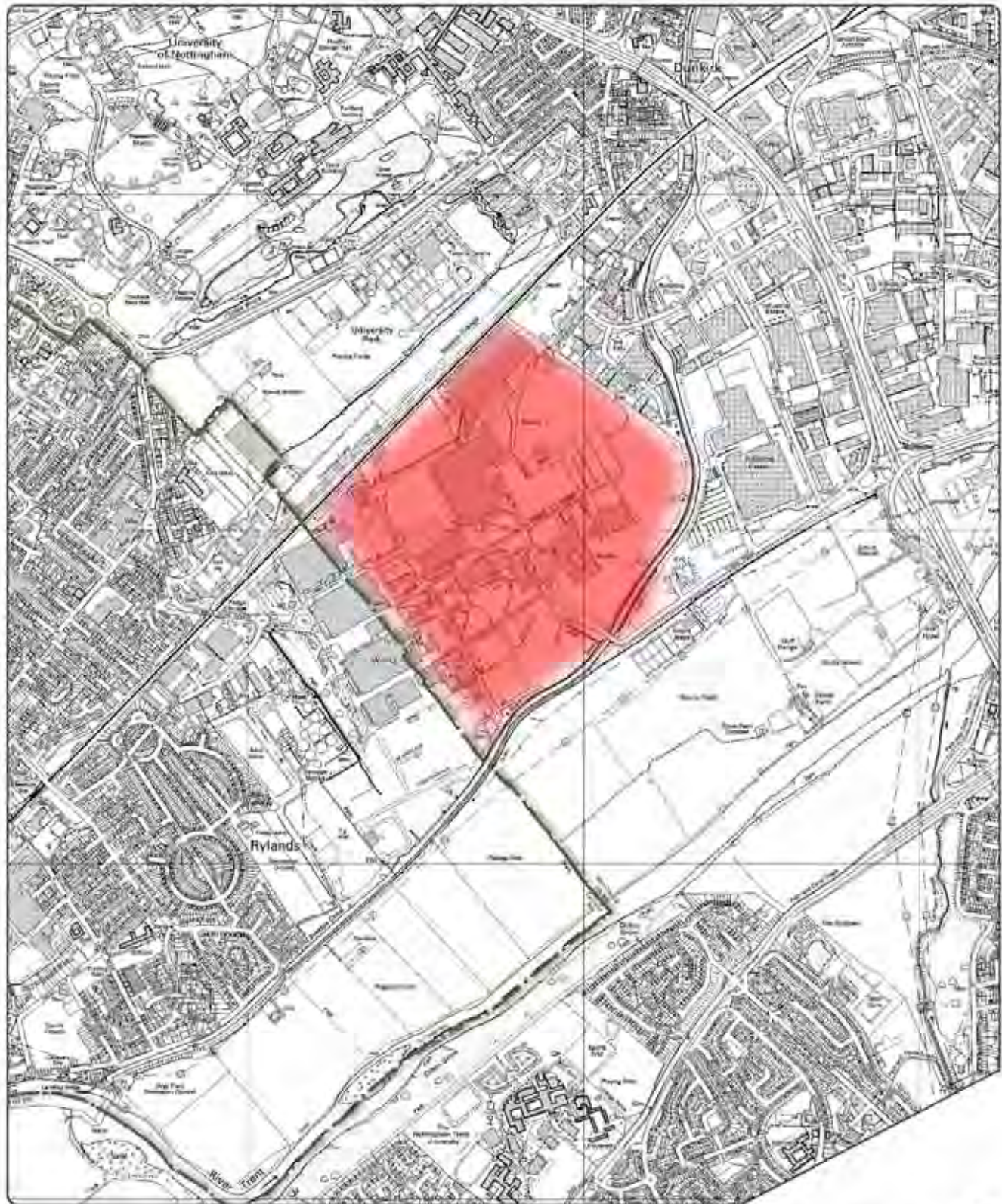
Key

-  Indicative Strategic Location
-  Administrative Boundary



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M2.3 Summary Map



Key

-  Indicative Strategic Location
-  Administrative Boundary

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M2.4 Summary Map



Key

- | | | |
|--------------------------|-----------------------------|---|
| Indicative Site Boundary | Residential | Proposed improved links to surrounding area and/or strategic road network |
| Administrative Boundary | Road Network | Landscape Structure |
| Mixed use | Existing Landmark Buildings | Railway Line |

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M2.5 Field Farm

M2.5.1 Site Summary

ACS Designation	Allocation
Timescale	To commence within first 5 years of plan period
Site Area	28 ha
Housing Units	450
Employment Uses	None
Other Uses	Education, Health, Green Infrastructure.
Ownership/Developer	Willing developer. Planning Application for 450 homes submitted Winter 2011.

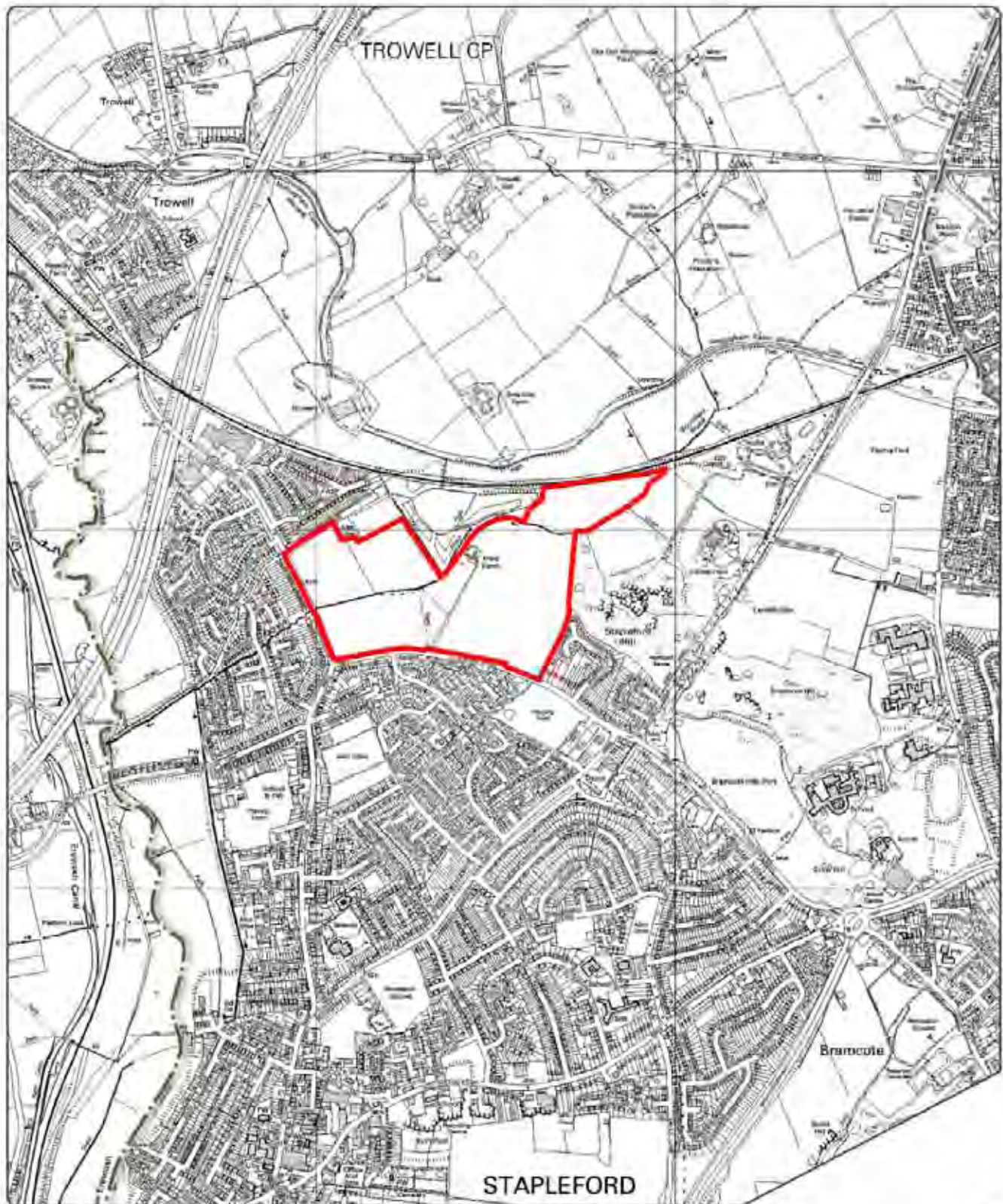
M2.5.2 IDP Constraints/Requirements Summary

Infrastructure	Summary Assessment	Further Work
Transport	Integrated transport package required estimated at £30,000 per net developable hectare of site, est cost of £750,000 - £900,000. No further highway improvements will be funded by the Highways Agency.	TA submitted and further detailed work on transport impacts required as part of planning application. Contributions to be agreed as part of S106 discussions. Further dialogue with Highways Agency required regarding access to A52 and A453.
Utilities	Electricity - no abnormal requirements. Gas – no abnormal requirements Waste water – existing service at/near capacity – see flooding info below. Water supply – no abnormal requirements IT – no abnormal requirements	Included in Western Power programme to be implemented by 2015. See flooding below.
Flooding and Flood Risk	Part of the site is within the functional floodplain (Zone 3b) of Boundary Brook and part is within the 1 in 100 year floodplain (Zone 3a). A Sequential Test was completed in Feb 2012. The site covers a complex drainage area with previous flooding occurrences due to interaction of local sewers and overland flows.	Site specific flood risk assessment and development of strategy to reduce, manage and mitigate flood risk and increase resilience (including appropriate location of dwellings and use of flood areas for GI). Ongoing dialogue with Severn Trent and Environment Agency.
Health	Enhancements to local health infrastructure required at an estimated cost of £427,500.	Contributions to be agreed as part of S106 discussions.
Education Provision	Contribution to provide capacity at infant and junior schools required - estimated cost £525,000. Capacity within existing secondary schools.	Contributions to be agreed as part of S106 discussions.
Police Services	No abnormal requirements.	Further dialogue on opportunities to use local facilities for neighbourhood policing as detailed proposals emerge.
Ambulance Services	No abnormal requirements.	Further dialogue required on inclusion of standby locations as detailed proposals emerge.
Fire and Rescue	No abnormal requirements.	Further dialogue required on layout and mix of units.
Waste Management	No abnormal requirements.	Further dialogue on detailed proposals.
Community Services	Good range of town centre facilities at Stapleford.	Further dialogue on detailed proposals.



Infrastructure	Summary Assessment	Further Work
Green Infrastructure	Within the Greenwood Community Forest. Opportunities for on site GI and open space including 2 full sized football pitches and pavilion and playgrounds. Maintenance contribution sought of £828,666.	To be progressed via planning application details.
Contamination	No abnormal requirements.	
Heritage Assets	Site is not within a designated Conservation Area and has no impact upon a designated Conservation Area or heritage assets.	
Other	Potential surface coal reserves and coal mining legacy issues	Further review and dialogue with Coal Authority

Indicative Assessment
<p>This is a green field site close to the existing urban area, Stapleford Town Centre and transport networks and is expected to commence within the first 5 years of the plan. A planning application has been submitted and is under consideration. No irresolvable constraints to development have been identified. Joint meetings with the Environment Agency and Severn Trent have identified a need for an holistic approach to fluvial, surface water and waste water drainage including recommendations from the Pitt Review which are being addressed through the progression of the planning application. As part of the processing of the planning application it has been identified that 6% of the site comprises Grade 2 Agricultural Land and 33% Grade 3a which amounts to 10.8 Hectares. There are two individual and woodland Tree Preservation Orders which were confirmed in 2012 and extensive open areas of the site are to be retained to allow recreational use and to allow some habitat to encourage barn owl feeding</p>

M2.6 Summary Map



Key

-  Site Boundary
-  Administrative Boundary

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OS location plan/PDF Plan, OS base: 31/1781/02/2



M2.7 Summary Map



M2.8 Land in the vicinity of the proposed HS2 station at Toton schedule

M2.8.1 Site Summary

ACS Designation	Strategic Location
Timescale	6-15 years
Site Area	Approx 73 ha
Housing Units	To be determined following appropriate consultation.
Employment Uses	To be determined following appropriate consultation.
Other Uses	Open space and additional land for community facilities including education and limited local retail provision.
Ownership/Developer	Planning Application submitted on part of the land. Willing owners positively engaged to meet the needs of HS2.

M2.8.2 IDP Constraints/Requirements Summary

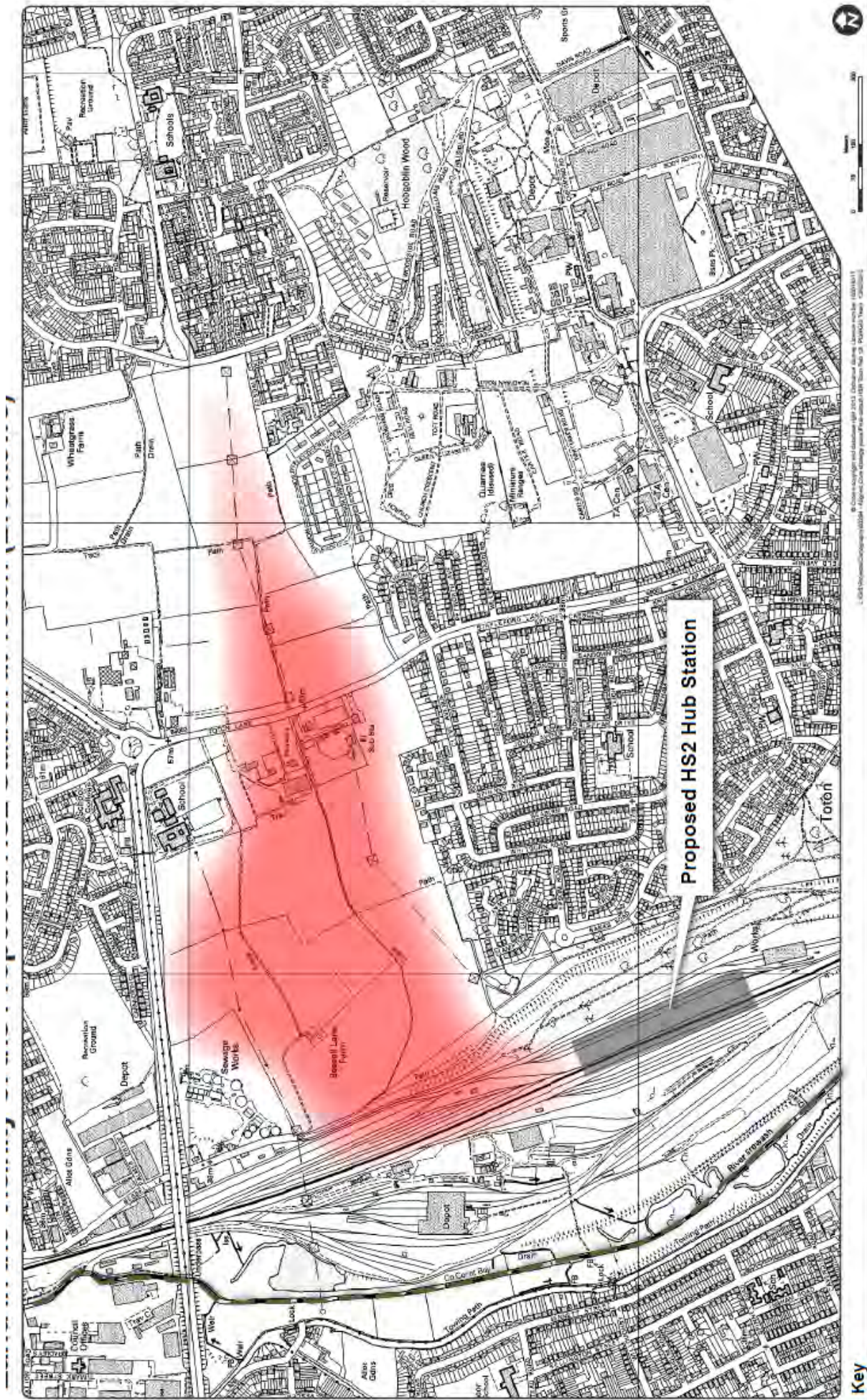
Infrastructure	Summary Assessment	Further Work
Transport	<p>Integrated transport package required. Requirement for a subsidised bus service incorporating Banks Road estate, Stapleford, Beeston and the City Centre. Access improvements to the strategic road network to include new access points off Toton/Stapleford Lane. Transport modelling undertaken for a location west of Toton/Stapleford Lane for up to 1000 homes has been carried out. This indicates that the following mitigation works may be required including:</p> <p>A52 (T)/B6003 junction (Bardills Roundabout):</p> <ul style="list-style-type: none"> • Third traffic lane on the A52 (T) east approach • A 3 lane circulatory carriageway connecting the A52 (T) east approach to the A52(T) west exit • A 3 lane exit of the A52 (T) west exit • Extension to the A52(T) west approach • M1 Junction 25 • Additional 60m lane on the A52(T) east off-slip to provide dedicated left turn along with extended 3 lane provision <p>Mitigation impacts to the following County Road junctions:</p> <ul style="list-style-type: none"> • Stapleford Lane / Darley Avenue • Stapleford Lane / Woodstock Road and • Stapleford Lane / Swiney Way. <p>Travel Planning with the following objectives:</p> <ul style="list-style-type: none"> • Achieve the minimum number of car movements to and from the development, • Reduce the need to travel to and from the site, • Address the access needs of site users, by supporting walking cycling and public transport, • Provide adequately for those with mobility difficulties. <p>Public Transport Support:</p> <ul style="list-style-type: none"> • Contribution to fund extension of existing bus services <p>Safeguarding NET extension:</p> <ul style="list-style-type: none"> • NET route safeguarded through the site <p>Road Safety Audit.</p>	<p>Internal roads layout to be prepared. Further discussions with NET to ensure no conflict with the park and ride facility. Commence dialogue with HS2 to ensure no conflict with access arrangements including alternative access to the station and safeguarded extended tram to HS2 station. Ongoing dialogue with highway authorities and Highways Agency to confirm detailed requirements as set out in the Transport Background Paper Addendum May 2013.</p>

Infrastructure	Summary Assessment	Further Work
Utilities	<p>Electricity – overhead power lines to be rerouted underground beneath the roads on site and a new terminal pylon located in the SW corner of the site. Western Power have been consulted and have no objection in principle to doing this.</p> <p>Further work required to confirm most appropriate WWTW.</p> <p>Water supply – no abnormal requirements subject to phasing. There is no objection in principle from Severn Trent to the planning application for 775 homes on the west of Toton Lane</p> <p>IT – No abnormal requirements.</p>	<p>Opportunities for extension to existing CHP facilities.</p> <p>Further dialogue with Western Power and Severn Trent as detailed proposals emerge</p>
Flooding and Flood Risk	<p>Site within Flood Zone 1. No significant flood risk.</p> <p>No significant risk for fluvial sources and therefore no specific mitigation required.</p> <p>Potential increase in surface water run off requiring mitigation from attenuation storage and on site SuDS provision.</p>	<p>Ongoing dialogue with the Environment Agency to ensure suitable mitigation methods are adopted.</p>
Health Facilities	<p>Land set aside for health facilities if required.</p>	<p>Planning application contains a site for a medical centre. Further dialogue with former PCT/CCG. Contributions to be agreed as part of S106 discussions.</p>
Education Provision	<p>Detailed assessment of education requirement suggests development would generate a need for a new primary school and extended secondary school provision would be required. Land has been set aside for a nursery school if required.</p>	<p>Proceed with development of a Master plan for the education provision. Continued dialogue with the council, education authority, developers and the planning department regarding S106 contributions.</p>
Emergency Services	<p>No abnormal requirements.</p>	<p>Further dialogue as plans are finalised.</p>
Waste Management	<p>No known abnormal requirements.</p>	<p>Further dialogue as plans are finalised.</p>
Community Services	<p>Good range of town centre facilities available at Stapleford Town Centre. Excellent potential (NET) access to range of facilities at Beeston and Nottingham City Centre. Land set aside for a community building if required.</p>	<p>Further details to be developed as part of ongoing discussions. Local centre to be created incorporating offices, pub, restaurant/pub, education space, medical plot, limited local retail provision and day nursery.</p>
Green Infrastructure	<p>Extensive Green Infrastructure to be provided. Potential loss of hedgerows, damage to retained trees during construction, loss of roosting opportunities and bird migration patterns, degradation of local nature reserve through increased public activity from development.</p> <p>Opportunities for creation of new green infrastructure and swales which could offset negative impacts. Increased long term opportunities for wildlife and biodiversity and habitat creation.</p>	<p>Strategy to protect/enhance and or relocate as part of ongoing studies. Opportunities to extend GI network.</p>
Contamination	<p>Potential contaminants from former agricultural uses on the site.</p> <p>Potential impact on the human receptors on the site from contaminants from Toton Sidings, the sewage works and the electricity substation.</p>	<p>Gas monitoring over a 3 month period and topsoil chemical tests should be carried out to further inform remediation strategy.</p>

Infrastructure	Summary Assessment	Further Work
Heritage Assets	No significant heritage issues.	
Other	Following HS2 announcement strong potential for positive social-economic benefits for the wider area. No significant demolition issues associated with the development.	Strategy and detailed assessment of HS2 requirements required to be incorporated into Masterplan. Commencement of discussions as detailed proposals of HS2 emerge. Joint-working with HS2 and NET.

Indicative Assessment
<p>This strategic location is a green field site close to the existing urban area with existing links to Stapleford Town Centre and potential excellent future transport links to Nottingham City Centre and the rest of the UK/ Europe. The site can be developed to reflect garden city principles and maintain the separate identities of Stapleford and Toton. Delivery is expected to be within 6-10 years of the plan period. A planning application has been submitted for land on the west side of Toton Lane and is under consideration and negotiations have reached an advanced stage. No irresolvable constraints have been identified. If built development takes place on the east of Toton Lane then this should be to the South of the proposed NET route, with this route and park and ride used as a long term defensible Green Belt boundary. The announcement from HS2 to locate their preferred station at Toton strongly contributes to the strategic importance of the site. Continued joint working with NET, the Highways Agency and the commencement of dialogue with HS2 will be essential.</p>

M2.9 Summary Map



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Proposed HS2 Hub Station

Key

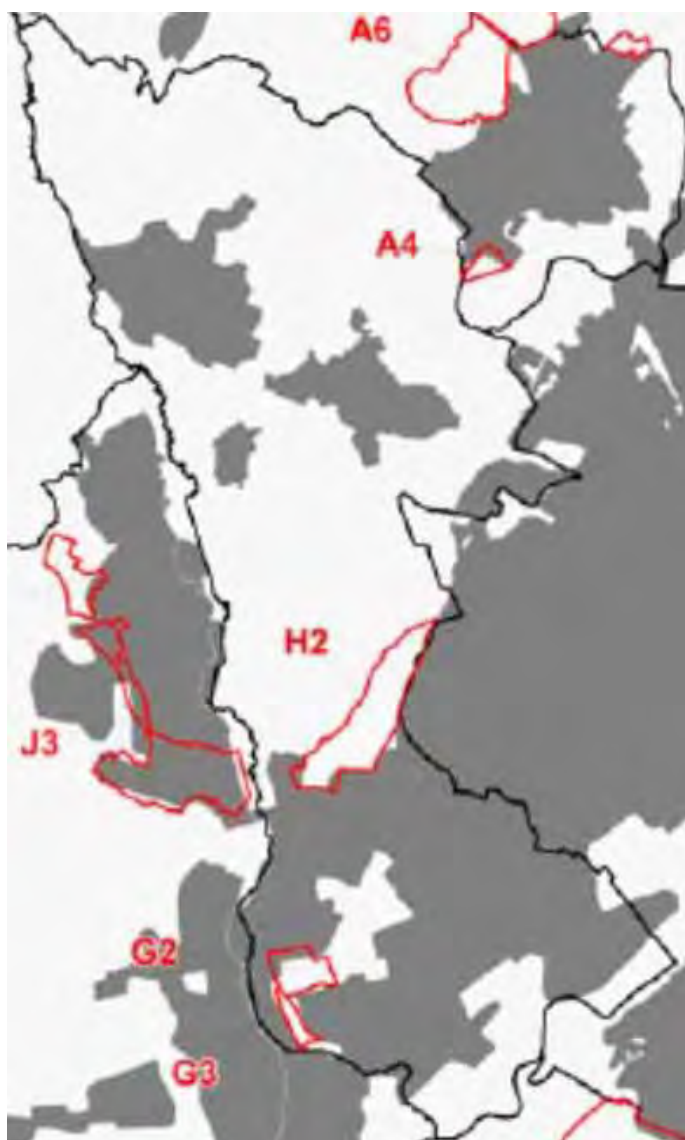
- Strategic Location
- Administrative Boundary

Independent Appraisal of Sustainable Urban Extensions (June 2008) Tribal summary

M3.1.1 In June 2008 the Greater Nottingham Appraisal of Sustainable Urban Extensions study was published. This is a shared study between all the Greater Nottingham Councils and was undertaken by independent consultations. The summary for the Broxtowe part of the study is shown below.

Table 1: Sites in Broxtowe that were the subject of phase 2 analysis

Site	Recommended as “suitable for development”?	Indicative dwelling capacity
G1 South of Common Lane, Bramcote	No	n/a
G2 Between Stapleford and Toton	Yes	1,400-1,900
G3 Toton Sidings	Yes	600-800
H1 “Nuthall, Broxtowe” (including “West of Woodhouse Way” and other land)	No	n/a
H2 “North of Stapleford” (including Field Farm, “West of Coventry Lane” and “West of Bilborough Road”)	Yes (partially assuming that whole site is developed)	3,800-5,700



Characteristics of the Main Built Up Area

M4.1 History of the Main Built up Area

M4.1.1 The Main Built Up Area is characterised as mainly the more urban south of Broxtowe with the separate settlements of Attenborough, Chilwell, Beeston, Bramcote, Stapleford, Toton and part of Trowell, together comprising over 60% of the Borough's population and forming part of the western side of the built up area of Greater Nottingham. Also included in the main built up area are the urban parts of Nuthall east of the M1 motorway. The accessibility of the borough will be further improved with current construction of the Nottingham Express Transit (NET 2) tram route which will serve many of the most densely populated areas in the south of the borough and will include a park and ride site near the A52 at Toton. This will supplement the already regular and extensive bus services connecting the settlements in the south of the borough with Nottingham City Centre and there is also a high frequency bus service from Nottingham through Beeston to Derby. Transport links, including public transport, connecting the south with the north of the borough are less extensive.

M4.1.2 The preferred location for a HS2 hub station at Toton will significantly improve the accessibility of the Borough to London and several Core Cities, both in Britain and in mainland Europe. It will make the area attractive to inward investment, will lead to significant job creation and will add to the sustainability of appropriate mixed use development in close proximity to the station. The details and mix of uses will be determined through this local plan.

M4.1.3 At Attenborough, alongside the River Trent, former wet gravel workings now provide an extensive nature reserve, which is also a Site of Special Scientific Interest (SSSI). There are also extensive areas of open space at Bramcote Park in Broxtowe, and Nottingham University campus and Wollaton Park, both within the City of Nottingham but within walking distance of many of the most populated areas in the south of the borough.

M4.1.4 Beeston is the main town centre in the borough and is a major location for new investment and employment opportunities. Broxtowe has major ambitions to secure the redevelopment of Beeston Square, as expressed in the adopted Beeston Town Centre Plan Supplementary Planning Document, and the proposed tram route is a key part of this redevelopment which is expected to bring significant additional inward investment.

M4.1.5 Boots remains a major employer and Beeston Business Park provides a wide choice of employment buildings and land both with advantage of excellent rail links being close to the train station. The Boots campus has the further advantage of being declared an Enterprise Zone by the government in March 2011. In addition the Enterprise Zone designation was extended to Beeston Business Park in March 2012 and, being immediately adjacent to the train station, it is well placed to attract new enterprises.

M4.2 Current Statistical Profile (as taken from 2011 Census)

M4.2.1 Attenborough

Chart 1: Total Population 2328

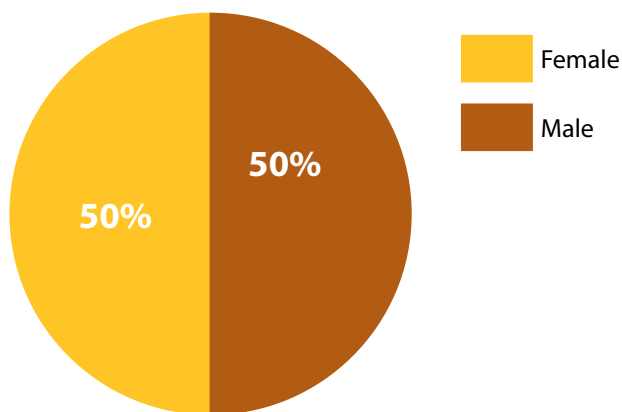


Chart 2: Population Density

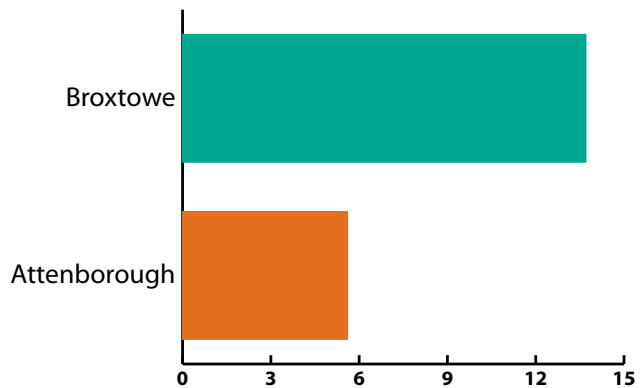
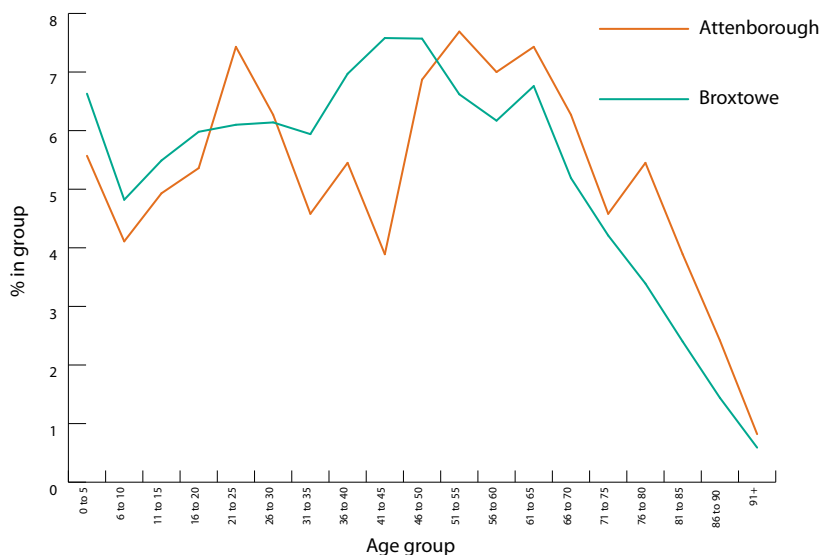


Chart 3: Percentage age profile, by age group, of Attenborough compared to the Borough



- Attenborough has a relatively low population and low population density when compared to other Broxtowe wards.
- The average age of residents is 45.6 which is higher than other wards in Broxtowe, indicating an ageing population.
- Attenborough has 1008 households, 87.7% of which are owner occupied. The average house size is 2.31.
- Attenborough has a relatively high employment rate for the Borough with 65.5% of the economically active population being employed. 18.8% of the economically inactive population have identified as retired which is relatively high.
- As a measure of deprivation Attenborough has 19 houses without central heating which is relatively low for the Borough suggesting that Attenborough is an affluent ward. Also only 14.08% of households do not own a car or van which is less than the average for the Borough (21.6%).
- A large proportion (93%) defines their ethnic origin as white British which is relatively high for the Borough suggesting that other ethnic groups are underrepresented in the ward.

M4.2.2 Beeston Central

Chart 4: Total Population 4799

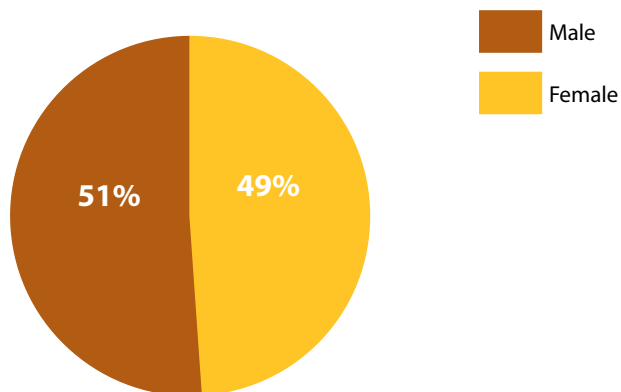


Chart 5: Population Density

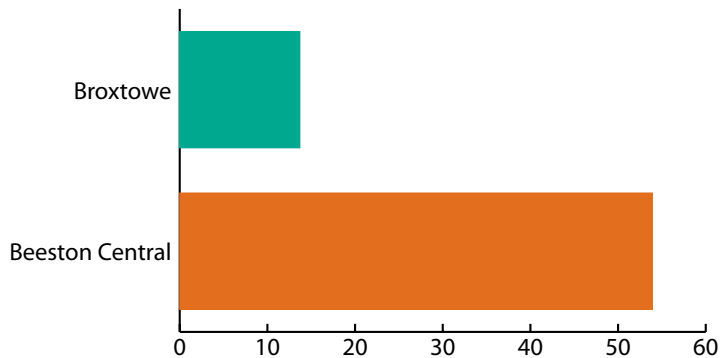
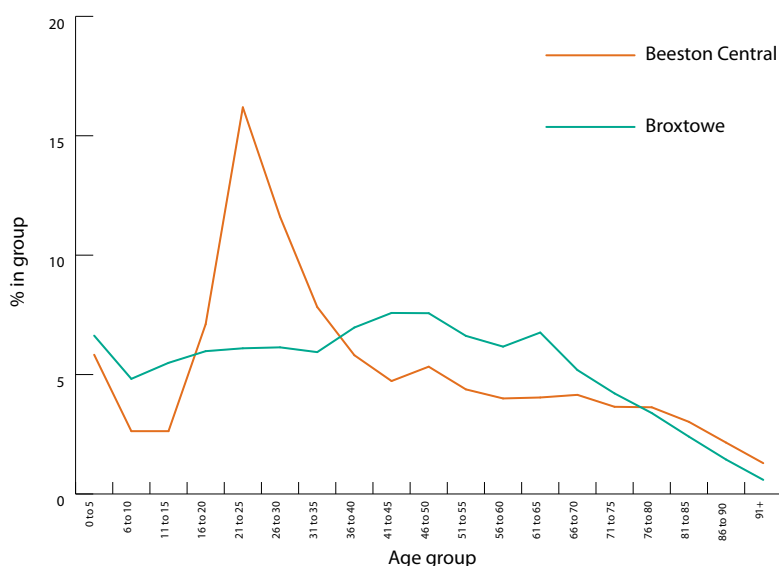


Chart 6: Percentage age profile, by age group, of Beeston Central compared to the Borough



- Beeston Central has a medium to high population with a high population density when compared to other wards in Broxtowe.
- The average age of residents is 39.4 which is low for Broxtowe, indicating a relatively young population.
- Beeston Central has 2180 households of which 41% are owned. The average household size is 2.2.
- 83% of the economically active population are employed which is high for Broxtowe as a whole. 12% of economically active are retired which compared to 16.5% for Broxtowe as whole is low and is reflective of the relatively young population.
- As a measure of deprivation 52 of the households do not have central heating. 47% of households do not own a car which could indicate deprivation but could also be reflective of the high standard of public transport in the area.
- 73% of the population in Beeston Central describe themselves as white which is lower than the 89.5% for Broxtowe as a whole which suggests that the ward has a more diverse multi-cultural population than other wards in Broxtowe.

M4.2.3 Beeston North

Chart 7: Total Population 5653

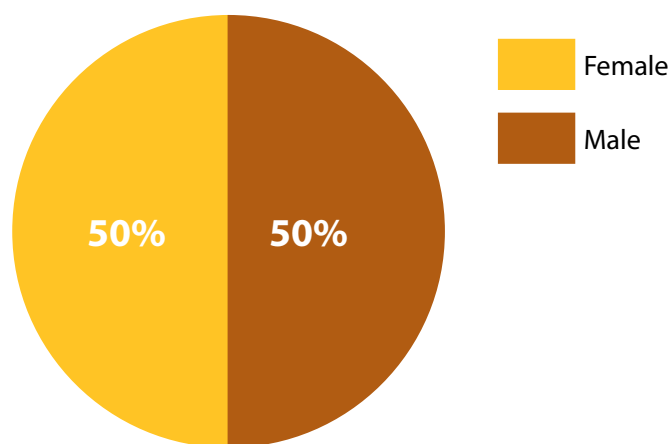


Chart 8: Population Density

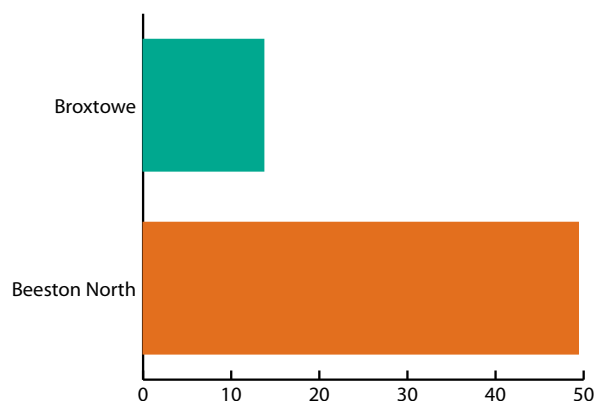
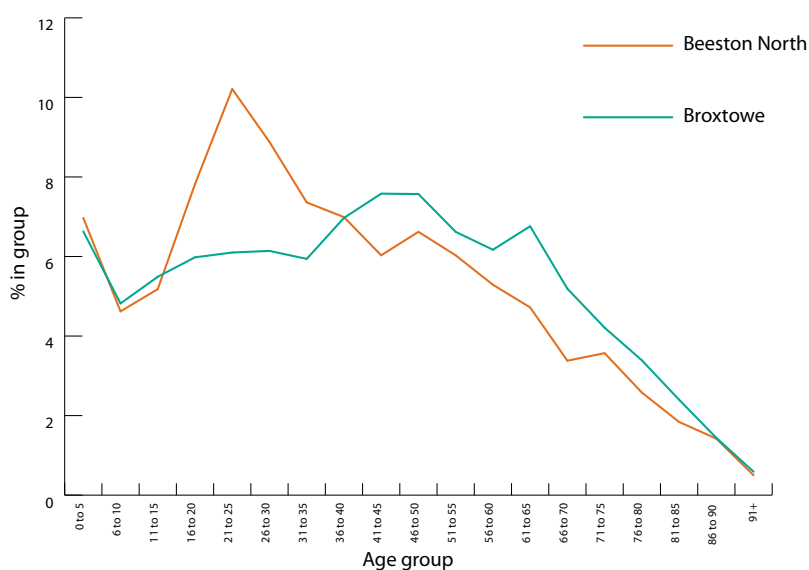


Chart 9: Percentage age profile, by age group, of Beeston North compared to the Borough



- Beeston North has a relatively high population and population density when compared to other Broxtowe wards.
- The average age of residents is 37.7 which is relatively low for Broxtowe indicating a young population.
- Beeston North has 2341 households 56% of which are owner occupied which is low for the Borough as a whole. The average household size is 2.41 which is the third highest in the Borough perhaps reflective of the high student population.
- 55% of the economically active population are employed which is low for the Borough. 11.5% of the economically inactive population are retired which is relatively low again indicative of the young population.
- As a measure of deprivation 40 houses are without central heating which is fairly low for the Borough indicating pockets of deprivation in the ward. Also 32% of households do not own a vehicle which is quite significantly higher than the average for the Borough (21.6%) again suggesting that some areas are deprived but may also be reflective of the excellent transport links in Beeston.
- 72% of the ward defines their ethnic origin as White British which is significantly lower than other wards suggesting a multi-cultural population in Beeston North.

M4.2.4 Beeston Rylands

Chart 10: Total Population 5516

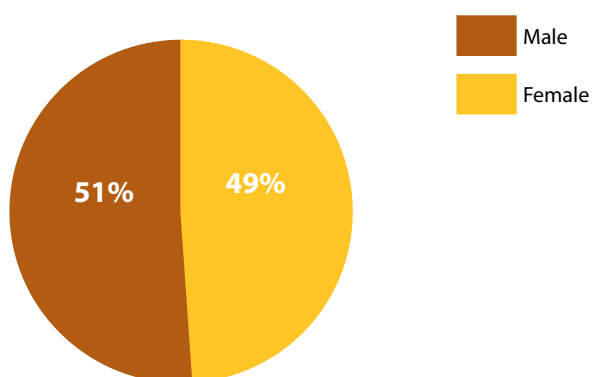


Chart 11: Population Density

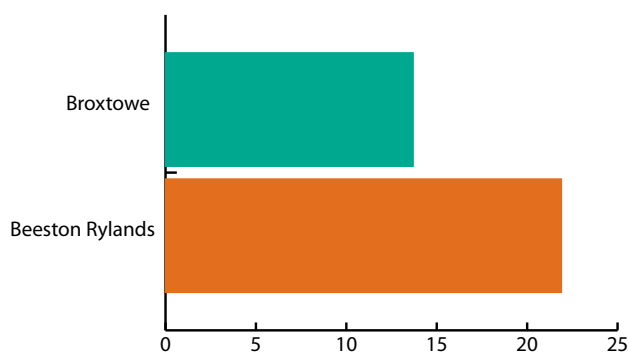
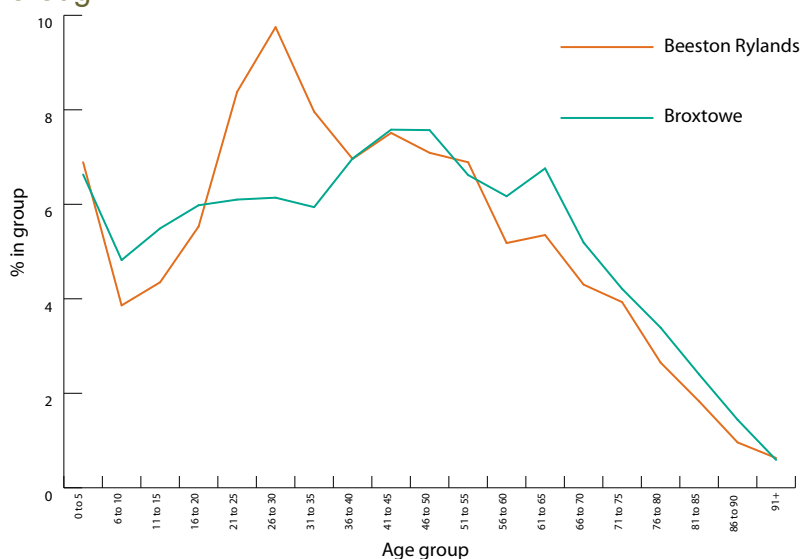


Chart 12: Percentage age profile, by age group, of Beeston Rylands compared to the Borough



- Beeston Rylands has a relatively high population and high population density when compared to other Broxtowe wards.
- The average age is 39.4 which is lower than the average for Broxtowe suggesting that Beeston Rylands has a fairly young population.
- Beeston Rylands has 2453 households of which 68% are owner occupied. The average household size is 2.25.
- 65.8% of the economically active population are employed which is relatively high and 13% of the economically inactive are retired which is low for Broxtowe as a whole which suggests there is a high proportion of those at working age.
- As a measure of deprivation 103 households are without central heating however this may be reflective of the mobile home park. 27.4% of households do not own a car or van which is higher than average for the Borough however may be due to the proximity of the train station and public transport links.
- 86% of the population define their ethnic origin as White British which is lower than average for the borough which suggests that the ward is moderately multi-cultural.

M4.2.5 Beeston West

Chart 13: Total Population 5337

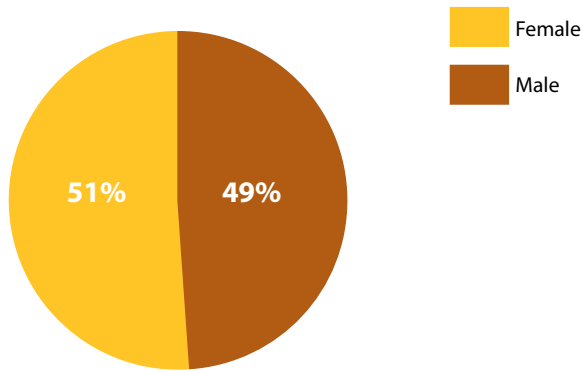


Chart 14: Population Density

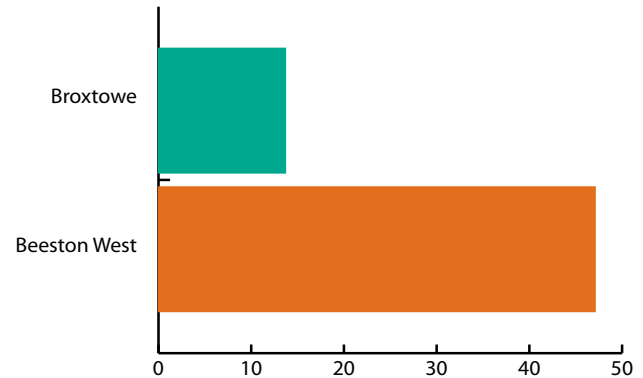
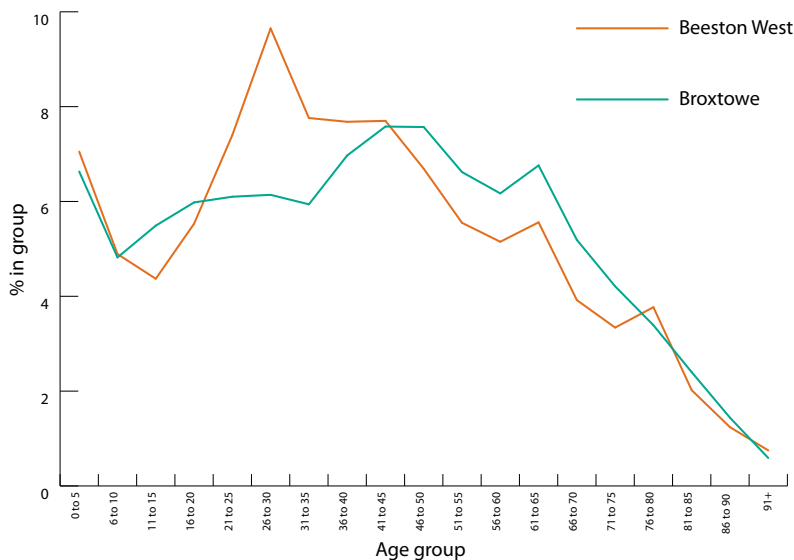


Chart 15: Percentage age profile, by age group, of Beeston West compared to the Borough



- Beeston West has a relatively high population and population density when compared to other Broxtowe wards.
- The average age is 39.5 which is lower than other wards in Broxtowe indicating a young population.
- Beeston West has 2373 households, 66% of which are owner occupied. The average household is 2.25.
- As a measure of deprivation, 81 households are without central heating which is relatively high for the Borough and indicates that certain parts may suffer from deprivation. 28% of the population do not own a car which could also indicate high levels of deprivation but could also be reflective of the excellent transport links available in the Beeston area.
- 81 % of the population define their ethnic origin as White British which is relatively low for the Borough suggesting that the ward has a multi-cultural population.

M4.2.6 Bramcote

Chart 16: Total Population 7270

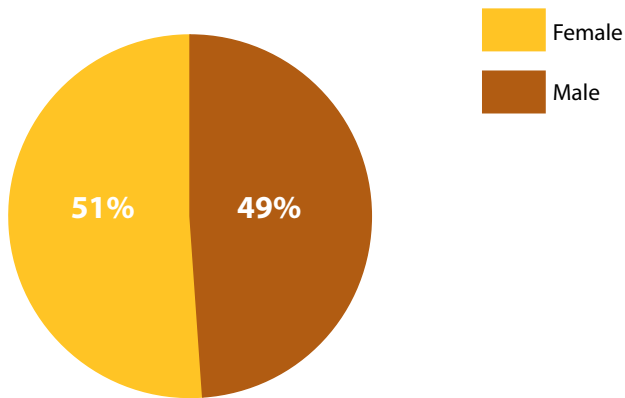


Chart 17: Population Density

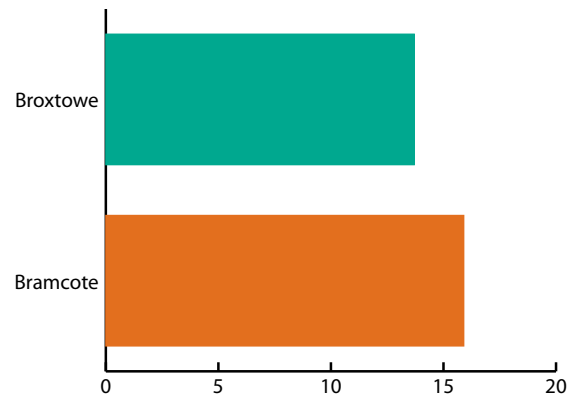


Chart 18: Percentage age profile, by age group, of Bramcote compared to the Borough



- Bramcote has the fourth highest population of all the wards in Broxtowe and a relatively high population density.
- The average age of residents is 45.7 which is higher than the average for Broxtowe suggesting Bramcote has an ageing population.
- Bramcote has 3104 households of which 85% are owner occupied. The average household size is 2.34.
- 63% of the economically active population are employed which is a moderate level for Broxtowe. 21% of the economically inactive are retired which is relatively high for the borough and reflects the older than average population.
- As a measure of deprivation only 15 households are without central heating and only 13% are without a car or van which strongly suggests a relatively affluent ward.
- 83% of the population define themselves as white British which is relatively low and indicates that Bramcote as a fairly diverse multi-cultural community.

M4.2.7 Chilwell East

Chart 19: Total Population 5041

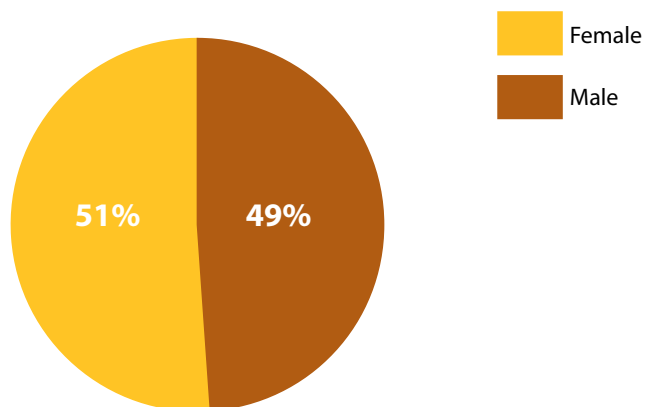


Chart 20: Population Density

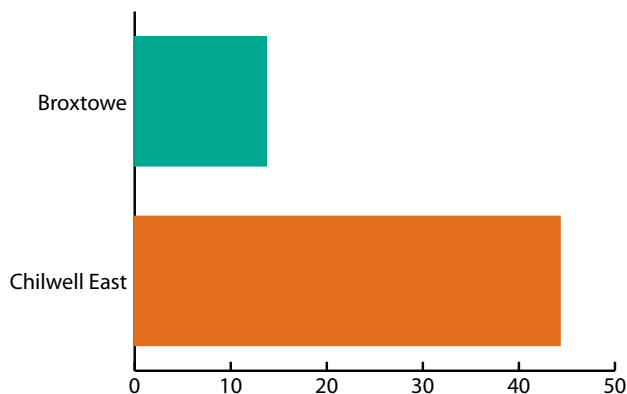
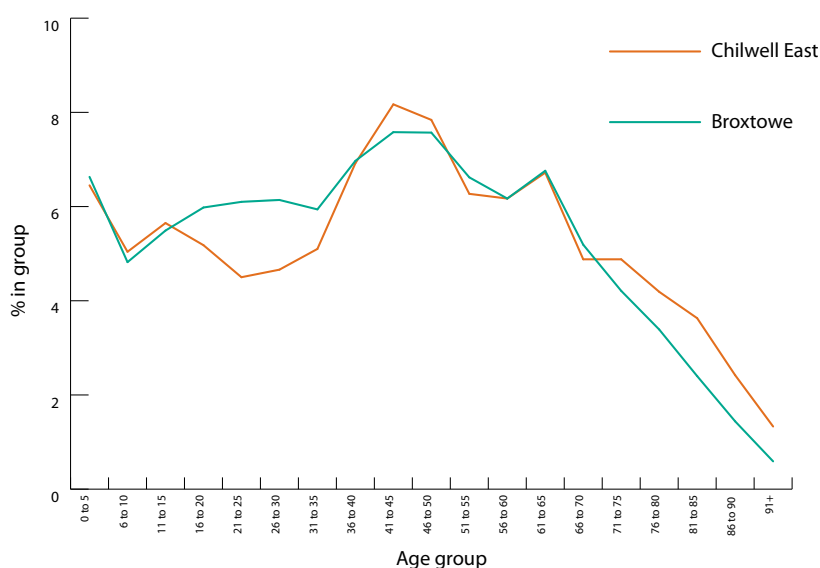


Chart 21: Percentage age profile, by age group, of Chilwell East compared to the Borough



- Chilwell East has a high to moderate population and a high population density when compared to other ward in Broxtowe.
- The average age of residents is 43.8 which is higher than the average for Broxtowe as whole suggesting an ageing population.
- Chilwell East has 2124 households of which 76% are owner occupied. The average household size is 2.37.
- 65% of the economically active population are employed which is relatively high whilst a moderately high proportion (17%) of the economically inactive are retired. This suggests that although the average age is higher, there is a high proportion still at working age.
- As a measure of deprivation Chilwell East has 27 households without central heating which is fairly low. 19% of households do not own a car or van which is lower than the average for the Borough (21.6%). This suggests that Chilwell East is a moderately affluent ward.
- 91% of the population define themselves as white British which is slightly higher than the average for Broxtowe suggesting that Chilwell East has a relatively low representation from other ethnic groups.

M4.2.8 Chilwell West

Chart 22: Total Population 7823

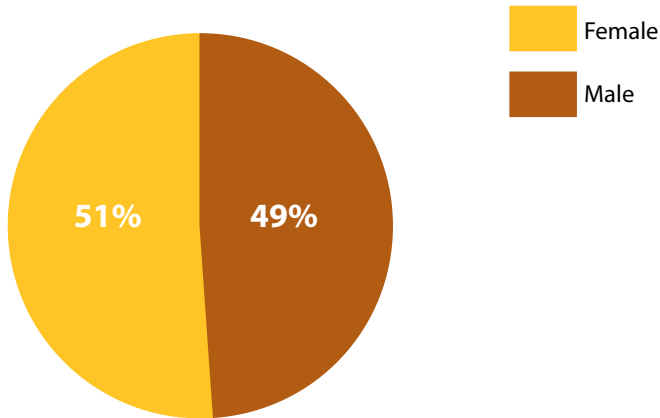


Chart 23: Population Density

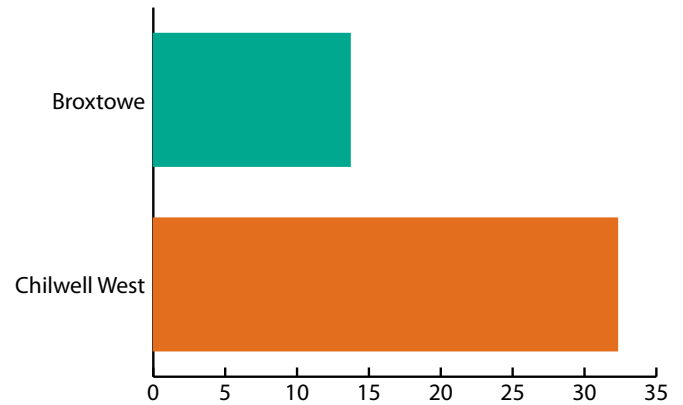
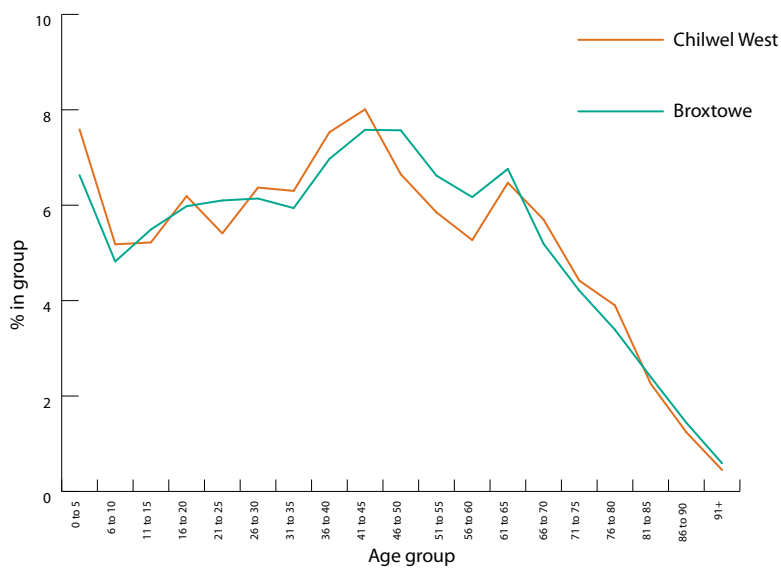


Chart 24: Percentage age profile, by age group, of Chilwell West compared to the Borough



- Chilwell West has the third highest population in the borough and a relatively high population density.
- The average age of residents is 40.7 which is slightly lower than the average for Broxtowe as a whole.
- Chilwell West has 3356 households of which 65% are owner occupied which is low to moderate. The average household size is 2.33.
- 61% of the economically active population are employed. 17% of the economically inactive are retired compared to 16.5% for Broxtowe as a whole.
- As a measure of deprivation 51 households are without central heating which is fairly high but reflective of the high population. 26% of households do not own a car or van which is lower than the average for Broxtowe suggesting that Chilwell West may have some pockets of deprivation.
- 91% of the population define themselves as White British which is slightly higher than the average for Broxtowe suggesting there is not a high level of other ethnic groups represented.

M4.2.9 Nuthall East and Strelley

Chart 25: Total Population 5238

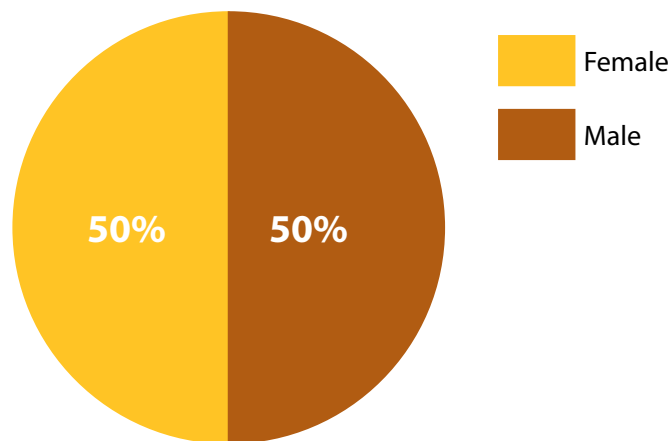


Chart 26: Population Density

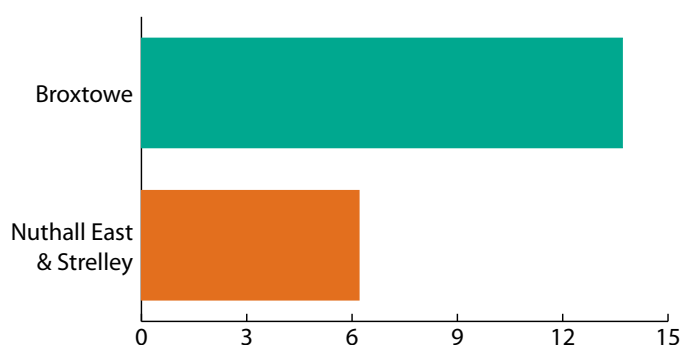
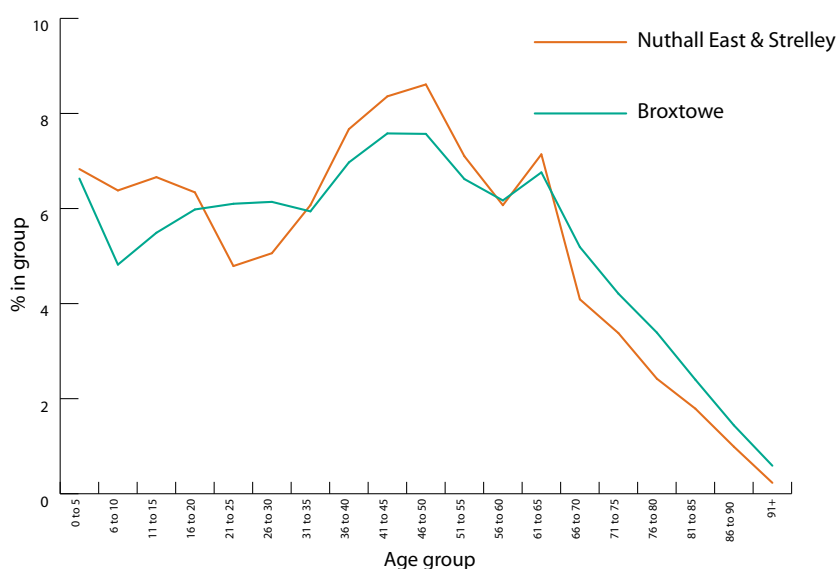


Chart 27: Percentage age profile, by age group, of Nuthall East and Strelley compared to the Borough



- Nuthall East and Strelley has 2022 households of which 88% are owner occupied.
- 68% of the economically active population are employed. 14% of the economically inactive population are retired compared to 16.5% for Broxtowe as a whole which is reflective of the relatively young population.
- As a measure of deprivation, 19 households are without central heating. 8% of households do not have a car or van which is significantly lower than the average for Broxtowe as a whole (21.6%), which suggests that Nuthall East and Strelley is a fairly affluent ward.
- 78% of the residents describe their ethnic origin as White British, which is significantly lower than other wards in Broxtowe suggesting that Nuthall East and Strelley has a multi-cultural population. In particular British Indian Asians have a relatively high representation.

M4.2.10 Stapleford North

Chart 28: Total Population 4772

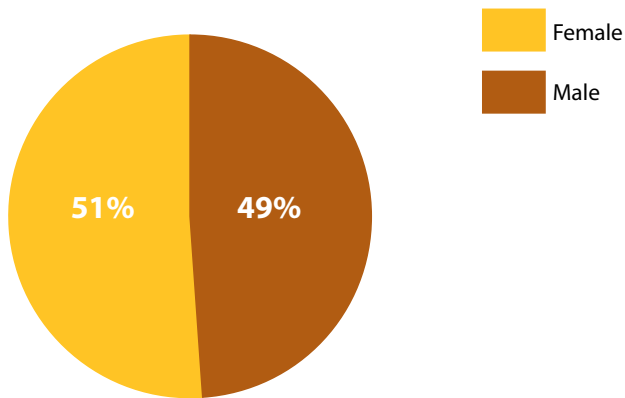


Chart 29: Population Density

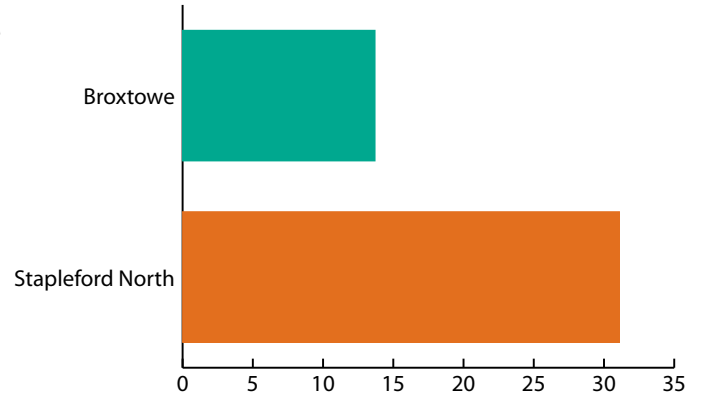
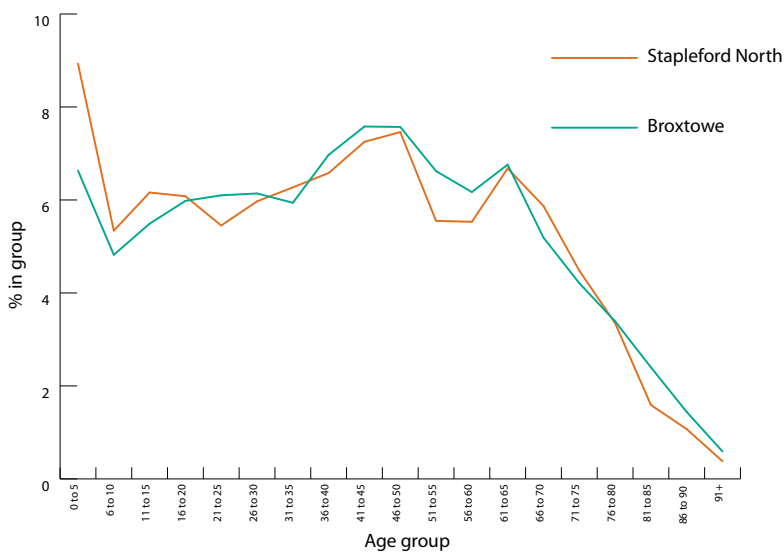


Chart 30: Percentage age profile, by age group, of Stapleford North compared to the Borough



- Stapleford North has a moderately sized population and population density when compared to other Broxtowe wards.
- The average age of residents is 39.5 which is only slightly lower than the average age for Broxtowe.
- Stapleford North has 2030 households of which 66% are owner occupied which is relatively low for Broxtowe. The average household size is 2.35.
- 60% of the economically active population are employed. 17 % of the economically inactive are retired which is close to the average for Broxtowe.
- As a measure of deprivation 48 households are without central heating which is fairly high, also 25% of households do not own a car or van which is above average for the Borough indicating that there are pockets of deprivation in the ward.
- A large proportion (95%) of the population define their ethnic origin as White British indicating that other ethnic groups are underrepresented.

M4.2.11 Stapleford South East

Chart 31: Total Population 4998

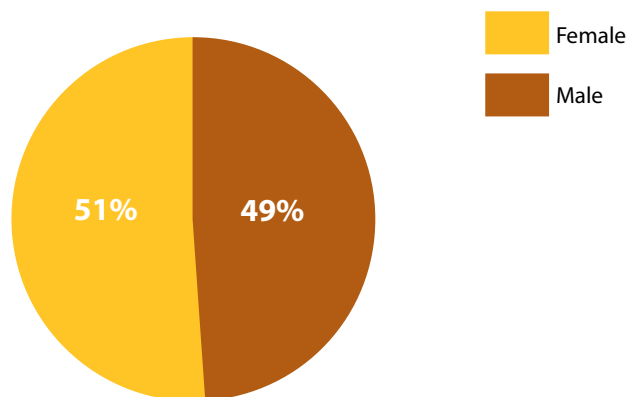


Chart 32: Population Density

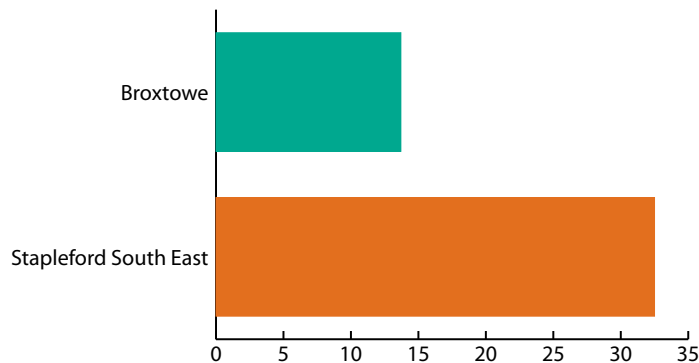
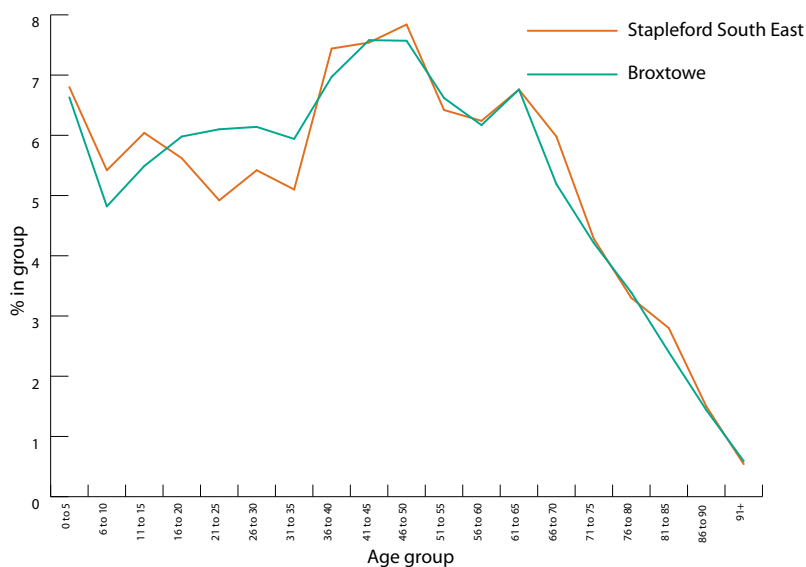


Chart 33: Percentage age profile, by age group, of Stapleford South East compared to the Borough



- Stapleford South East has a moderately high population and population density when compared to other wards in Broxtowe.
- The average age of residents is 41.7 which is fairly close to the average age of the borough as a whole.
- Stapleford South East has 2162 households of which 72% are owner occupied.
- 64% of the economically active population are employed and 17% of the economically inactive population are retired which is indicative of the moderately aged population.
- As a measure of deprivation 27 households are without central heating and 23% of households do not own a car or van which is slightly higher than the average for Broxtowe which indicates there is a small amount of deprivation in Stapleford South East.
- 92% of the population define their ethnic origin as White British, which is slightly higher than the average for the Borough, indicating that other ethnic groups are relatively underrepresented.

M4.2.12 Stapleford South West

Chart 34: Total Population 5471

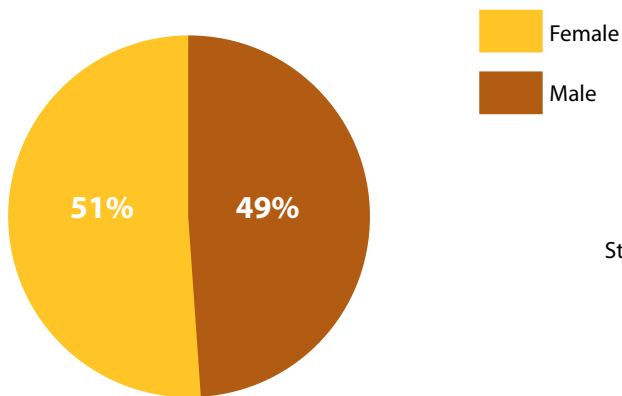


Chart 35: Population Density

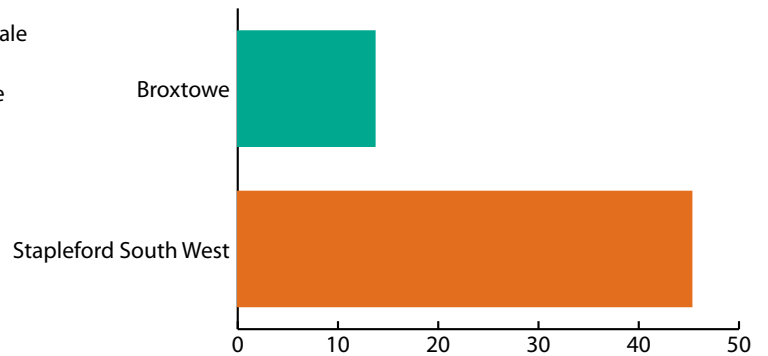
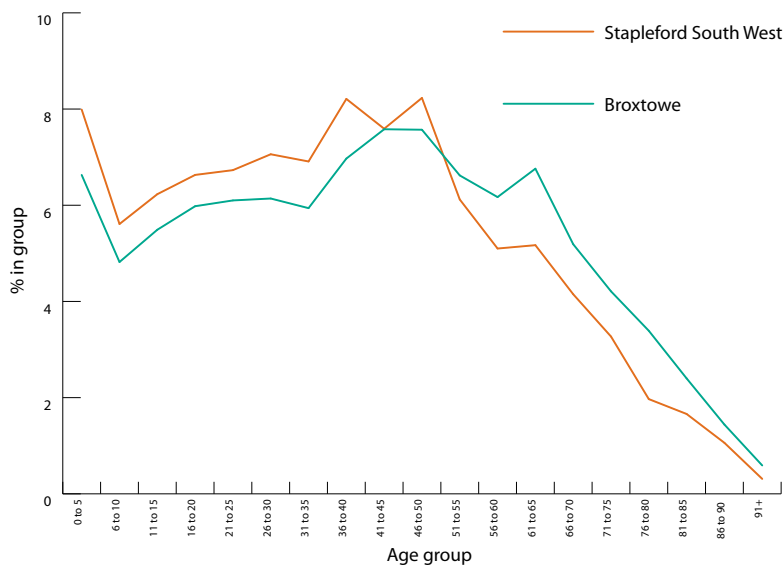


Chart 36: Percentage age profile, by age group, of Stapleford South West compared to the Borough



- Stapleford South West has a relatively high population and population density when compared to other wards in Broxtowe.
- The average age of the population is 37.6 which is significantly lower than average for the Borough indicating a relatively young population.
- Stapleford South West has 2327 households of which 71.34% are owner occupied. The average household size is 2.35.
- 69% of the economically active population are employed. 12.5% of the economically inactive population are retired which is relatively low for the Borough and reflects the relatively young population.
- As a measure of deprivation 87 households are without central heating and 24% of households do not own a car or van which is above average for the borough indicating that there are pockets of deprivation in the ward.
- 94% of the population define their ethnic origin as white British and other ethnic groups are relatively underrepresented.

M4.2.13 Toton and Chilwell Meadows

Chart 37: Total Population 8238

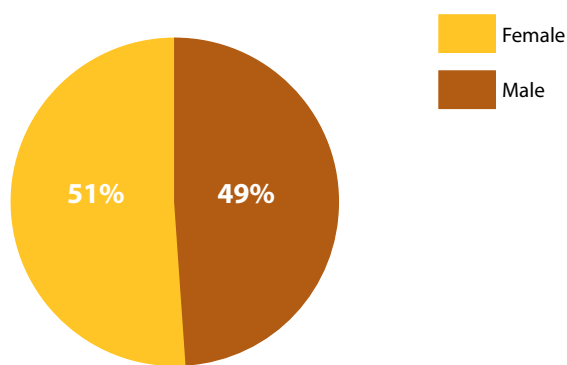


Chart 38: Population Density

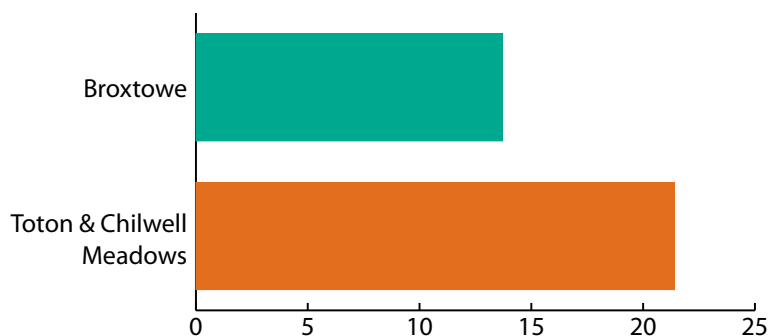
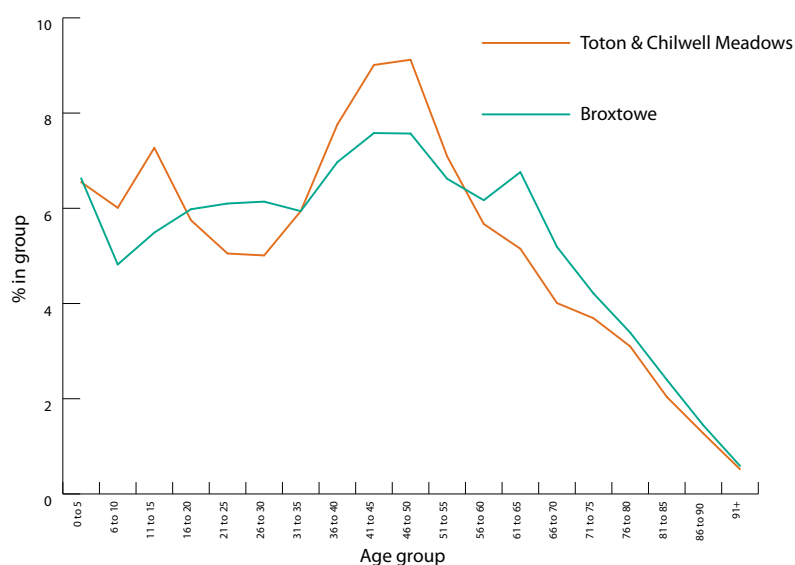


Chart 39: Percentage age profile, by age group, of Toton and Chilwell Meadows compared to the Borough



- Toton and Chilwell Meadows has the second highest population in Broxtowe and has a moderate population density.
- The average age is 39.7 which is lower than the average age for Broxtowe indicating a young population.
- Toton and Chilwell Meadows has 3350 households of which 84% are owner occupied. The average household size is 2.46.
- 72% of the economically active population are employed which is the highest proportion in the Borough. 13.6% of the economically inactive population are retired which is lower than the average for Broxtowe. This is reflective of the young population.
- As a measure of deprivation 43 households are without central heating which is low considering the high population. 10.3% of houses do not own a car or van which is quite significantly lower than the average for the Borough at 21.6%. This indicates a relatively affluent ward.
- 91% of residents define their ethnic origin as White British which is slightly higher than the average for the Borough with a moderate representation from other ethnic groups.

M4.2.14 Trowell

Chart 40: Total Population 2378

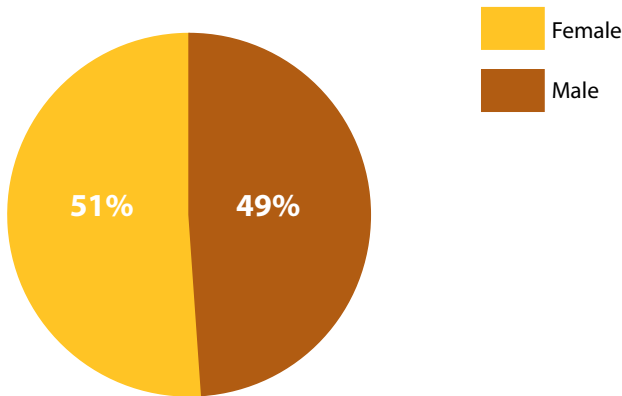


Chart 41: Population Density

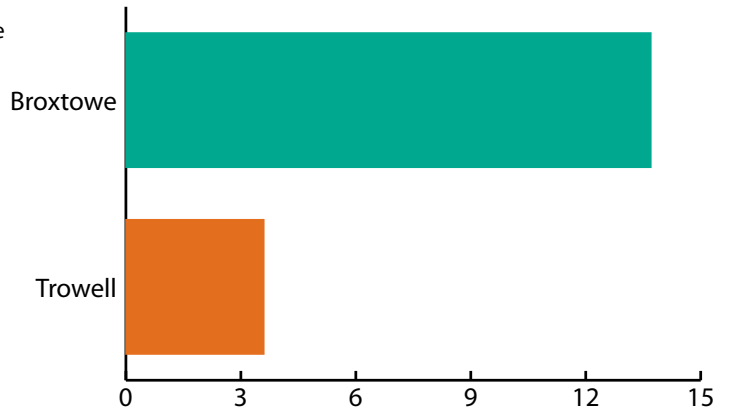


Chart 42: Percentage age profile, by age group, of Trowell compared to the Borough



- Trowell has a relatively low population and population density when compared to other Broxtowe wards.
- The average age is 44.9 which are the highest in Broxtowe indicating an ageing population.
- Trowell has 1007 households of which 90% are owner occupied. The average household size is 2.36.
- 64 % of the economically active population are employed. 21% of the economically inactive population are retired compared to 16.5% for Broxtowe as a whole, which is reflective of the older than average population.
- As a measure of deprivation, 12 households have reported they are without central heating and 11.7% do not own a car or van both of which are low for the borough indicating that Trowell is a relatively affluent ward.
- A large proportion (95%) defines their ethnic origin as White British with other ethnic groups relatively underrepresented.

Locally distinctive issues

M5.1.1 The area defined as the main built up area of Nottingham in the Core Strategy contains the continuous built up area in the South of Broxtowe including Beeston, Bramcote, Chilwell, Attenborough, Toton, Stapleford together with the built up areas of Trowell and Nuthall east of the M1 motorway.

M5.2 Housing Land Availability

M5.2.1 In the 2013 Strategic Housing Land Availability Assessment it is reported that there is a need to find sites to accommodate 1284 dwellings above existing known sites and a windfall allowance of 200 homes, within the existing settlement of which 450 homes are proposed to be allocated in the Core Strategy at Field Farm. The strategy of urban concentration with regeneration in the Core Strategy directs the majority of new housing provision in Broxtowe to this area (3,600 homes). Given the high overall housing provision for this area it may be necessary to make specific allocations that are larger than those at the smaller settlements in Broxtowe.

M5.3 Potential for Affordable Housing provision

M5.3.1 There is a significant divergence between pockets of relative affluence and relative deprivation in this area. All three wards in Stapleford have higher than average homes without central heating and without a car. Within this ward it may be difficult to achieve a high level of affordable housing provision albeit the proposed allocation at Field Farm can achieve 25% affordable housing provision which seems to indicate that some larger allocations can create their own housing sub market even when they are adjacent to relatively deprived areas. However elsewhere in this area there are much more affluent areas including in Toton, Attenborough, Bramcote and Chilwell East wards. It may therefore be possible to achieve higher levels of affordable housing provision on sites in these areas. The south west of Broxtowe is one of the areas where there is the highest need for new affordable housing.

M5.4 Characteristics of the existing population

M5.4.1 In terms of age and economic activity the wards with a younger than average population include the Beeston, Stapleford (apart from South East) and Toton wards. Attenborough, Bramcote and Trowell have average ages of residents significantly above the Borough Average. There are high levels of unemployment in some areas of Stapleford and in Chilwell west.

M5.4.2 The younger average ages of residents in Beeston may indicate the popularity of this area for students. Any provision for specialist accommodation for the elderly may be more appropriate in or near to Attenborough, Bramcote or Trowell.

M5.5 Green Belt boundary changes

M5.5.1 Information in the Broxtowe Housing Land Availability Report published in March 2013 includes the point that logical Green Belt boundaries adjacent to the main built up area of Nottingham may include the railway line to the north of Field Farm and further east and the M1 motorway adjacent to Nuthall. It is also reported in the site schedule in the Core Strategy for the proposed strategic location for growth adjacent to the proposed HS2 station at Toton, that east of Toton Lane, a defensible green belt boundary may be the proposed tram line and park and ride.

M5.6 Employment Allocations

M5.6.1 There remain significant numbers of existing employment allocations within the Main built up area. Some of these may be appropriate to consider for reallocation to residential uses in order to minimise the need to make new allocations for housing outside of the built up area. However it is also the case that there are significant opportunities for new businesses to locate in this area taking advantage of the good transport links along the A52 and access to the M1 motorway and a large available local workforce.

M5.7 Regeneration issues

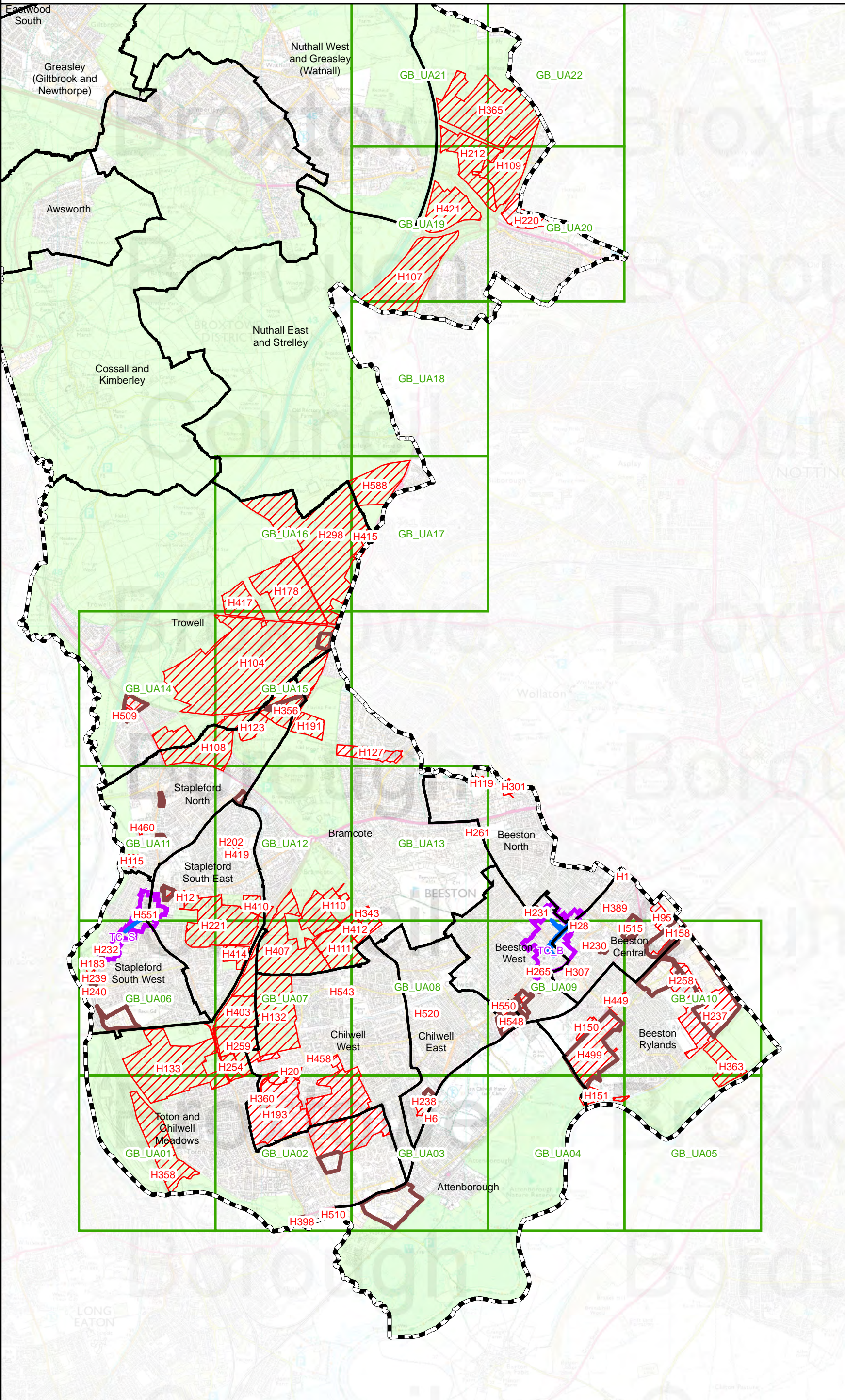
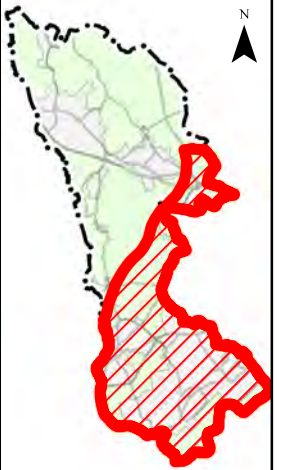
M5.7.1 The town centre of Stapleford is identified in Policy 6 of the Core Strategy as being in need of enhancement and the ward of Stapleford north has high levels of unemployment. The allocation at Field Farm in the Core Strategy is intended to assist in directing inward investment to the town to help with these challenges and further allocations in the Stapleford area may also help with this.

M5.7.2 Beeston is a successful town centre and is likely to be more attractive for inward investment once the tram is complete which is expected at the end of 2014. There are major ambitions for redevelopment of Beeston Square and an adopted Beeston town centre plan, which identifies development opportunities in the town.

M5.8 Heritage Assets

M5.8.1 There are several conservation areas in the area together with numerous listed buildings both in the urban areas and also in the wider rural areas. It will be important to ensure that new allocations preserve or enhance local heritage assets as far as possible.

M5.8.2 The map on the following page shows the potential development sites in and around the Main Built up area.



-  Broxtowe Boundary
-  Ward Boundary
-  Employment Sites
-  Settlement Zone
-  Potential Housing Sites
-  Prime Shopping Frontages
-  Town Centre Boundaries
-  Green Belt Extent

New Housing

Chart 43: Proportion of development required by Settlement Area to meet the need set out in the Core Strategy

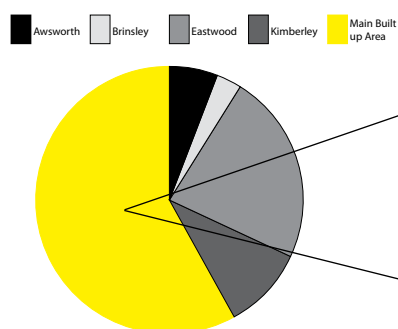
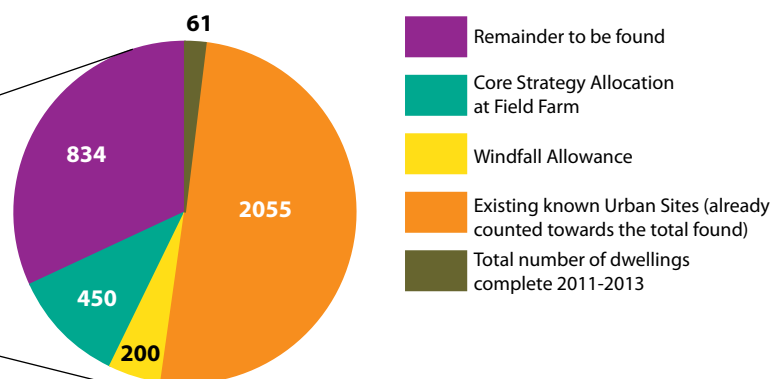


Chart 44: source of the dwellings needed to meet Main Built up Area housing requirement



M6.1 Potential Housing Delivery Assessment:

M6.1.1 Table 2 below shows a summary of the number of dwellings left to be found in the over the next 15 years. The Core Strategy sets a requirement of at least 3600 dwellings to be built in the Main Built up Area. Since this requirement was set 61 dwellings have already been built (net figure taking into account tram demolitions) and space for 2055 dwellings have been found on sites within the existing urban area of the Main Built up Area. 200 dwellings are expected to be delivered on windfall sites (i.e. small infill sites that are currently not known about). Space for 450 dwellings has also been found at the Core Strategy Allocation at Field Farm. This leaves an outstanding requirement for 834 dwellings left to be found.

Table 2:

	Number of Dwellings
Core Strategy Main Built up Area Requirement	3600
Less total number of dwellings complete 2011-2013	-67
Less known urban sites (already counted towards the total found)	-2055
Less windfall allowance	-200
Less Core Strategy Allocation at Field Farm	-450
Total left to find in Main Built up Area	834

M6.1.2 Table 3 shows in more detail the source of the 2055 dwellings from known sites found within the existing urban area of the Main Built up Area. For a full list of all of the sites please see the Strategic Housing Land Availability Assessment (SHLAA) 2013.

Table 3: Urban Sites

Existing known Sites (Already Counted towards the total found)	
Site Status	Total Number of Dwellings
Sum of sites with planning permission and/or under construction	111
Sum of sites where planning permission has lapsed or been refused but where development is considered suitable	228
Sum of sites not benefitting from planning permission but where development may be suitable	966
Sum of outstanding 2004 Local Plan Residential Allocation	90

Existing known Sites (Already Counted towards the total found)	
Site Status	Total Number of Dwellings
Sum of outstanding 2004 Local Plan Employment Allocation	110
Sum of Core Strategy Strategic Site/Location for Growth	550
Sub Total	2055

M6.1.3 Table 4 shows the potential choice of sites and total number of dwellings that could be achieved from sites located within the Green Belt. **Please note that as the outstanding requirement is 834 dwellings not all of the Green Belt sites will be required.**

M6.1.4 The table also shows the Tribal Appraisal of Green Belt Sites that ‘Could be Suitable if Green Belt Policy Changes’ with Broxtowe Borough Council commentary on the extent of a defensible physical boundary taken from the Broxtowe Housing Land Availability Report published in March 2013. The Green Belt sites were ranked against each other in terms of meeting certain criteria as shown in the colour-code below.

Key:

	Assessed as meeting all three criteria
	Assessed as meeting two criteria
	Assessed as meeting zero or one criteria

Table 4: Green Belt Sites

SHLAA Site Ref	Site Name	Ward	Potential Dwelling Number	Three Criteria		
				Settlement Recommended in Tribal	Direction for Growth Recommended in Tribal	Defensible Physical Boundary assessed by Broxtowe Borough Council
Allocation Options deemed ‘Could be Suitable if Green Belt Policy Changes’						
356	East of Field Farm Sidings Lane Bramcote	Stapleford North	126	Yes – High suitability, high scale	Yes (as part of potential SUE)	Mostly yes – railway line to the North. If including land to the South West, the site would be linked to the allocated site in the Core Strategy at Field Farm.
133	Land at Toton Lane Stapleford	Toton And Chilwell Meadows	695	Yes – High suitability, high scale	Yes	Yes

SHLAA Site Ref	Site Name	Ward	Potential Dwelling Number	Three Criteria		
				Settlement Recommended in Tribal	Direction for Growth Recommended in Tribal	Defensible Physical Boundary assessed by Broxtowe Borough Council
415	Ashlands Bilborough Road Trowell	Trowell	44	Yes – High suitability, high scale	Yes (as part of potential SUE)	No, without substantial additional land. (Rising land to the North West could form a boundary for a site with substantial additional land).
254	Land East of Toton Lane/ Stapleford Lane, Toton	Toton And Chilwell Meadows	60	Yes – High suitability, high scale	No	Yes in part – tram terminus to North
412	Chilwell Lane Bramcote (sth of Common Lane)	Chilwell West	74	Yes – High suitability, high scale	No	No, in isolation
123	Coventry Lane Bramcote	Stapleford North	74	Yes – High suitability, high scale	Yes (as part of potential SUE)	Yes in part – Boundary Brook and allocated site in the Core Strategy at Field Farm to the North West. No to the North East, without additional land being proposed for development.
410	Land South Of 45 Baulk Lane Stapleford	Bramcote	92	Yes – High suitability, high scale	No	Yes in part – A52 to East
414	Land Behind Sisley Avenue, Stapleford	Stapleford South East	99	Yes – High suitability, high scale	No	Yes in part – A52 to East
259	Land off Toton Lane, Toton – East	Toton And Chilwell Meadows	100	Yes – High suitability, high scale	No	Yes in part – tram terminus (on part of this site) amounts to a defensible boundary for the land to the south of the site. Otherwise no, without substantial additional land.

SHLAA Site Ref	Site Name	Ward	Potential Dwelling Number	Three Criteria		
				Settlement Recommended in Tribal	Direction for Growth Recommended in Tribal	Defensible Physical Boundary assessed by Broxtowe Borough Council
403	Bardills Garden Centre Toton Lane Stapleford	Toton And Chilwell Meadows	150	Yes – High suitability, high scale	No	No, without substantial additional land
111	Land off Moss Drive Bramcote	Bramcote	150	Yes – High suitability, high scale	No	No, without substantial additional land
407	Land Between A52 Stapleford And Chilwell Lane Bramcote	Bramcote	250	Yes – High suitability, high scale	No	No, without substantial additional land
107	Land at Woodhouse Way Nuthall	Nuthall East And Strelley	300	Yes – High suitability, high scale	No	Yes. M1 Motorway and a preferred route running through the site, which if implemented as currently proposed will make housing undeliverable on the majority of the site.
132	Land at Wheatgrass Farm Toton	Chilwell West	300	Yes – High suitability, high scale	No	No, without substantial additional land for the majority of the site. The proposed NET line could amount to a defensible boundary for some development at the far South of the site.

SHLAA Site Ref	Site Name	Ward	Potential Dwelling Number	Three Criteria		
				Settlement Recommended in Tribal	Direction for Growth Recommended in Tribal	Defensible Physical Boundary assessed by Broxtowe Borough Council
358	Toton Sidings Derby Road Stapleford	Toton And Chilwell Meadows	417	Yes – High suitability, high scale	Yes	Yes. Delivery of dwellings will be severely impacted by the preferred location for a HS2 station at Toton Sidings.
178	Land Between Elton And The Woodards Bilborough Road Trowell	Trowell	760	Yes – High suitability, high scale	Yes (as part of potential SUE)	No, without substantial additional land. (Rising land to the North West could form a boundary for a site with substantial additional land).
298	Spring Farm Nottingham Road Trowell Moor Trowell	Trowell	1140	Yes – High suitability, high scale	Yes (as part of potential SUE)	No, without substantial additional land. (Rising land to the North West could form a boundary for a site with substantial additional land).
104	Land off Coventry Lane Bramcote	Bramcote	1520	Yes – High suitability, high scale	Yes (as part of potential SUE)	No, without substantial additional land. (Rising land to the North West could form a boundary for a site with substantial additional land).
Site Deemed Unsuitable (Non Deliverable or Developable)						
109	Low Wood Road Nuthall	Nuthall East And Strelley	-	-	-	-
110	Land off Moss Drive Bramcote	Bramcote	-	-	-	-
115	Mill Farm Stapleford	Stapleford North	-	-	-	-

SHLAA Site Ref	Site Name	Ward	Potential Dwelling Number	Three Criteria		
				Settlement Recommended in Tribal	Direction for Growth Recommended in Tribal	Defensible Physical Boundary assessed by Broxtowe Borough Council
119	Land at Coopers Green Beeston	Beeston North	-	-	-	-
127	Bramcote Hills Golf Club Thoresby Road Bramcote	Bramcote	-	-	-	-
151	Beeston Marina Riverside Road Beeston	Beeston Rylands	-	-	-	-
158	Storage Yard Bowden Drive Boulevard Industrial Park Beeston	Beeston Central	-	-	-	-
183	Sports Ground, Bailey Street, Stapleford	Stapleford South West	-	-	-	-
191	Land Off Coventry Land And Moor Farm Inn Bramcote	Bramcote	-	-	-	-
193	Chetwynd Barracks Chetwynd Road Chilwell	Toton And Chilwell Meadows	-	-	-	-
196	North of Hall Gardens Bramcote	Bramcote	-	-	-	-
202	Central Avenue Play Area Central Avenue Stapleford	Stapleford South East	-	-	-	-
212	East of Motorway/North of Nottingham Road Nuthall	Nuthall East And Strelley	-	-	-	-
221	NW of A52 Stapleford Hill Top Farm	Nuthall East And Strelley	-	-	-	-
240	West End Street Stapleford	Stapleford South West	-	-	-	-
307	116 Station Road Beeston	Beeston Central	-	-	-	-
363	Weirfields South-East of Canal Side Beeston	Beeston Rylands	-	-	-	-
365	East of Motorway / West of Low Wood Road Nuthall	Nuthall East And Strelley	-	-	-	-
417	Land North of Nottingham Rd, Trowell	Trowell	-	-	-	-
421	Land at Nottingham Rd Nuthall bounded by A610 & M1	Nuthall East And Strelley	-	-	-	-
510	Land Rear Of Chilwell Retail Park Barton Lane Attenborough	Attenborough	-	-	-	-
515	Evelyn Street Beeston	Beeston Central	-	-	-	-
550	Land At High Road Chilwell	Chilwell East	-	-	-	-

SHLAA Site Ref	Site Name	Ward	Potential Dwelling Number	Three Criteria		
				Settlement Recommended in Tribal	Direction for Growth Recommended in Tribal	Defensible Physical Boundary assessed by Broxtowe Borough Council
Allocation Options deemed 'Could be Suitable if Other Policy Changes'						
220 ²	Land East of Low Wood Road Nuthall	Nuthall East And Strelley	50	-	-	-

M6.1.5 The following are extracts for Main Built Up Area from the Strategic Housing Land Availability Assessment (<http://www.broxtowe.gov.uk/index.aspx?articleid=12582>) for you to consider in selecting sites for allocation in the local plan. Please consider the potential numbers of houses from the sites in order to meet the strategic need in Main Built Up Area and when the houses could probably be delivered to meet the rolling five year housing supply required by the Government.

Site Ref	Site Name	Delivery	Potential Number of Dwellings	Pages
265	Beeston Police Station Chilwell Road Beeston	0-5 Years	10	48-49
520	Garages off Hall Drive Chilwell	0-5 Years	10	50-51
551	Feathers Inn 5 Church Street Stapleford	0-5 Years	10	52-53
419	Wadsworth Rd, Stapleford, Nottingham	0-5 Years	11	54-55
543	Inham Nook Methodist Church Pearson Avenue Chilwell	0-5 Years	11	56-57
6	N K Motors, 205a Bye Pass Road, Chilwell	0-5 Years	12	58-59
28	Hofton & Son Ltd Regent Street Beeston	0-5 Years	12	60-61
458	Wyndham Court Field Lane Chilwell	0-5 Years	13	62-63
301	7A Middleton Crescent Beeston	0-5 Years	15	64-65
239	Works Bailey Street Stapleford	0-5 Years	15	66-67
460	Peatfield Court Peatfield Road Stapleford	0-5 Years	20	68-69
238	Long Eaton Textiles, 168 By Pass Road, Chilwell	0-5 Years	24	70-71
389	Neville Sadler Court, Beeston	0-5 Years	27	72-73
509	Trowell Freight Depot Stapleford Road Trowell	0-5 Years	33	74-75
51	Units 12-15 Pinfold Trading Estate Nottingham Road Stapleford	0-5 Years	50	76-77
408	Myford Machine Tools Wilmot Lane Beeston	0-5 Years	81	78-79
95	Allotments, Hassocks Lane, Beeston	0-5 Years	130	80-81
1	92-106 Broadgate Beeston	6-10 Years	10	82-83
310	Neville Sadler Court Beeston	6-10 Years	10	84-85
231	Wollaton Road Beeston	6-10 Years	12	86-87

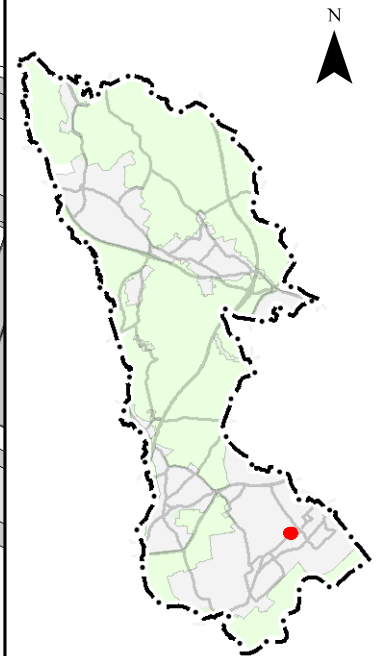
² Appeal in progress for 116 dwellings however 50 is deemed more realistic as a result of the constraints on the site.

Site Ref	Site Name	Delivery	Potential Number of Dwellings	Pages
12	Moults Yard, 68-70 Nottingham Road, Stapleford	6-10 Years	13	88-89
548	Beeston Van Hire 2 Barton Way Chilwell	6-10 Years	19	90-91
261	Brethren Meeting Hall Hillside Road Beeston	6-10 Years	20	92-93
449	Beeston Cement Depot Station Road Beeston	6-10 Years	21	94-95
230	Lower Regent Street Beeston	6-10 Years	22	96-97
398	Manor Garage 365 Nottingham Road Toton	6-10 Years	27	98-99
135	Field Lane Chilwell	6-10 Years	34	100-101
343	St Johns College, Peache Way, Bramcote	6-10 Years	25	102-103
150	Beeston Maltings, Dovecote Lane, Beeston	6-10 Years	56	104-105
420	Land North of Stapleford Road Trowell, E of M1	6-10 Years	60	106-107
20	Chetwynd Barracks Chetwynd Road Chilwell	6-10 Years	61	108-109
360	Chetwynd Barracks Chetwynd Road Chilwell	6-10 Years	61	110-111
195	Former Bartons Bus Depot Queens Road Chilwell	6-10 Years	110	112-113
258	Land at Lilac Grove, Beeston	6-10 Years	150	114-115
499	Beeston Business Park Technology Drive Beeston	6-10 Years	200	116-117
237	The Boots Company Beeston site	6-10 Years	400	118-119
232	Sandiacre Road Stapleford	11-15 Years	28	120-121
415	Ashlands Bilborough Road Trowell	Could be suitable if policy changes	44	122-123
220	Land East of Low Wood Road Nuthall	Could be suitable if policy changes	50	124-125
254	Land East of Toton Lane/Stapleford Lane, Toton	Could be suitable if policy changes	60	126-127
412	Chilwell Lane Bramcote (sth of Common Lane)	Could be suitable if policy changes	74	128-129
123	Coventry Lane Bramcote	Could be suitable if policy changes	74	130-131
410	Land South Of 45 Baulk Lane Stapleford	Could be suitable if policy changes	92	132-133
414	Land Behind Sisley Avenue, Stapleford	Could be suitable if policy changes	99	134-135
259	Land off Toton Lane, Toton – East	Could be suitable if policy changes	100	136-137
356	East of Field Farm Sidings Lane Bramcote	Could be suitable if policy changes	126	138-139
403	Bardills Garden Centre Toton Lane Stapleford	Could be suitable if policy changes	150	140-141
111	Land off Moss Drive Bramcote	Could be suitable if policy changes	150	142-143
407	Land Between A52 Stapleford And Chilwell Lane Bramcote	Could be suitable if policy changes	250	144-145
107	Land at Woodhouse Way Nuthall	Could be suitable if policy changes	300	146-147
132	Land at Wheatgrass Farm Chilwell	Could be suitable if policy changes	300	148-149

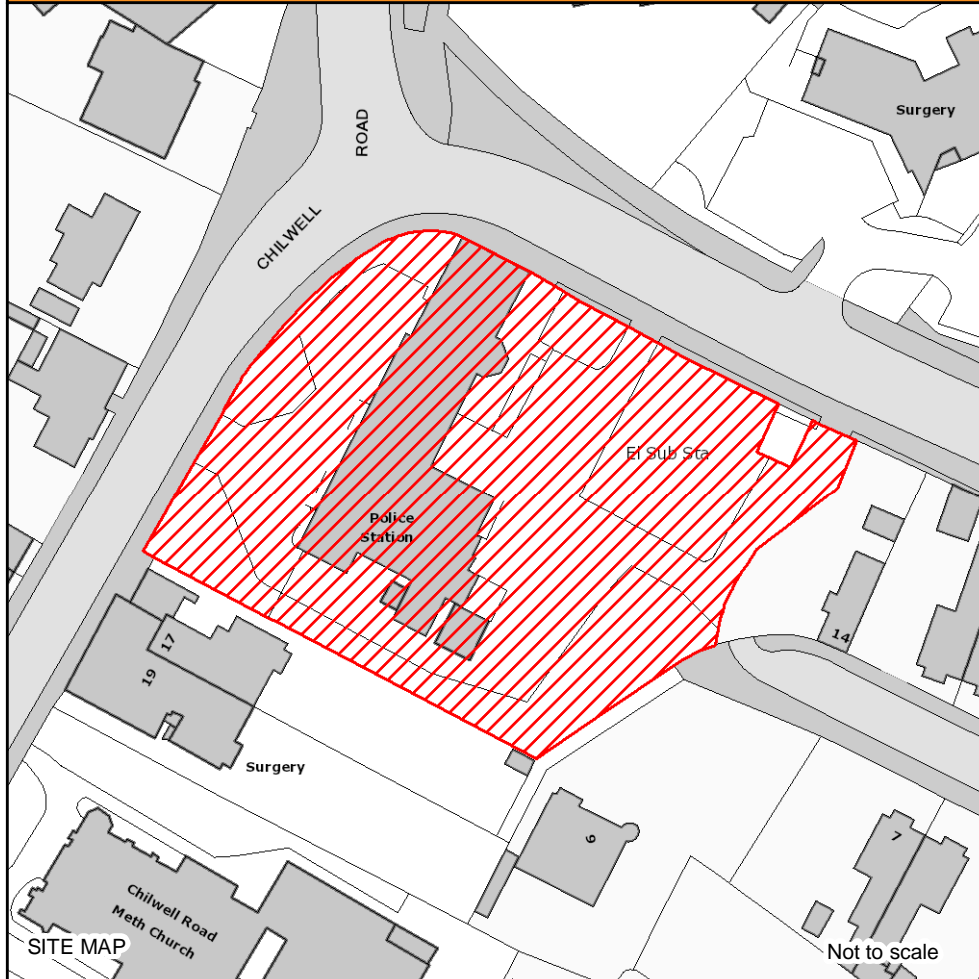
Site Ref	Site Name	Delivery	Potential Number of Dwellings	Pages
588	Land to the west of Bilborough Road Strelley	Could be suitable if policy changes	311	150-151
358	Toton Sidings Derby Road Stapleford	Could be suitable if policy changes	417	152-153
108	Field Farm Land north of Ilkeston Road Stapleford	Could be suitable if policy changes	450	154-155
178	Land Between Elton And The Woodards Bilborough Road Trowell	Could be suitable if policy changes	526	156-157
133	Land at Toton Lane Stapleford	Could be suitable if policy changes	695	158-159
298	Spring Farm Nottingham Road Trowell Moor Trowell	Could be suitable if policy changes	1140	160-161
104	Land off Coventry Lane Bramcote	Could be suitable if policy changes	1520	162-163



MAIN BUILT UP AREA

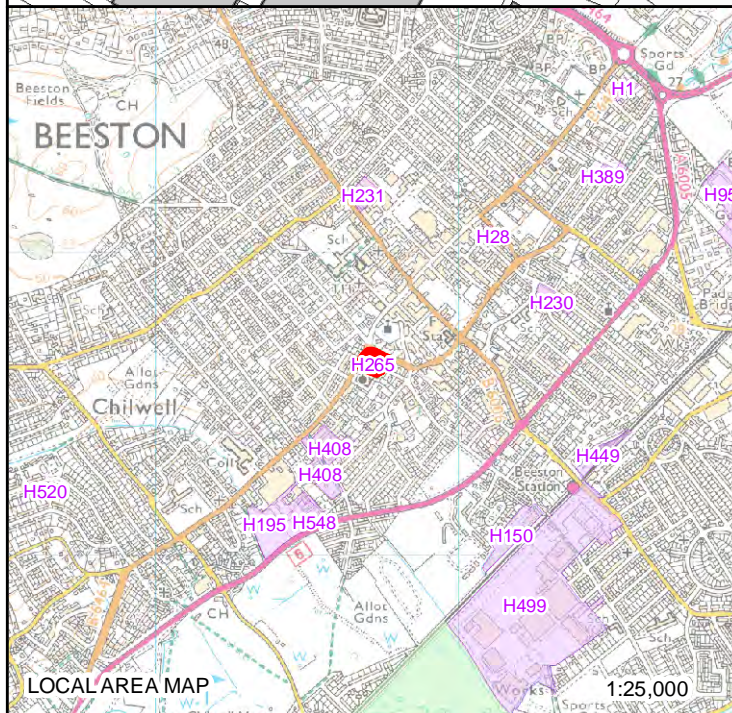


BOROUGH MAP



SITE MAP

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




LOCAL AREA MAP

Final Reasoned Judgement:

Suitable urban location with no existing uses on site that would require re-location. Site is available for development and is therefore considered to be deliverable.

Constraints on the site include a Grade II Listed building and Conservation Area.

-  SHLAA Site
-  Other SHLAA sites
-  Green Belt Extent
-  Broxtowe Boundary

Site area (ha): **0.4**
 Potential dwellings: **10**
 Site type: **Urban**

0-5 Years

Published Site Constraints

Site Reference: 265

Beeston Police Station Chilwell Road Beeston

Site Area 0.37

Easting: 452708

Northing: 336643

Planning Policy Status

Non-allocated and No Planning Permission

Existing Use

Former Police Station

Location

Within MBA

Previously developed in whole or part

100% Previously Developed Land

Material Planning Policy Considerations except Land Use

No significant other constraints

Landscape Quality and Character

N/A

Agricultural Land

N/A

Topographical Constraints

No topographical constraints

Ridgelines and Site Prominence

N/A

Highways Infrastructure Constraints

Existing highway network has capacity

Utilites Water

Not likely to be an issue

Utilities Gas and Electricity

Not likely to be an issue

EIA

N/A

Bad Neighbours

Setting with no adverse effects

Flood Risk

EA Maps suggest area at no risk from flooding

Natural Environmental Constraints

No environmental constraints or designations

Built Environmental Constraints

Grade II Listed Buildings present on site

Contaminated Land Issues

No Known Constraints

Conservation Area Status

Site located within a designated Conservation Area

Ownership Constraints

No ownership problems; all owners supporting development

Operational or Tenancy Issues

Site is Vacant

Info from Housing Market

Strong

Public Transport Accessibility

Within 10 minutes walk of a bus stop

Proximity to Tram Stops

Within 5 minute walk of a tram stop

Facilities within the Locality

District/Town Centre within 10-15 minute walk

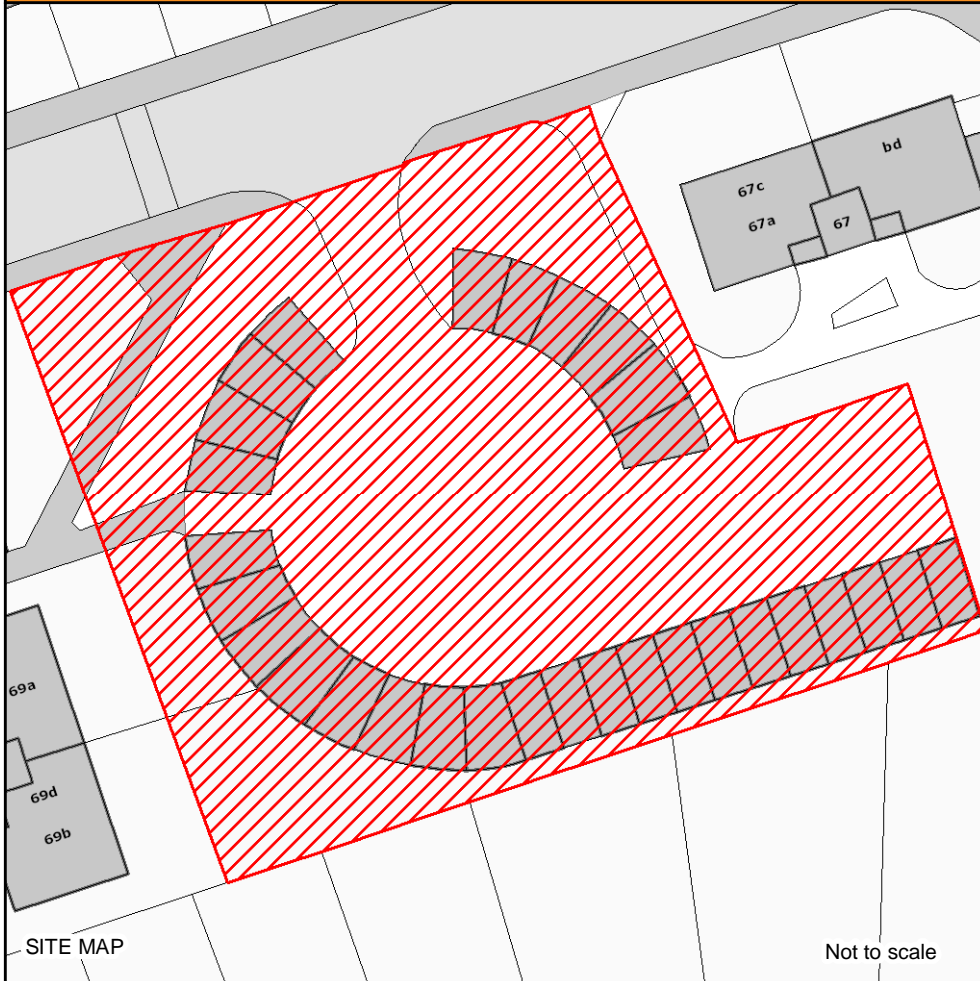
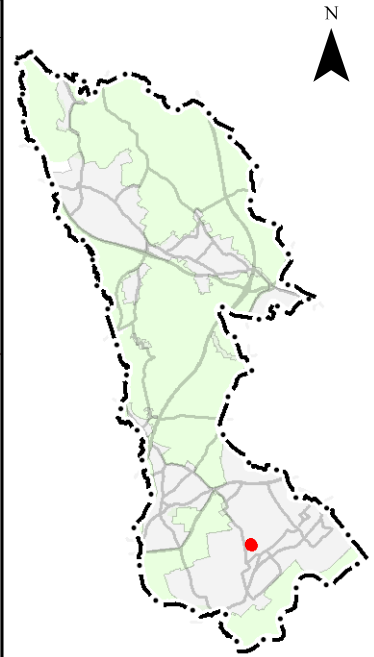
Pedestrian and Cycling accessibility to site

Moderate number of basic pedestrian / cycle routes linking site to centres of residence

Green Infrastructure Public Benefit



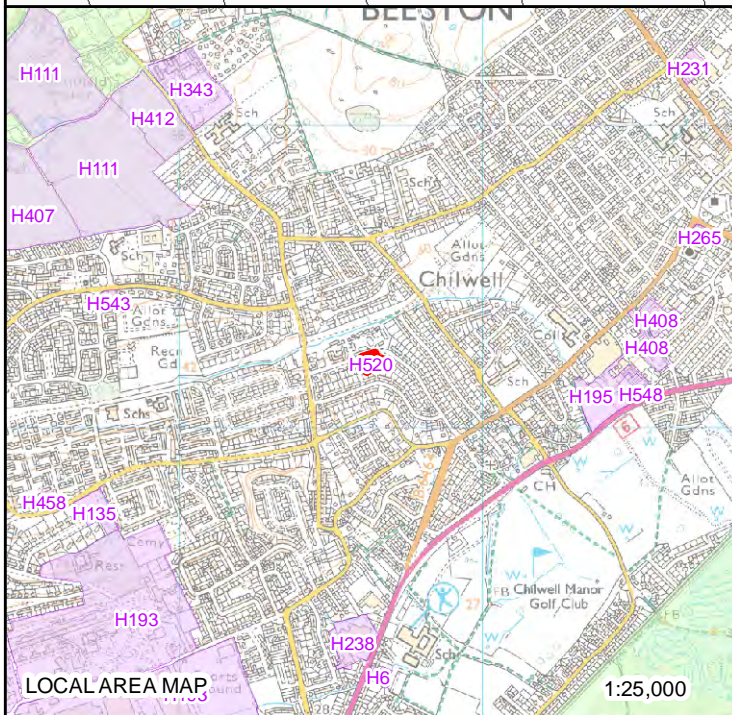
MAIN BUILT UP AREA



SITE MAP

Not to scale

BOROUGH MAP



Final Reasoned Judgement:
 Planning permission granted for 10 dwellings, the site is considered to be deliverable and developable.

- SHLAA Site
- Other SHLAA sites
- Green Belt Extent
- Broxtowe Boundary

Site area (ha): **0.2**
 Potential dwellings: **10**
 Site type: **Urban**

0-5 Years

Published Site Constraints

Site Reference: 520

Site Area 0.19

Planning Policy Status

Existing Use

Location

Previously developed in whole or part

Material Planning Policy Considerations except Land Use

Landscape Quality and Character

Agricultural Land

Topographical Constraints

Ridgelines and Site Prominence

Highways Infrastructure Constraints

Utilites Water

Utilities Gas and Electricity

EIA

Bad Neighbours

Flood Risk

Natural Environmental Constraints

Built Environmental Constraints

Contaminated Land Issues

Conservation Area Status

Ownership Constraints

Operational or Tenancy Issues

Info from Housing Market

Public Transport Accessibility

Proximity to Tram Stops

Facilities within the Locality

Pedestrian and Cycling accessibility to site

Green Infrastructure Public Benefit

Garages off Hall Drive Chilwell

Easting: 451905

Northing: 335992

Non-allocated and No Planning Permission

Council owned garages

Within MBA

100% Previously Developed Land

No significant other constraints

N/A

N/A

No topographical constraints

N/A

Existing highway network has capacity

Not likely to be an issue

Not likely to be an issue

N/A

Setting with no adverse effects

EA Maps suggest area at no risk from flooding

No environmental constraints or designations

No Built Environment Constraints

No Known Constraints

Site is not within a designated Conservation Area and has no impact upon a designated Conservation Area

No ownership problems; all owners supporting development

Site is Owner-Occupied

Strong

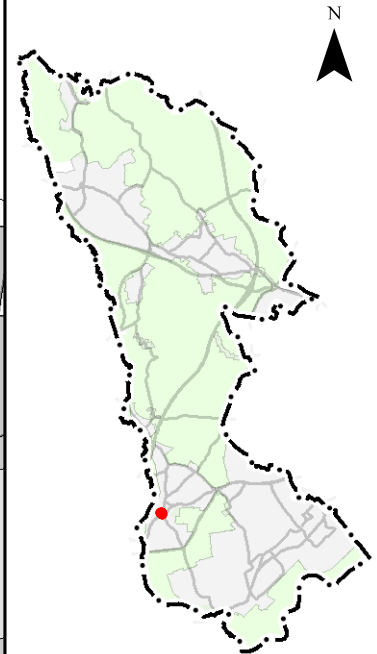
Within 5 minute walk of a bus stop

Will be within a 5 minute walk of a tram stop

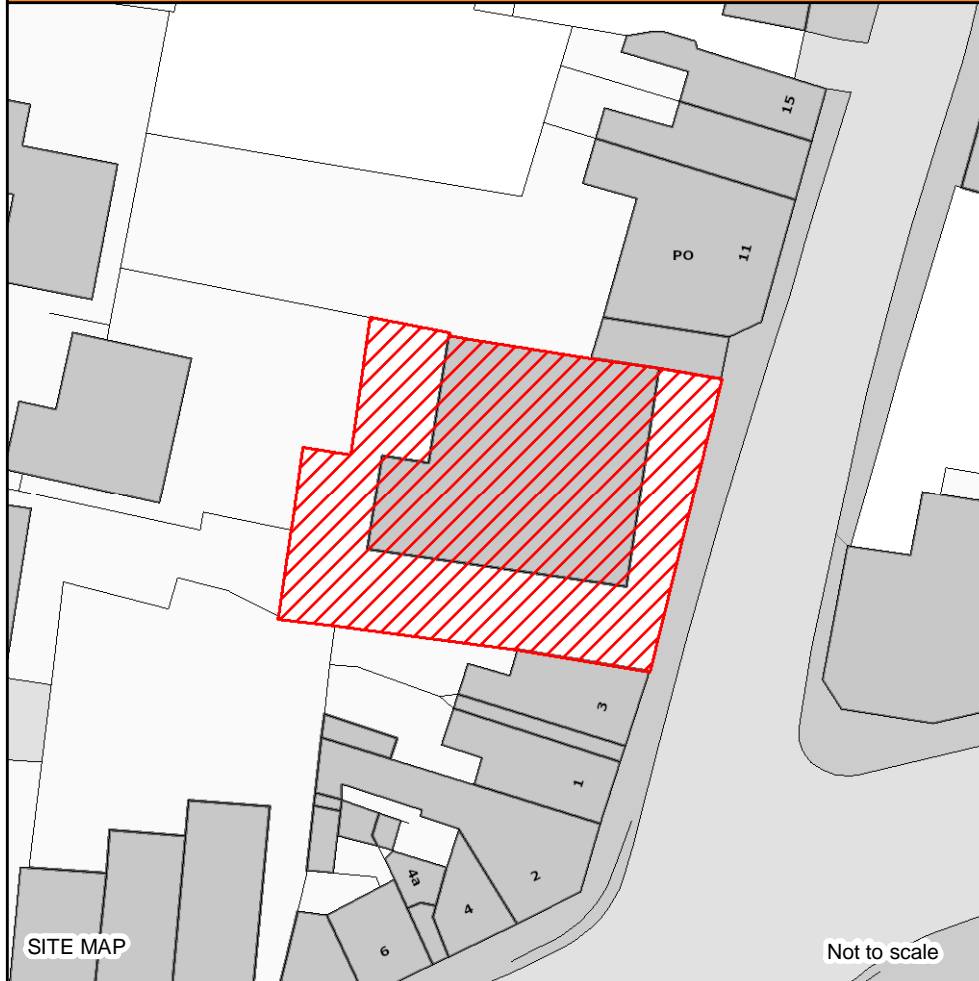
Small shopping parade within 10-15 minute walk



MAIN BUILT UP AREA

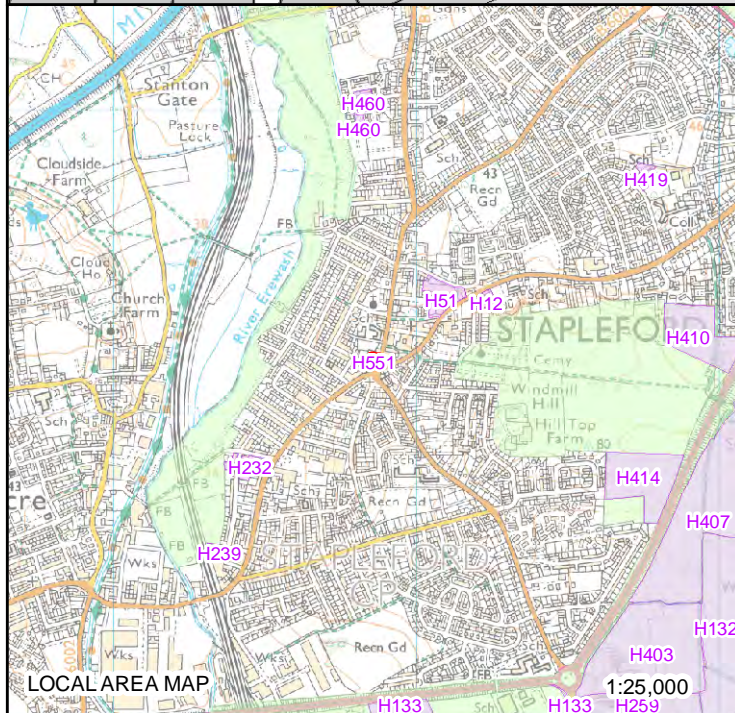


BOROUGH MAP



SITE MAP

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




LOCAL AREA MAP

STAPLEFORD

1:25,000

Final Reasoned Judgement:
 The site is available and suitable. It is therefore considered to be developable.

-  SHLAA Site
-  Other SHLAA sites
-  Green Belt Extent
-  Broxtowe Boundary

Site area (ha): *0.0*
 Potential dwellings: *10*
 Site type: *Urban*

0-5 Years

Published Site Constraints

Site Reference: 551

Feathers Inn 5 Church Street Stapleford

Site Area 0.05

Easting: 448864

Northing: 337178

Planning Policy Status

Extant planning permission for residential

Existing Use

Public House

Location

Within MBA

Previously developed in whole or part

100% Previously Developed Land

Material Planning Policy Considerations except Land Use

No significant other constraints

Landscape Quality and Character

N/A

Agricultural Land

N/A

Topographical Constraints

No topographical constraints

Ridgelines and Site Prominence

N/A

Highways Infrastructure Constraints

Existing highway network has capacity

Utilites Water

Not likely to be an issue

Utilities Gas and Electricity

Not likely to be an issue

EIA

N/A

Bad Neighbours

Setting with no adverse effects

Flood Risk

EA Maps suggest area at no risk from flooding

Natural Environmental Constraints

No environmental constraints or designations

Built Environmental Constraints

No Built Environment Constraints

Contaminated Land Issues

No Known Constraints

Conservation Area Status

Site is not within a designated Conservation Area and has no impact upon a designated Conservation Area

Ownership Constraints

No ownership problems; all owners supporting development

Operational or Tenancy Issues

Unknown

Info from Housing Market

Strong

Public Transport Accessibility

Within 5 minute walk of a bus stop

Proximity to Tram Stops

No tram stops within 20 minute walk

Facilities within the Locality

District/Town Centre within 10-15 minute walk

Pedestrian and Cycling accessibility to site

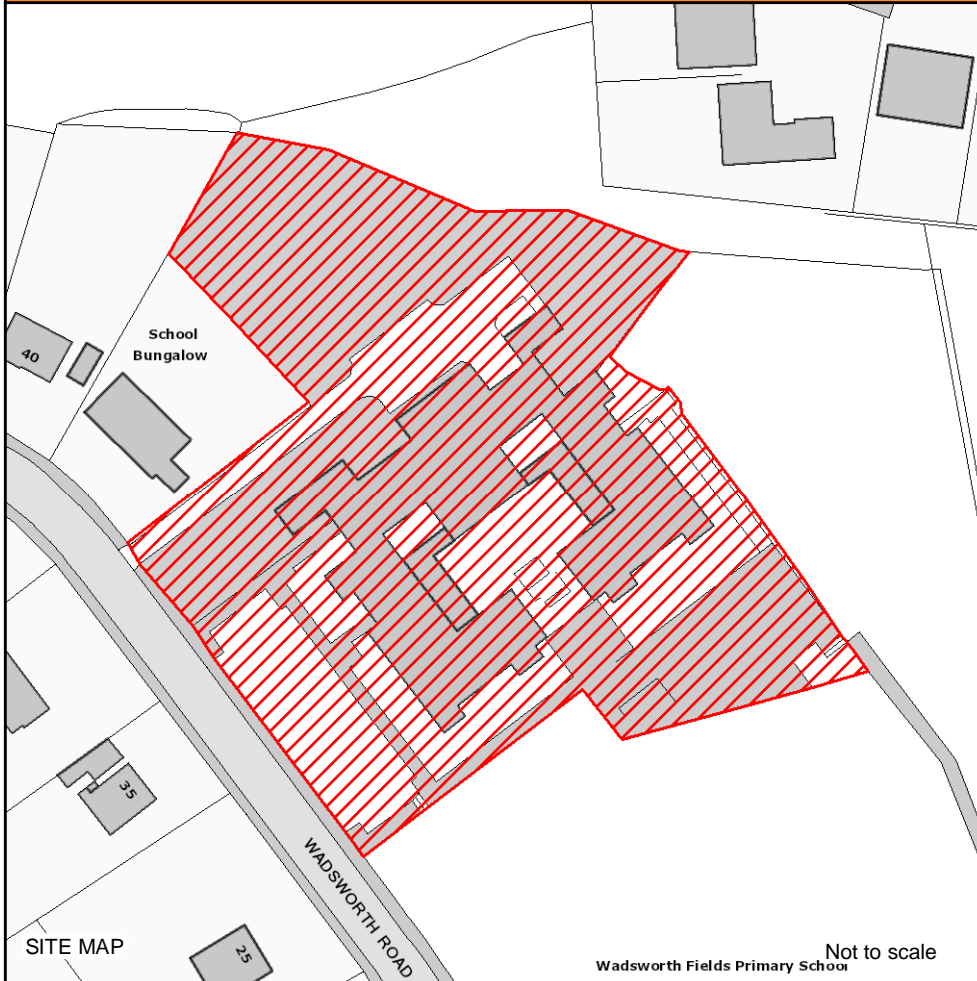
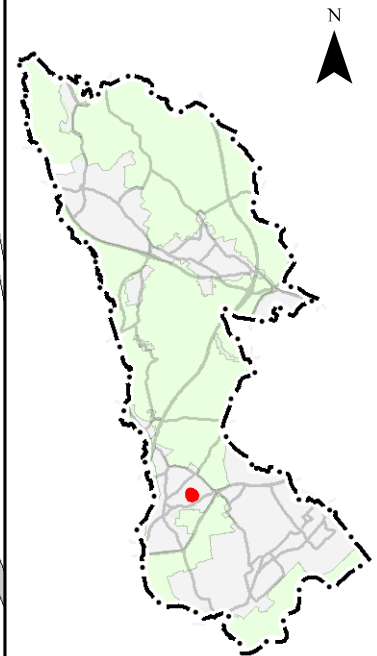
Moderate number of basic pedestrian / cycle routes linking site to centres of residence

Green Infrastructure Public Benefit

Public benefit through proposed GI facility within 10-15 minute walk or site would deliver GI with public benefit



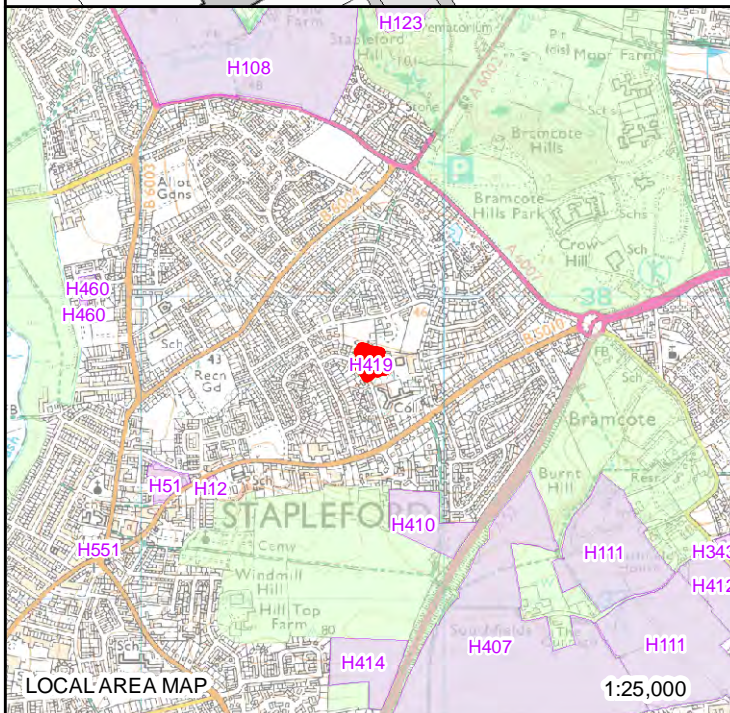
MAIN BUILT UP AREA



SITE MAP

Wadsworth Fields Primary School Not to scale

BOROUGH MAP







LOCAL AREA MAP

1:25,000

Final Reasoned Judgement:

The site is suitable for residential development with no major barriers to deliverability, it is therefore considered to be deliverable in the short term.

-  SHLAA Site
-  Other SHLAA sites
-  Green Belt Extent
-  Broxtowe Boundary

Site area (ha): **0.5**
 Potential dwellings: **11**
 Site type: **Urban**

0-5 Years

Published Site Constraints

Site Reference: 419

Wadsworth Rd, Stapleford, Nottingham

Site Area 1.08

Easting: 449761

Northing: 337788

Planning Policy Status

Non-allocated and No Planning Permission

Existing Use

School Building

Location

Within MBA

Previously developed in whole or part

Site predominantly brownfield (more than 70%)

Material Planning Policy Considerations except Land Use

No significant other constraints

Landscape Quality and Character

Trees worthy of protection, nothing else of significance

Agricultural Land

No topographical constraints

Topographical Constraints

No topographical constraints

Ridgelines and Site Prominence

N/A

Highways Infrastructure Constraints

Existing highway network has capacity

Utilites Water

Not likely to be an issue

Utilities Gas and Electricity

Not likely to be an issue

EIA

N/A

Bad Neighbours

Setting with no adverse effects

Flood Risk

EA Maps suggest area at no risk from flooding

Natural Environmental Constraints

Impact upon the setting of any natural environmental constraints supplemented by comment

Built Environmental Constraints

No Built Environment Constraints

Contaminated Land Issues

Unlikely but unknown

Conservation Area Status

Site is not within a designated Conservation Area and has no impact upon a designated Conservation Area

Ownership Constraints

County Council

Operational or Tenancy Issues

Unknown

Info from Housing Market

Weak

Public Transport Accessibility

Within 15 minutes walk of a bus stop

Proximity to Tram Stops

No tram stops within 20 minute walk

Facilities within the Locality

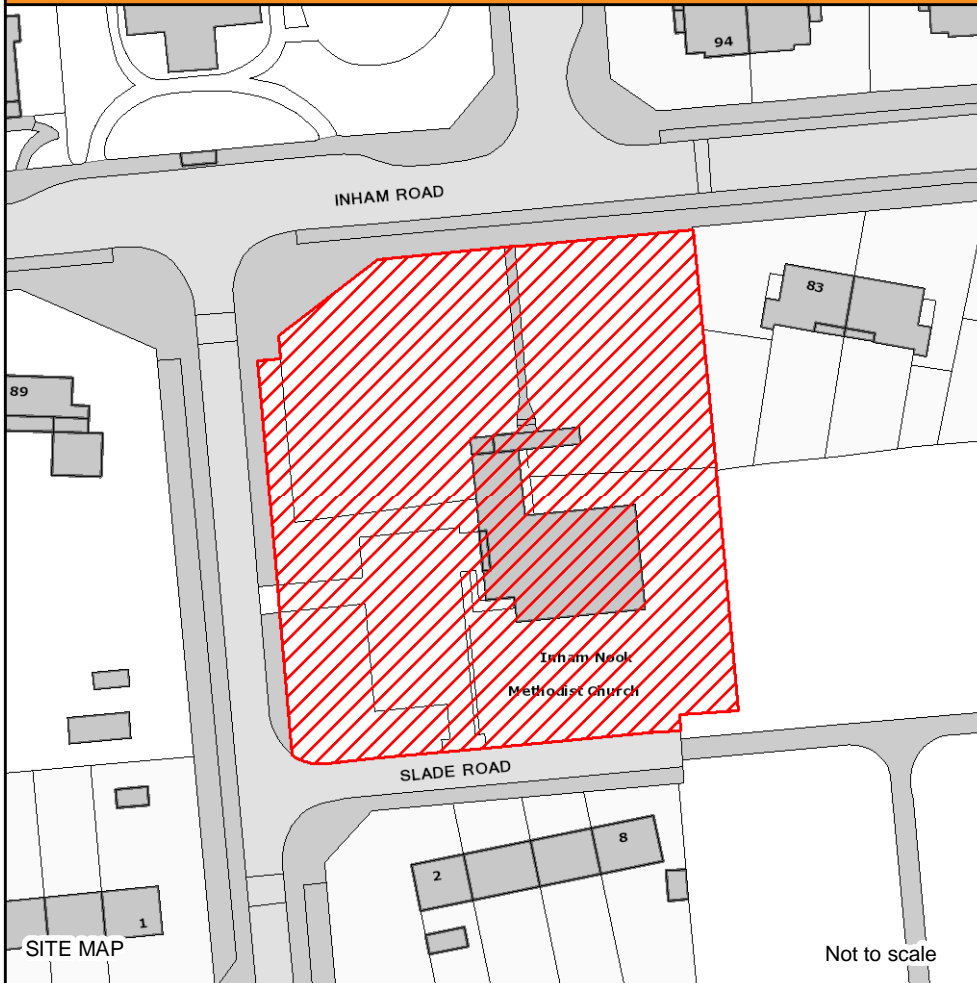
District/Town Centre within 10-15 minute walk

Pedestrian and Cycling accessibility to site

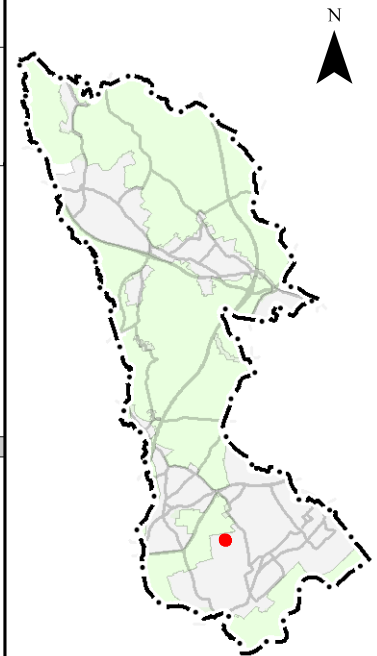
Moderate number of basic pedestrian / cycle routes linking site to centres of residence

Green Infrastructure Public Benefit

Public benefit through existing GI facility within a 5 minute walk

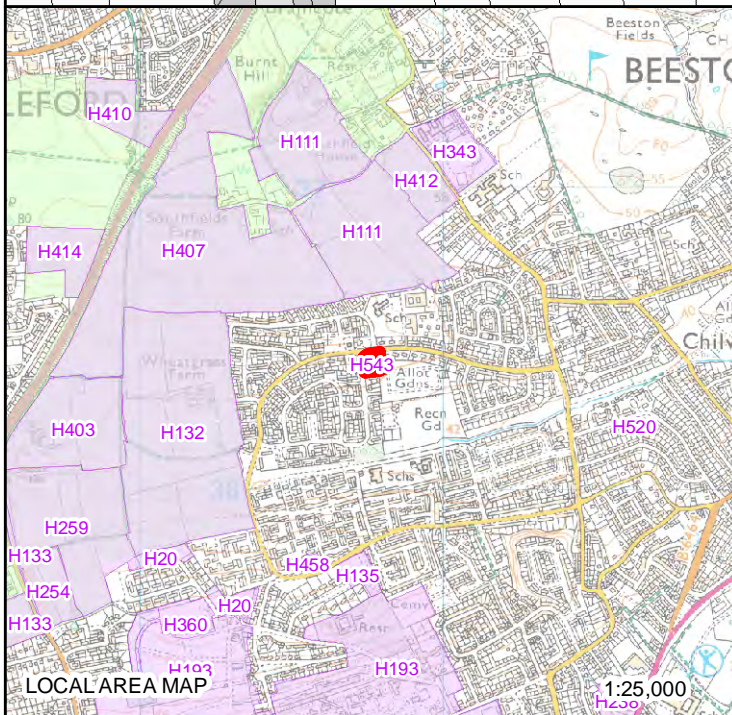


MAIN BUILT UP AREA



BOROUGH MAP

Not to scale



Final Reasoned Judgement:
 Suitable previously developed site with discussions underway to bring the site forward for housing. No major obstacles to delivery; the site is therefore considered to be developable.

- SHLAA Site
- Other SHLAA sites
- Green Belt Extent
- Broxtowe Boundary

Site area (ha): *0.4*
 Potential dwellings: *11*
 Site type: *Urban*

0-5 Years

Published Site Constraints

Site Reference: 543

Inham Nook Methodist Church Pearson Avenue

Site Area 0.38

Easting: 450773

Northing: 336416

Planning Policy Status

Non-allocated and No Planning Permission

Existing Use

Methodist Church

Location

Within MBA

Previously developed in whole or part

100% Previously Developed Land

Material Planning Policy Considerations except Land Use

No significant other constraints

Landscape Quality and Character

N/A

Agricultural Land

N/A

Topographical Constraints

No topographical constraints

Ridgelines and Site Prominence

N/A

Highways Infrastructure Constraints

Current information suggests sufficient capacity, no detailed assessment made

Utilites Water

Not likely to be an issue

Utilities Gas and Electricity

Not likely to be an issue

EIA

N/A

Bad Neighbours

Setting with no adverse effects

Flood Risk

EA Maps suggest area at no risk from flooding

Natural Environmental Constraints

No environmental constraints or designations

Built Environmental Constraints

No Built Environment Constraints

Contaminated Land Issues

No Known Constraints

Conservation Area Status

Site is not within a designated Conservation Area and has no impact upon a designated Conservation Area

Ownership Constraints

No ownership problems; all owners supporting development

Operational or Tenancy Issues

Site is Owner-Occupied

Info from Housing Market

Strong

Public Transport Accessibility

Within 5 minute walk of a bus stop

Proximity to Tram Stops

Will be within a 5 minute walk of a tram stop

Facilities within the Locality

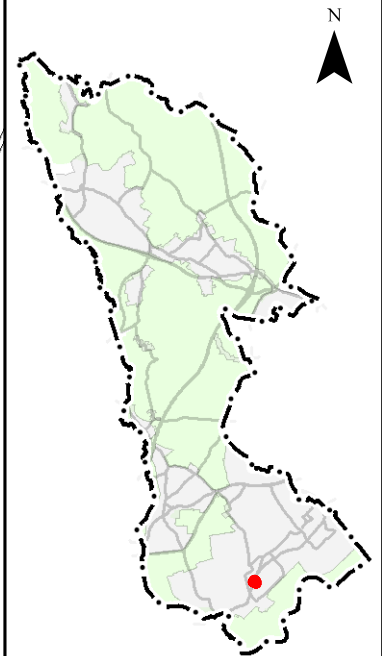
District/Town Centre within 10-15 minute walk

Pedestrian and Cycling accessibility to site

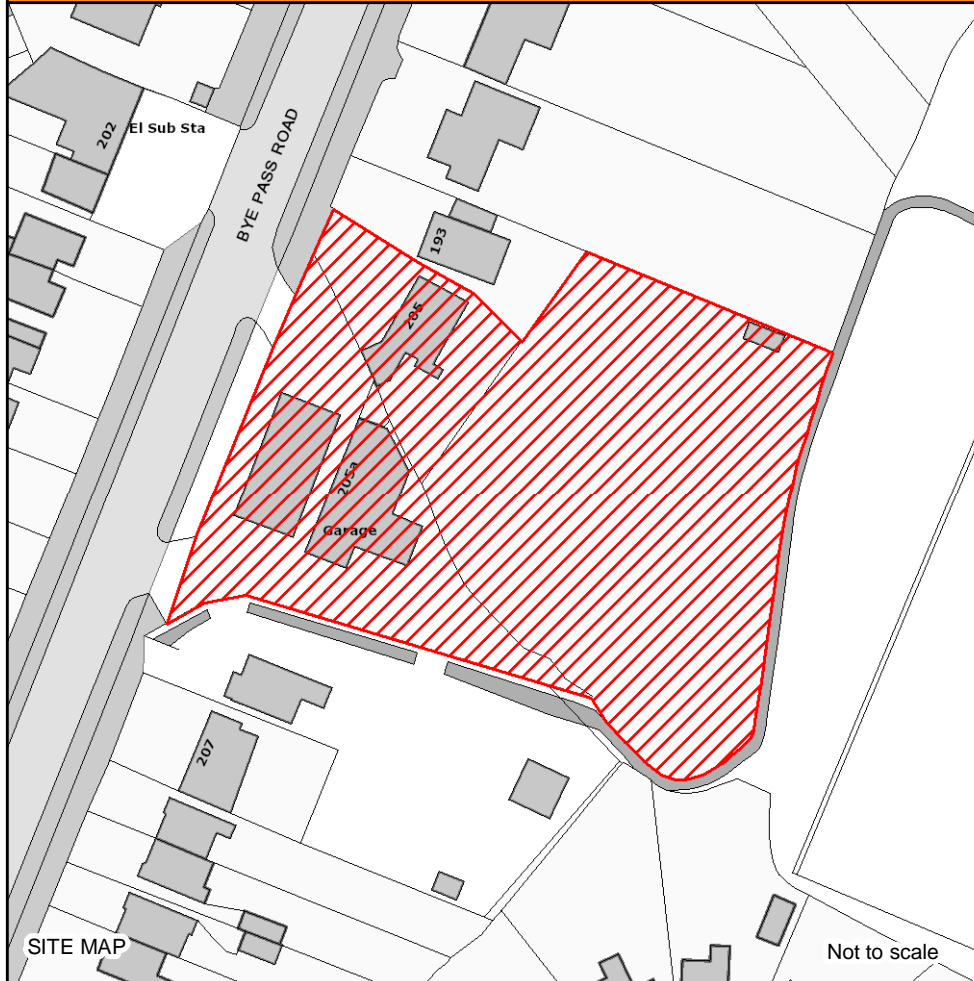
Green Infrastructure Public Benefit



MAIN BUILT UP AREA

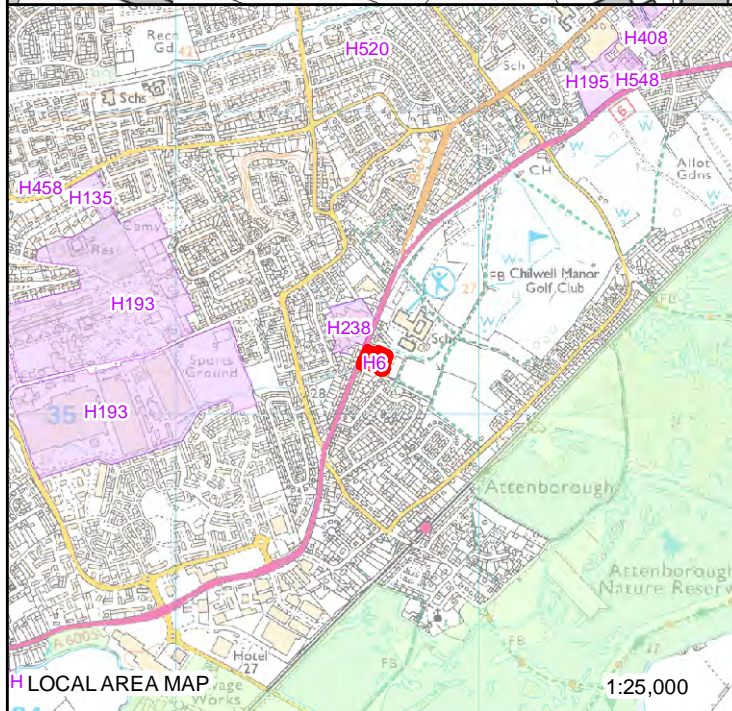


BOROUGH MAP



SITE MAP





Not to scale



LOCAL AREA MAP

Final Reasoned Judgement:

The site is available and suitable, the site is located within Flood Zone 3 and therefore the potential of flooding would need to be mitigated, it is however considered to be developable.

-  SHLAA Site
-  Other SHLAA sites
-  Green Belt Extent
-  Broxtowe Boundary

Site area (ha): **0.4**
 Potential dwellings: **12**
 Site type: **Urban**

0-5 Years

Published Site Constraints

Site Reference: 6

N K Motors, 205a Bye Pass Road, Chilwell

Site Area 0.39

Easting: 451641

Northing: 335176

Planning Policy Status

Non-allocated and No Planning Permission

Existing Use

Car Sales

Location

Within MBA

Previously developed in whole or part

Greenfield/Brownfield roughly 50/50

Material Planning Policy Considerations except Land Use

No significant other constraints

Landscape Quality and Character

N/A

Agricultural Land

N/A

Topographical Constraints

No topographical constraints

Ridgelines and Site Prominence

N/A

Highways Infrastructure Constraints

Highways assessment suggests sufficient capacity for proposed level of development

Utilities Water

No capacity constraints for given level of development (with assessment made)

Utilities Gas and Electricity

No capacity constraints for given level of development (with assessment made)

EIA

N/A

Bad Neighbours

Setting with no adverse effects

Flood Risk

EA Maps suggest >1/2 site at risk from flooding (1 in 100 or greater)

Natural Environmental Constraints

No environmental constraints or designations

Built Environmental Constraints

No Built Environment Constraints

Contaminated Land Issues

Known/assessed capacity/cost constraints that will impact on delivery

Conservation Area Status

Site is not within a designated Conservation Area and has no impact upon a designated Conservation Area

Ownership Constraints

No ownership problems; all owners supporting development

Operational or Tenancy Issues

Site is Owner-Occupied

Info from Housing Market

Strong

Public Transport Accessibility

Within 5 minute walk of a bus stop

Proximity to Tram Stops

Will be within 15 minute walk of a tram stop

Facilities within the Locality

District/Town Centre within 10-15 minute walk

Pedestrian and Cycling accessibility to site

Good number of co-ordinated routes that link to most of the residential areas nearby and are well designed and safe to use.

Green Infrastructure Public Benefit

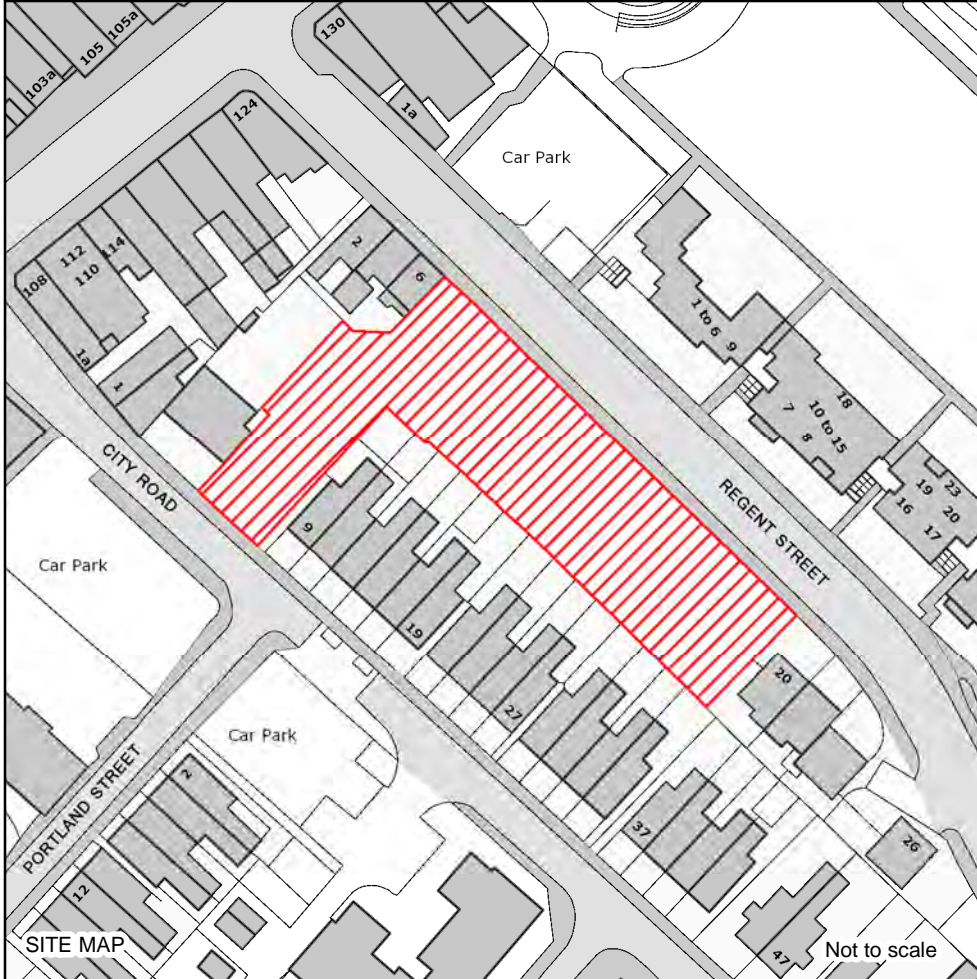
Public benefit through existing GI facility within 10-15 minute walk



MAIN BUILT UP AREA



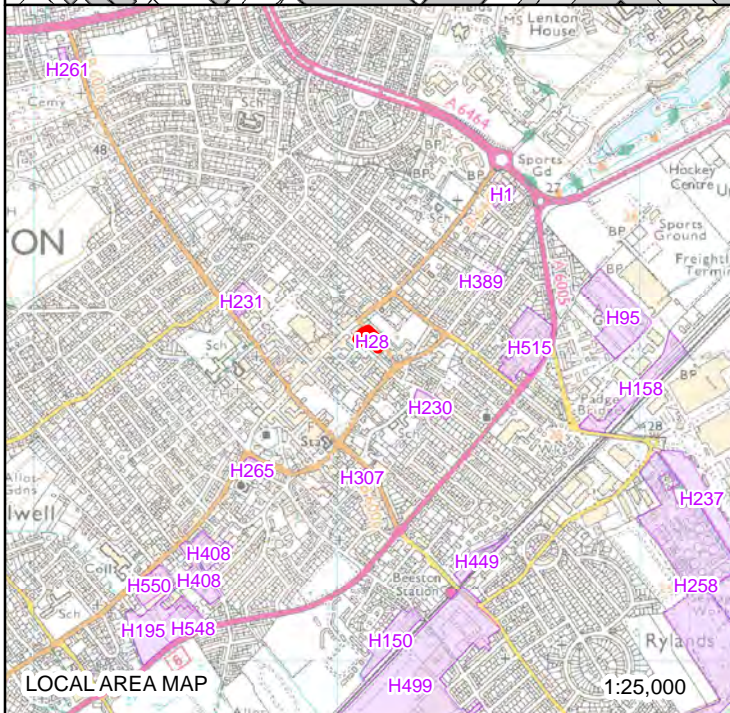
BOROUGH MAP







SITE MAP

Final Reasoned Judgement:

Site previously had planning permission for 9 dwellings but this has been revised and an application for 12 dwellings (13/00051/FUL) is currently pending consideration. The site is available and suitable, with no major barriers to achievability, it is therefore considered to be deliverable.



LOCAL AREA MAP

-  SHLAA Site
-  Other SHLAA sites
-  Green Belt Extent
-  Broxtowe Boundary

Site area (ha): **0.14**
 Potential dwellings: **12**
 Site type: **Urban**

0-5 Years

Published Site Constraints

Site Reference: 28

Hofton & Son Ltd Regent Street Beeston

Site Area 0.14

Easting: 453107

Northing: 337085

Planning Policy Status

Allocated for residential use/outline planning permission for residential use

Existing Use

Location

Within named settlement as listed in Appendix 8

Previously developed in whole or part

100% Previously Developed Land

Material Planning Policy Considerations except Land Use

No significant other constraints

Landscape Quality and Character

N/A

Agricultural Land

N/A

Topographical Constraints

No topographical constraints

Ridgelines and Site Prominence

N/A

Highways Infrastructure Constraints

Highways assessment suggests sufficient capacity for proposed level of development

Utilities Water

No capacity constraints for given level of development (with assessment made)

Utilities Gas and Electricity

No capacity constraints for given level of development (with assessment made)

EIA

Bad Neighbours

Setting with no adverse effects

Flood Risk

EA Maps suggest area at no risk from flooding

Natural Environmental Constraints

No environmental constraints or designations

Built Environmental Constraints

No Built Environment Constraints

Contaminated Land Issues

No Known Constraints

Conservation Area Status

Site is not within a designated Conservation Area and has no impact upon a designated Conservation Area

Ownership Constraints

No ownership problems; all owners supporting development

Operational or Tenancy Issues

Info from Housing Market

Strong

Public Transport Accessibility

Within 5 minute walk of a bus stop

Proximity to Tram Stops

Facilities within the Locality

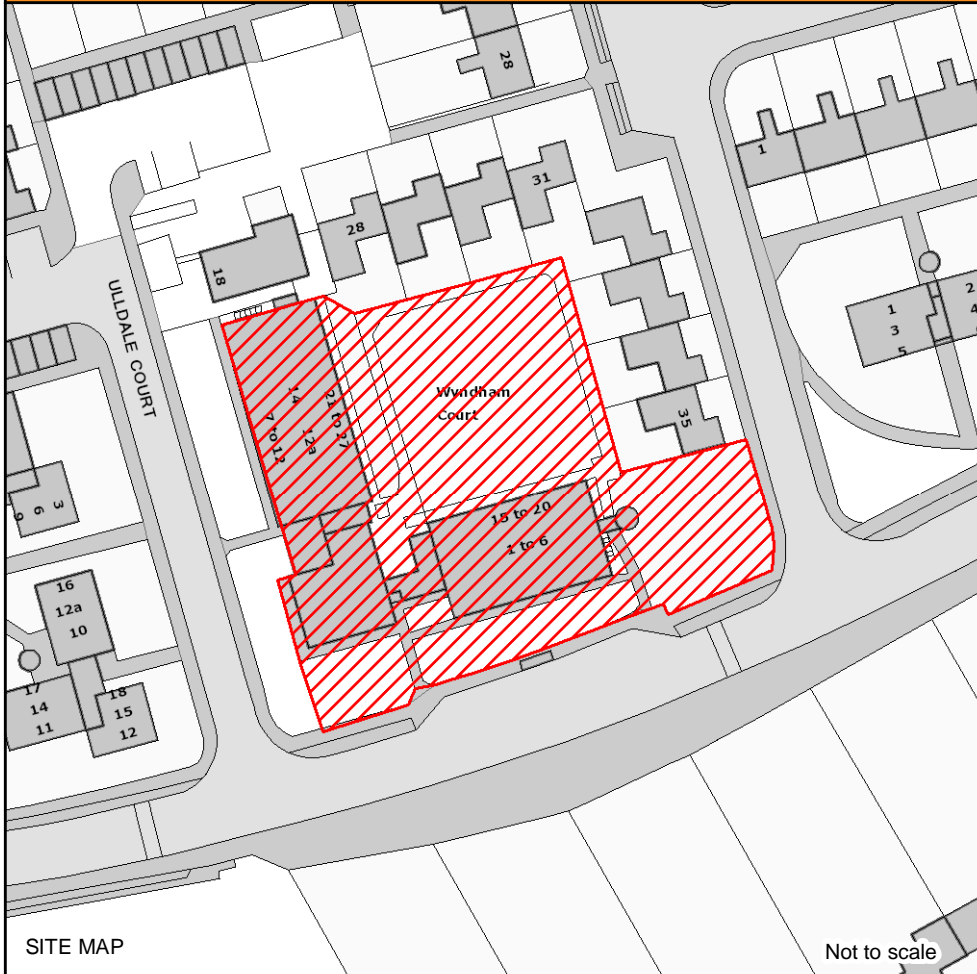
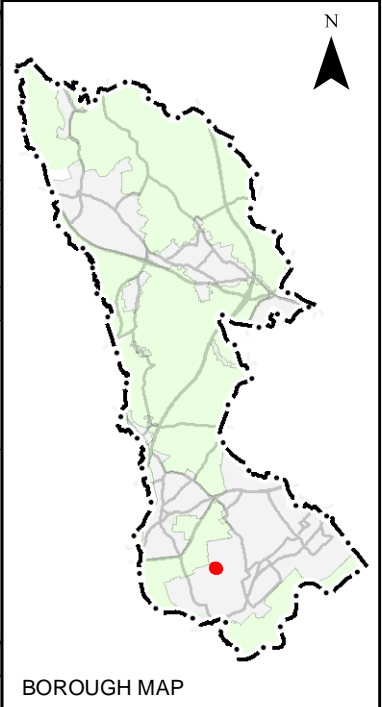
District/Town Centre within 10-15 minute walk

Pedestrian and Cycling accessibility to site

Green Infrastructure Public Benefit



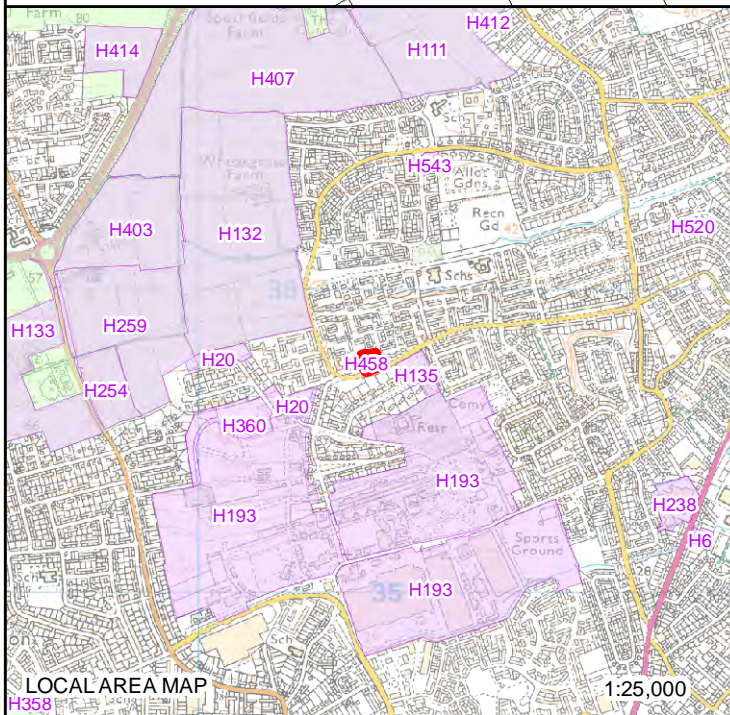
MAIN BUILT UP AREA



SITE MAP

Not to scale

BOROUGH MAP







LOCAL AREA MAP

1:25,000

Final Reasoned Judgement:

The site is available and suitable, with no major barriers to deliverability, but is partly occupied.

-  SHLAA Site
-  Other SHLAA sites
-  Green Belt Extent
-  Broxtowe Boundary

Site area (ha): **0.3**
 Potential dwellings: **13**
 Site type: **Urban**

0-5 Years

Published Site Constraints

Site Reference: 458

Wyndham Court Field Lane Chilwell

Site Area 0.27

Easting: 450586

Northing: 335753

Planning Policy Status

Non-allocated and No Planning Permission

Existing Use

Sheltered housing site

Location

Within MBA

Previously developed in whole or part

100% Previously Developed Land

Material Planning Policy Considerations except Land Use

No significant other constraints

Landscape Quality and Character

NA

Agricultural Land

NA

Topographical Constraints

No topographical constraints

Ridgelines and Site Prominence

NA

Highways Infrastructure Constraints

Existing highway network has capacity

Utilites Water

Not likely to be an issue

Utilities Gas and Electricity

Not likely to be an issue

EIA

NA

Bad Neighbours

Setting with no adverse effects

Flood Risk

EA Maps suggest area at no risk from flooding

Natural Environmental Constraints

No environmental constraints or designations

Built Environmental Constraints

No Built Environment Constraints

Contaminated Land Issues

Unknown

Conservation Area Status

Site is not within a designated Conservation Area and has no impact upon a designated Conservation Area

Ownership Constraints

Council Owned

Operational or Tenancy Issues

Unknown

Info from Housing Market

Strong

Public Transport Accessibility

Within 5 minute walk of a bus stop

Proximity to Tram Stops

Will be within a 5 minute walk of a tram stop

Facilities within the Locality

District/Town Centre within 10-15 minute walk

Pedestrian and Cycling accessibility to site

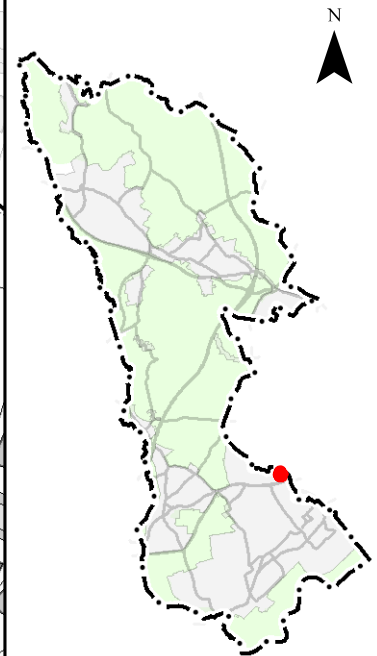
Moderate number of basic pedestrian / cycle routes linking site to centres of residence

Green Infrastructure Public Benefit

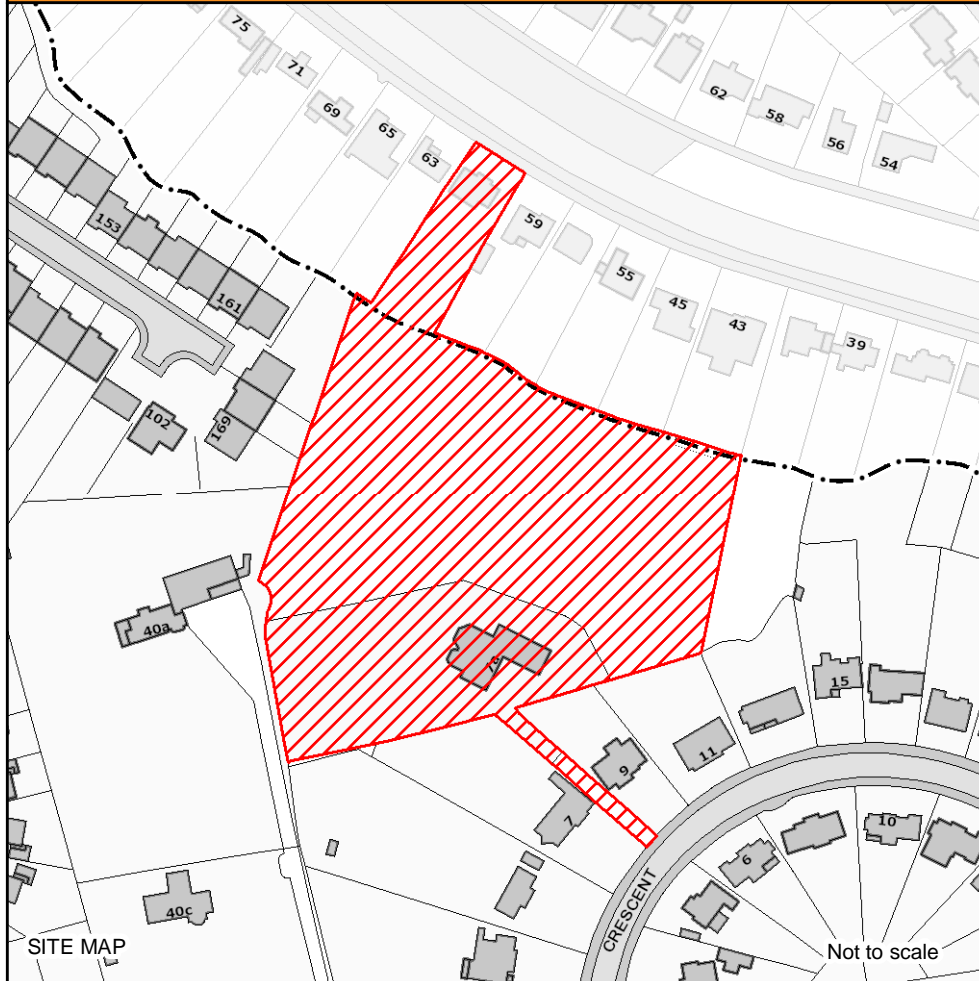
Public benefit through existing GI facility within a 5 minute walk



MAIN BUILT UP AREA

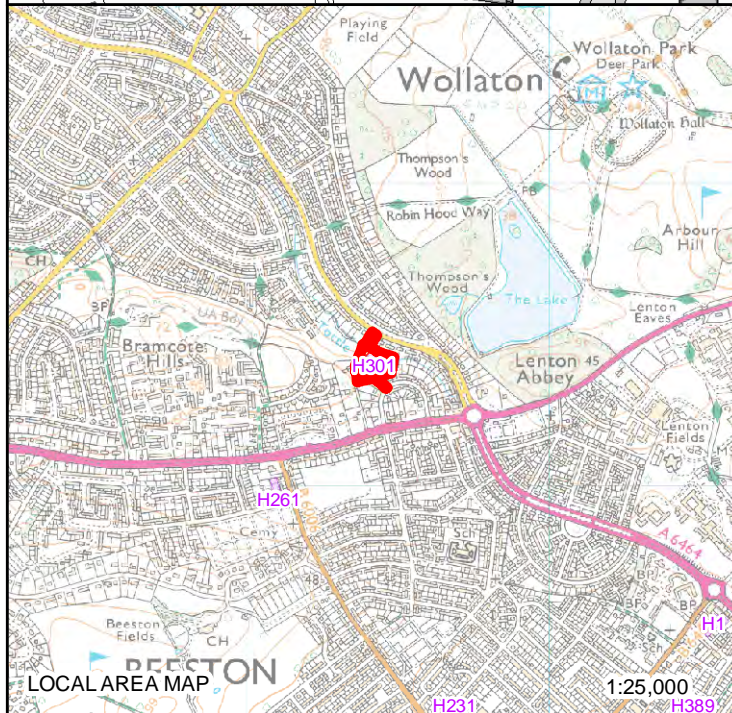


BOROUGH MAP



SITE MAP

Not to scale







LOCAL AREA MAP

1:25,000

Final Reasoned Judgement:

Planning permission was refused and appeal dismissed however the principal of residential development was not ruled out, notwithstanding this it was considered that 21 dwellings were too many given site constraints. The inspector was concerned about the impact this development would have on the special character of the area, and therefore this issue would have to be overcome to allow future development of the site. It is considered that 15 dwellings could achieve this and an acceptable access could be provided to serve this number of dwellings.

-  SHLAA Site
-  Other SHLAA sites
-  Green Belt Extent
-  Broxtowe Boundary

Site area (ha): **1.1**
 Potential dwellings: **15**
 Site type: **Urban**

0-5 Years

Published Site Constraints

Site Reference: 301

Site Area 1.12

Planning Policy Status

Existing Use

Location

Previously developed in whole or part

**Material Planning Policy Considerations
except Land Use**

Landscape Quality and Character

Agricultural Land

Topographical Constraints

Ridgelines and Site Prominence

Highways Infrastructure Constraints

Utilites Water

Utilities Gas and Electricity

EIA

Bad Neighbours

Flood Risk

Natural Environmental Constraints

Built Environmental Constraints

Contaminated Land Issues

Conservation Area Status

Ownership Constraints

Operational or Tenancy Issues

Info from Housing Market

Public Transport Accessibility

Proximity to Tram Stops

Facilities within the Locality

**Pedestrian and Cycling accessibility
to site**

Green Infrastructure Public Benefit

7A Middleton Crescent Beeston

Easting: 452419

Northing: 338375

Refused planning permission for 21 units and dismissed at appeal

Residential house and garden

Within named settlement as listed

Site predominantly Greenfield (more than 70%)

No significant other constraints

Overgrown garden land

NA

Minor topographical constraints

Visible from roads outside of the site area but not overly so..

Existing highway network has capacity

Not likely to be an issue

Not likely to be an issue

NA

Setting with no adverse effects

Flood risk from brook running across the site

No environmental constraints or designations

No Built Environment Constraints

Any issues easily overcome through conditions

Site is not within a designated Conservation Area and has no impact upon a designated Conservation Area

Publicly/Privatey owned site with a willing developer pushing regeneration

None foreseen

Strong

Within 10 minutes walk of a bus stop

Will be within a 15 minute walk of a tram stop

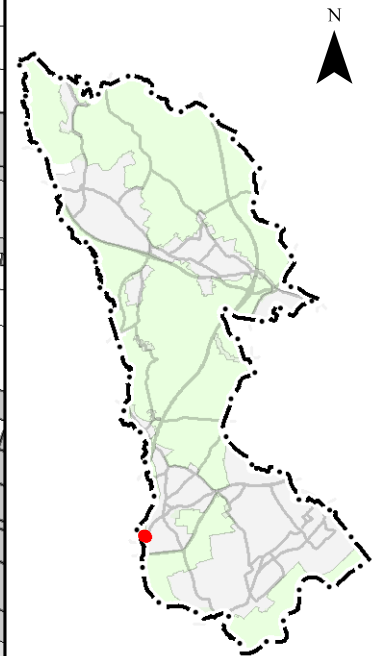
Small shopping parade within 10-15 minute walk

Moderate number of basic pedestrian / cycle routes linking site to centres of residence

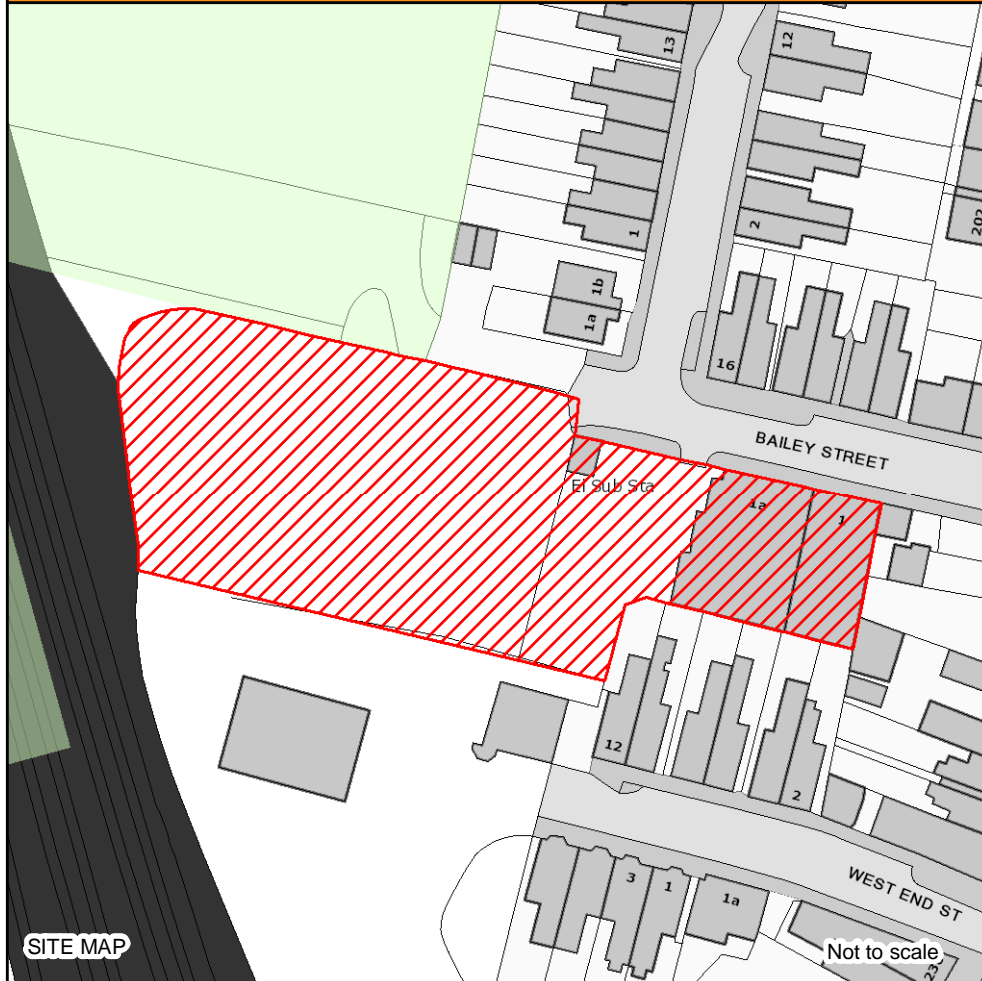
Public benefit through existing GI facility within a 5 minute walk



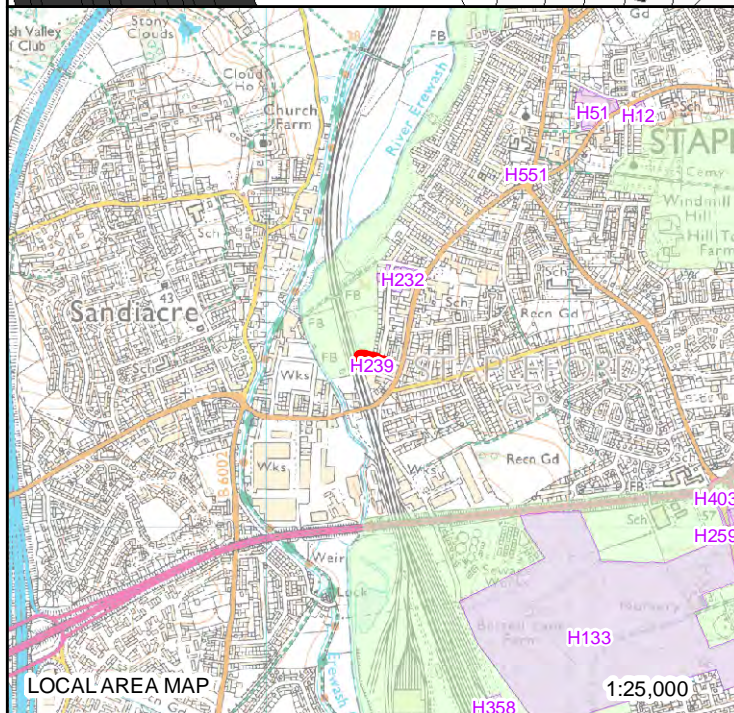
MAIN BUILT UP AREA



BOROUGH MAP



SITE MAP



LOCAL AREA MAP

Final Reasoned Judgement:

The site has extant permission for residential development and is available and suitable. Part of the site is however within a 200 metre buffer of the preferred route for a High Speed 2 Railway line which may create noise issues and reduce the future deliverability.

- SHLAA Site
- Other SHLAA sites
- Green Belt Extent
- Broxtowe Boundary

Site area (ha): **0.3**
 Potential dwellings: **15**
 Site type: **Urban**

6-10 Years

Published Site Constraints

Site Reference: 239

Works Bailey Street Stapleford

Site Area 0.3

Eastings: 448340

Northing: 336548

Planning Policy Status

Non-allocated and No Planning Permission

Existing Use

Employment, sui generis, commercial and residential with large parts vacant

Location

Within MBA

Previously developed in whole or part

100% Previously Developed Land

Material Planning Policy Considerations except Land Use

No significant other constraints

Landscape Quality and Character

N/A

Agricultural Land

NA

Topographical Constraints

No topographical constraints

Ridgelines and Site Prominence

NA

Highways Infrastructure Constraints

Existing highway network has capacity

Utilities Water

No Known Issues

Utilities Gas and Electricity

No Known Issues

EIA

NA

Bad Neighbours

Slight adverse effects from adjacent occupiers for development of the site for housing. Within 200m of HS2 preferred route.

Flood Risk

EA Maps suggest <1/2 site at risk from flooding (1 in 100 or greater)

Natural Environmental Constraints

No environmental constraints or designations

Built Environmental Constraints

No Built Environment Constraints

Contaminated Land Issues

Known/assessed capacity/cost constraints that may impact on delivery

Conservation Area Status

Site is not within a designated Conservation Area and has no impact upon a designated Conservation Area

Ownership Constraints

Publicly/Privately owned site with a willing developer pushing regeneration

Operational or Tenancy Issues

Unknown

Info from Housing Market

Weak

Public Transport Accessibility

Within 5 minute walk of a bus stop

Proximity to Tram Stops

Will be within a 20 minute walk of a tram stop

Facilities within the Locality

District/Town Centre within 10-15 minute walk

Pedestrian and Cycling accessibility to site

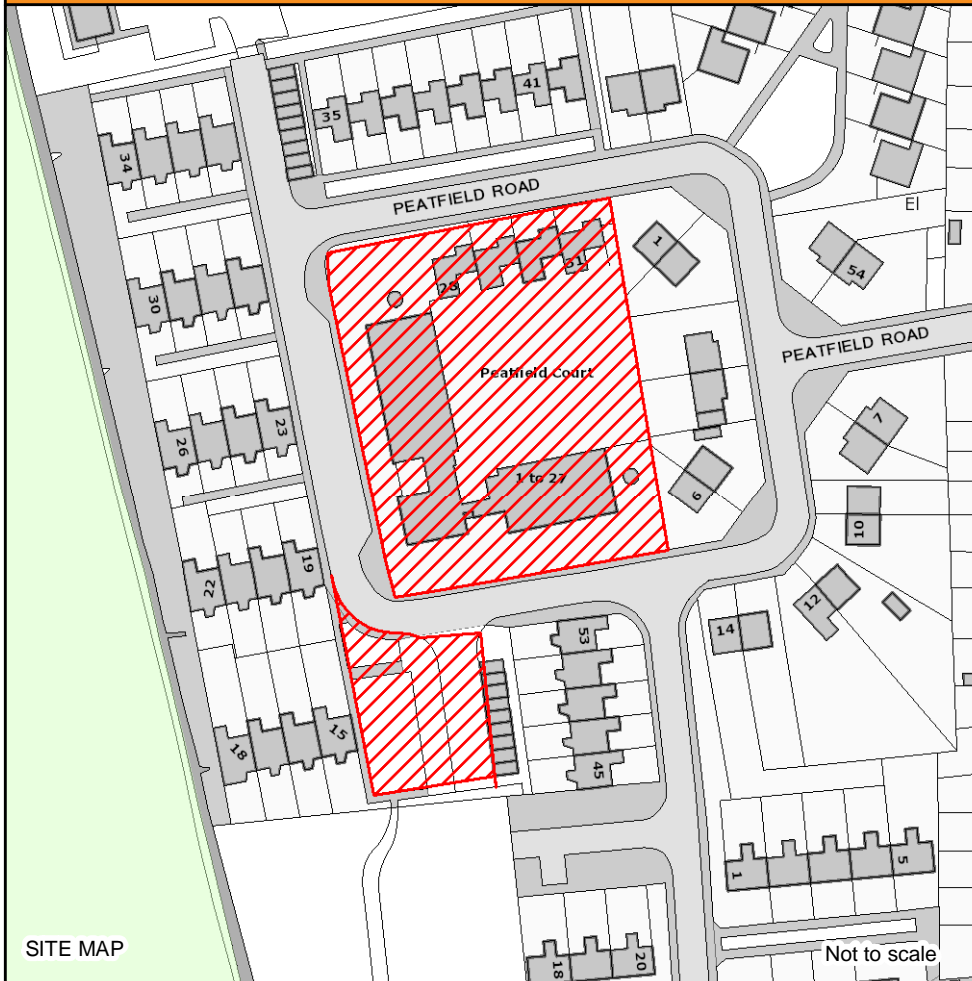
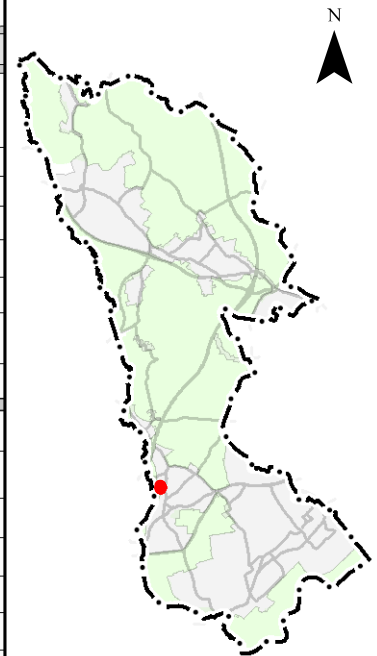
Moderate number of basic pedestrian / cycle routes linking site to centres of residence

Green Infrastructure Public Benefit

Public benefit through existing GI facility within 10-15 minute walk



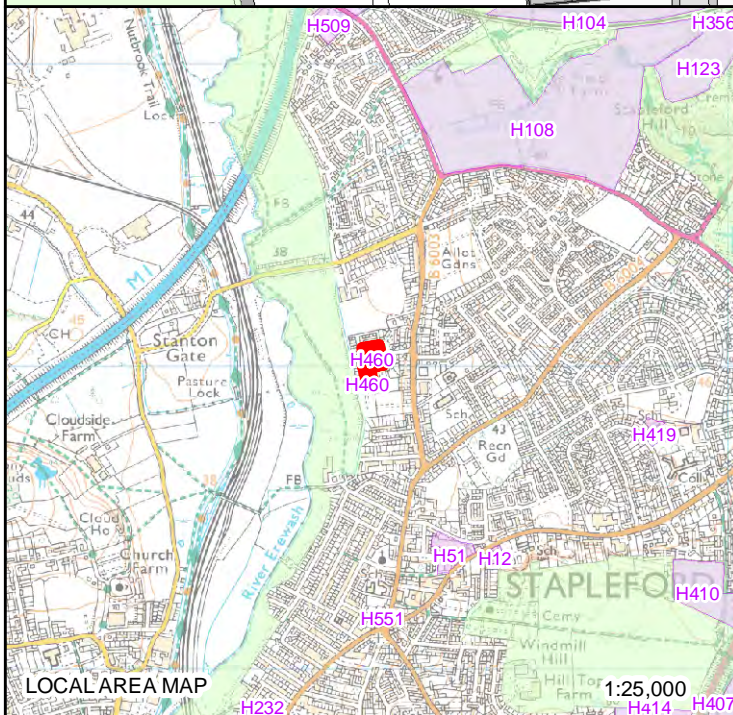
MAIN BUILT UP AREA



SITE MAP

Not to scale





BOROUGH MAP



LOCAL AREA MAP

Final Reasoned Judgement:

The site is available and suitable, with no major barriers to deliverability, but is partly occupied by residential development.

-  SHLAA Site
-  Other SHLAA sites
-  Green Belt Extent
-  Broxtowe Boundary

Site area (ha): **0.5**
 Potential dwellings: **20**
 Site type: **Urban**

0-5 Years

Published Site Constraints

Site Reference: 460

Peatfield Court Peatfield Road Stapleford

Site Area 0.48

Easting: 448834

Northing: 338042

Planning Policy Status

Non-allocated and No Planning Permission

Existing Use

Assisted housing site

Location

Within MBA

Previously developed in whole or part

Site predominantly brownfield (more than 70%)

Material Planning Policy Considerations except Land Use

No significant other constraints

Landscape Quality and Character

NA

Agricultural Land

NA

Topographical Constraints

No topographical constraints

Ridgelines and Site Prominence

NA

Highways Infrastructure Constraints

Existing highway network has capacity

Utilites Water

Not likely to be an issue

Utilities Gas and Electricity

Not likely to be an issue

EIA

NA

Bad Neighbours

NA

Flood Risk

EA Maps suggest area at no risk from flooding

Natural Environmental Constraints

No environmental constraints or designations

Built Environmental Constraints

No Built Environment Constraints

Contaminated Land Issues

Unknown

Conservation Area Status

Site is not within a designated Conservation Area and has no impact upon a designated Conservation Area

Ownership Constraints

Publicly/Privately owned site with a willing developer pushing regeneration

Operational or Tenancy Issues

Unknown

Info from Housing Market

Weak

Public Transport Accessibility

Within 10 minutes walk of a bus stop

Proximity to Tram Stops

No tram stops within 20 minute walk

Facilities within the Locality

Small shopping parade within 10-15 minute walk

Pedestrian and Cycling accessibility to site

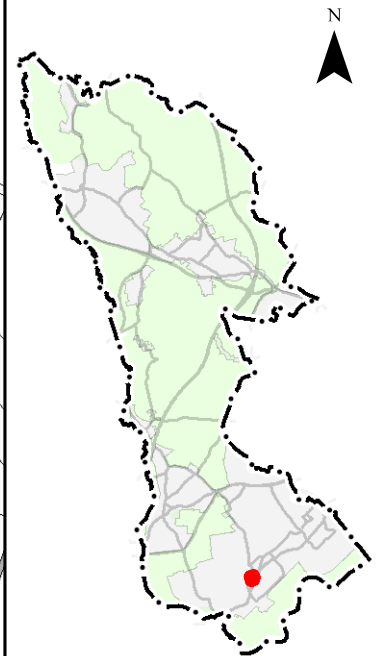
Moderate number of basic pedestrian / cycle routes linking site to centres of residence

Green Infrastructure Public Benefit

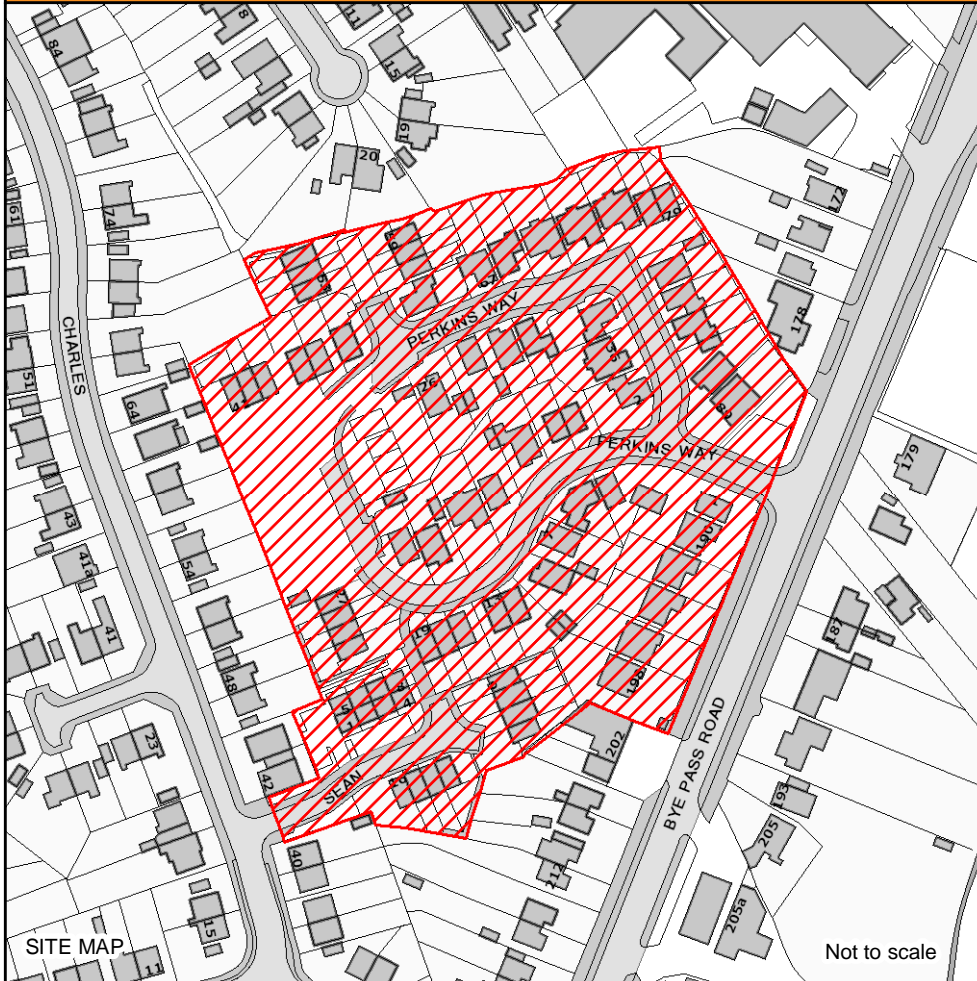
Public benefit through existing GI facility within a 5 minute walk



MAIN BUILT UP AREA

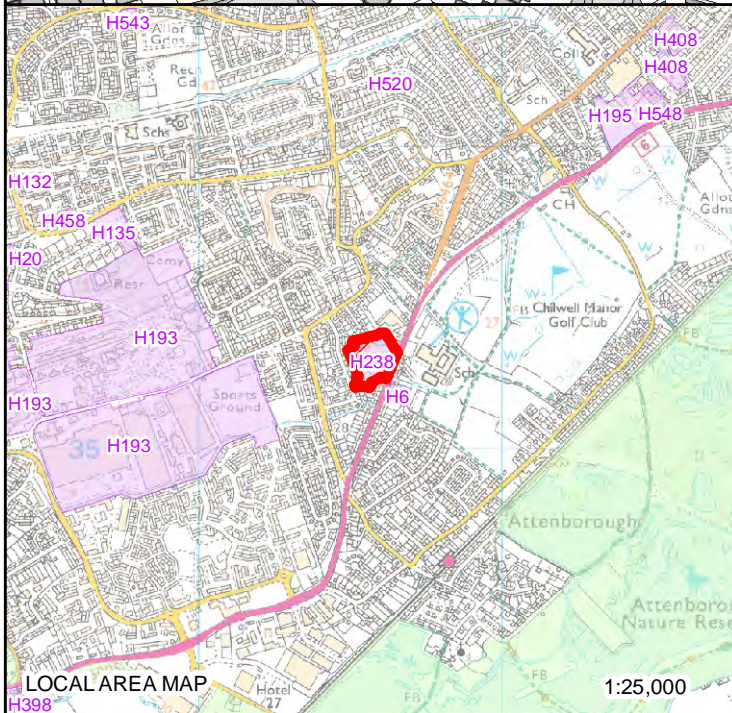


BOROUGH MAP



SITE MAP





Not to scale



LOCAL AREA MAP

1:25,000

Final Reasoned Judgement:
The development is under construction and is therefore clearly deliverable.

-  SHLAA Site
-  Other SHLAA sites
-  Green Belt Extent
-  Broxtowe Boundary

Site area (ha): **1.9**
 Potential dwellings: **73**
 Site type: **Urban**

0-5 Years

Published Site Constraints

Site Reference: 238

Long Eaton Textiles, 168 By Pass Road, Chilwell

Site Area 1.92

Easting: 451577

Northing: 335334

Planning Policy Status

Employment Site

Existing Use

Construction site

Location

Within MBA

Previously developed in whole or part

100% Previously Developed Land

Material Planning Policy Considerations except Land Use

No significant other constraints

Landscape Quality and Character

NA

Agricultural Land

NA

Topographical Constraints

Minor topographical constraints

Ridgelines and Site Prominence

NA

Highways Infrastructure Constraints

Existing highway network has capacity

Utilites Water

Unlikely to create any issues

Utilities Gas and Electricity

Unlikely to create any issues

EIA

NA

Bad Neighbours

Slight adverse effects from adjacent occupiers for development of the site for housing

Flood Risk

Part of site in Flood Zone - survey been submitted alongside application

Natural Environmental Constraints

No environmental constraints or designations

Built Environmental Constraints

No Built Environment Constraints

Contaminated Land Issues

Known/assessed capacity/cost constraints that will impact on delivery

Conservation Area Status

Site is not within a designated Conservation Area and has no impact upon a designated Conservation Area

Ownership Constraints

Publicly/Privately owned site with a willing developer pushing regeneration

Operational or Tenancy Issues

Unknown

Info from Housing Market

Strong

Public Transport Accessibility

Within 5 minute walk of a bus stop

Proximity to Tram Stops

Will be within a 15 minute walk of a tram stop

Facilities within the Locality

District/Town Centre within 10-15 minute walk

Pedestrian and Cycling accessibility to site

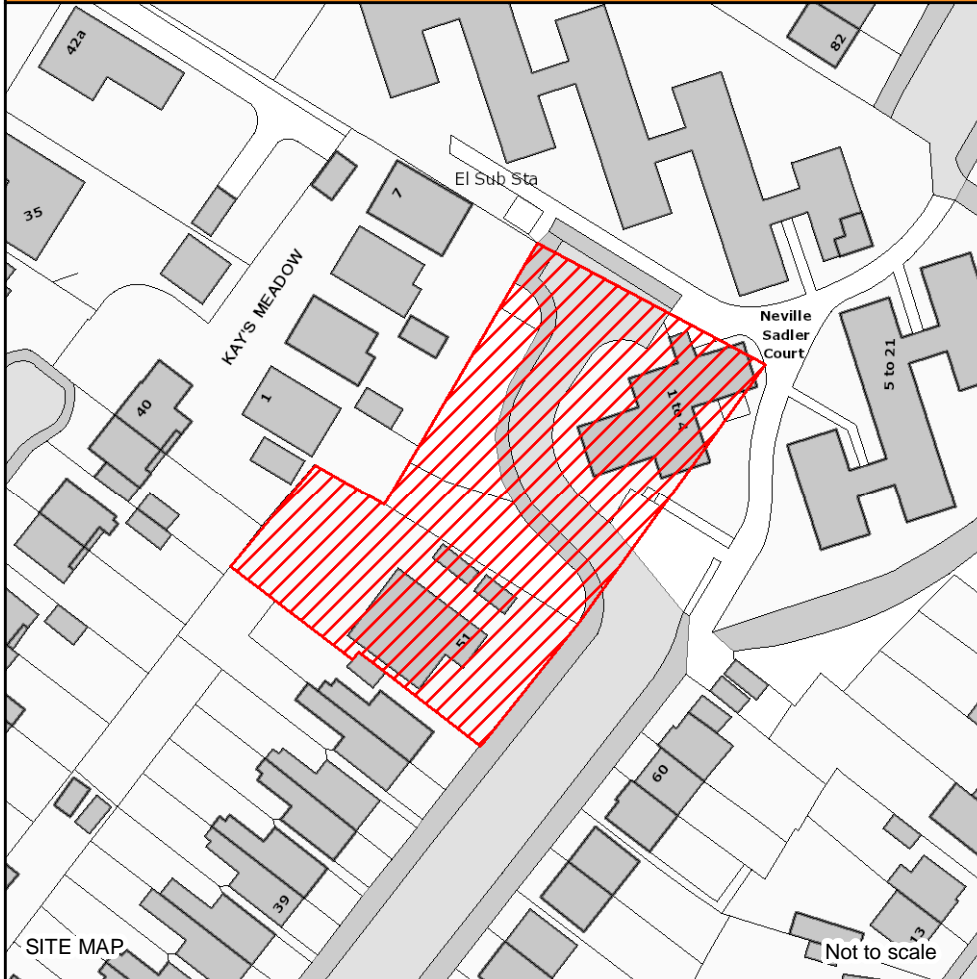
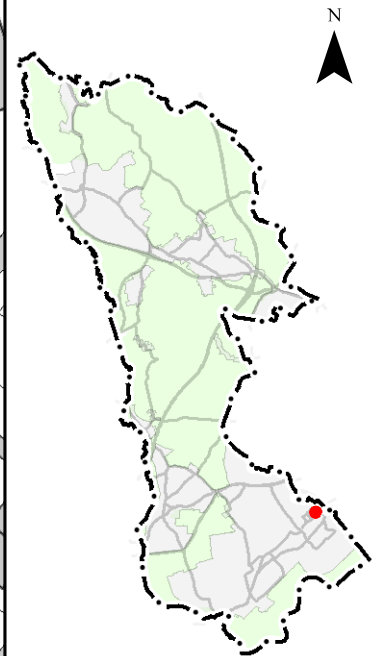
Moderate number of basic pedestrian / cycle routes linking site to centres of residence

Green Infrastructure Public Benefit

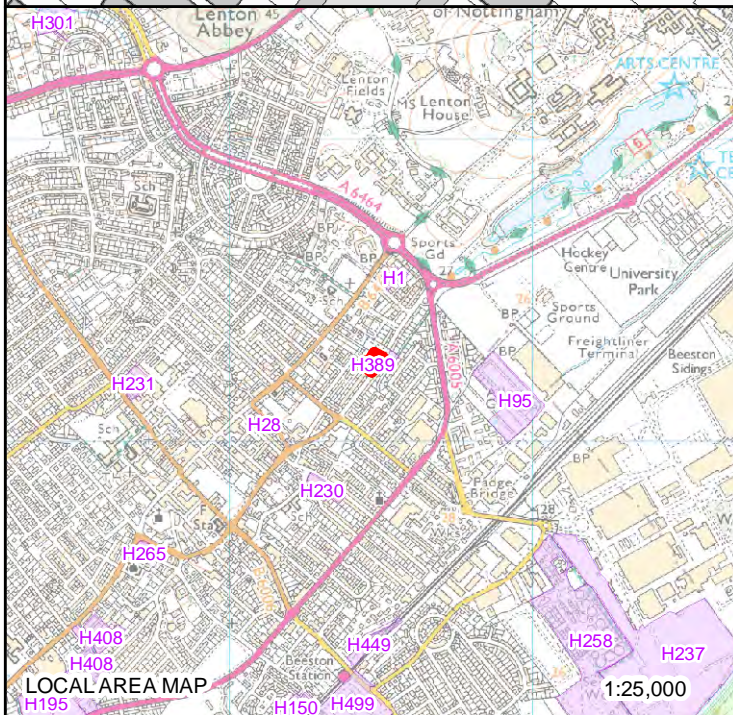
Public benefit through GI facility within 20 minute walk



MAIN BUILT UP AREA



BOROUGH MAP



Final Reasoned Judgement:
 Site is likely to come forward, when the tram route is built out and therefore is likely to be deliverable. This site will deliver like for like replacement dwellings therefore net increase of 0

- SHLAA Site
- Other SHLAA sites
- Green Belt Extent
- Broxtowe Boundary

Site area (ha): **0.2**
 Potential dwellings: **27**
 Site type: **Urban**

0-5 Years

Published Site Constraints

Site Reference: 389

Proposed Dev - Neville Sadler Court, Beeston

Site Area 0.21

Easting: 453477

Northing: 337274

Planning Policy Status

Not allocated but with outline planning permission

Existing Use

Supported housing site

Location

Within named settlement as listed

Previously developed in whole or part

100% Previously Developed Land

Material Planning Policy Considerations except Land Use

No significant other constraints

Landscape Quality and Character

NA

Agricultural Land

NA

Topographical Constraints

No topographical constraints

Ridgelines and Site Prominence

Visible in street scene

Highways Infrastructure Constraints

Existing highway network has capacity

Utilites Water

Not likely to be an issue

Utilities Gas and Electricity

Not likely to be an issue

EIA

NA

Bad Neighbours

NA

Flood Risk

EA Maps suggest <1/2 site at remote risk from extreme flooding (1 in 1000 or greater)

Natural Environmental Constraints

No environmental constraints or designations

Built Environmental Constraints

No Built Environment Constraints

Contaminated Land Issues

No Known Constraints

Conservation Area Status

Site is not within a designated Conservation Area and has no impact upon a designated Conservation Area

Ownership Constraints

Several private owners but solvable issues

Operational or Tenancy Issues

Info from Housing Market

Strong

Public Transport Accessibility

Within 10 minutes walk of a bus stop

Proximity to Tram Stops

No tram stops within 20 minute walk

Facilities within the Locality

District/Town Centre within 10-15 minute walk

Pedestrian and Cycling accessibility to site

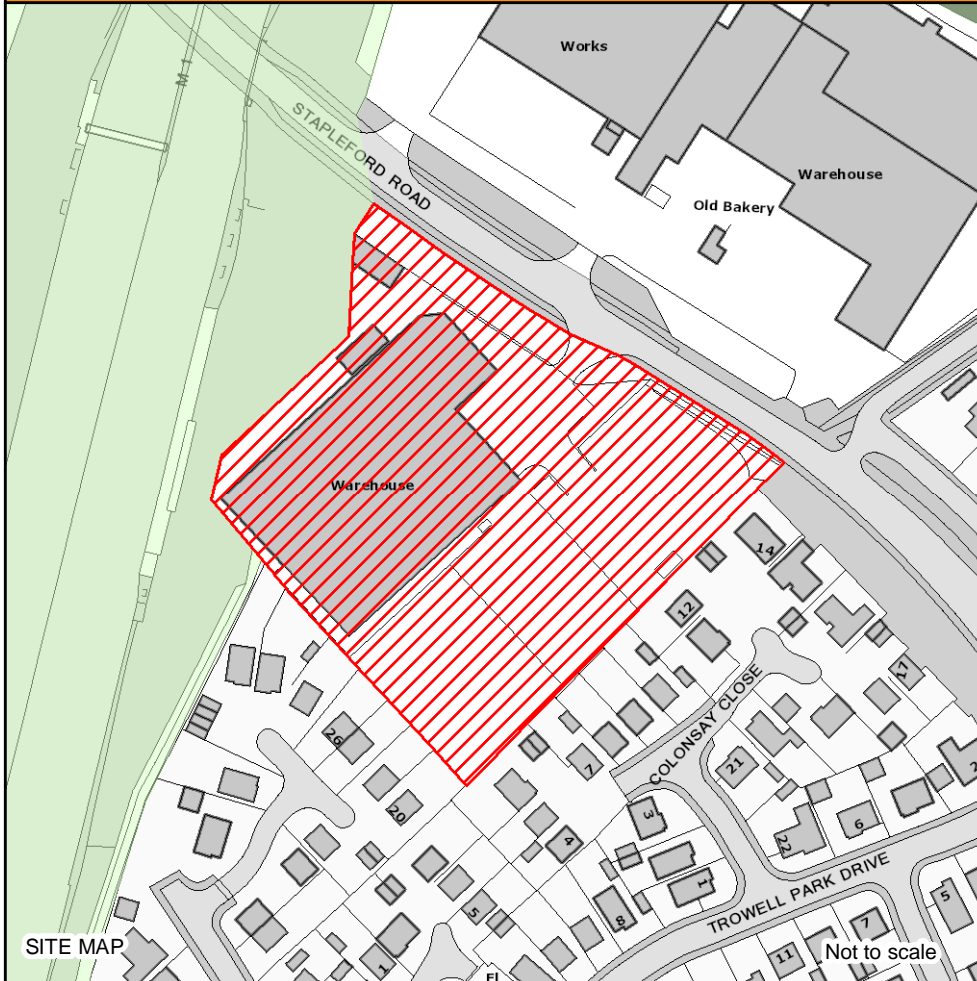
Green Infrastructure Public Benefit



MAIN BUILT UP AREA



BOROUGH MAP



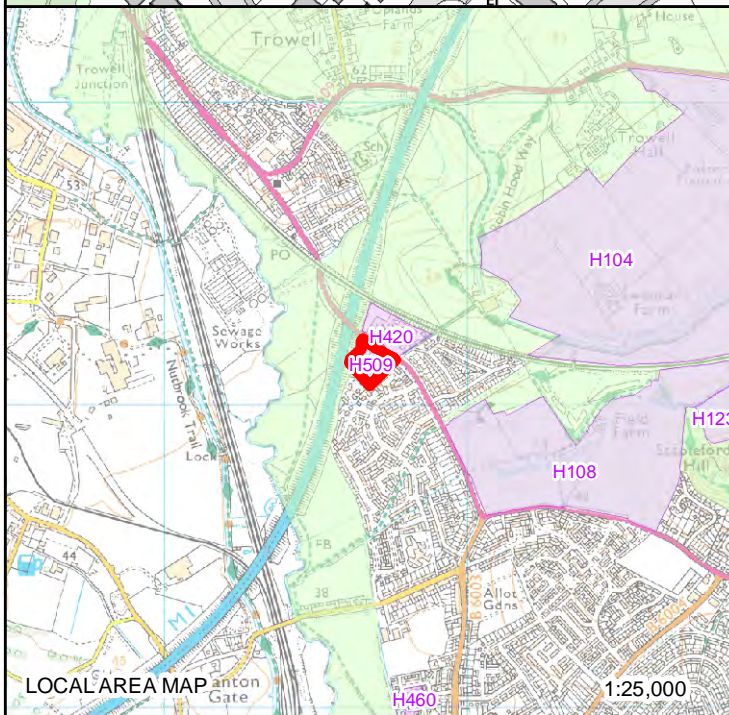
SITE MAP

Final Reasoned Judgement:

Local Plan Review 2003 Inspector questioned suitability of site for housing development due to motorway traffic noise and suggested that the site be retained for employment uses. However, there is no apparent interest for alternative employment uses as although within close proximity to the Motorway, it is not immediately adjacent to any easy Motorway access. Part of the site is within a 200 metre buffer of the preferred route for a High Speed 2 Railway line which may create noise issues and reduce the developable space.

An application for 33 dwellings (13/00089/OUT) has been withdrawn and an outline application (13/00421/OUT) has been resubmitted with an updated air quality assessment to reflect past widening of the motorway. It is considered that the site is available and suitable for housing and is therefore considered deliverable.

0-5 Years



LOCAL AREA MAP

SHLAA Site	Site area (ha):	1.1
Other SHLAA sites	Potential dwellings:	33
Green Belt Extent	Site type:	Urban
Broxtowe Boundary		

Published Site Constraints

Site Reference: 509

Trowell Freight Depot Stapleford Road Trowell

Site Area 1.15

Easting: 448654

Northing: 339150

Planning Policy Status

Non-allocated and No Planning Permission

Existing Use

Transport Depot

Location

Within MBA

Previously developed in whole or part

100% Previously Developed Land

Material Planning Policy Considerations except Land Use

No significant other constraints

Landscape Quality and Character

N/A

Agricultural Land

N/A

Topographical Constraints

No topographical constraints

Ridgelines and Site Prominence

N/A

Highways Infrastructure Constraints

Existing highway network has capacity

Utilites Water

Not likely to be an issue

Utilities Gas and Electricity

Not likely to be an issue

EIA

N/A

Bad Neighbours

Slight adverse effects from adjacent occupiers for development of the site for housing. Within 200m of HS2 preferred route.

Flood Risk

EA Maps suggest area at no risk from flooding

Natural Environmental Constraints

No environmental constraints or designations

Built Environmental Constraints

No Built Environment Constraints

Contaminated Land Issues

Site is likely to be contaminated and remediation would be required

Conservation Area Status

Site is not within a designated Conservation Area and has no impact upon a designated Conservation Area

Ownership Constraints

Publicly/Privately owned site with a willing developer pushing regeneration

Operational or Tenancy Issues

Site is Owner-Occupied

Info from Housing Market

Moderate

Public Transport Accessibility

Within 10 minutes walk of a bus stop

Proximity to Tram Stops

No tram stops within 20 minute walk

Facilities within the Locality

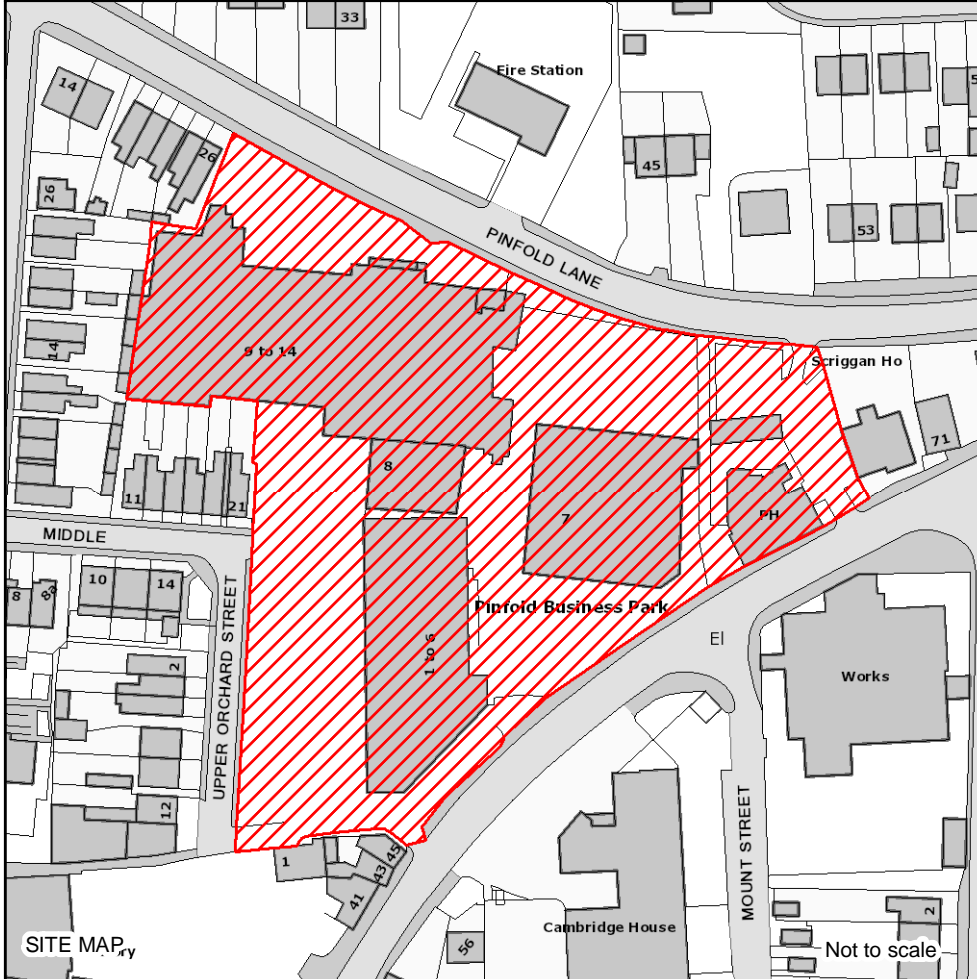
Small shopping parade within 10-15 minute walk

Pedestrian and Cycling accessibility to site

Moderate number of basic pedestrian / cycle routes linking site to centres of residence

Green Infrastructure Public Benefit

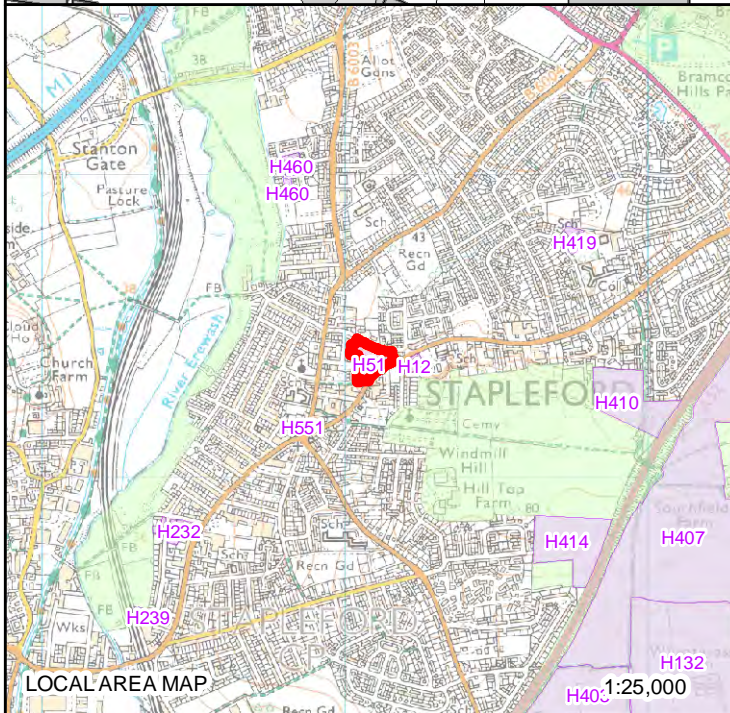
Public benefit through existing GI facility within 10-15 minute walk



MAIN BUILT UP AREA



BOROUGH MAP



Final Reasoned Judgement:

The site is available and suitable, with no major barriers to achievability. It is therefore considered to be deliverable. There is an extant permission for 12 dwellings (09/00246/OUT) with available land for a further 38 which has been submitted as an application (13/00322/OUT) which is currently waiting for further information in order to validate it.

- SHLAA Site
- Other SHLAA sites
- Green Belt Extent
- Broxtowe Boundary

Site area (ha): **1.1**
 Potential dwellings: **50**
 Site type: **Urban**

0-5 Years

Published Site Constraints

Site Reference: 51

Units 12-15 Pinfold Trading Estate Nottingham R

Site Area 1.09

Easting: 449076

Northing: 337423

Planning Policy Status

Non-allocated and No Planning Permission

Existing Use

Employment Buildings

Location

Within MBA

Previously developed in whole or part

100% Previously Developed Land

Material Planning Policy Considerations except Land Use

No significant other constraints

Landscape Quality and Character

N/A

Agricultural Land

N/A

Topographical Constraints

Minor topographical constraints

Ridgelines and Site Prominence

N/A

Highways Infrastructure Constraints

Existing highway network has capacity

Utilites Water

Not likely to be an issue

Utilities Gas and Electricity

Not likely to be an issue

EIA

N/A

Bad Neighbours

Setting with no adverse effects

Flood Risk

EA Maps suggest area at no risk from flooding

Natural Environmental Constraints

No environmental constraints or designations

Built Environmental Constraints

No Built Environment Constraints

Contaminated Land Issues

Site is likely to be contaminated and remediation would be required

Conservation Area Status

Site is not within a designated Conservation Area and has no impact upon a designated Conservation Area

Ownership Constraints

Publicly/Privately owned site with a willing developer pushing regeneration

Operational or Tenancy Issues

Unknown

Info from Housing Market

Weak

Public Transport Accessibility

Within 5 minute walk of a bus stop

Proximity to Tram Stops

Will be within a 20 minute walk of a tram stop

Facilities within the Locality

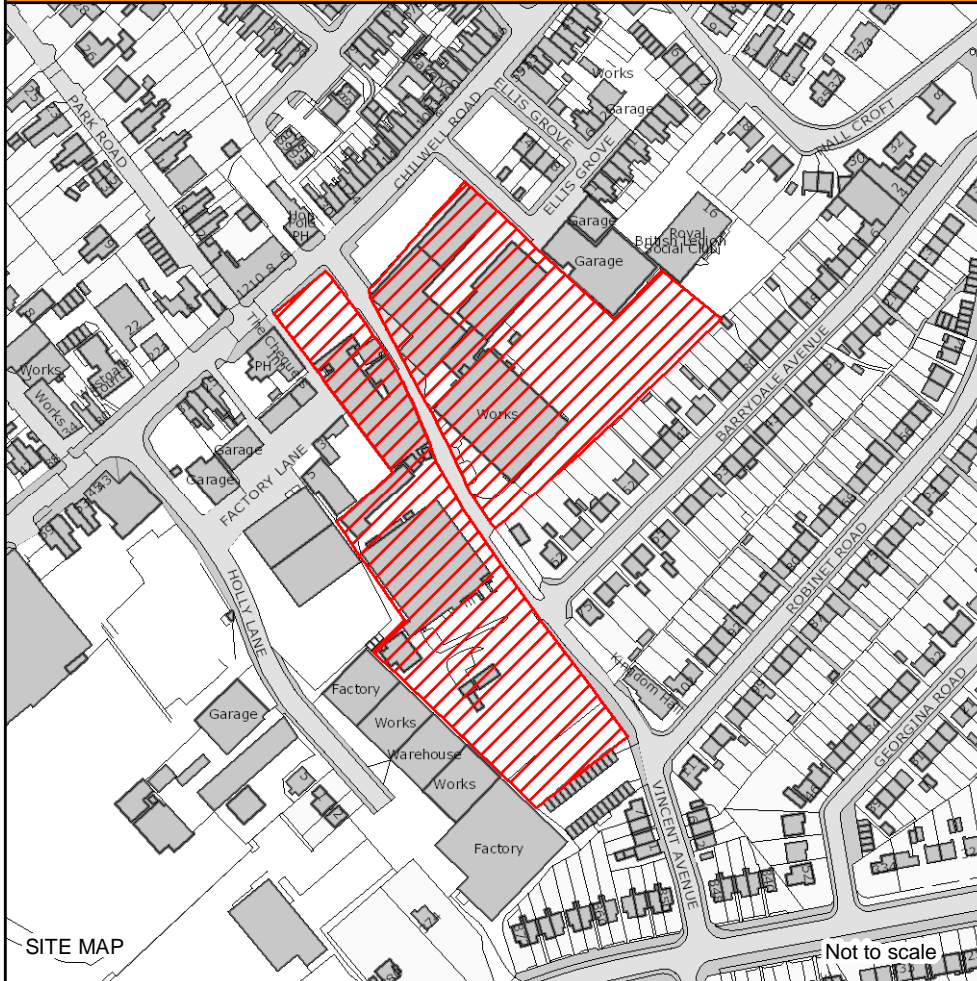
District/Town Centre within 10-15 minute walk

Pedestrian and Cycling accessibility to site

Moderate number of basic pedestrian / cycle routes linking site to centres of residence

Green Infrastructure Public Benefit

Public benefit through existing GI facility within a 5 minute walk

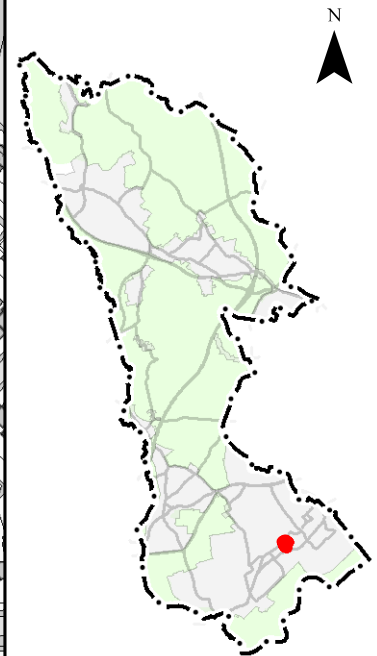


SITE MAP

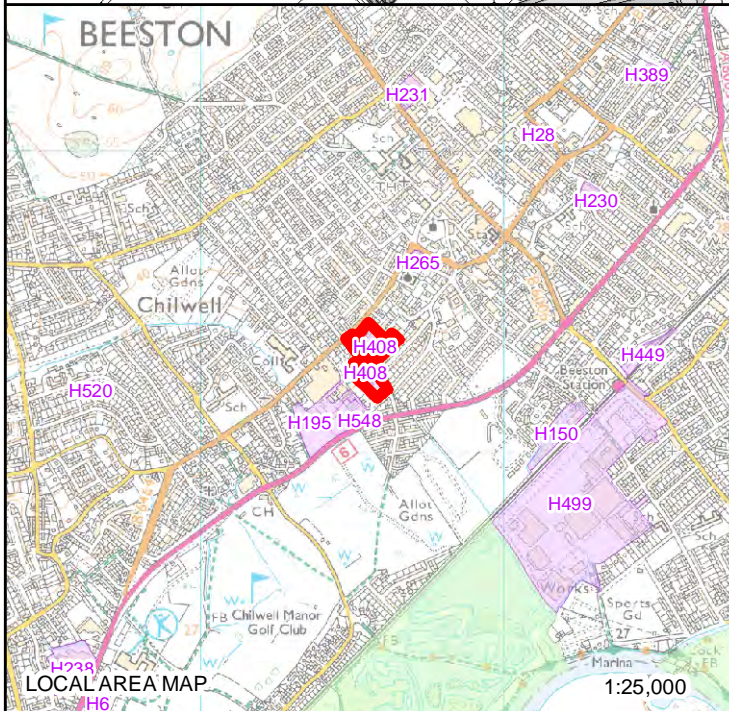
Not to scale



MAIN BUILT UP AREA



BOROUGH MAP



LOCAL AREA MAP

1:25,000

Final Reasoned Judgement:

Parts of the site are still in employment use however many of the units are vacant and appear old and unattractive to the market for employment use. An outline application (13/00003/OUT) for a mixed use development, showing an indicative layout for 81 dwellings (which could be subject to change as exact numbers have not been determined), has been recommended for approval subject to a legal agreement and non 'call-in' by Natural England. The site is available and suitable, with no major barriers to achievability, it is therefore considered to be deliverable.

- SHLAA Site
- Other SHLAA sites
- Green Belt Extent
- Broxtowe Boundary

Site area (ha): **1.8**
 Potential dwellings: **81**
 Site type: **Urban**

0-5 Years

Published Site Constraints

Site Reference: 408

Myford Machine Tools Wilmot Lane Beeston

Site Area 1.79

Easting: 452557

Northing: 336282

Planning Policy Status

Non-allocated and No Planning Permission

Existing Use

Warehouse and shops

Location

Within MBA

Previously developed in whole or part

100% Previously Developed Land

Material Planning Policy Considerations except Land Use

No significant other constraints

Landscape Quality and Character

N/A

Agricultural Land

N/A

Topographical Constraints

N/A

Ridgelines and Site Prominence

N/A

Highways Infrastructure Constraints

Existing highway network has capacity

Utilites Water

Not likely to be an issue

Utilities Gas and Electricity

Not likely to be an issue

EIA

N/A

Bad Neighbours

Setting with no adverse effects

Flood Risk

EA Maps suggest area at no risk from flooding

Natural Environmental Constraints

No environmental constraints or designations

Built Environmental Constraints

No Built Environment Constraints

Contaminated Land Issues

No capacity constarints for given level of development

Conservation Area Status

Site is not within a designated Conservation Area and has no impact upon a designated Conservation Area

Ownership Constraints

Unknown

Operational or Tenancy Issues

Unknown

Info from Housing Market

Strong

Public Transport Accessibility

Within 5 minute walk of a bus stop

Proximity to Tram Stops

Will be within a 5 minute walk of a tram stop

Facilities within the Locality

District/Town Centre within 10-15 minute walk

Pedestrian and Cycling accessibility to site

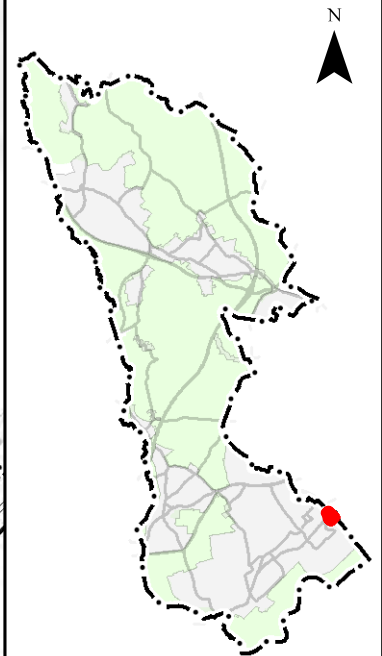
Moderate number of basic pedestrian / cycle routes linking site to centres of residence

Green Infrastructure Public Benefit

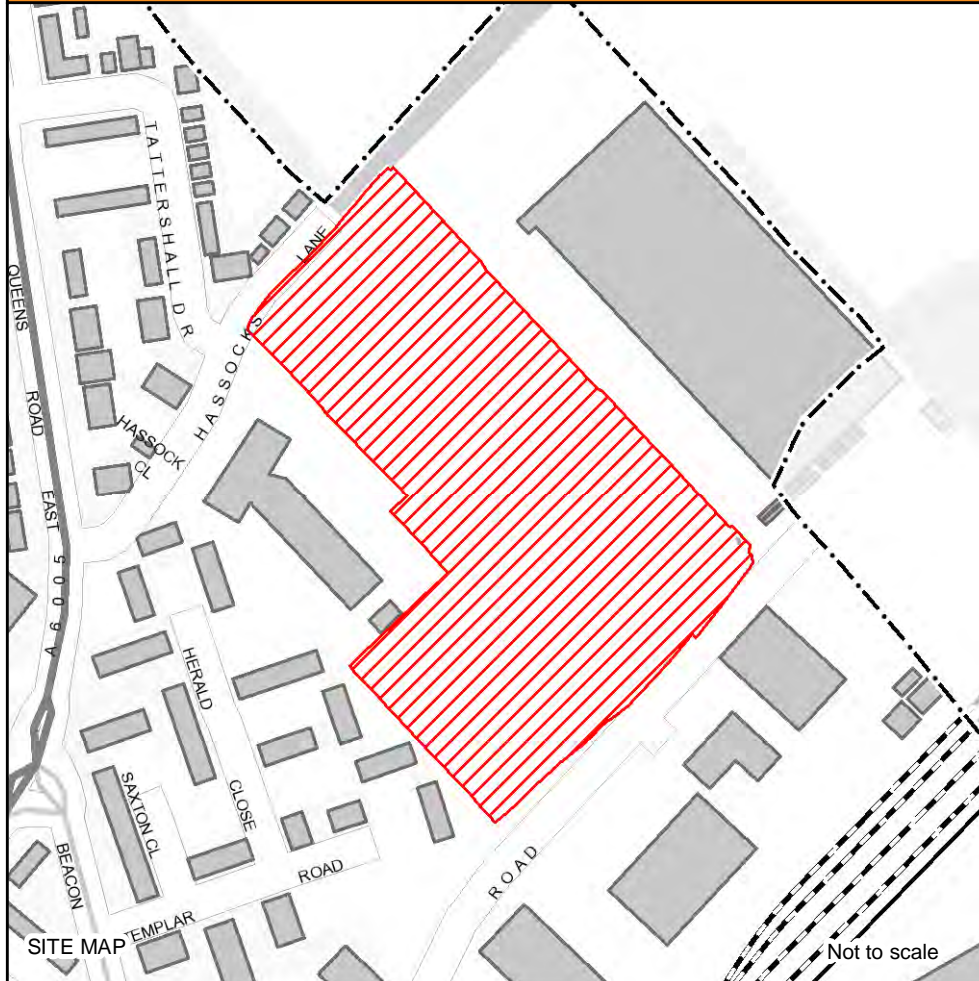
Public benefit through existing GI facility within a 5 minute walk



MAIN BUILT UP AREA

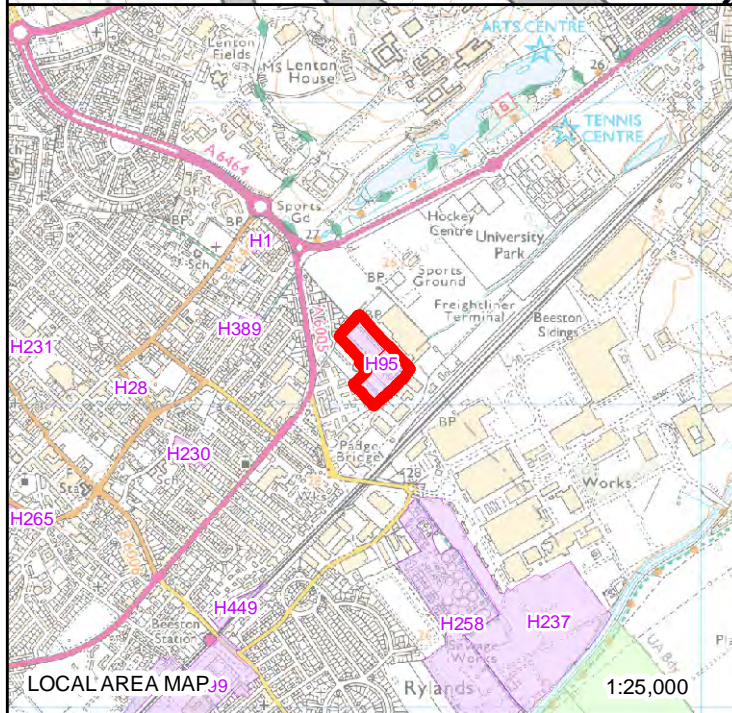


BOROUGH MAP



SITE MAP EMPLAR





Not to scale



LOCAL AREA MAP J9

1:25,000

Final Reasoned Judgement:
 Flood Risk Assessment at advanced stage of preparation and allotment status has been lifted. Potential access issues at the site can be addressed. An outline planning application (12/00643/REG4) for 130 dwellings has been approved subject to legal agreement; the site is available for development within 5 years.

-  SHLAA Site
-  Other SHLAA sites
-  Green Belt Extent
-  Broxtowe Boundary

Site area (ha): **3.2**
 Potential dwellings: **130**
 Site type: **Urban**

0-5 Years

Published Site Constraints

Site Reference: 95

Site Area 3.24

Planning Policy Status

Existing Use

Location

Previously developed in whole or part

Material Planning Policy Considerations except Land Use

Landscape Quality and Character

Agricultural Land

Topographical Constraints

Ridgelines and Site Prominence

Highways Infrastructure Constraints

Utilites Water

Utilities Gas and Electricity

EIA

Bad Neighbours

Flood Risk

Natural Environmental Constraints

Built Environmental Constraints

Contaminated Land Issues

Conservation Area Status

Ownership Constraints

Operational or Tenancy Issues

Info from Housing Market

Public Transport Accessibility

Proximity to Tram Stops

Facilities within the Locality

Pedestrian and Cycling accessibility to site

Green Infrastructure Public Benefit

Allotments, Hassocks Lane, Beeston

Easting: 453827

Northing: 337261

Allocated for a protected, non development use i.e. open space, wildlife, historic park or gardens

Vacant (former allotments)

Within named settlement as listed

100% Greenfield Site

No significant other constraints

Nothing of any significant merit

n/a

No topographical constraints

n/a

Existing highway network has capacity

Not likely to be an issue

Not likely to be an issue

NA

Moderate adverse effects from adjacent occupiers for development of the site for housing

EA Maps suggest <1/2 site at risk from flooding (1 in 100 or greater)

No environmental constraints or designations

No Built Environment Constraints

No Known Constraints

Site is not within a designated Conservation Area and has no impact upon a designated Conservation Area

Publicly/Privatey owned site with a willing developer pushing regeneration

None foreseen

Strong

Within 10 minutes walk of a bus stop

Will be within a 5 minute walk of a tram stop

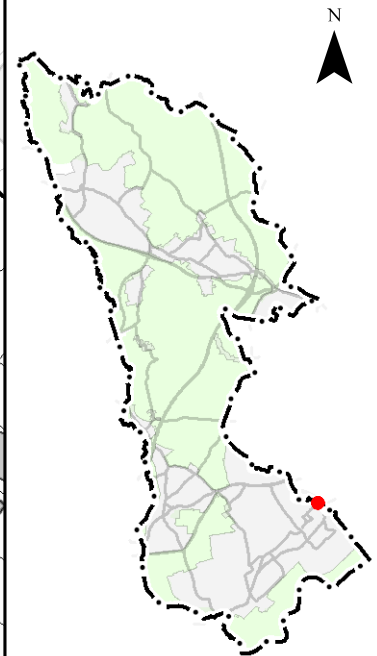
District/Town Centre within 10-15 minute walk

Excellent variety and number of routes linking the site to all residential areas in the vicinity, are safe to use, direct and are well designed / maintained

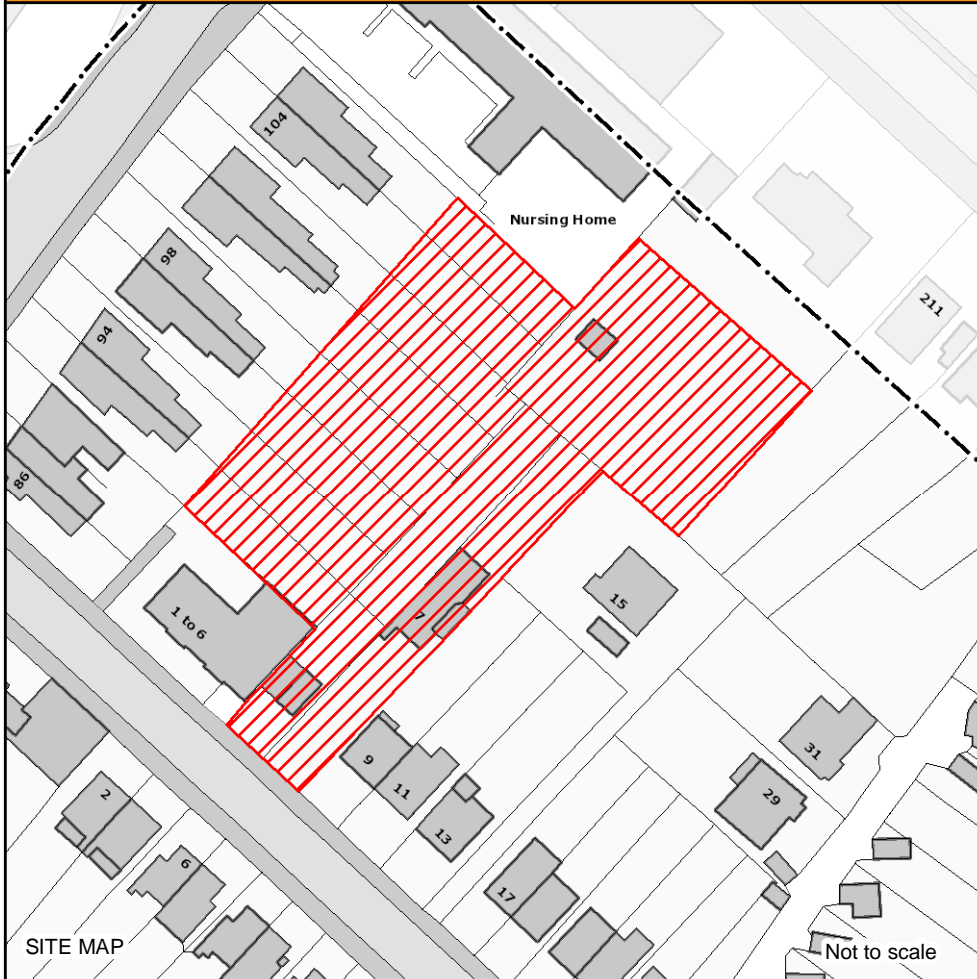
Public benefit through existing GI facility within 10-15 minute walk



MAIN BUILT UP AREA

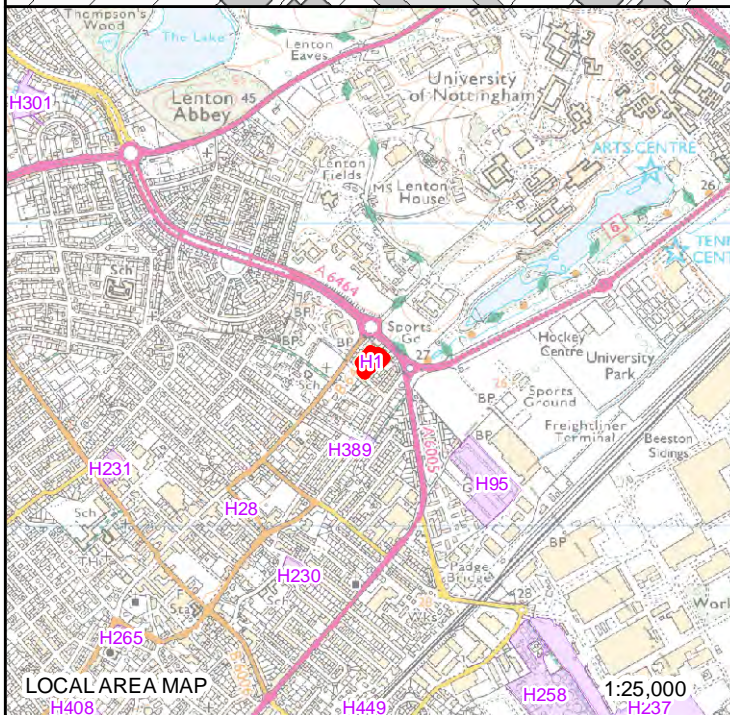


BOROUGH MAP







SITE MAP

Not to scale



LOCAL AREA MAP

Final Reasoned Judgement:
The site is available and suitable. It is therefore considered to be developable.

-  SHLAA Site
-  Other SHLAA sites
-  Green Belt Extent
-  Broxtowe Boundary

Site area (ha): **0.3**
 Potential dwellings: **14**
 Site type: **Urban**

6-10 Years

Published Site Constraints

Site Reference: 1

92-106 Broadgate Beeston

Site Area 0.28

Easting: 453538

Northing: 337550

Planning Policy Status

Non-allocated and No Planning Permission

Existing Use

Residential

Location

Within MBA

Previously developed in whole or part

Site predominantly Greenfield (more than 70%)

Material Planning Policy Considerations except Land Use

No significant other constraints

Landscape Quality and Character

N/A

Agricultural Land

N/A

Topographical Constraints

No topographical constraints

Ridgelines and Site Prominence

N/A

Highways Infrastructure Constraints

Highways assessment suggests sufficient capacity for proposed level of development

Utilites Water

Not likely to be an issue

Utilities Gas and Electricity

Not likely to be an issue

EIA

N/A

Bad Neighbours

Setting with no adverse effects

Flood Risk

EA Maps suggest area at no risk from flooding

Natural Environmental Constraints

No environmental constraints or designations

Built Environmental Constraints

No Built Environment Constraints

Contaminated Land Issues

Known/assessed capacity/cost constraints that will impact on delivery

Conservation Area Status

Site is not within a designated Conservation Area and has no impact upon a designated Conservation Area

Ownership Constraints

Unknown

Operational or Tenancy Issues

Unknown

Info from Housing Market

Strong

Public Transport Accessibility

Within 5 minute walk of a bus stop

Proximity to Tram Stops

Will be within a 5 minute walk of a tram stop

Facilities within the Locality

District/Town Centre within 10-15 minute walk

Pedestrian and Cycling accessibility to site

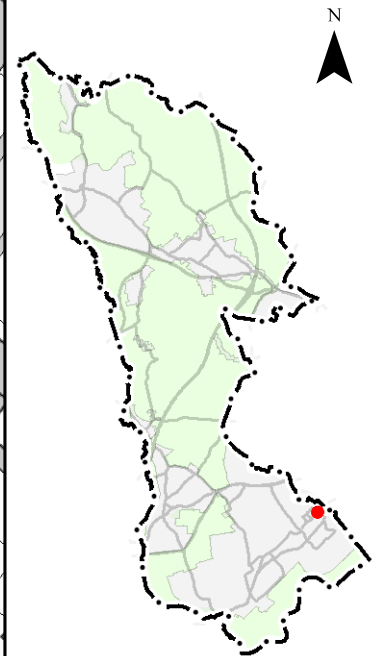
Excellent variety and number of routes linking the site to all residential areas in the vicinity, are safe to use, direct and are well designed / maintained

Green Infrastructure Public Benefit

Public benefit through existing GI facility within a 5 minute walk



MAIN BUILT UP AREA

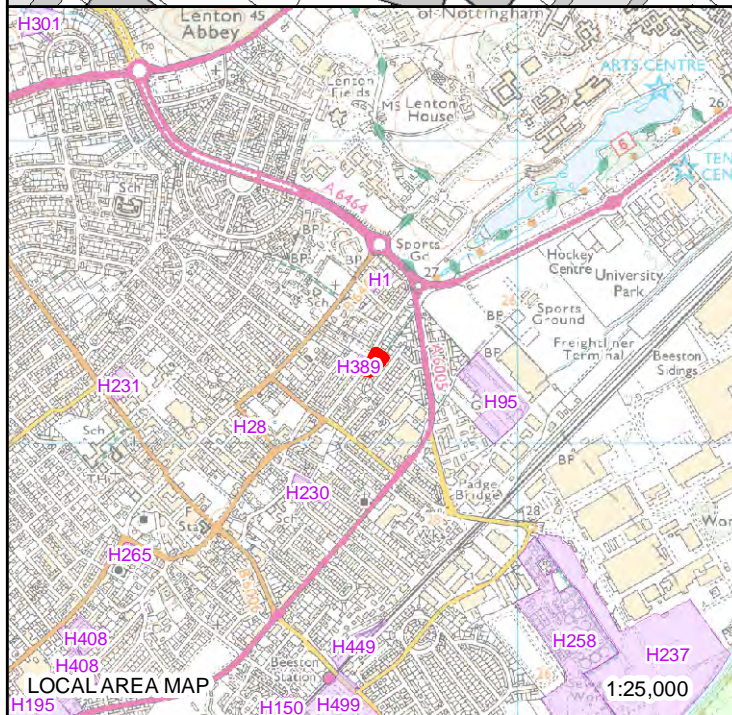


BOROUGH MAP



SITE MAP





Not to scale



LOCAL AREA MAP

1:25,000

Final Reasoned Judgement:
 Principal of development in this location more likely to be acceptable if a more comprehensive scheme including the surrounding land

-  SHLAA Site
-  Other SHLAA sites
-  Green Belt Extent
-  Broxtowe Boundary

Site area (ha): **0.2**
 Potential dwellings: **10**
 Site type: **Urban**

6-10 Years

Published Site Constraints

Site Reference: 310

Land adjacent Neville Sadler Court Beeston

Site Area 0.18

Easting: 453477

Northing: 337274

Planning Policy Status

Non-allocated and No Planning Permission

Existing Use

Location

Within named settlement as listed

Previously developed in whole or part

100% Previously Developed Land

**Material Planning Policy Considerations
except Land Use**

No significant other constraints

Landscape Quality and Character

N/A

Agricultural Land

N/A

Topographical Constraints

No topographical constraints

Ridgelines and Site Prominence

N/A

Highways Infrastructure Constraints

Existing highway network has capacity

Utilites Water

Not likely to be an issue

Utilities Gas and Electricity

Not likely to be an issue

EIA

N/A

Bad Neighbours

Setting with no adverse effects

Flood Risk

EA Maps suggest area at no risk from flooding

Natural Environmental Constraints

No environmental constraints or designations

Built Environmental Constraints

No Built Environment Constraints

Contaminated Land Issues

No Known Constraints

Conservation Area Status

Site is not within a designated Conservation Area and has no impact upon a designated Conservation Area

Ownership Constraints

Unknown

Operational or Tenancy Issues

None foreseen

Info from Housing Market

Strong

Public Transport Accessibility

Within 10 minutes walk of a bus stop

Proximity to Tram Stops

No tram stops within 20 minute walk

Facilities within the Locality

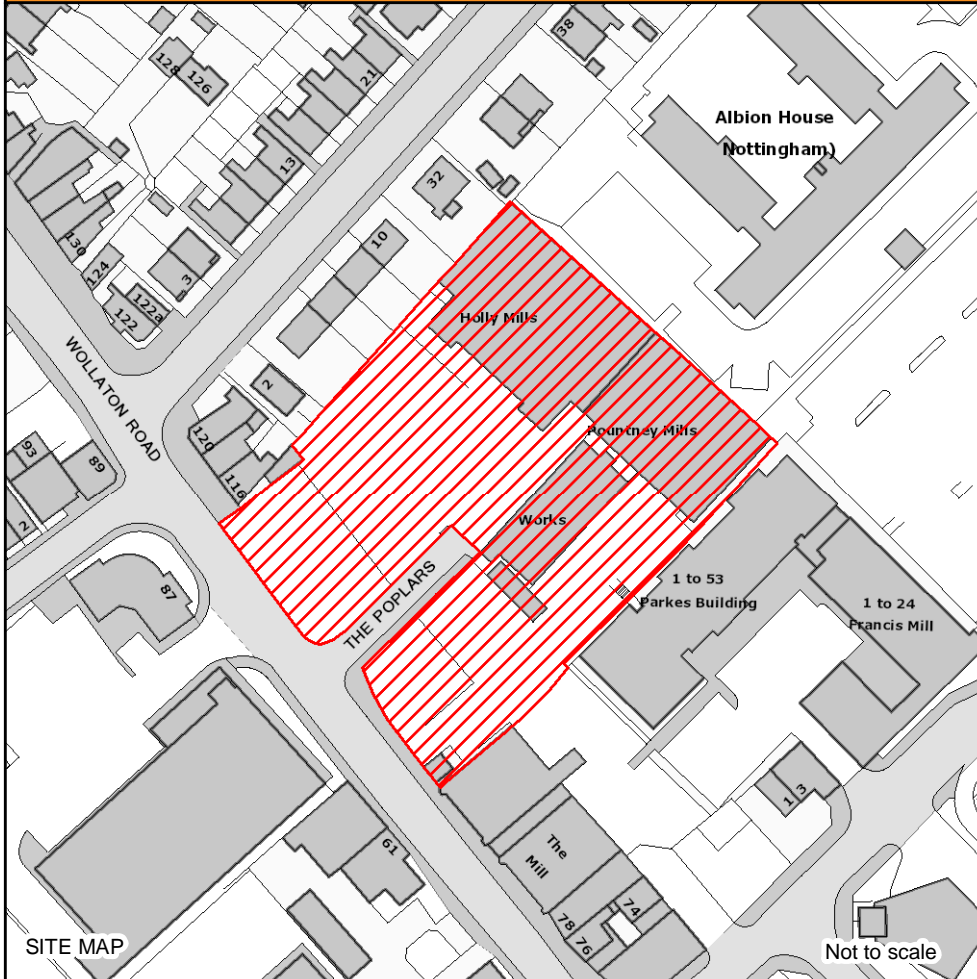
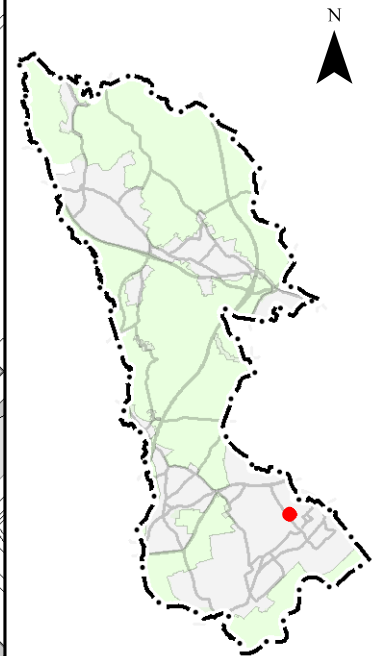
Village or local centre within 10-15 minute walk

**Pedestrian and Cycling accessibility
to site**

Green Infrastructure Public Benefit



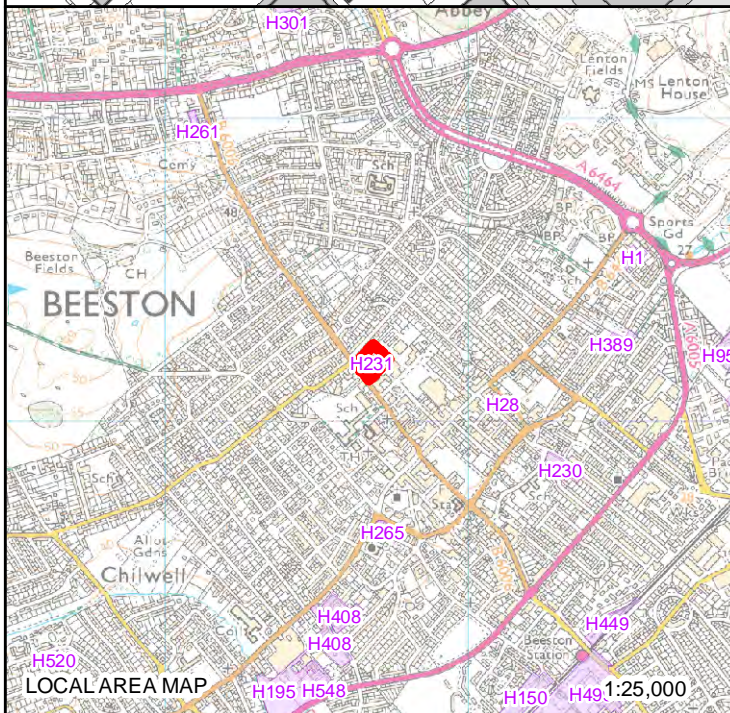
MAIN BUILT UP AREA



SITE MAP

Not to scale





BOROUGH MAP



LOCAL AREA MAP

Final Reasoned Judgement:

The site is in a suitable location and is recommended for release in the NCRELS. Availability is uncertain, and now planning permission has been granted for alternative training use which is being implemented to the North Eastern part of the site. The front part of the site remains suitable for redevelopment.

-  SHLAA Site
-  Other SHLAA sites
-  Green Belt Extent
-  Broxtowe Boundary

Site area (ha): **0.6**
 Potential dwellings: **12**
 Site type: **Urban**

6-10 Years

Published Site Constraints

Site Reference: 231

Site Area 0.6

Planning Policy Status

Existing Use

Location

Previously developed in whole or part

**Material Planning Policy Considerations
except Land Use**

Landscape Quality and Character

Agricultural Land

Topographical Constraints

Ridgelines and Site Prominence

Highways Infrastructure Constraints

Utilites Water

Utilities Gas and Electricity

EIA

Bad Neighbours

Flood Risk

Natural Environmental Constraints

Built Environmental Constraints

Contaminated Land Issues

Conservation Area Status

Ownership Constraints

Operational or Tenancy Issues

Info from Housing Market

Public Transport Accessibility

Proximity to Tram Stops

Facilities within the Locality

**Pedestrian and Cycling accessibility
to site**

Green Infrastructure Public Benefit

Wollaton Road Beeston

Easting: 452718

Northing: 336930

Non-allocated and No Planning Permission

Industrial and training

Within MBA

100% Previously Developed Land

No significant other constraints

NA

NA

No topographical constraints

NA

Existing highway network has capacity

Not likely to be an issue

Not likely to be an issue

NA

Setting with no adverse effects

EA Maps suggest area at no risk from flooding

Impact upon the setting of any natural environmental constraints
supplemented by comment

Impact upon the setting of any built environment constraints located off site
supplemented by comment

Known/assessed capacity/cost constraints that will impact on delivery

Site is not within a designated Conservation Area and has no impact upon a
designated Conservation Area

Unknown

None foreseen

Strong

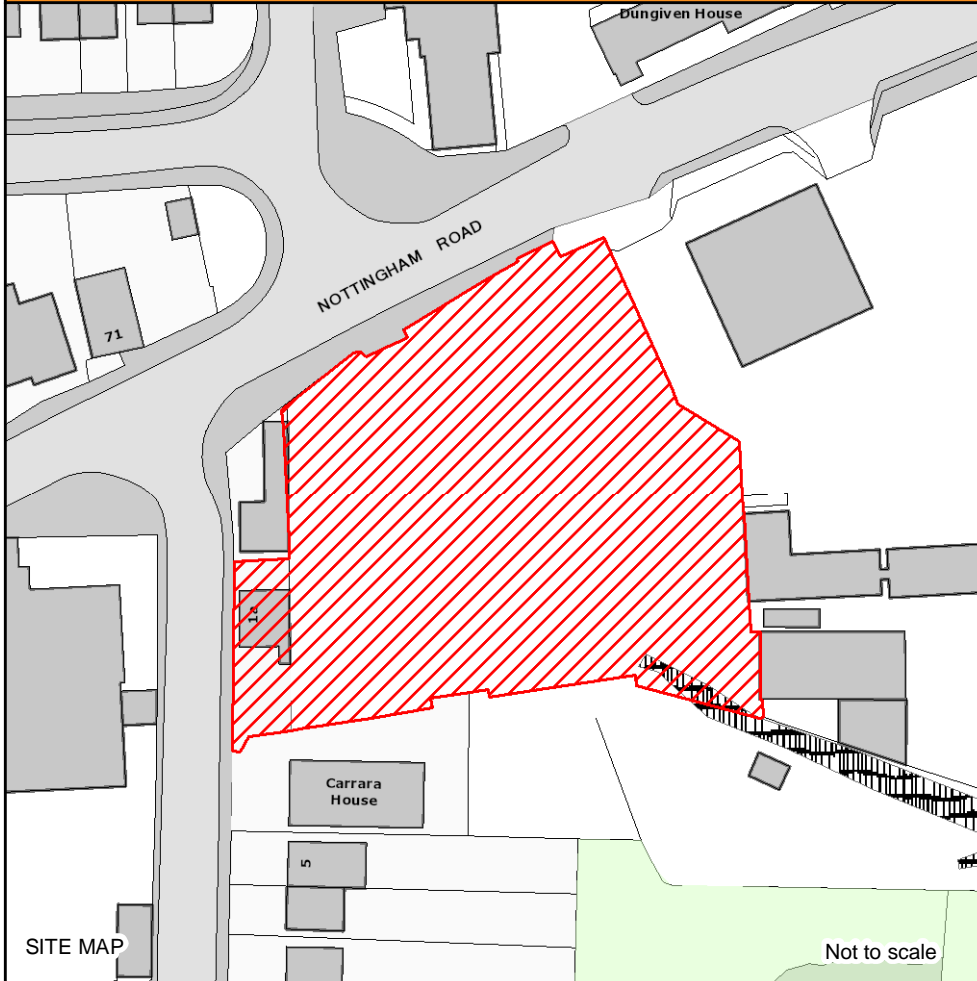
Within 5 minute walk of a bus stop

Will be within a 5 minute walk of a tram stop

District/Town Centre within 10-15 minute walk

Moderate number of basic pedestrian / cycle routes linking site to centres of
residence

Public benefit through existing GI facility within a 20 minute walk

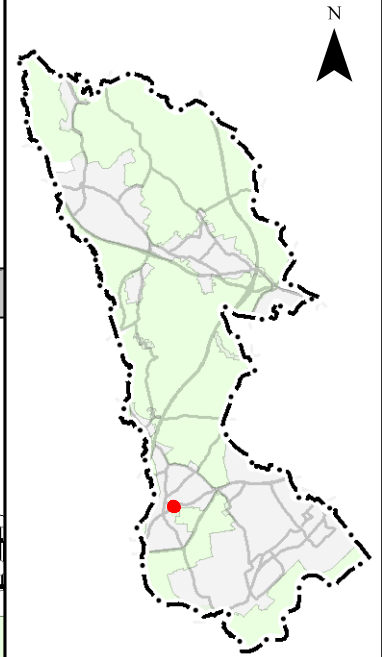


SITE MAP

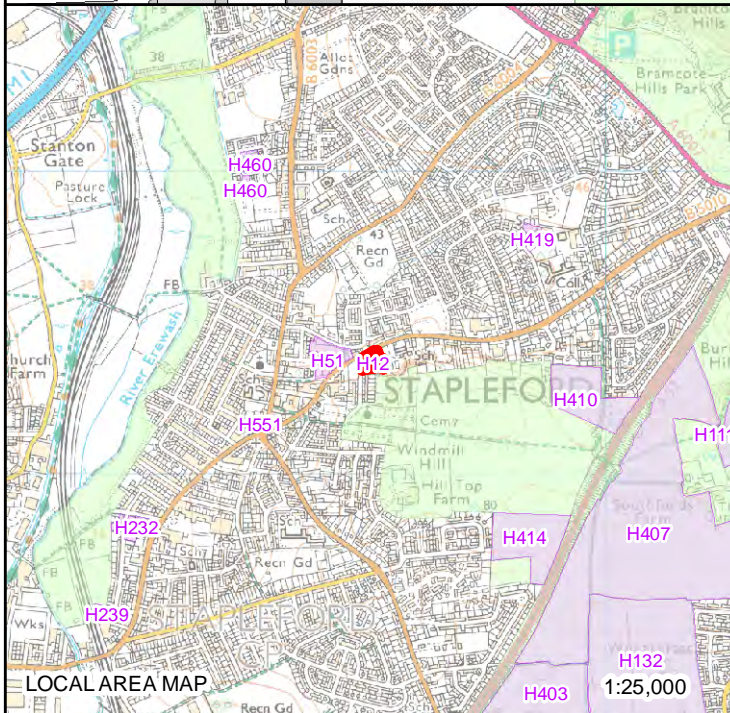
Not to scale



MAIN BUILT UP AREA



BOROUGH MAP







LOCAL AREA MAP

1:25,000

Final Reasoned Judgement:

The site is available and suitable, with no obvious barriers to achievability, subject to the details of any application. It is therefore considered to be developable, though following the lapse of the planning permission approval in 2005 whereby no development has commenced timescales for development are unclear.

-  SHLAA Site
-  Other SHLAA sites
-  Green Belt Extent
-  Broxtowe Boundary

Site area (ha): **0.3**
 Potential dwellings: **13**
 Site type: **Urban**

6-10 Years

Published Site Constraints

Site Reference: 12

Moult's Yard, 68-70 Nottingham Road, Stapleford

Site Area 0.32

Easting: 449231

Northing: 337398

Planning Policy Status

Allocated for residential use/outline planning permission for residential expired

Existing Use

Former builder's yard

Location

Within MBA

Previously developed in whole or part

100% Previously Developed Land

Material Planning Policy Considerations except Land Use

No significant other constraints

Landscape Quality and Character

N/A

Agricultural Land

N/A

Topographical Constraints

No topographical constraints

Ridgelines and Site Prominence

N/A

Highways Infrastructure Constraints

Highways assessment suggests sufficient capacity for proposed level of development

Utilities Water

No capacity constraints for given level of development (with assessment made)

Utilities Gas and Electricity

No capacity constraints for given level of development (with assessment made)

EIA

N/A

Bad Neighbours

Setting with no adverse effects

Flood Risk

EA Maps suggest area at no risk from flooding

Natural Environmental Constraints

SINCs, RIGS present on site

Built Environmental Constraints

No Built Environment Constraints

Contaminated Land Issues

Site is likely to be contaminated and remediation would be required

Conservation Area Status

Site is not within a designated Conservation Area and has no impact upon a designated Conservation Area

Ownership Constraints

No ownership problems; all owners supporting development

Operational or Tenancy Issues

Unknown

Info from Housing Market

Weak

Public Transport Accessibility

Within 5 minute walk of a bus stop

Proximity to Tram Stops

Will be within a 20 minute walk of a tram stop

Facilities within the Locality

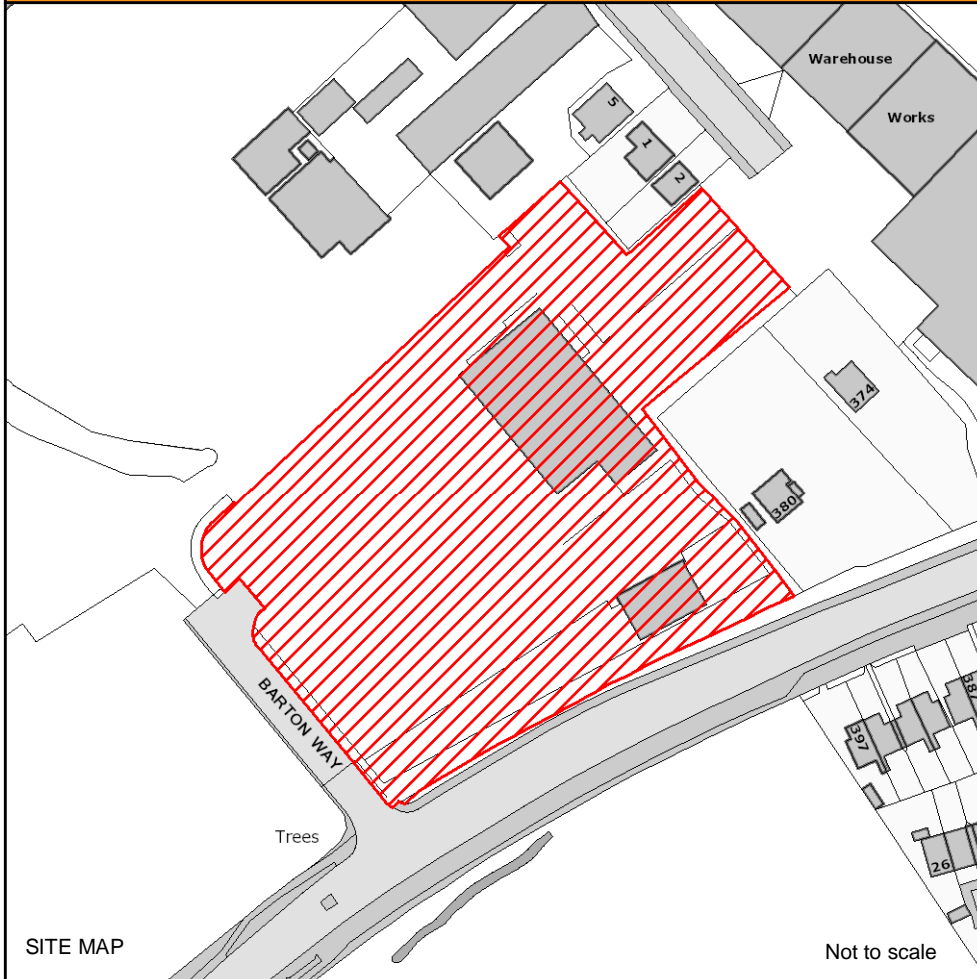
District/Town Centre within 10-15 minute walk

Pedestrian and Cycling accessibility to site

Moderate number of basic pedestrian / cycle routes linking site to centres of residence

Green Infrastructure Public Benefit

Public benefit through existing GI facility within a 5 minute walk

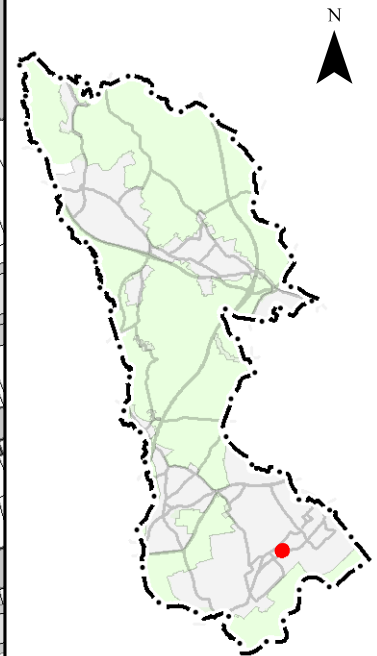


SITE MAP

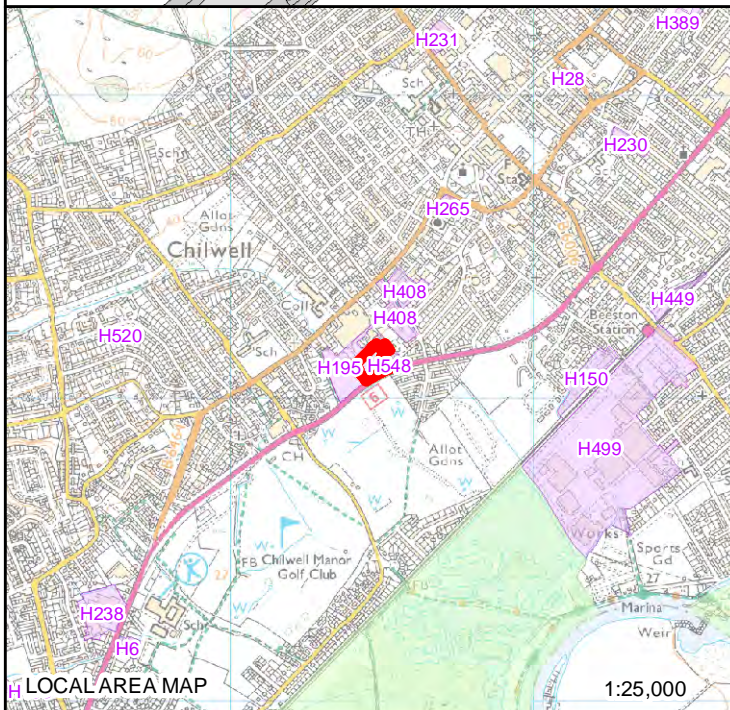
Not to scale



MAIN BUILT UP AREA



BOROUGH MAP







LOCAL AREA MAP

1:25,000

Final Reasoned Judgement:

Van hire occupy the site at present but considered to be suitable for release for residential development albeit that the current lease on the site does not end until 2021 and as such the site is not available for redevelopment until year 8 of the plan period.

Site would usefully form a second phase to potential redevelopment of the land to the North and West (SHLAA site 195).

-  SHLAA Site
-  Other SHLAA sites
-  Green Belt Extent
-  Broxtowe Boundary

Site area (ha): **0.8**
 Potential dwellings: **19**
 Site type: **Urban**

6-10 Years

Published Site Constraints

Site Reference: 548

Site Area 0.79

Planning Policy Status

Existing Use

Location

Previously developed in whole or part

Material Planning Policy Considerations except Land Use

Landscape Quality and Character

Agricultural Land

Topographical Constraints

Ridgelines and Site Prominence

Highways Infrastructure Constraints

Utilites Water

Utilities Gas and Electricity

EIA

Bad Neighbours

Flood Risk

Natural Environmental Constraints

Built Environmental Constraints

Contaminated Land Issues

Conservation Area Status

Ownership Constraints

Operational or Tenancy Issues

Info from Housing Market

Public Transport Accessibility

Proximity to Tram Stops

Facilities within the Locality

Pedestrian and Cycling accessibility to site

Green Infrastructure Public Benefit

Beeston Van Hire 2 Barton Way Chilwell

Easting: 452446

Northing: 336099

Allocated for non residential development use in 2004 Local Plan, no longer considered viable. Policy position expected to change through the site allocation Development Plan Document.

Van Hire site

Within MBA

100% Previously Developed Land

No significant other constraints

N/A

N/A

No topographical constraints

N/A

Existing highway network has capacity

Not likely to be an issue

Not likely to be an issue

N/A

Setting with no adverse effects

EA Maps suggest >1/2 site at remote risk from extreme flooding (1 in 1000 or greater)

No environmental constraints or designations

No Built Environment Constraints

Site is likely to be contaminated and remediation would be required

Site is not within a designated Conservation Area and has no impact upon a designated Conservation Area

No ownership problems

Site is in operation for an alternative use with the occupier holding a lease or tenancy agreement between 5-10 years, understood to expire 2021.

Strong

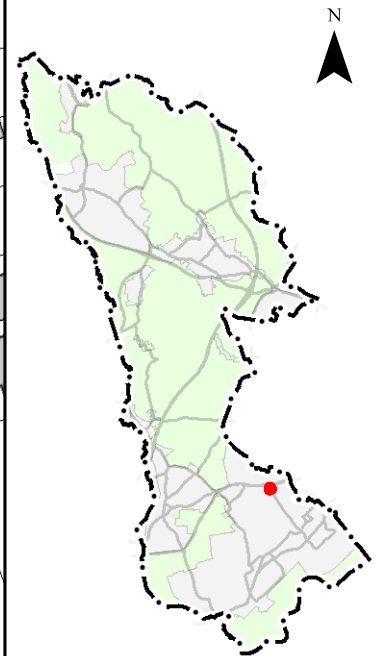
Within 5 minute walk of a bus stop

Within 5 minute walk of a tram stop

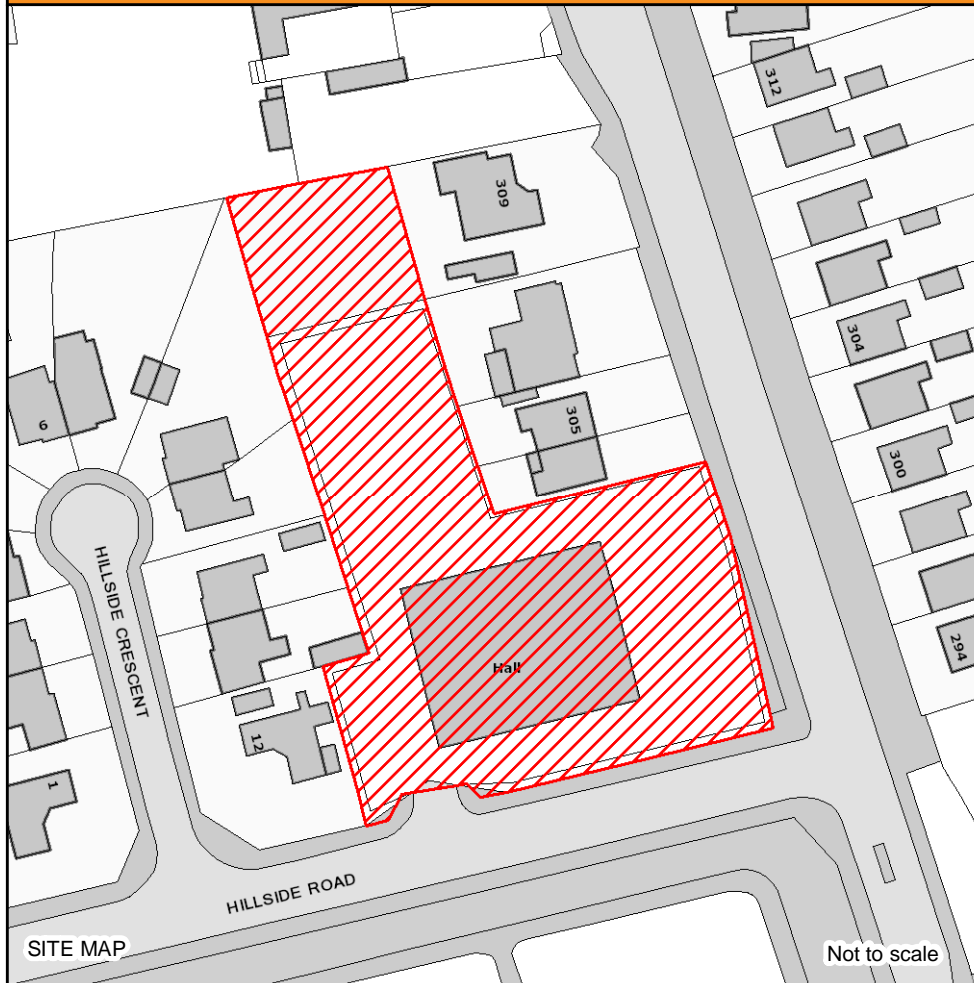
District/Town Centre within 10-15 minute walk



MAIN BUILT UP AREA

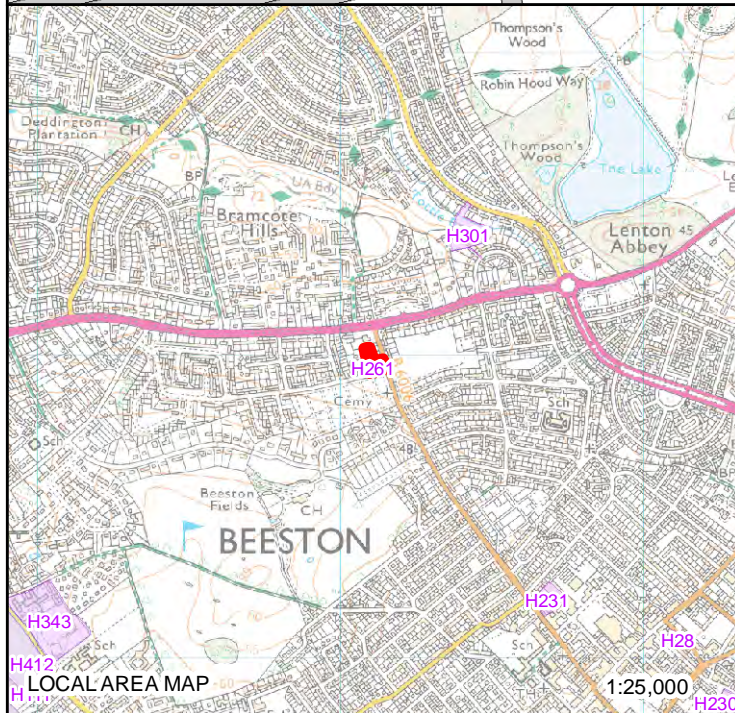


BOROUGH MAP



SITE MAP

Not to scale







LOCAL AREA MAP

1:25,000

Final Reasoned Judgement:

The site is available and suitable with outline planning permission, with no major barriers to achievability. It is therefore considered to be developable.

-  SHLAA Site
-  Other SHLAA sites
-  Green Belt Extent
-  Broxtowe Boundary

Site area (ha): **0.3**
 Potential dwellings: **20**
 Site type: **Urban**

6-10 Years

Published Site Constraints

Site Reference: 261

Brethren Meeting Hall Hillside Road Beeston

Site Area 0.29

Easting: 452115

Northing: 337963

Planning Policy Status

Extant planning permission for residential

Existing Use

Community hall

Location

Within MBA

Previously developed in whole or part

100% Previously Developed Land

Material Planning Policy Considerations except Land Use

No significant other constraints

Landscape Quality and Character

NA

Agricultural Land

NA

Topographical Constraints

No topographical constraints

Ridgelines and Site Prominence

NA

Highways Infrastructure Constraints

Existing highway network has capacity

Utilities Water

No capacity constraints for given level of development (with assessment made)

Utilities Gas and Electricity

No capacity constraints for given level of development (with assessment made)

EIA

NA

Bad Neighbours

Setting with no adverse effects

Flood Risk

EA Maps suggest area at no risk from flooding

Natural Environmental Constraints

No environmental constraints or designations

Built Environmental Constraints

No Built Environment Constraints

Contaminated Land Issues

No Known Constraints

Conservation Area Status

Site is not within a designated Conservation Area and has no impact upon a designated Conservation Area

Ownership Constraints

Publicly/Privately owned site with a willing developer pushing regeneration

Operational or Tenancy Issues

Info from Housing Market

Strong

Public Transport Accessibility

Within 5 minute walk of a bus stop

Proximity to Tram Stops

No tram stops within 20 minute walk

Facilities within the Locality

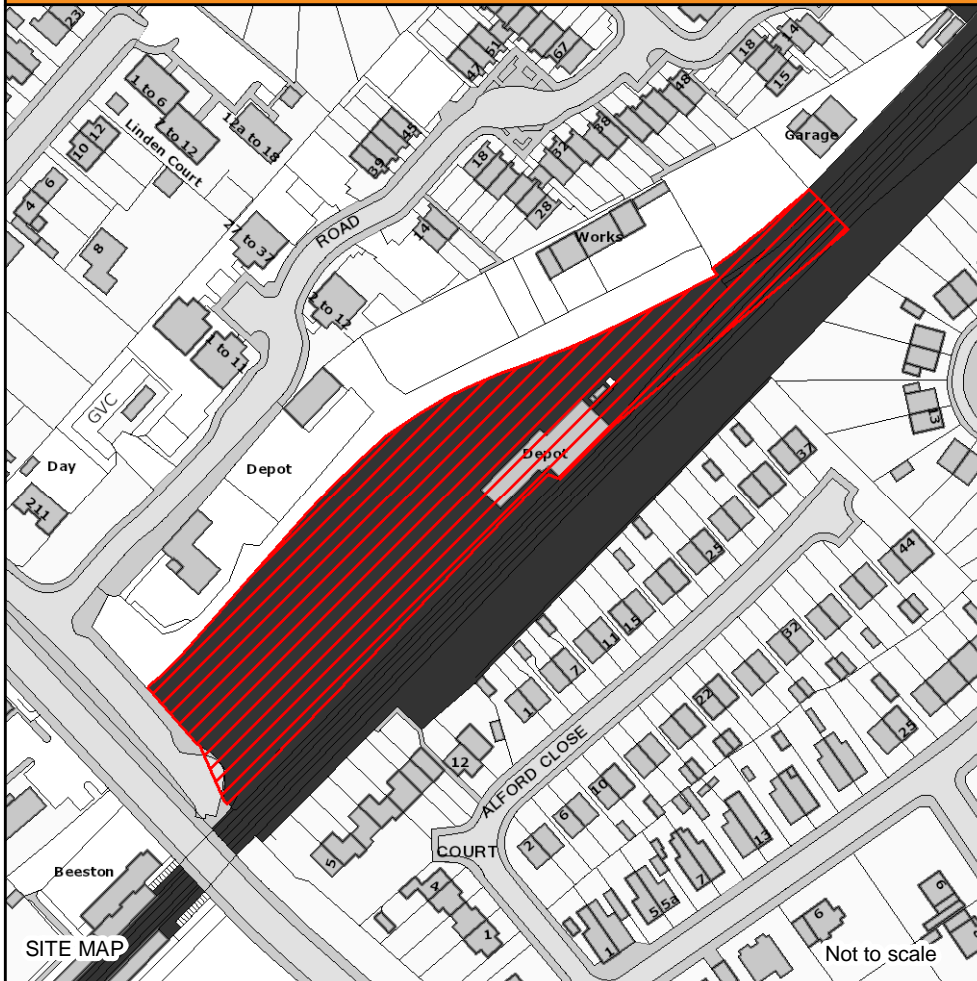
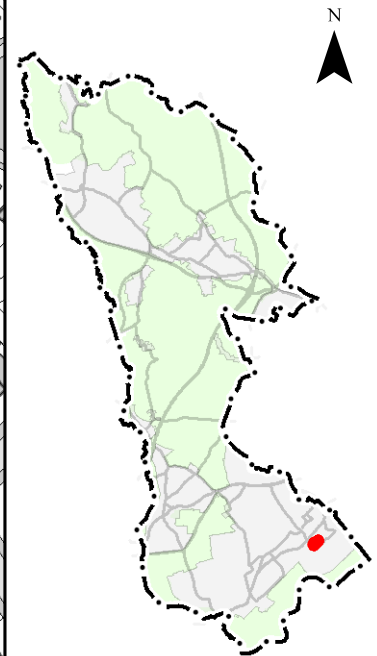
District/Town Centre within 10-15 minute walk

Pedestrian and Cycling accessibility to site

Green Infrastructure Public Benefit



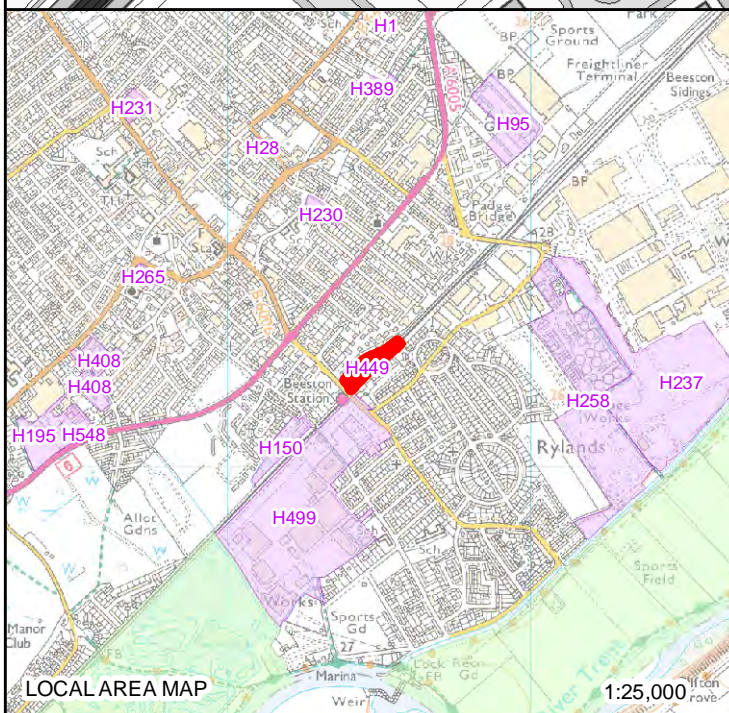
MAIN BUILT UP AREA



SITE MAP

Not to scale

BOROUGH MAP







LOCAL AREA MAP

1:25,000

Final Reasoned Judgement:

Difficult access into the site, the contamination, flooding and the adjacent railway line use are issues that require mitigation. It is unlikely therefore to come forward in the first 5 years of the plan but remains an suitable location for residential development immediately adjacent to Beeston train station.

-  SHLAA Site
-  Other SHLAA sites
-  Green Belt Extent
-  Broxtowe Boundary

Site area (ha): **0.6**
 Potential dwellings: **21**
 Site type: **Urban**

6-10 Years

Published Site Constraints

Site Reference: 449

Beeston Cement Depot Station Road Beeston

Site Area 0.65

Easting: 453376

Northing: 336232

Planning Policy Status

Non-allocated and No Planning Permission

Existing Use

Vacant site

Location

Within MBA

Previously developed in whole or part

100% Previously Developed Land

Material Planning Policy Considerations except Land Use

No significant other constraints

Landscape Quality and Character

NA

Agricultural Land

NA

Topographical Constraints

No topographical constraints

Ridgelines and Site Prominence

NA

Highways Infrastructure Constraints

Difficult access to the site

Utilities Water

Not likely to be an issue

Utilities Gas and Electricity

Not likely to be an issue

EIA

NA

Bad Neighbours

Immediately adjacent to the railway line

Flood Risk

EA Maps suggest <1/2 site at remote risk from extreme flooding (1 in 1000 or greater)

Natural Environmental Constraints

No environmental constraints or designations

Built Environmental Constraints

No Built Environment Constraints

Contaminated Land Issues

Likely to have significant issues that need remediating

Conservation Area Status

Site is not within a designated Conservation Area and has no impact upon a designated Conservation Area

Ownership Constraints

Unknown

Operational or Tenancy Issues

Unknown

Info from Housing Market

Strong

Public Transport Accessibility

Within 5 minute walk of a bus stop

Proximity to Tram Stops

Will be within a 10 minute walk of a tram stop

Facilities within the Locality

District/Town Centre within 10-15 minute walk

Pedestrian and Cycling accessibility to site

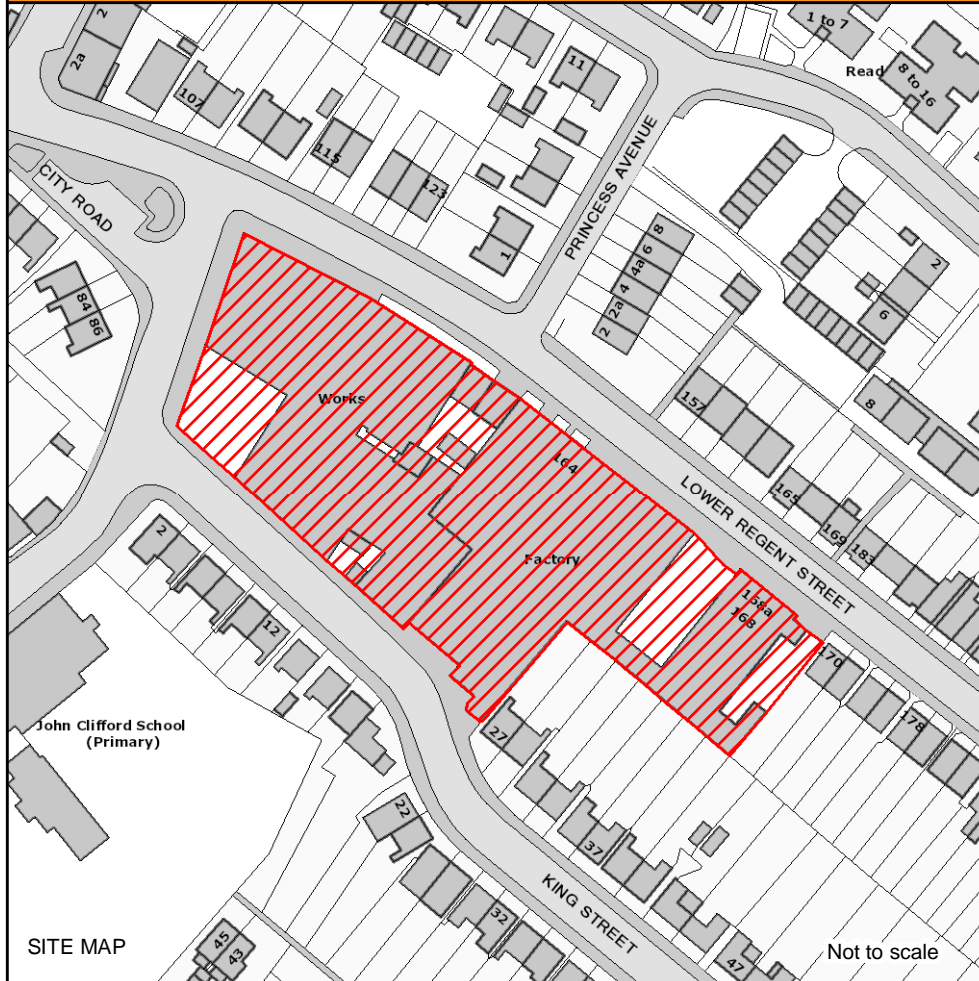
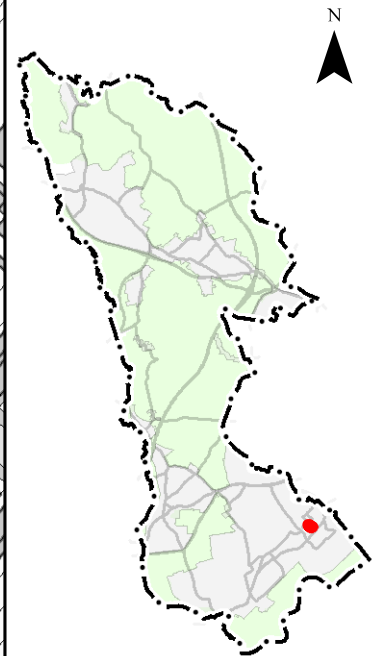
Moderate number of basic pedestrian / cycle routes linking site to centres of residence

Green Infrastructure Public Benefit

Public benefit through existing GI facility within 10-15 minute walk



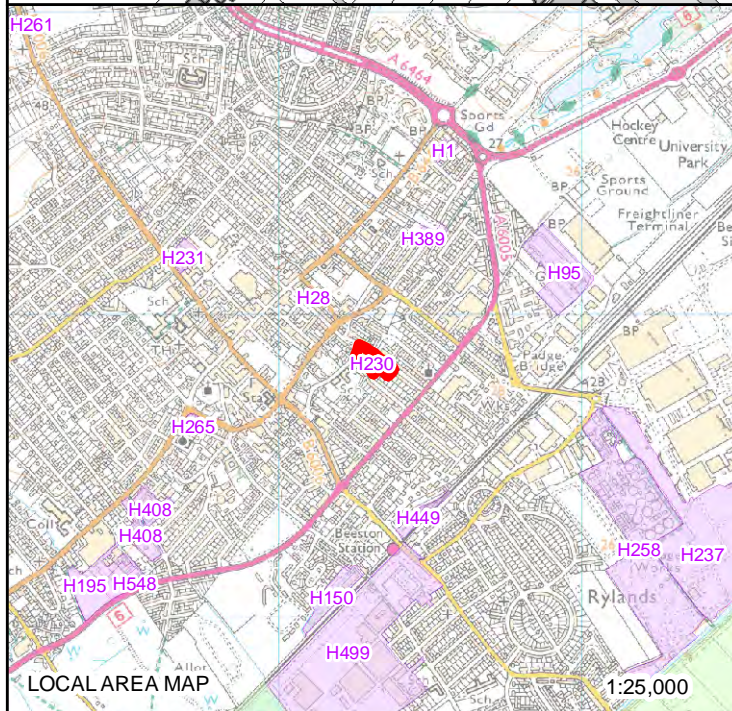
MAIN BUILT UP AREA



SITE MAP





Not to scale

BOROUGH MAP



LOCAL AREA MAP

Final Reasoned Judgement:
 The site is in a suitable location and is recommended for release in the NCRELS. Availability is uncertain, so it may be developable in the medium term, but only if the entire site is developed.

-  SHLAA Site
-  Other SHLAA sites
-  Green Belt Extent
-  Broxtowe Boundary

Site area (ha): **0.6**
 Potential dwellings: **22**
 Site type: **Urban**

6-10 Years

Published Site Constraints

Site Reference: 230

Site Area 0.55

Planning Policy Status

Existing Use

Location

Previously developed in whole or part

**Material Planning Policy Considerations
except Land Use**

Landscape Quality and Character

Agricultural Land

Topographical Constraints

Ridgelines and Site Prominence

Highways Infrastructure Constraints

Utilites Water

Utilities Gas and Electricity

EIA

Bad Neighbours

Flood Risk

Natural Environmental Constraints

Built Environmental Constraints

Contaminated Land Issues

Conservation Area Status

Ownership Constraints

Operational or Tenancy Issues

Info from Housing Market

Public Transport Accessibility

Proximity to Tram Stops

Facilities within the Locality

**Pedestrian and Cycling accessibility
to site**

Green Infrastructure Public Benefit

Lower Regent Street Beeston

Easting: 452718

Northing: 336930

Non-allocated and No Planning Permission

B2 - General Industry

Within named settlement as listed

100% Previously Developed Land

No significant other constraints

NA

NA

No topographical constraints

NA

Existing highway network has capacity

Not likely to be an issue

Not likely to be an issue

NA

Setting with no adverse effects

EA Maps suggest <1/2 site at risk from flooding (1 in 100 or greater)

No environmental constraints or designations

No Built Environment Constraints

Known/assessed capacity/cost constraints that will impact on delivery

Site is not within a designated Conservation Area and has no impact upon a designated Conservation Area

Some ownership issues but generally unprohibitive

Unknown

Strong

Within 10 minutes walk of a bus stop

Will be within a 5 minute walk of a tram stop

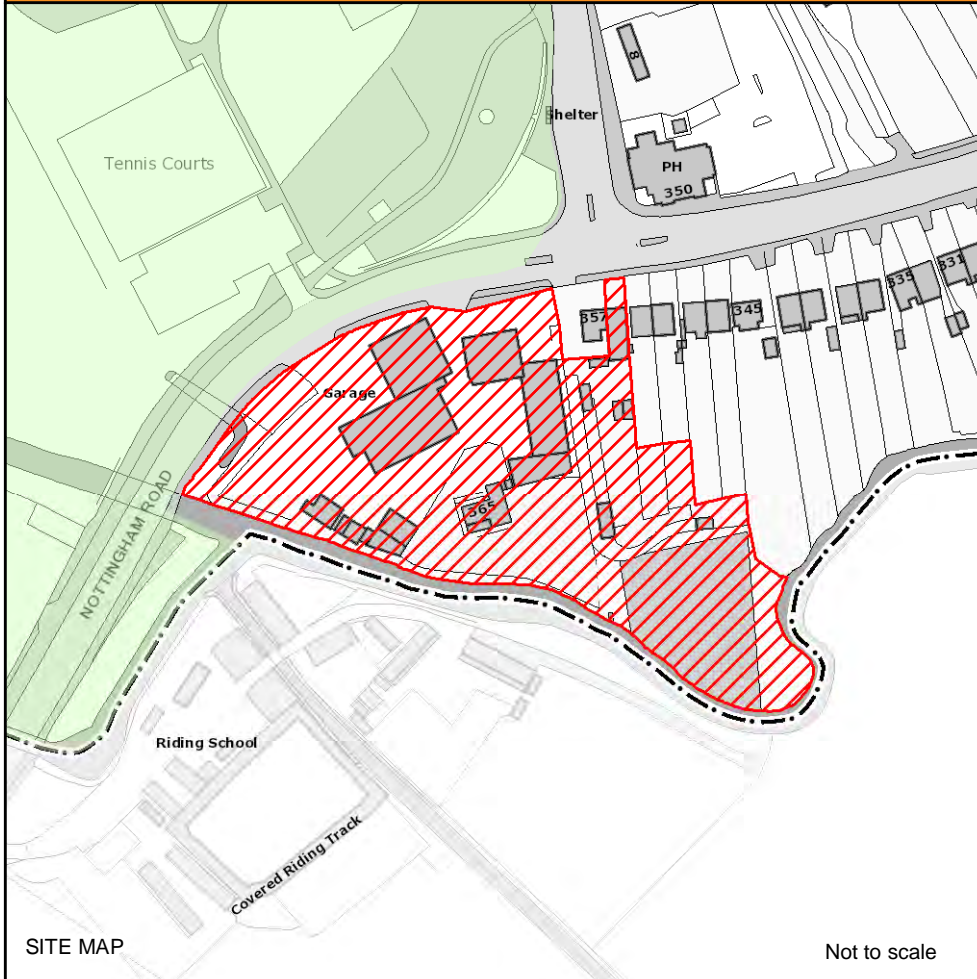
District/Town Centre within 10-15 minute walk

Good number of co-ordinated routes that link to most of the residential areas nearby and are well designed and safe to use.

Public benefit through existing GI facility within a 5 minute walk

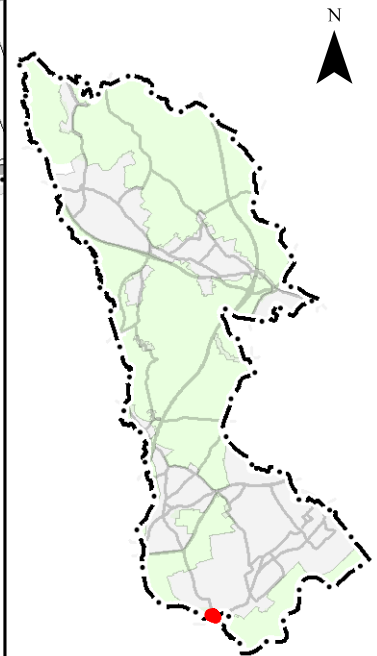


MAIN BUILT UP AREA

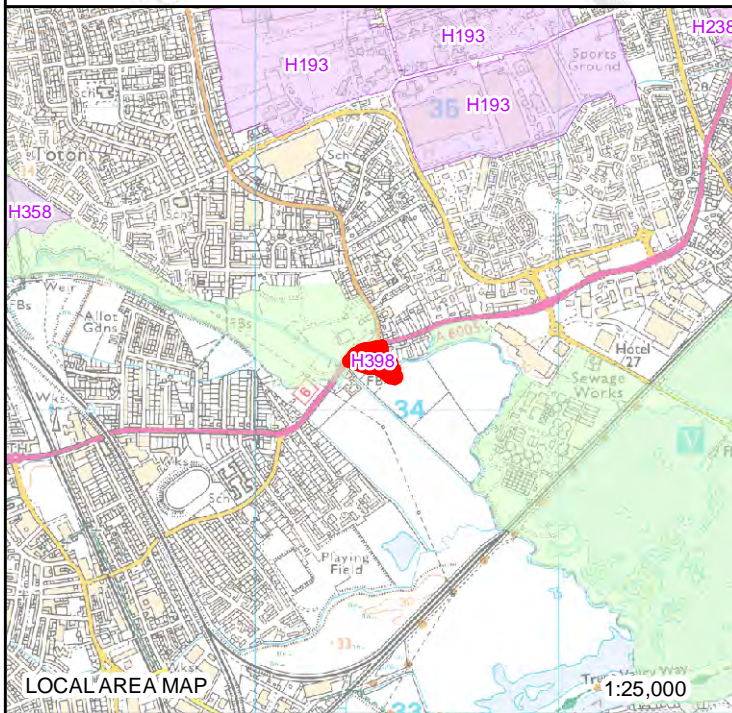


SITE MAP

Not to scale



BOROUGH MAP



LOCAL AREA MAP

Final Reasoned Judgement:

The site is available and suitable with flooding issues being the only major barrier to achievability albeit that the landowners believe the issue can be resolved. It is therefore considered to be deliverable however the problematic flooding issue has been reflected in the timescale.

- SHLAA Site
- Other SHLAA sites
- Green Belt Extent
- Broxtowe Boundary

Site area (ha): **0.9**
 Potential dwellings: **27**
 Site type: **Urban**

6-10 Years

Published Site Constraints

Site Reference: 398

Site Area 0.89

Planning Policy Status

Existing Use

Location

Previously developed in whole or part

Material Planning Policy Considerations except Land Use

Landscape Quality and Character

Agricultural Land

Topographical Constraints

Ridgelines and Site Prominence

Highways Infrastructure Constraints

Utilities Water

Utilities Gas and Electricity

EIA

Bad Neighbours

Flood Risk

Natural Environmental Constraints

Built Environmental Constraints

Contaminated Land Issues

Conservation Area Status

Ownership Constraints

Operational or Tenancy Issues

Info from Housing Market

Public Transport Accessibility

Proximity to Tram Stops

Facilities within the Locality

Pedestrian and Cycling accessibility to site

Green Infrastructure Public Benefit

Manor Garage 365 Nottingham Road Toton

Easting: 450362

Northing: 334177

Non-allocated and No Planning Permission

Vacant former crane hire site

Within MBA

Site predominantly brownfield (more than 70%)

No significant other constraints

N/A

N/A

No topographical constraints

N/A

Existing highway network has capacity

Not likely to be an issue

Not likely to be an issue

N/A

Slight adverse effects from adjacent road

EA Maps suggest >1/2 site at risk from flooding (1 in 100 or greater)

No environmental constraints or designations

No Built Environment Constraints

No capacity constraints for given level of development (with assessment made)

Site is not within a designated Conservation Area and has no impact upon a designated Conservation Area

No ownership problems; all owners supporting development

Site is Owner-Occupied

Strong

Within 5 minute walk of a bus stop

Will be within a 20 minute walk of a tram stop

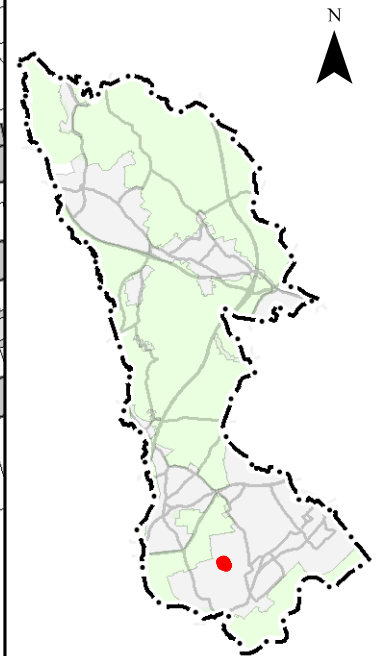
Village or local centre within 10-15 minute walk

Good number of co-ordinated routes that link to most of the residential areas nearby and are well designed and safe to use.

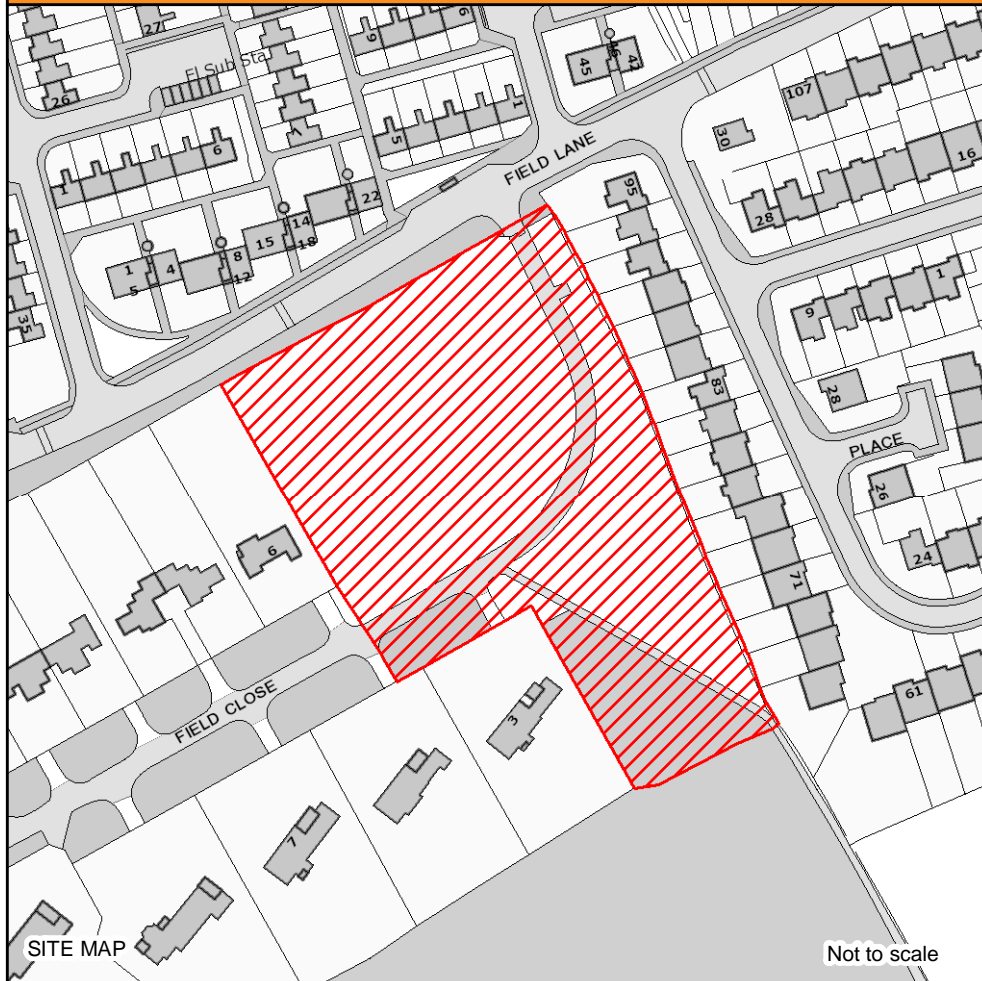
Public benefit through existing GI facility adjoining site



MAIN BUILT UP AREA

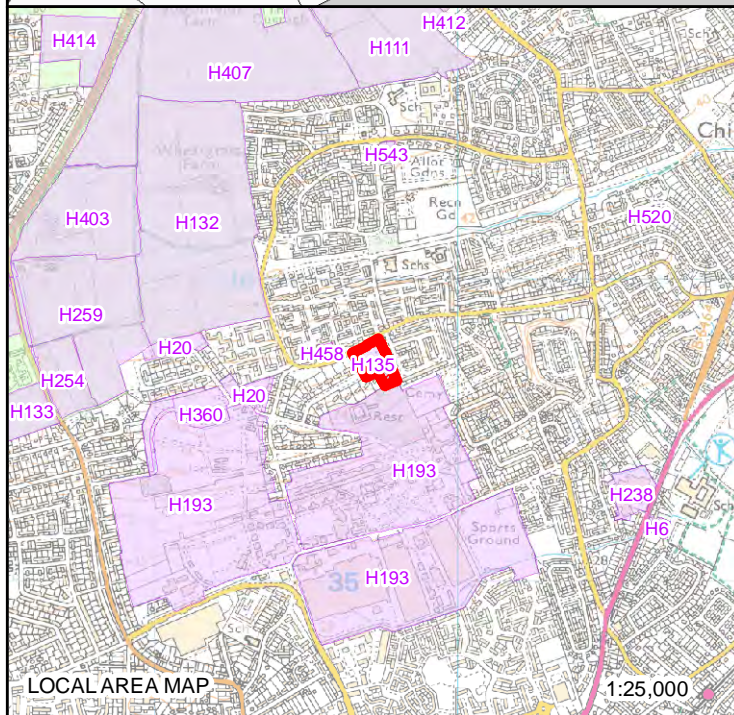


BOROUGH MAP



SITE MAP

Not to scale







LOCAL AREA MAP

1:25,000

Final Reasoned Judgement:

Allocated for housing in the Broxtowe Local Plan (2004). The site is available and suitable, subject to the details of any application, with no obvious barriers to achievability other than very slow progress in bringing the site forward from the MOD. It is therefore considered to be deliverable but expected timescales are years 6-10 of the plan period.

-  SHLAA Site
-  Other SHLAA sites
-  Green Belt Extent
-  Broxtowe Boundary

Site area (ha): **1.1**
 Potential dwellings: **34**
 Site type: **Urban**

6-10 Years

Published Site Constraints

Site Reference: 135

Field Lane Chilwell

Site Area 1.12

Easting: 452718

Northing: 336930

Planning Policy Status

Allocated for residential use/outline planning permission for residential use

Existing Use

Ministry of Defence

Location

Within MBA

Previously developed in whole or part

100% Previously Developed Land

Material Planning Policy Considerations except Land Use

No significant other constraints

Landscape Quality and Character

Open treelined area

Agricultural Land

NA

Topographical Constraints

No topographical constraints

Ridgelines and Site Prominence

N/A

Highways Infrastructure Constraints

Existing access available and easy opportunity for more

Utilites Water

Not likely to be an issue

Utilities Gas and Electricity

Not likely to be an issue

EIA

NA

Bad Neighbours

Setting with no adverse effects

Flood Risk

EA Maps suggest area at no risk from flooding

Natural Environmental Constraints

Impact upon the setting of any natural environmental constraints supplemented by comment

Built Environmental Constraints

No Built Environment Constraints

Contaminated Land Issues

No Known Constraints

Conservation Area Status

Site is not within a designated Conservation Area and has no impact upon a designated Conservation Area

Ownership Constraints

MOD own the site

Operational or Tenancy Issues

Unknown

Info from Housing Market

Strong

Public Transport Accessibility

Within 5 minute walk of a bus stop

Proximity to Tram Stops

Will be within a 10 minute walk of a tram stop

Facilities within the Locality

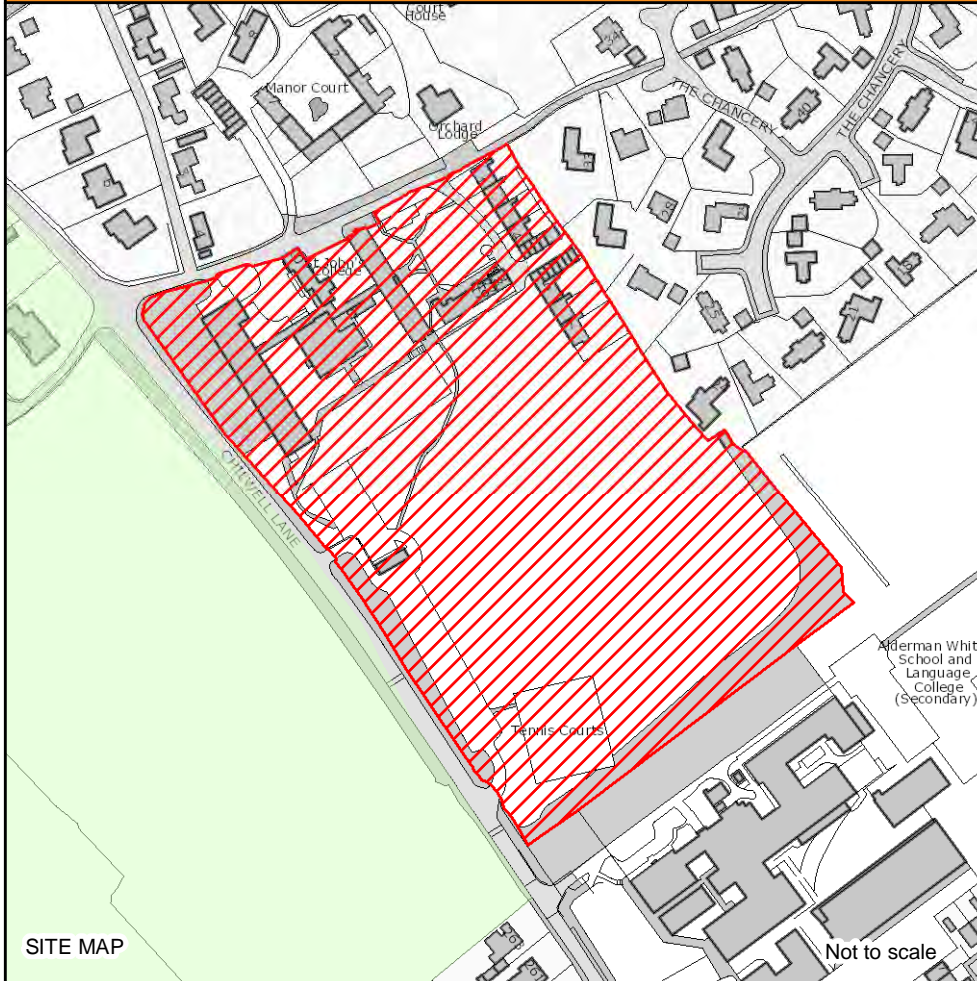
Small shopping parade within 10-15 minute walk

Pedestrian and Cycling accessibility to site

Moderate number of basic pedestrian / cycle routes linking site to centres of residence

Green Infrastructure Public Benefit

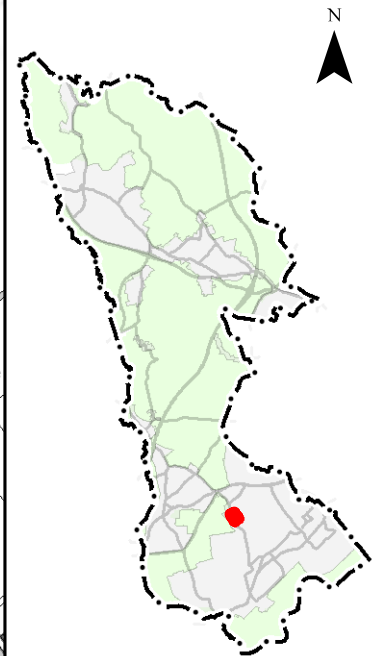
Public benefit through existing GI facility within a 5 minute walk



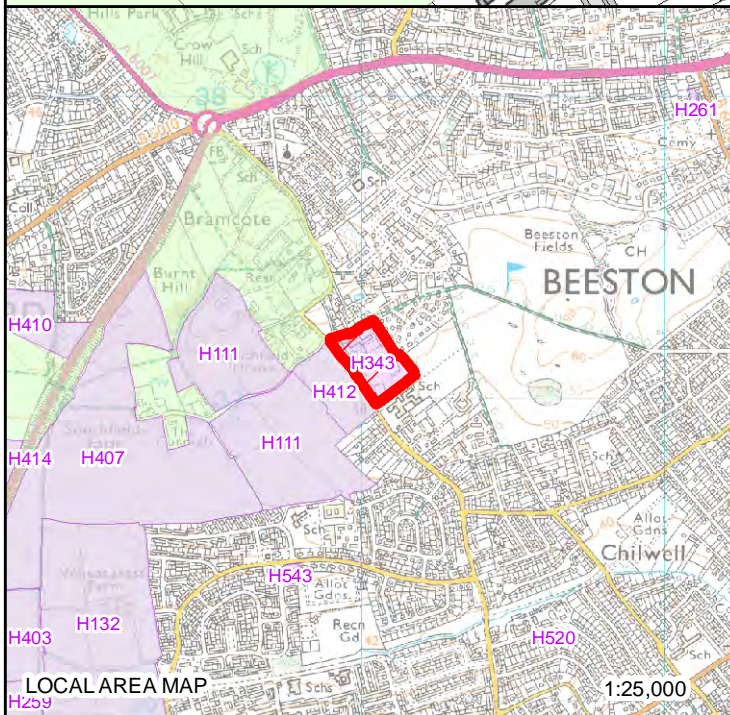
SITE MAP



MAIN BUILT UP AREA



BOROUGH MAP



LOCAL AREA MAP

Final Reasoned Judgement:
 The site is within the Bramcote Conservation Area and forms part of an attractive vista to St Johns College Listed Building. It is also protected open space in association with St Johns College. However it is considered that a limited amount of new residential development could be accommodated on the site taking account of the constraints identified. This would be likely to form part of a comprehensive redevelopment up to a maximum of 35 dwellings.

- SHLAA Site
- Other SHLAA sites
- Green Belt Extent
- Broxtowe Boundary

Site area (ha): **3.8**
 Potential dwellings: **35**
 Site type: *Urban*

6-10 Years

Published Site Constraints

Site Reference: 343

St Johns College, Peache Way, Bramcote

Site Area 3.75

Easting: 450960

Northing: 337208

Planning Policy Status

Non-allocated and No Planning Permission

Existing Use

College and open space

Location

Within named settlement as listed

Previously developed in whole or part

Site predominantly Greenfield (more than 70%)

Material Planning Policy Considerations except Land Use

No significant other constraints

Landscape Quality and Character

NA

Agricultural Land

NA

Topographical Constraints

Minor topographical constraints

Ridgelines and Site Prominence

NA

Highways Infrastructure Constraints

Existing highway network has capacity

Utilites Water

Not likely to be an issue

Utilities Gas and Electricity

Not likely to be an issue

EIA

NA

Bad Neighbours

Setting with no adverse effects

Flood Risk

EA Maps suggest area at no risk from flooding

Natural Environmental Constraints

Local Nature Reserve or other designated Green Space forming part or all of site

Built Environmental Constraints

Impact upon the setting of any built environment constraints located off site supplemented by comment

Contaminated Land Issues

No Known Constraints

Conservation Area Status

Part of site located within a designated Conservation Area

Ownership Constraints

Publicly/Privatey owned site with a willing developer pushing regeneration

Operational or Tenancy Issues

Info from Housing Market

Strong

Public Transport Accessibility

Within 15 minutes walk of a bus stop

Proximity to Tram Stops

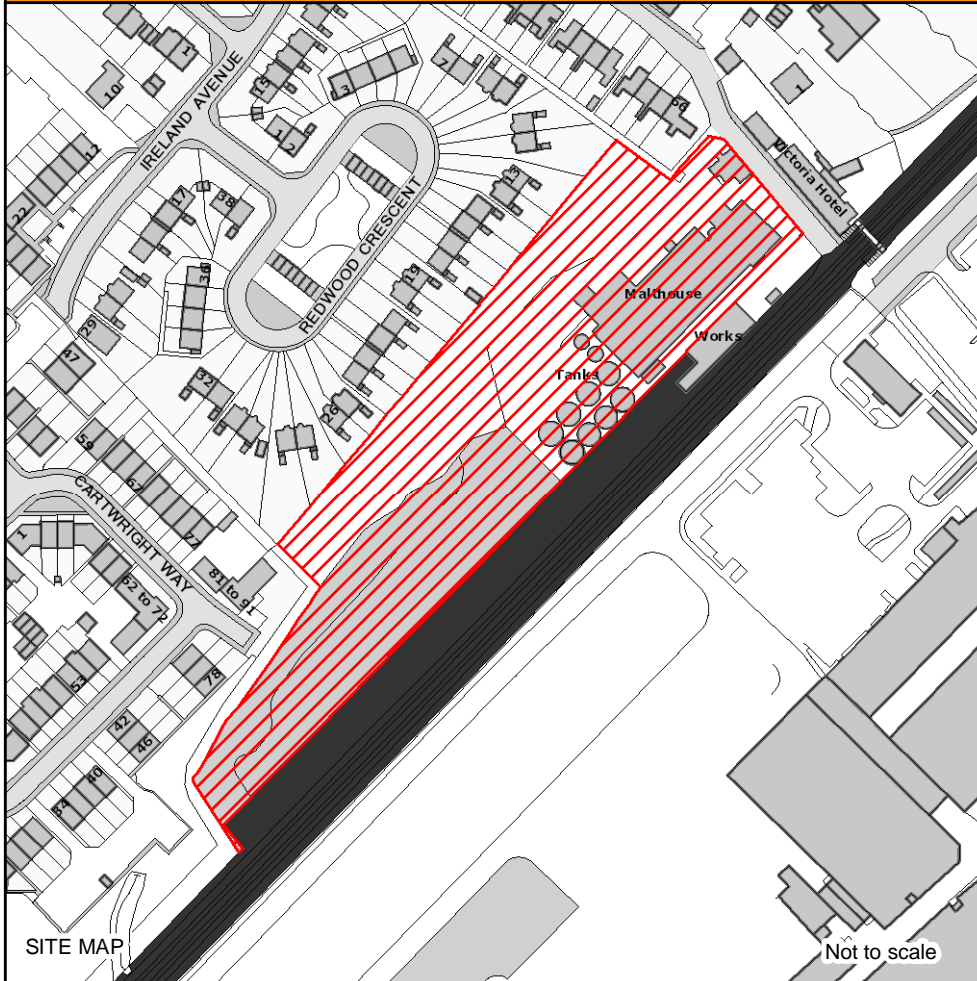
No tram stops within 20 minute walk

Facilities within the Locality

Small shopping parade within 10-15 minute walk

Pedestrian and Cycling accessibility to site

Green Infrastructure Public Benefit

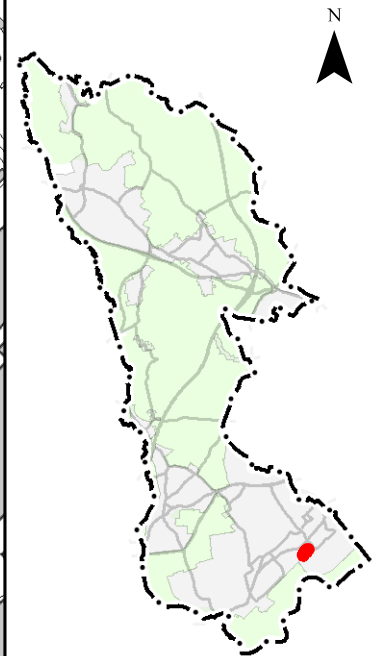


SITE MAP

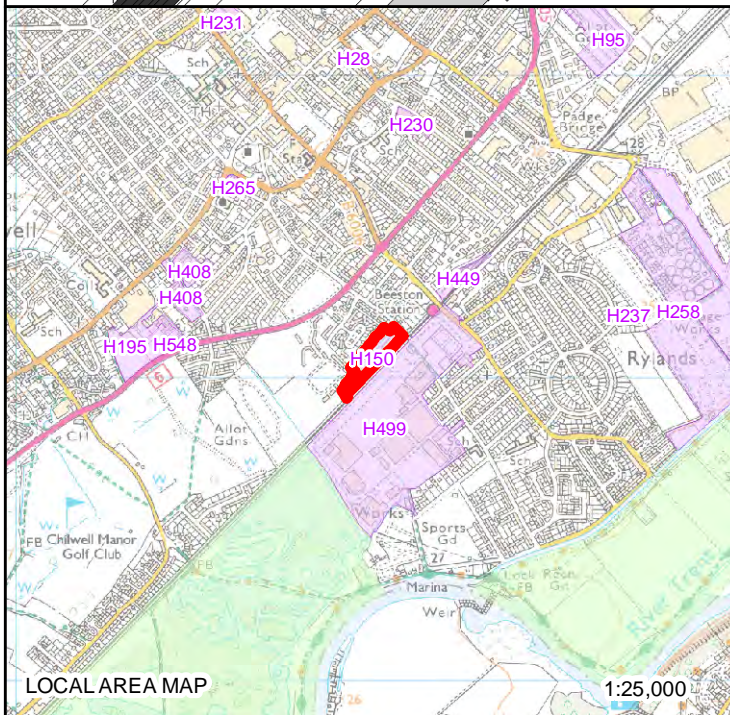
Not to scale



MAIN BUILT UP AREA



BOROUGH MAP







LOCAL AREA MAP

1:25,000

Final Reasoned Judgement:

Allocated for housing in the Broxtowe Local Plan (2004). The site is suitable, with no obvious barriers to achievability other than ownership issues and subject to the details of any application. However its deliverability is compromised by the adjacent land uses and car repair garage. There are some contaminated land and flood issues. These issues could be resolved but until they are the site is unlikely to come forward for development.

-  SHLAA Site
-  Other SHLAA sites
-  Green Belt Extent
-  Broxtowe Boundary

Site area (ha): **1.3**
 Potential dwellings: **56**
 Site type: **Urban**

6-10 Years

Published Site Constraints

Site Reference: 150

Beeston Maltings, Dovecote Lane, Beeston

Site Area 1.32

Easting: 453240

Northing: 336125

Planning Policy Status

Allocated for residential use/outline planning permission for residential use

Existing Use

Empty

Location

Within MBA

Previously developed in whole or part

100% Previously Developed Land

Material Planning Policy Considerations except Land Use

No significant other constraints

Landscape Quality and Character

NA

Agricultural Land

NA

Topographical Constraints

No topographical constraints

Ridgelines and Site Prominence

Visible from the railway lane

Highways Infrastructure Constraints

Transport Statement needed - existing road network should cope.

Utilites Water

Not likely to be an issue

Utilities Gas and Electricity

Not likely to be an issue

EIA

NA

Bad Neighbours

Significant adverse effects from adjacent occupiers for development of the site for housing

Flood Risk

EA Maps suggest >1/2 site at risk from flooding (1 in 100 or greater)

Natural Environmental Constraints

No environmental constraints or designations

Built Environmental Constraints

Impact upon the setting of any built environment constraints located off site supplemented by comment

Contaminated Land Issues

Site is likely to be contaminated and remediation would be required

Conservation Area Status

Site is not within a designated Conservation Area and has no impact upon a designated Conservation Area

Ownership Constraints

Unknown

Operational or Tenancy Issues

Unknown

Info from Housing Market

Strong

Public Transport Accessibility

Within 5 minute walk of a bus stop

Proximity to Tram Stops

Will be within a 15 minute walk of a tram stop

Facilities within the Locality

District/Town Centre within 10-15 minute walk

Pedestrian and Cycling accessibility to site

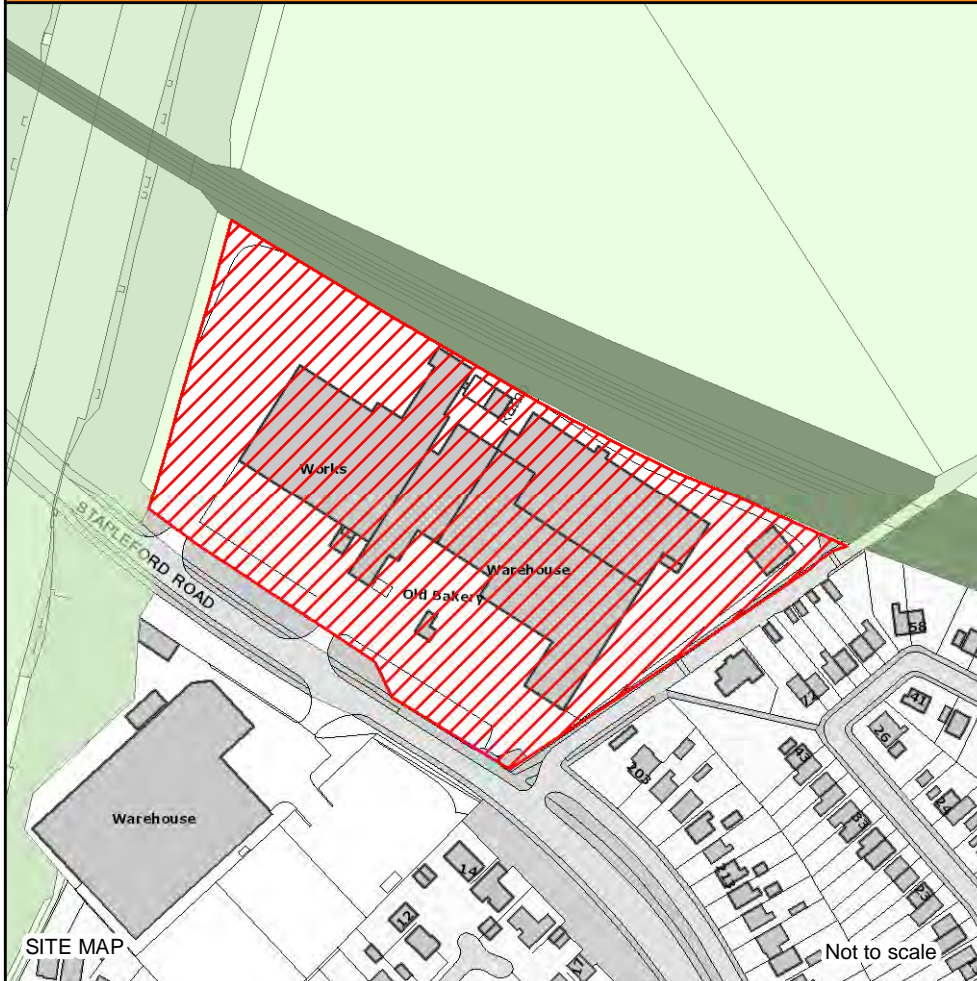
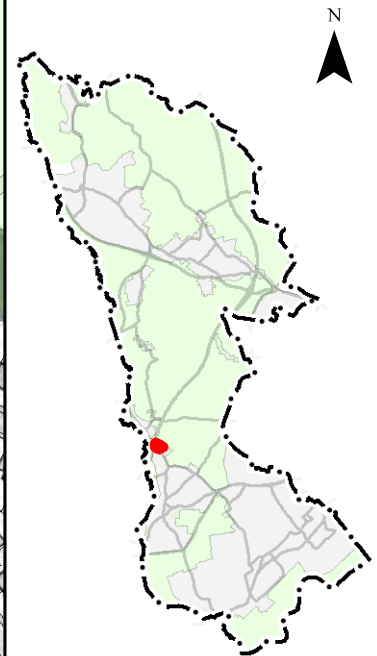
Excellent variety and number of routes linking the site to all residential areas in the vicinity, are safe to use, direct and are well designed / maintained

Green Infrastructure Public Benefit

Public benefit through existing GI facility within a 5 minute walk



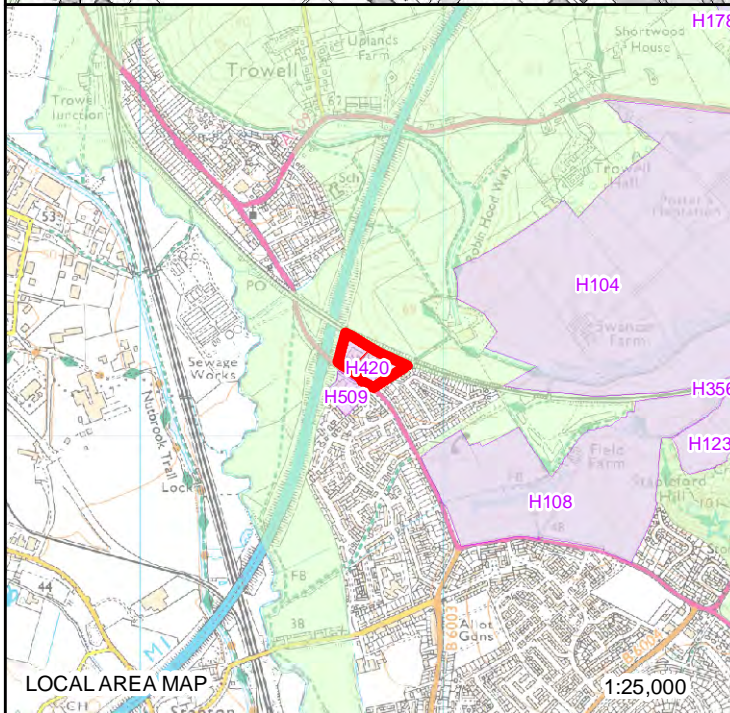
MAIN BUILT UP AREA



SITE MAP

Not to scale

BOROUGH MAP







LOCAL AREA MAP

1:25,000

Final Reasoned Judgement:

Whilst the site is largely available and suitable for residential development, there are contamination issues that need resolving and possible mitigation measures to overcome the issues of noise from the adjacent motorway and railway lines. Part of the site is within a 200 metre buffer of the preferred route for a High Speed 2 Railway line which may create future noise issues and reduce the developable space.

-  SHLAA Site
-  Other SHLAA sites
-  Green Belt Extent
-  Broxtowe Boundary

Site area (ha): **1.9**
 Potential dwellings: **60**
 Site type: **Urban**

6-10 Years

Published Site Constraints

Site Reference: 420

Land North of Stapleford Road Trowell, E of M1

Site Area 1.95

Easting: 448782

Northing: 339227

Planning Policy Status

Non-allocated and No Planning Permission

Existing Use

Partially used employment land

Location

Within MBA

Previously developed in whole or part

100% Previously Developed Land

Material Planning Policy Considerations except Land Use

No significant other constraints

Landscape Quality and Character

N/A

Agricultural Land

N/A

Topographical Constraints

No topographical constraints

Ridgelines and Site Prominence

N/A

Highways Infrastructure Constraints

Existing highway network has capacity

Utilites Water

Not likely to be an issue

Utilities Gas and Electricity

Not likely to be an issue

EIA

N/A

Bad Neighbours

Significant adverse effects from adjacent occupiers for development of the site for housing. Within 200m of HS2 preferred route.

Flood Risk

EA Maps suggest area at no risk from flooding

Natural Environmental Constraints

Impact upon the setting of any natural environmental constraints supplemented by comment

Built Environmental Constraints

No Built Environment Constraints

Contaminated Land Issues

Site is likely to be contaminated and remediation would be required

Conservation Area Status

Site is not within a designated Conservation Area and has no impact upon a designated Conservation Area

Ownership Constraints

No ownership problems; all owners supporting development

Operational or Tenancy Issues

Site is in operation for an alternative use with the occupier holding a lease or tenancy agreement but is willing to negotiate to cease occupation of the site

Info from Housing Market

Moderate

Public Transport Accessibility

Within 20 minute walk of a bus stop

Proximity to Tram Stops

No tram stops within 20 minute walk

Facilities within the Locality

Village or local centre within 10-15 minute walk

Pedestrian and Cycling accessibility to site

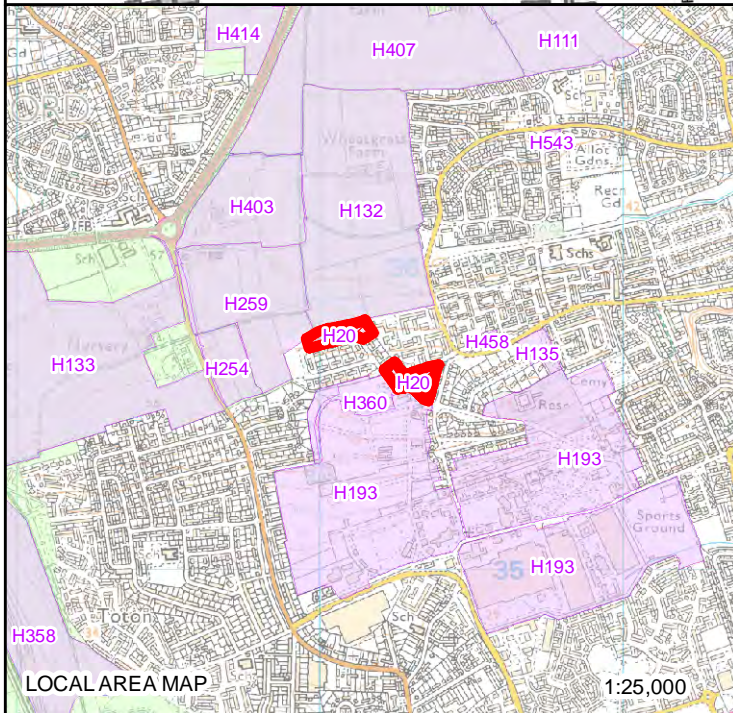
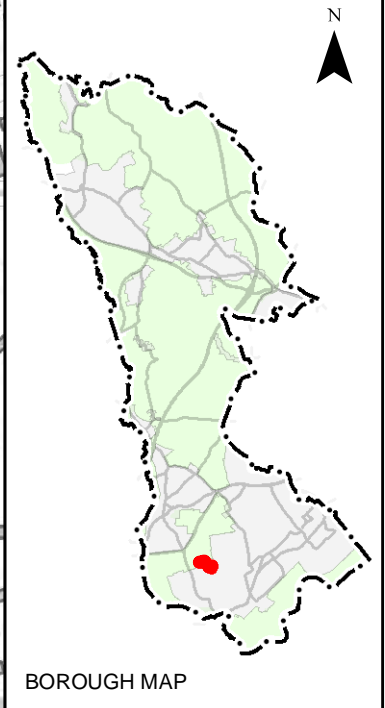
Moderate number of basic pedestrian / cycle routes linking site to centres of residence

Green Infrastructure Public Benefit

Public benefit through existing GI facility within 10-15 minute walk







MAIN BUILT UP AREA



Final Reasoned Judgement:

The site is suitable immediately adjacent to existing housing in the MOD site, with no obvious barriers to achievability subject to the MODs disposal strategy and the details of any application. It is therefore considered to be developable.

Half of the site is currently owned by the MOD and it is unclear how long before they vacate it. The MOD have a stated intention of releasing surplus sites for housing development. Consequently this site should not form part of housing delivery in the first 5 years of the plan (2013-2018) due to current information about when it will become available, although development is considered realistic over the 15 year plan period.

-  SHLAA Site
-  Other SHLAA sites
-  Green Belt Extent
-  Broxtowe Boundary

Site area (ha): **2.1**
 Potential dwellings: **61**
 Site type: **Urban**

6-10 Years

Published Site Constraints

Site Reference: 20

Chetwynd Barracks Chetwynd Road Chilwell

Site Area 2.08

Easting: 450664

Northing: 334871

Planning Policy Status

Non-allocated and No Planning Permission

Existing Use

MOD Barracks

Location

Within MBA

Previously developed in whole or part

Site predominantly previously developed (more than 70%)

Material Planning Policy Considerations except Land Use

No significant other constraints

Landscape Quality and Character

N/A

Agricultural Land

N/A

Topographical Constraints

No topographical constraints

Ridgelines and Site Prominence

N/A

Highways Infrastructure Constraints

Highways assessment suggests sufficient capacity for proposed level of development

Utilities Water

Not likely to be an issue

Utilities Gas and Electricity

Not likely to be an issue

EIA

NA

Bad Neighbours

Setting with no adverse effects

Flood Risk

EA Maps suggest area at no risk from flooding

Natural Environmental Constraints

No environmental constraints or designations

Built Environmental Constraints

No Built Environment Constraints

Contaminated Land Issues

Likely to require significant remediation work

Conservation Area Status

Site is not within a designated Conservation Area and has no impact upon a designated Conservation Area

Ownership Constraints

Part owned by the MOD and part owned privately and rented to the MOD.

Operational or Tenancy Issues

Unknown

Info from Housing Market

Strong

Public Transport Accessibility

Within 5 minute walk of a bus stop

Proximity to Tram Stops

Will be within a 5 minute walk of a tram stop

Facilities within the Locality

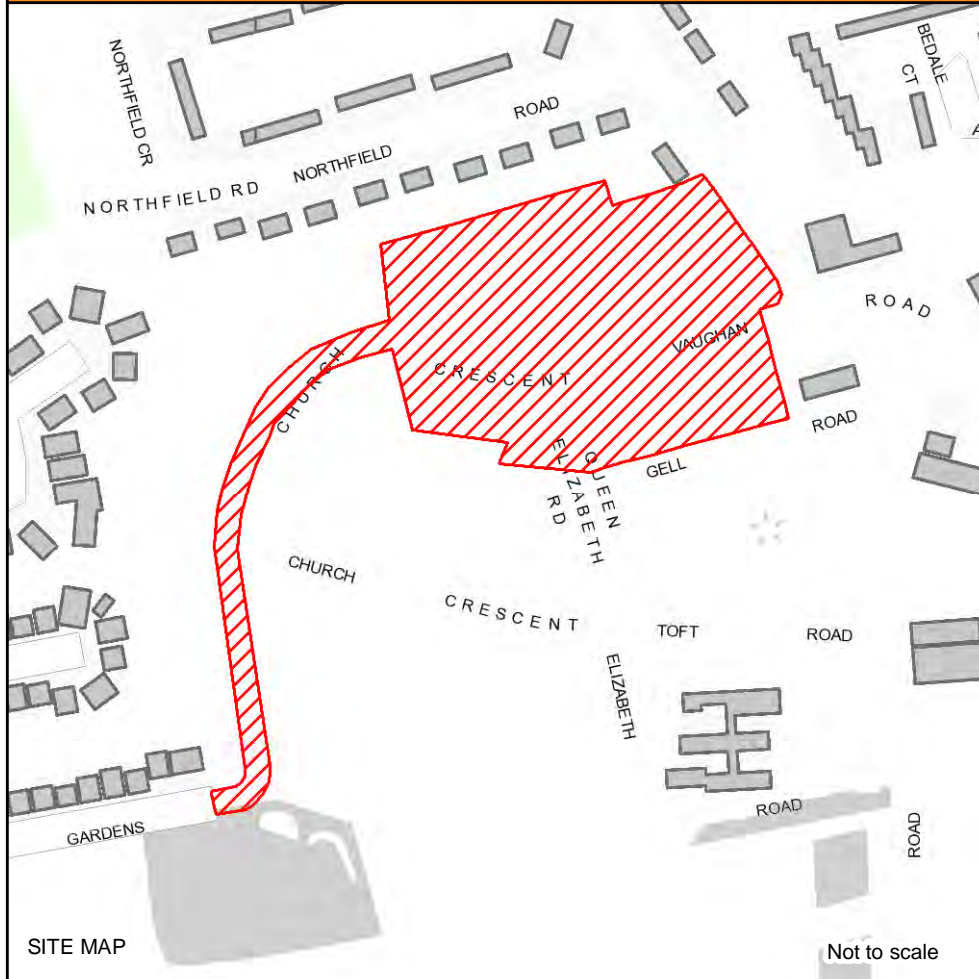
Village or local centre within 10-15 minute walk

Pedestrian and Cycling accessibility to site

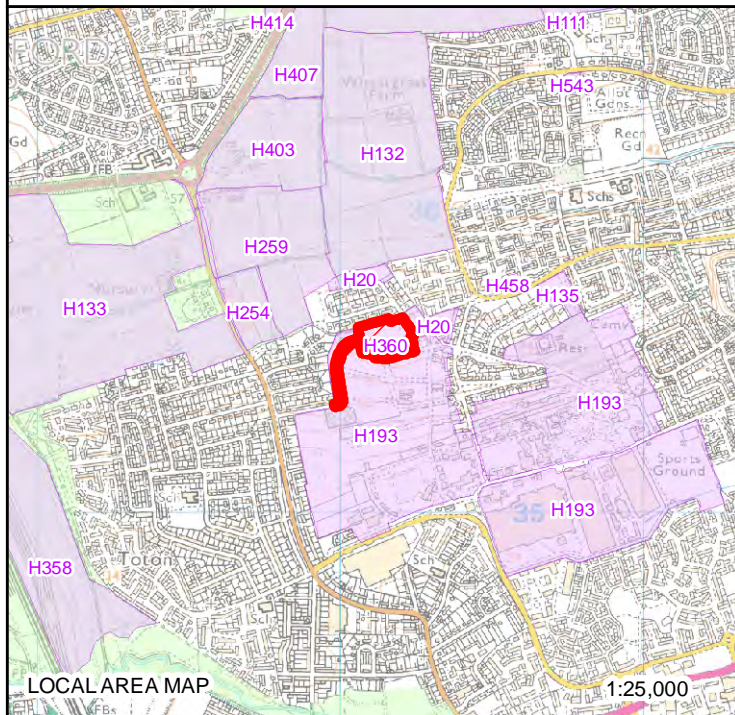
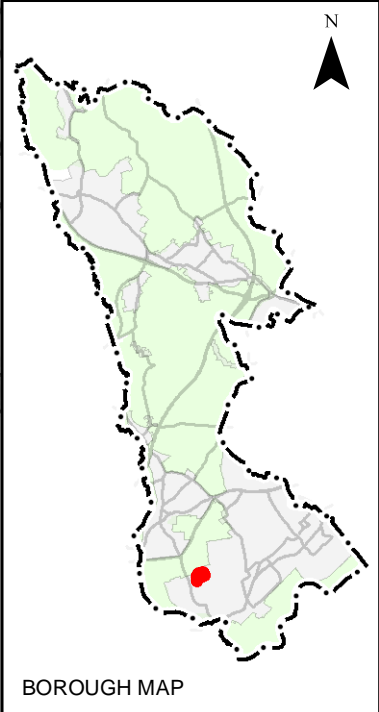
Moderate number of basic pedestrian / cycle routes linking site to centres of residence

Green Infrastructure Public Benefit

Public benefit through existing GI facility within 10-15 minute walk



MAIN BUILT UP AREA



Final Reasoned Judgement:
 The site is suitable, with no obvious barriers to achievability subject to the MODs disposal strategy and the details of any application. It is therefore considered to be developable.

The site is currently owned by the MOD and it is unclear how long before they vacate the site. The MOD have a stated intention of releasing surplus sites for housing development. Consequently this site should not form part of housing delivery in the first 5 years of the plan (2013-18) due to current information about when it will become available although development is considered realistic over the 15 year plan period.

SHLAA Site	Site area (ha): 2.2
Other SHLAA sites	Potential dwellings: 61
Green Belt Extent	Site type: Urban
Broxtowe Boundary	

6-10 Years

Published Site Constraints

Site Reference: 360

Chetwynd Barracks Chetwynd Road Chilwell

Site Area 2.25

Easting: 450664

Northing: 334871

Planning Policy Status

Non-allocated and No Planning Permission

Existing Use

Barracks

Location

Within MBA

Previously developed in whole or part

Site predominantly previously developed (more than 70%)

Material Planning Policy Considerations except Land Use

No significant other constraints

Landscape Quality and Character

NA

Agricultural Land

NA

Topographical Constraints

No topographical constraints

Ridgelines and Site Prominence

NA

Highways Infrastructure Constraints

Existing highway network has capacity for small scale development

Utilites Water

Not likely to be an issue

Utilities Gas and Electricity

Not likely to be an issue

EIA

NA

Bad Neighbours

Moderate adverse effects from adjacent occupiers for development of the site for housing

Flood Risk

EA Maps suggest area at no risk from flooding

Natural Environmental Constraints

No environmental constraints or designations

Built Environmental Constraints

No Built Environment Constraints

Contaminated Land Issues

Likely to require significant works

Conservation Area Status

Site is not within a designated Conservation Area and has no impact upon a designated Conservation Area

Ownership Constraints

MOD own the site

Operational or Tenancy Issues

Unknown

Info from Housing Market

Strong

Public Transport Accessibility

Within 10 minutes walk of a bus stop

Proximity to Tram Stops

Will be within a 5 minute walk of a tram stop

Facilities within the Locality

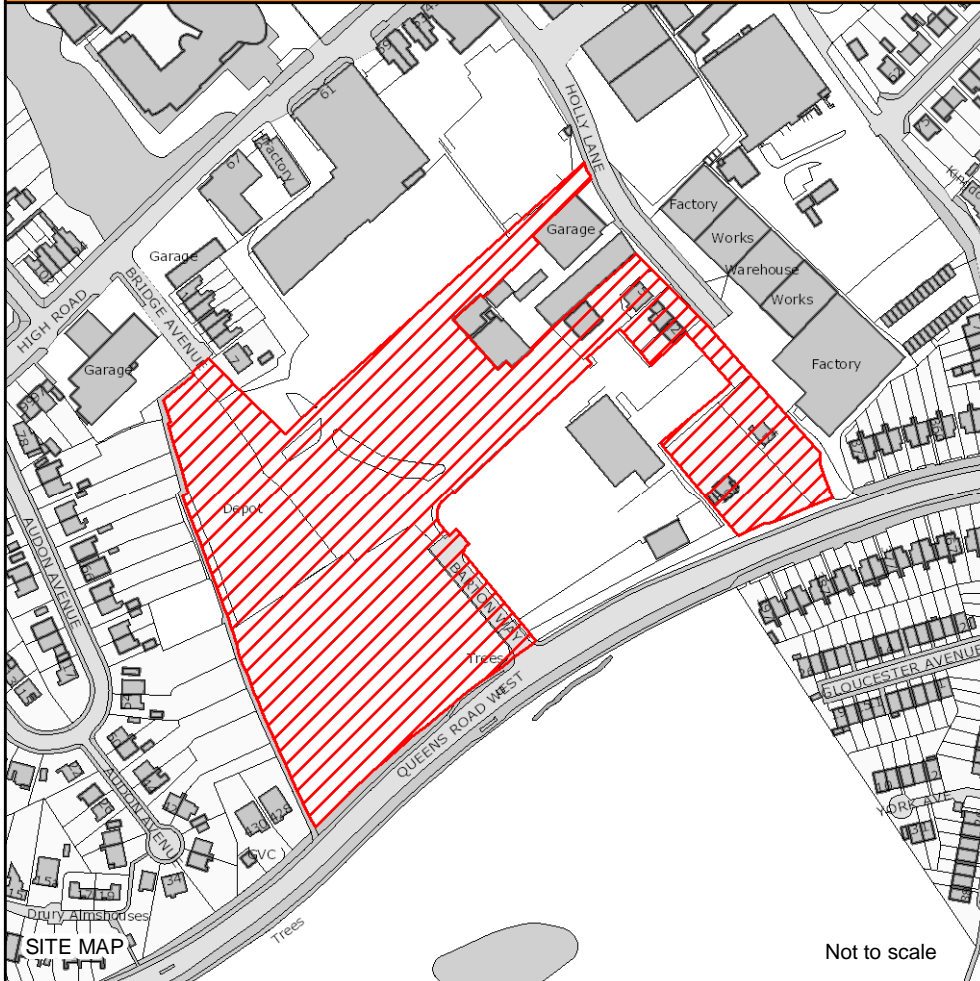
Village or local centre within 10-15 minute walk

Pedestrian and Cycling accessibility to site

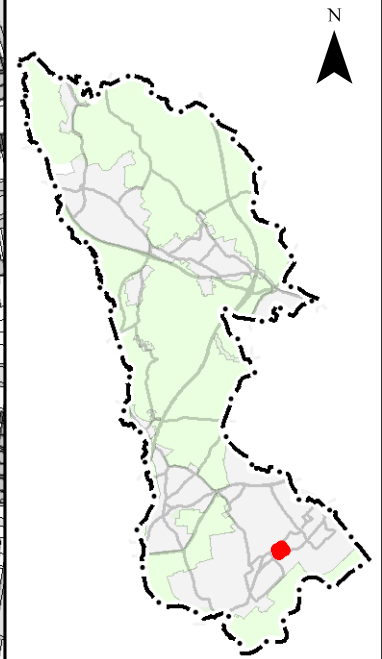
Moderate number of basic pedestrian / cycle routes linking site to centres of residence

Green Infrastructure Public Benefit

Public benefit through existing GI facility within 10-15 minute walk

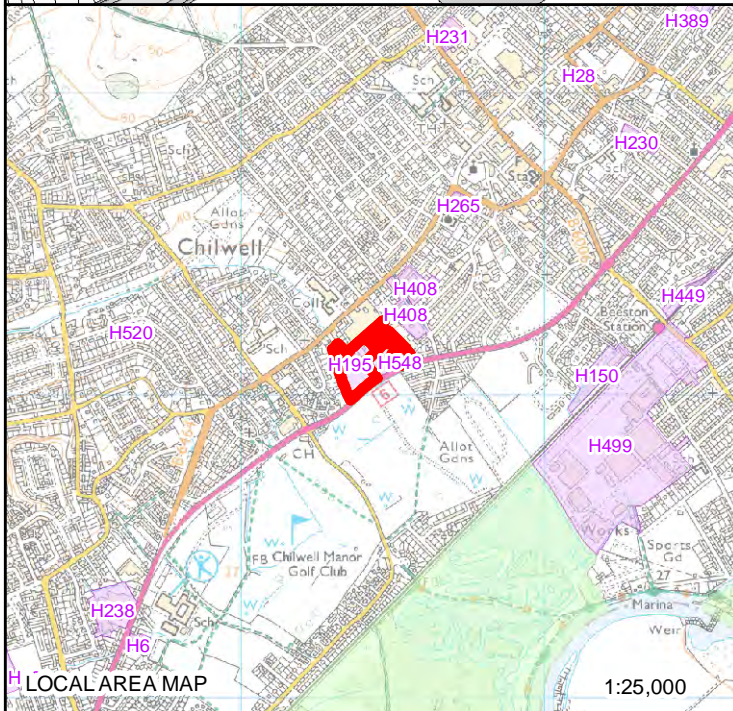


MAIN BUILT UP AREA



BOROUGH MAP

Not to scale



Final Reasoned Judgement:
 Site vacant at present, it is under discussion as a component of a redevelopment (including residential) and as such previous employment option is unlikely to proceed. The site is available and suitable, with no major barriers to achievability. It is therefore considered to be deliverable providing the issues identified are resolved.

- SHLAA Site
- Other SHLAA sites
- Green Belt Extent
- Broxtowe Boundary

Site area (ha): **2.2**
 Potential dwellings: **55**
 Site type: **Urban**

6-10 Years

Published Site Constraints

Site Reference: 195

Site Area 2.23

Planning Policy Status

Existing Use

Location

Previously developed in whole or part

Material Planning Policy Considerations except Land Use

Landscape Quality and Character

Agricultural Land

Topographical Constraints

Ridgelines and Site Prominence

Highways Infrastructure Constraints

Utilites Water

Utilities Gas and Electricity

EIA

Bad Neighbours

Flood Risk

Natural Environmental Constraints

Built Environmental Constraints

Contaminated Land Issues

Conservation Area Status

Ownership Constraints

Operational or Tenancy Issues

Info from Housing Market

Public Transport Accessibility

Proximity to Tram Stops

Facilities within the Locality

Pedestrian and Cycling accessibility to site

Green Infrastructure Public Benefit

Land Adjacent To 428 Queens Road West Chilwe

Easting: 452370

Northing: 336020

Allocated for non-residential use in the 2004 Local Plan which is no longer considered viable. Policy position expected to change through the site allocations Development Plan Document.

Most of the site vacant with employment, sui-generis, commercial and residential elements on site

Within MBA

100% Previously Developed Land

No significant other constraints

NA

NA

Site generally flat

Periphery of site visible from Queens Road and Chilwell Road

Existing highway network has capacity

High pressure water main on Western boundary of site and culverted watercourse and combined sewer between Bridge Avenue and Queens Road.

Not likely to be an issue

NA

Land fronting Holly Lane close to the NE part of the site in separate ownership for B2 uses. Could be incorporated in principle.

EA Maps suggest <1/2 site at risk from flooding (1 in 100 or greater)

Impact upon the setting of any natural environmental constraints supplemented by comment

No Built Environment Constraints

Known/assessed capacity/cost constraints that will impact on delivery

Site is not within a designated Conservation Area and has no impact upon a designated Conservation Area

Publicly/Privately owned site with a willing developer pushing regeneration

None foreseen

Strong

Within 5 minute walk of a bus stop

Will be within a 5 minute walk of a tram stop

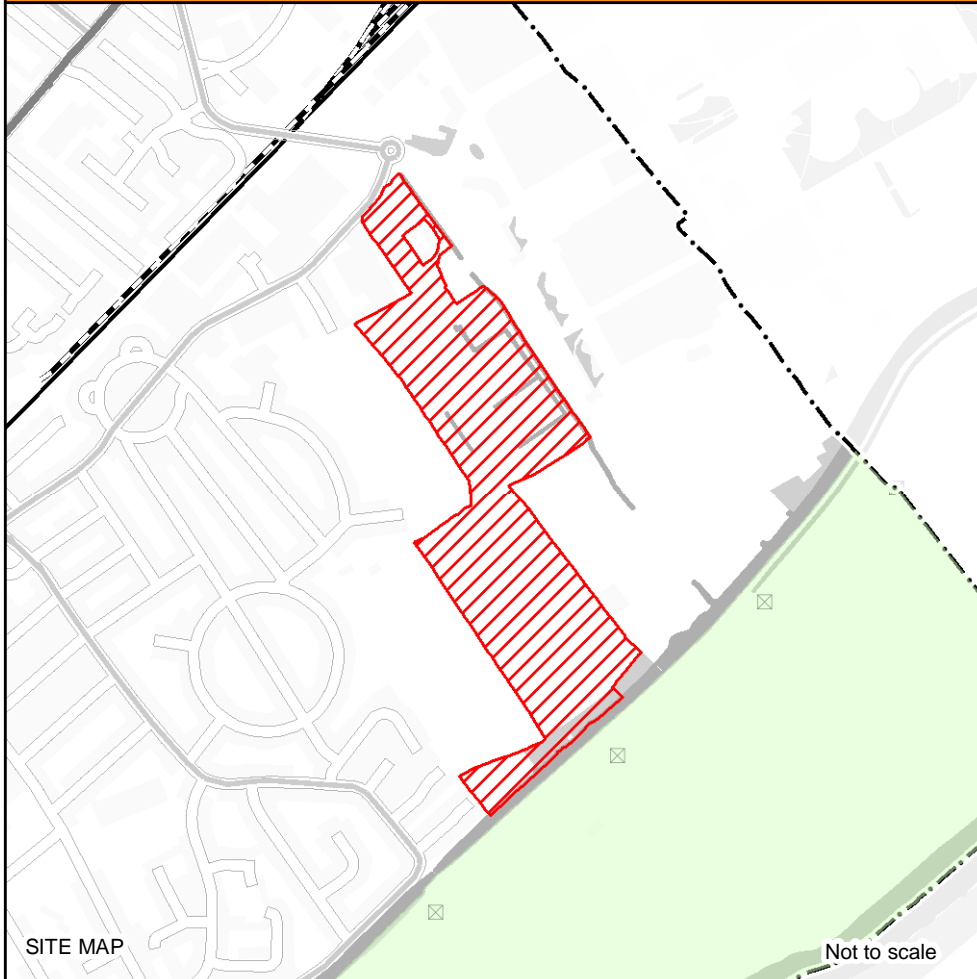
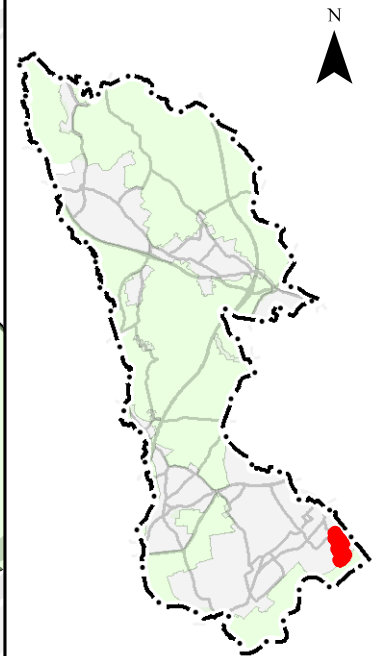
District/Town Centre within 10-15 minute walk

Moderate number of basic pedestrian / cycle routes linking site to centres of residence

Public benefit through existing GI facility within a 5 minute walk



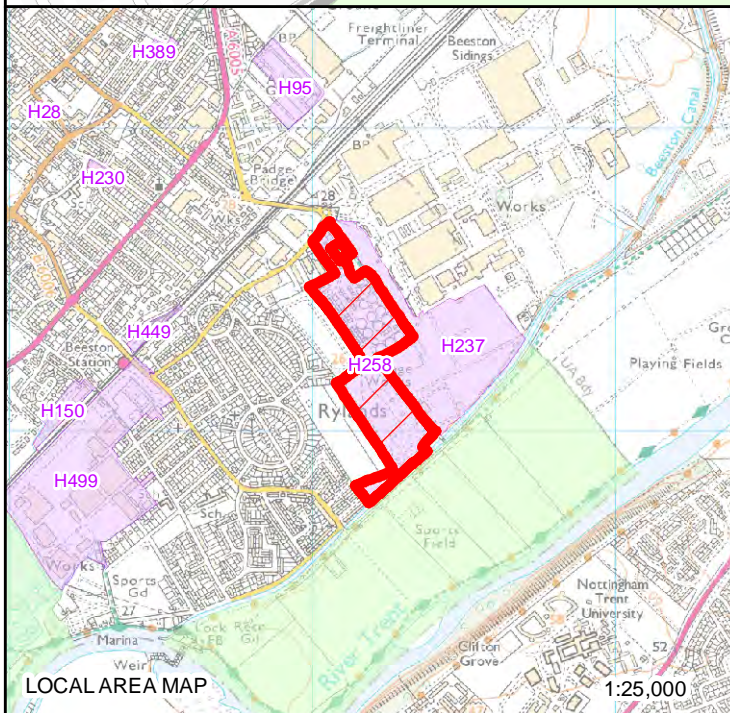
MAIN BUILT UP AREA



SITE MAP

Not to scale

BOROUGH MAP







LOCAL AREA MAP

1:25,000

Final Reasoned Judgement:

Small part of the site is allocated for Employment. The site is suitable, with no major barriers to achievability for 150 dwellings on the basis of Seven Trent relocating which they have now confirmed in their asset management plan that they will do. It is therefore considered to be developable as part of a comprehensive development including the Boots site. If the issue of the contamination and sludge beds can be adequately addressed there may be potential for a further 150 dwellings. The site forms part of the Boots Enterprise Zone with highway capacity issues at peak time and half the site at risk from flooding. Slight adverse effects from neighbouring developments all of which have been assessed and are resolvable.

-  SHLAA Site
-  Other SHLAA sites
-  Green Belt Extent
-  Broxtowe Boundary

Site area (ha): **13.1**
 Potential dwellings: **150**
 Site type: **Urban**

6-10 Years

Published Site Constraints

Site Reference: 258

Site Area 13.11

Planning Policy Status

Existing Use

Location

Previously developed in whole or part

Material Planning Policy Considerations except Land Use

Landscape Quality and Character

Agricultural Land

Topographical Constraints

Ridgelines and Site Prominence

Highways Infrastructure Constraints

Utilites Water

Utilities Gas and Electricity

EIA

Bad Neighbours

Flood Risk

Natural Environmental Constraints

Built Environmental Constraints

Contaminated Land Issues

Conservation Area Status

Ownership Constraints

Operational or Tenancy Issues

Info from Housing Market

Public Transport Accessibility

Proximity to Tram Stops

Facilities within the Locality

Pedestrian and Cycling accessibility to site

Green Infrastructure Public Benefit

Land at Lilac Grove, Beeston

Easting: 454101

Northing: 336502

Allocated for employment - in part

Sewage Works

Within MBA

Greenfield/Brownfield roughly 50/50

No significant other constraints

N/A

N/A

No topographical constraints

N/A

Capacity issues at peak times

No known issues

No known issues

N/A

Slight adverse effects from adjacent occupiers for development of the site for housing

EA Maps suggest >1/2 site at risk from flooding (1 in 100 or greater)

Impact upon the setting of any natural environmental constraints supplemented by comment

Impact upon the setting of any built environment constraints located off site supplemented by comment

Contamination from existing Use will need to be assessed

Site is not within a designated Conservation Area and has no impact upon a designated Conservation Area

No ownership problems; all owners supporting development

Site is Owner-Occupied

Strong

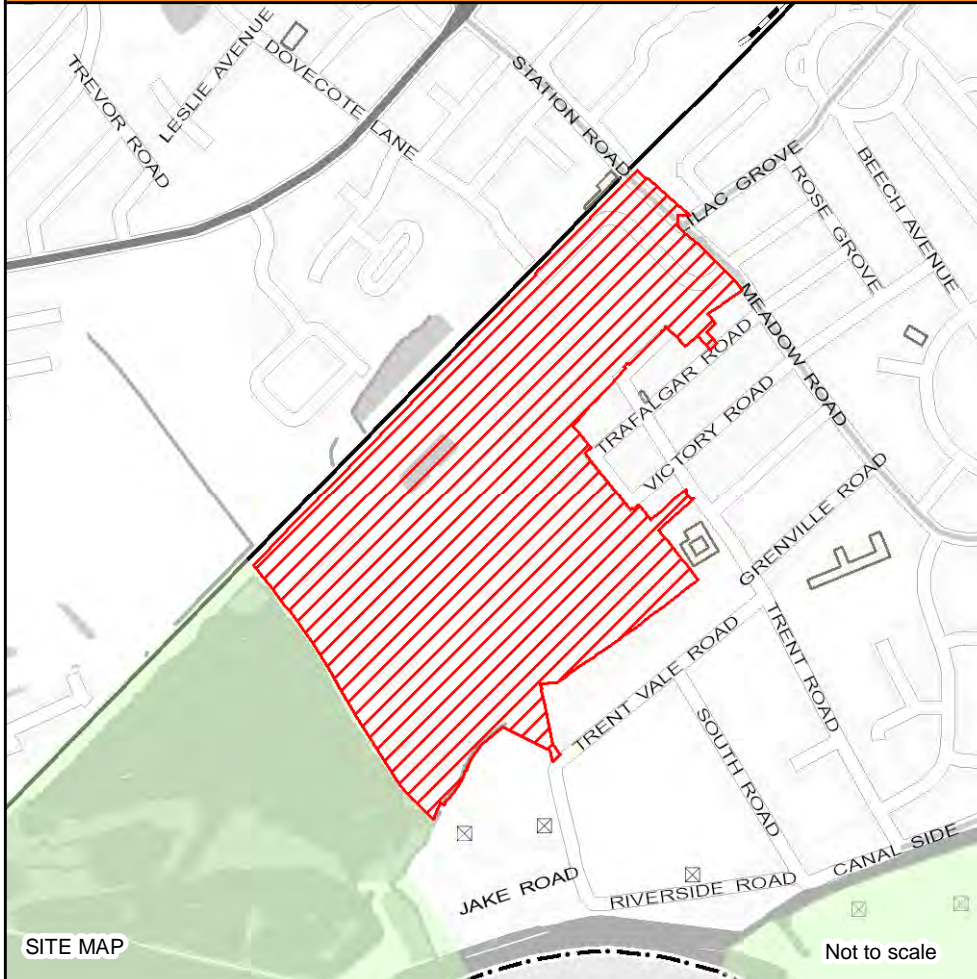
Within 10 minutes walk of a bus stop

Will be within a 15 minute walk of a tram stop

Small shopping parade within 10-15 minute walk

Good number of co-ordinated routes that link to most of the residential areas nearby and are well designed and safe to use.

Public benefit through proposed GI facility within 10-15 minute walk or site would deliver GI with public benefit

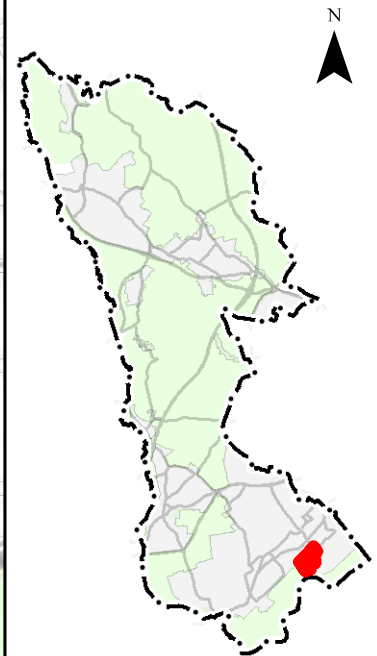


SITE MAP

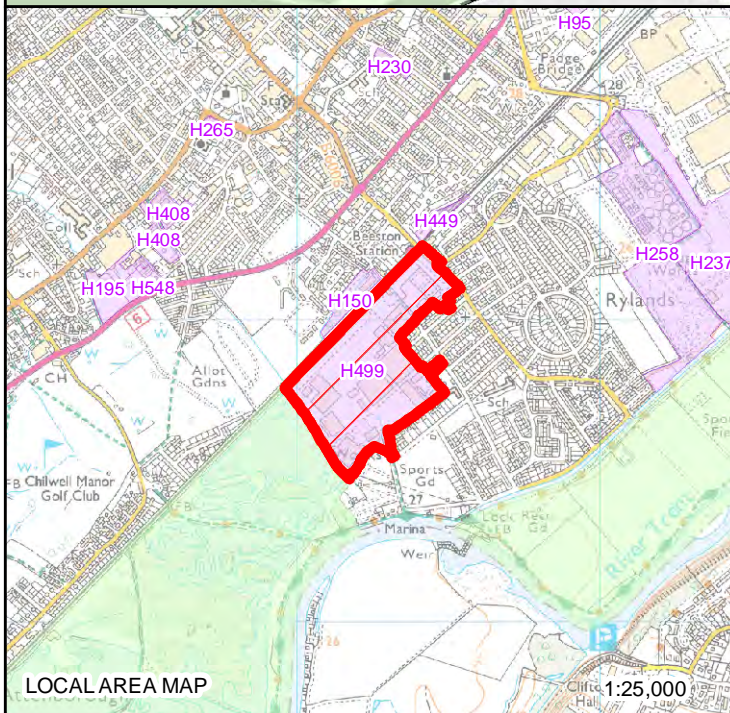
Not to scale



MAIN BUILT UP AREA



BOROUGH MAP



LOCAL AREA MAP

Final Reasoned Judgement:

Part of a wider former telecoms site and Enterprise Zone (EZ), could come forward in the near future as some form of mixed development (in discussion) although timescales remain unresolved. No significant constraints to residential development expected on the South Eastern quadrant of the site for 200 homes. Further work required to demonstrate delivery in 0-5 years.

- SHLAA Site
- Other SHLAA sites
- Green Belt Extent
- Broxtowe Boundary

Site area (ha): **19.6**
 Potential dwellings: **200**
 Site type: **Urban**

6-10 Years

Published Site Constraints

Site Reference: 499

Beeston Business Park Technology Drive Beeston

Site Area 19.55

Easting: 453428

Northing: 335777

Planning Policy Status

Enterprise Zone

Existing Use

Employment site

Location

Within MBA

Previously developed in whole or part

100% Previously Developed Land

Material Planning Policy Considerations except Land Use

No significant other constraints

Landscape Quality and Character

NA

Agricultural Land

NA

Topographical Constraints

NA

Ridgelines and Site Prominence

NA

Highways Infrastructure Constraints

Existing highway network has capacity

Utilities Water

Not likely to be an issue

Utilities Gas and Electricity

Not likely to be an issue

EIA

NA

Bad Neighbours

Setting with no adverse effects

Flood Risk

EA Maps suggest >1/2 site at risk from flooding (1 in 100 or greater) majority of the site is Zone 2, some is also within Zone 3.

Natural Environmental Constraints

No environmental constraints or designations

Built Environmental Constraints

No Built Environment Constraints

Contaminated Land Issues

No capacity constraints for given level of development, but some contamination possible.

Conservation Area Status

Site is not within a designated Conservation Area and has no impact upon a designated Conservation Area

Ownership Constraints

Unknown

Operational or Tenancy Issues

Unknown

Info from Housing Market

Strong

Public Transport Accessibility

Within 15 minutes walk of a bus stop, adjacent to railway station.

Proximity to Tram Stops

Will be within a 10 minute walk of a tram stop

Facilities within the Locality

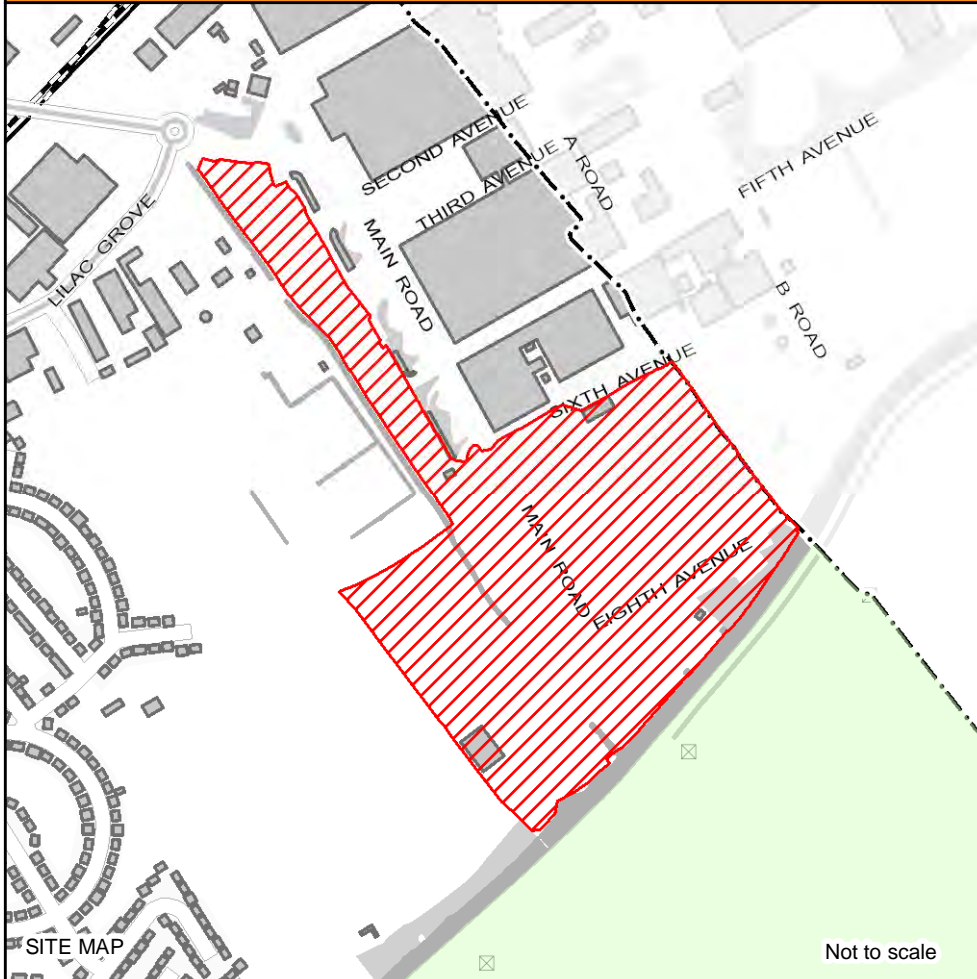
District/Town Centre within 10-15 minute walk

Pedestrian and Cycling accessibility to site

Good number of co-ordinated routes that link to most of the residential areas nearby and are well designed and safe to use.

Green Infrastructure Public Benefit

Public benefit through existing GI facility within 10-15 minute walk

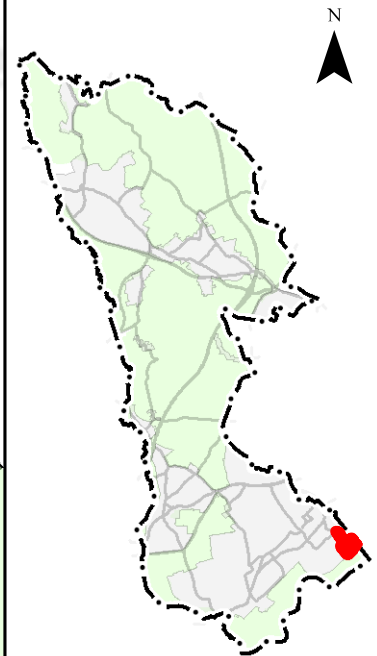


SITE MAP

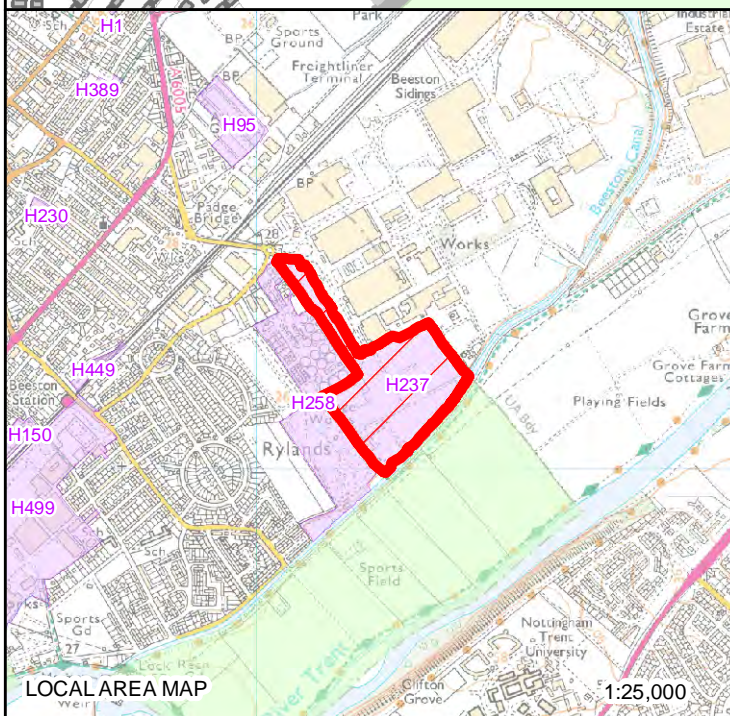
Not to scale



MAIN BUILT UP AREA







BOROUGH MAP



LOCAL AREA MAP

Final Reasoned Judgement:
 Specific site identified in the Core Strategy Option for Consultation Feb 2010. Site straddles the boundary with Nottingham City and a total number of 1150 dwellings are expected. This is broadly consistent with the Statement of Development Principles document and the status of the site as a new Enterprise Zone (EZ). The site is likely to be deliverable in the medium term as part of a mixed development, subject to the resolution of access, flood risk and other issues including highway capacity, Grade I Listed Buildings, the biological SINC at Beeston canal, and liaison with Nottingham City Council. The EZ status of the site would be expected to speed up housing delivery.

-  SHLAA Site
-  Other SHLAA sites
-  Green Belt Extent
-  Broxtowe Boundary

Site area (ha): **14.7**
 Potential dwellings: **400**
 Site type: **Urban**

6-10 Years

Published Site Constraints

Site Reference: 237

Site Area 18.62

Planning Policy Status

Existing Use

Location

Previously developed in whole or part

Material Planning Policy Considerations except Land Use

Landscape Quality and Character

Agricultural Land

Topographical Constraints

Ridgelines and Site Prominence

Highways Infrastructure Constraints

Utilites Water

Utilities Gas and Electricity

EIA

Bad Neighbours

Flood Risk

Natural Environmental Constraints

Built Environmental Constraints

Contaminated Land Issues

Conservation Area Status

Ownership Constraints

Operational or Tenancy Issues

Info from Housing Market

Public Transport Accessibility

Proximity to Tram Stops

Facilities within the Locality

Pedestrian and Cycling accessibility to site

Green Infrastructure Public Benefit

The Boots Company Beeston site

Easting: 454762

Northing: 337000

Non-allocated and No Planning Permission

Employment

Within MBA

100% Previously Developed Land

No significant other constraints

N/A

N/A

No topographical constraints

N/A

Capacity issues at peak times

No known issues

No known issues

N/A

Setting with no adverse effects

EA Maps suggest >1/2 site at risk from flooding (1 in 100 or greater)

Impact upon the setting of any natural environmental constraints supplemented by comment

Impact upon the setting of any built environment constraints located off site supplemented by comment

Site is likely to be contaminated and remediation would be required

Site is not within a designated Conservation Area and has no impact upon a designated Conservation Area

No ownership problems; all owners supporting development

Unknown

Strong

Within 10 minutes walk of a bus stop

Will be within a 15 minute walk of a tram stop

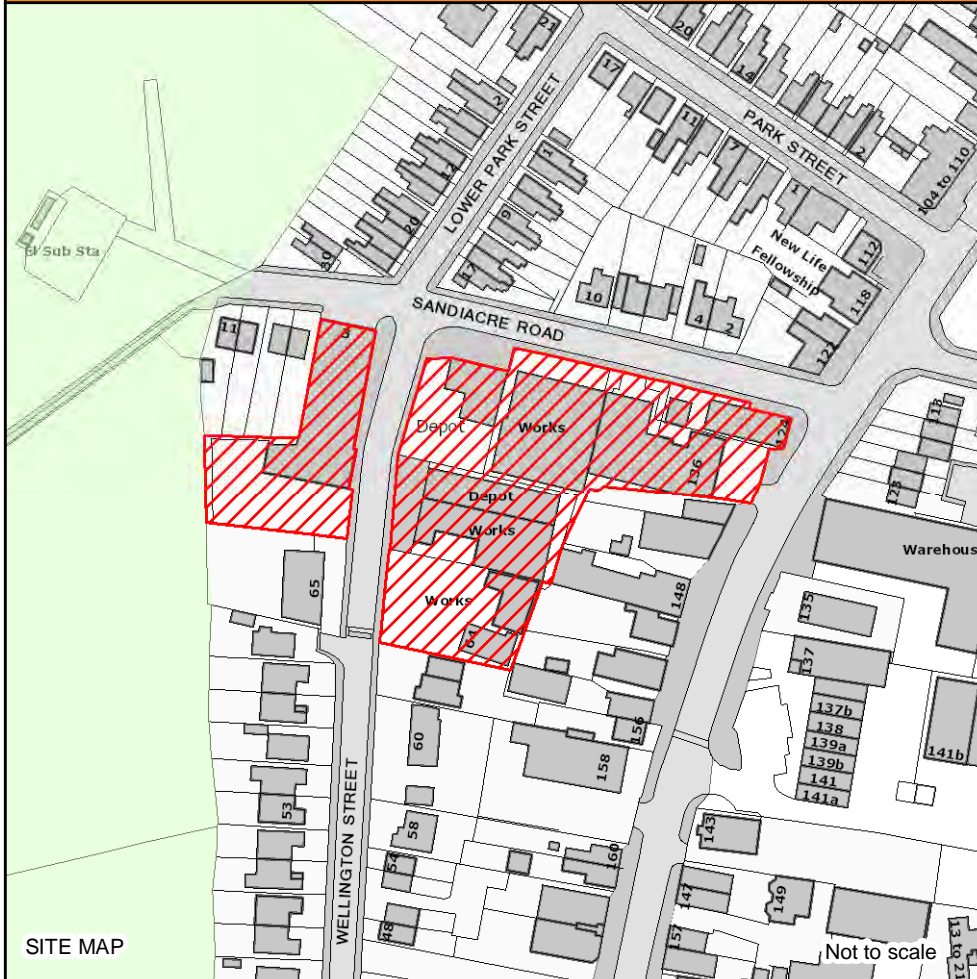
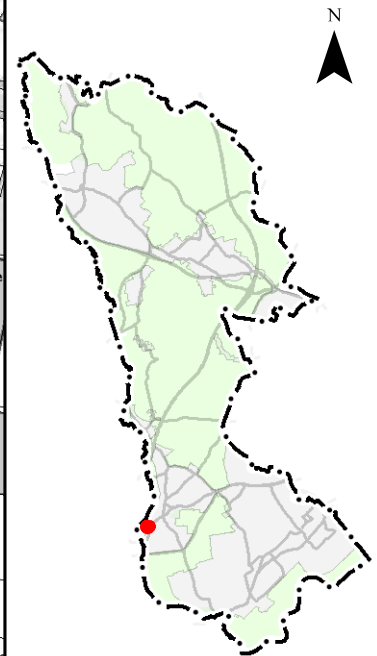
Small shopping parade within 10-15 minute walk

Good number of co-ordinated routes that link to most of the residential areas nearby and are well designed and safe to use.

Public benefit through proposed GI facility within 10-15 minute walk or site would deliver GI with public benefit

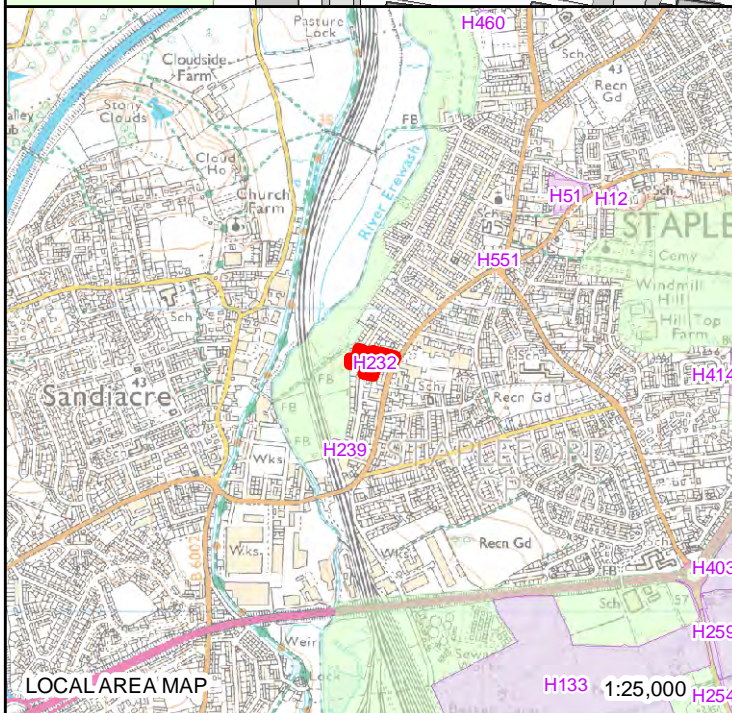


MAIN BUILT UP AREA



SITE MAP

BOROUGH MAP



LOCAL AREA MAP

Final Reasoned Judgement:

The site is in a suitable location and is recommended for consideration for release in the NCRELS.

However, part of the site is within a 200 metre buffer of the preferred route for a High Speed 2 Railway line which may create noise issues and reduce the developable space.

Availability is also uncertain, so it may be developable in the long term, subject to business plans of existing occupiers. It would need to be developed as a whole.

- SHLAA Site
- Other SHLAA sites
- Green Belt Extent
- Broxtowe Boundary

Site area (ha): **0.6**
 Potential dwellings: **28**
 Site type: **Urban**

11-15 Years

Published Site Constraints

Site Reference: 232

Site Area 0.63

Planning Policy Status

Existing Use

Location

Previously developed in whole or part

Material Planning Policy Considerations except Land Use

Landscape Quality and Character

Agricultural Land

Topographical Constraints

Ridgelines and Site Prominence

Highways Infrastructure Constraints

Utilities Water

Utilities Gas and Electricity

EIA

Bad Neighbours

Flood Risk

Natural Environmental Constraints

Built Environmental Constraints

Contaminated Land Issues

Conservation Area Status

Ownership Constraints

Operational or Tenancy Issues

Info from Housing Market

Public Transport Accessibility

Proximity to Tram Stops

Facilities within the Locality

Pedestrian and Cycling accessibility to site

Green Infrastructure Public Benefit

Sandiacre Road Stapleford

Easting: 452718

Northing: 336930

Non-allocated and No Planning Permission

Commercial

Within MBA

100% Previously Developed Land

No significant other constraints

NA

NA

No topographical constraints

NA

Existing highway network has capacity

Not likely to be an issue

Not likely to be an issue

NA

Slight adverse effects from adjacent occupiers for development of the site for housing. Within 200m of HS2 preferred route.

EA Maps suggest <1/2 site at risk from flooding (1 in 100 or greater)

No environmental constraints or designations

No Built Environment Constraints

Known/assessed capacity/cost constraints that will impact on delivery

Site is not within a designated Conservation Area and has no impact upon a designated Conservation Area

Unknown

Unknown

Weak

Within 5 minute walk of a bus stop

Will be within a 20 minute walk of a tram stop

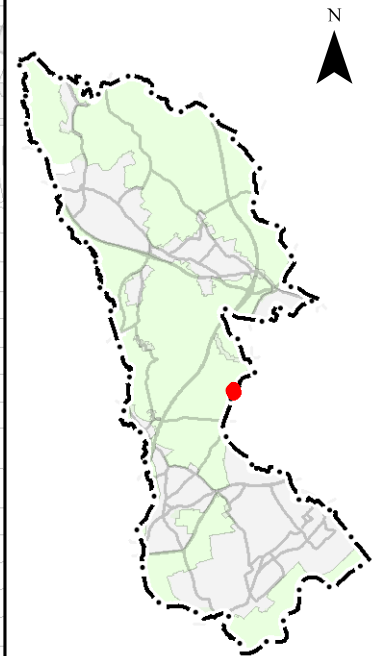
District/Town Centre within 10-15 minute walk

Moderate number of basic pedestrian / cycle routes linking site to centres of residence

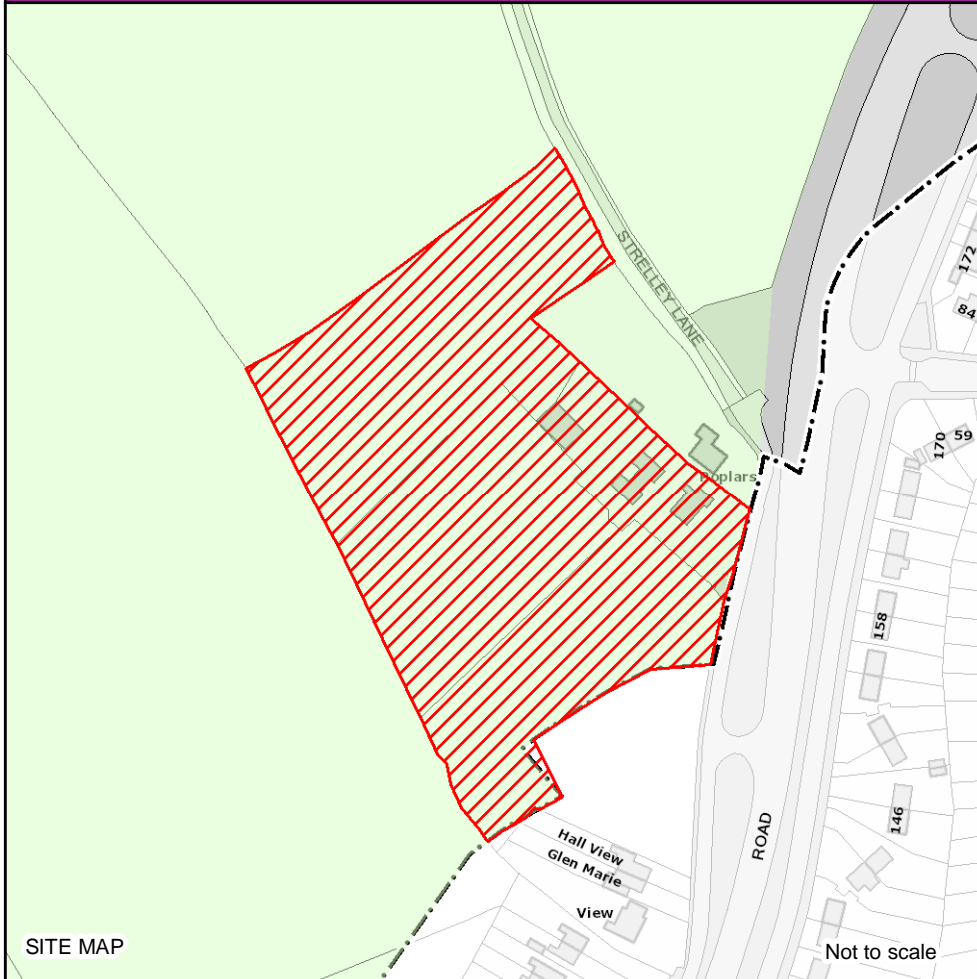
Public benefit through existing GI facility within 10-15 minute walk



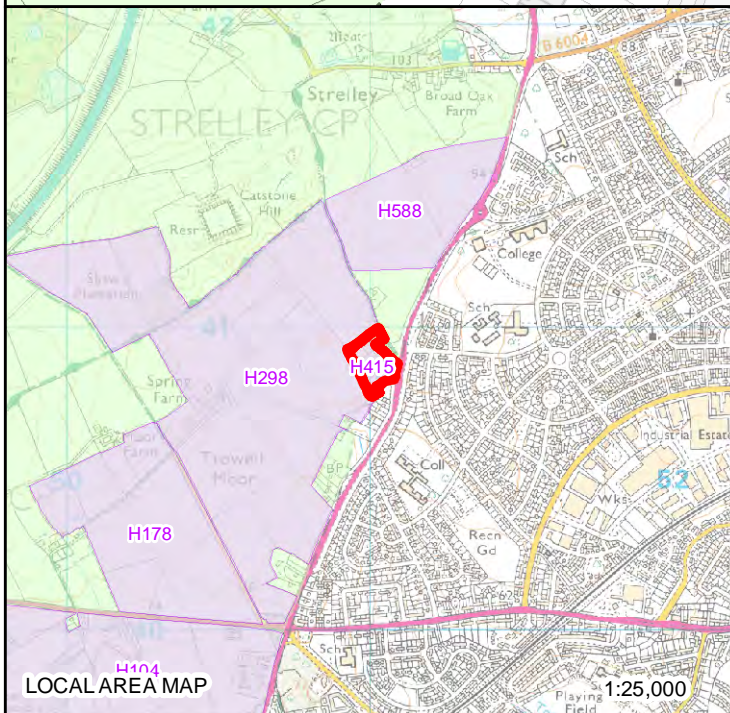
MAIN BUILT UP AREA



BOROUGH MAP



SITE MAP



LOCAL AREA MAP

Final Reasoned Judgement:

The site is located within the Green Belt, adjacent to Bilborough. However, could be suitable if Green Belt policy changes, subject to the details of any proposals. Possibility of being considered as part of a larger area, as suggested in the Appraisal of Sustainable Urban Extensions. As a standalone site there would be an issue with the lack of any defensible Green Belt boundary. Issues to be considered would include access, infrastructure and the relationship with the existing built-up area and the possibility of flooding from nearby small watercourses.

- SHLAA Site
- Other SHLAA sites
- Green Belt Extent
- Broxtowe Boundary

Site area (ha): **1.8**
 Potential dwellings: **44**
 Site type: **Green Belt**

Could be suitable if policy changes

Published Site Constraints

Site Reference: 415

Site Area 1.85

Planning Policy Status

Existing Use

Location

Previously developed in whole or part

Material Planning Policy Considerations except Land Use

Landscape Quality and Character

Agricultural Land

Topographical Constraints

Ridgelines and Site Prominence

Highways Infrastructure Constraints

Utilities Water

Utilities Gas and Electricity

EIA

Bad Neighbours

Flood Risk

Natural Environmental Constraints

Built Environmental Constraints

Contaminated Land Issues

Conservation Area Status

Ownership Constraints

Operational or Tenancy Issues

Info from Housing Market

Public Transport Accessibility

Proximity to Tram Stops

Facilities within the Locality

Pedestrian and Cycling accessibility to site

Green Infrastructure Public Benefit

Ashlands Bilborough Road Trowell

Easting: 451073

Northing: 340882

Non-allocated and No Planning Permission

Site predominantly Greenfield (more than 70%)

Significant policy constraint which may be removed in the long term

N/A

No topographical constraints

N/A

Existing highway network has capacity

Not likely to be an issue

Not likely to be an issue

N/A

SINCs, RIGS present on site

No Built Environment Constraints

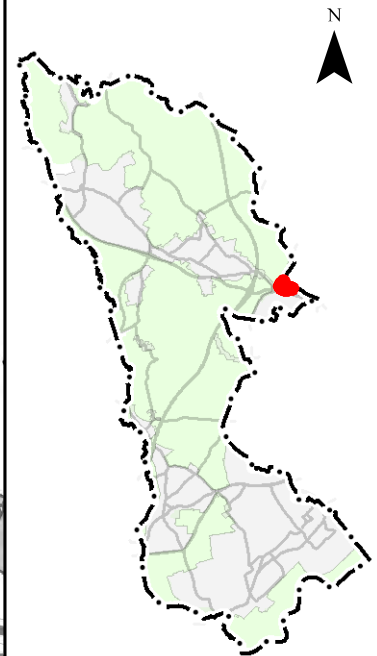
Known/assessed capacity/cost constraints that will impact on delivery

Site is not within a designated Conservation Area and has no impact upon a designated Conservation Area

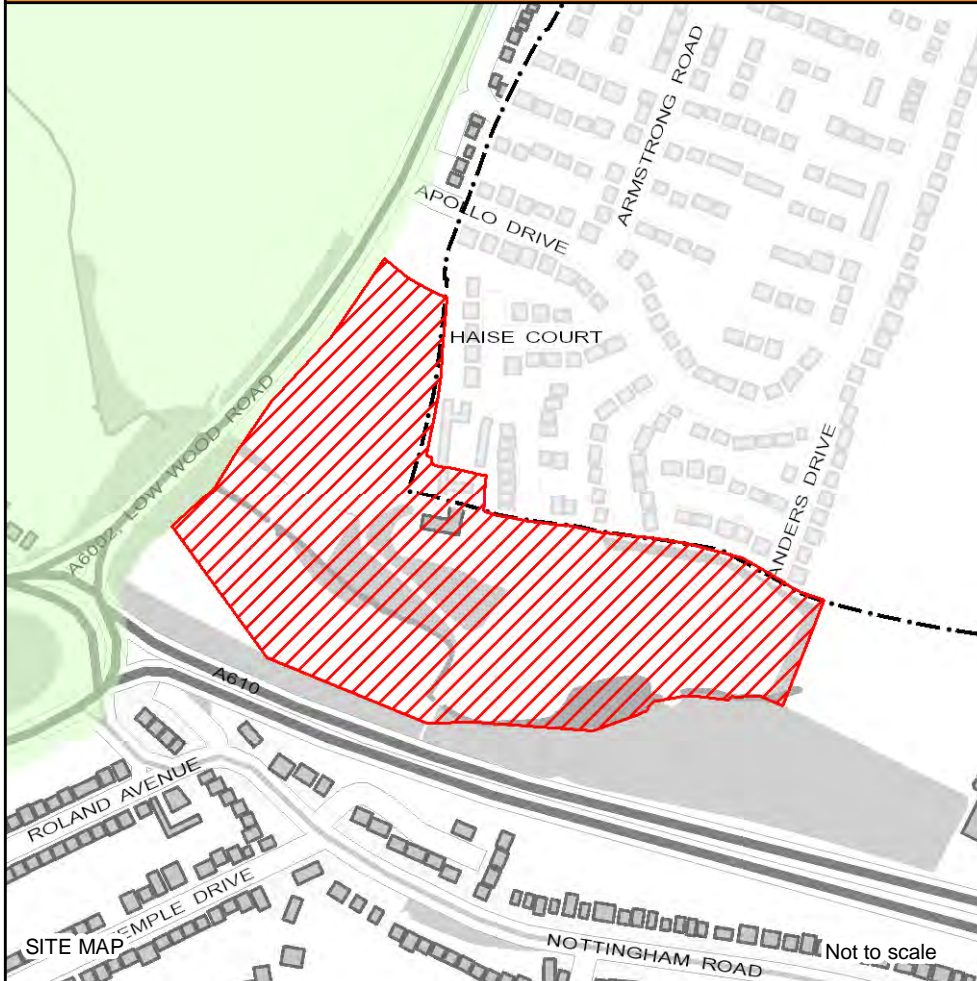
Small shopping parade within 10-15 minute walk



MAIN BUILT UP AREA

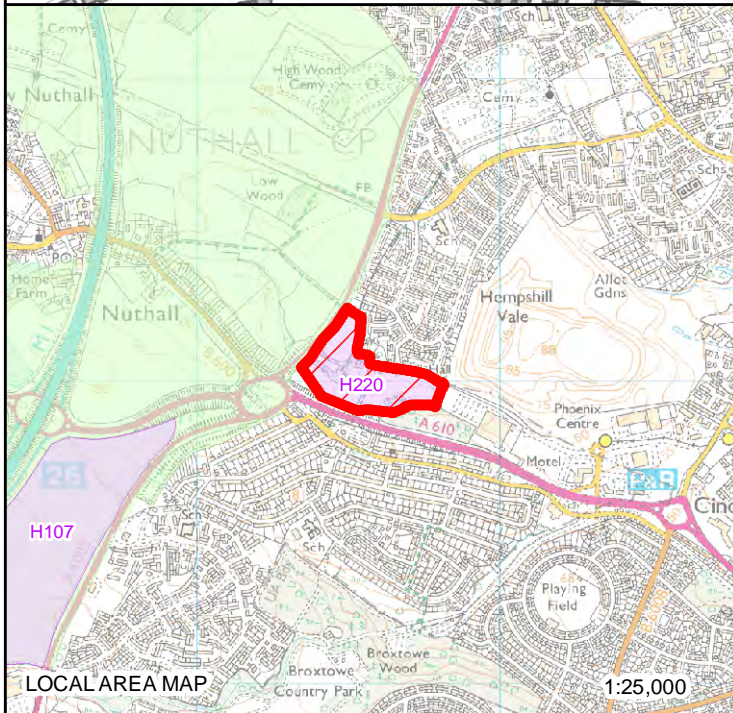


BOROUGH MAP



SITE MAP

Not to scale







LOCAL AREA MAP

1:25,000

Final Reasoned Judgement:

The site is a Protected Open Area and could not be developed without a major policy change, as well as the land being retained for use for the Tram route. Also adjacent to a listed building and to a Site of Importance for Nature Conservation, severe topographical constraints, a remote risk of flooding and possible contaminated land issue also affects the site. It is unlikely that the entire site would be delivered in totality due to the various constraints outlined; however even allowing for these constraints the northern part of the site may possibly deliver approximately 50 houses subject to mitigation of the issues identified. A planning application has been withdrawn for 139 dwellings (12/00123/OUT) and an application for 116 dwellings (12/00539/OUT) has been refused, and is subject to an appeal (as at October 2013).

-  SHLAA Site
-  Other SHLAA sites
-  Green Belt Extent
-  Broxtowe Boundary

Site area (ha): **7.4**
 Potential dwellings: **50**
 Site type: **Majority Urban**

Could be suitable if policy changes

Published Site Constraints

Site Reference: 220

Site Area 7.45

Planning Policy Status

Existing Use

Location

Previously developed in whole or part

Material Planning Policy Considerations except Land Use

Landscape Quality and Character

Agricultural Land

Topographical Constraints

Ridgelines and Site Prominence

Highways Infrastructure Constraints

Utilites Water

Utilities Gas and Electricity

EIA

Bad Neighbours

Flood Risk

Natural Environmental Constraints

Built Environmental Constraints

Contaminated Land Issues

Conservation Area Status

Ownership Constraints

Operational or Tenancy Issues

Info from Housing Market

Public Transport Accessibility

Proximity to Tram Stops

Facilities within the Locality

Pedestrian and Cycling accessibility to site

Green Infrastructure Public Benefit

Land East of Low Wood Road Nuthall

Easting: 452718

Northing: 336930

Non-allocated and No Planning Permission

Agricultural

Adjacent MBA

100% Greenfield Site

Significant policy constraint which may be removed in the long term

Agricultural land and the grounds of Hempsill Hall

Most of the site is in agricultural use

Severe topographical constraints - which landowners consider can be addressed through site design.

Visible from the A610 and Low Wood Road

Existing highway network has capacity

Not likely to be an issue

Not likely to be an issue

N/A

Setting with no adverse effects

EA Maps suggest <1/2 site at remote risk from extreme flooding (1 in 1000 or greater)

SINCs present on site

Impact upon the setting of any built environment constraints located off site supplemented by comment

Known/assessed capacity/cost constraints that will impact on delivery

Site is not within a designated Conservation Area and has no impact upon a designated Conservation Area

Publicly/Privatey owned site with a willing developer pushing regeneration

Unknown

Moderate

Within 10 minutes walk of a bus stop

Within 10 minutes walk of a tram stop

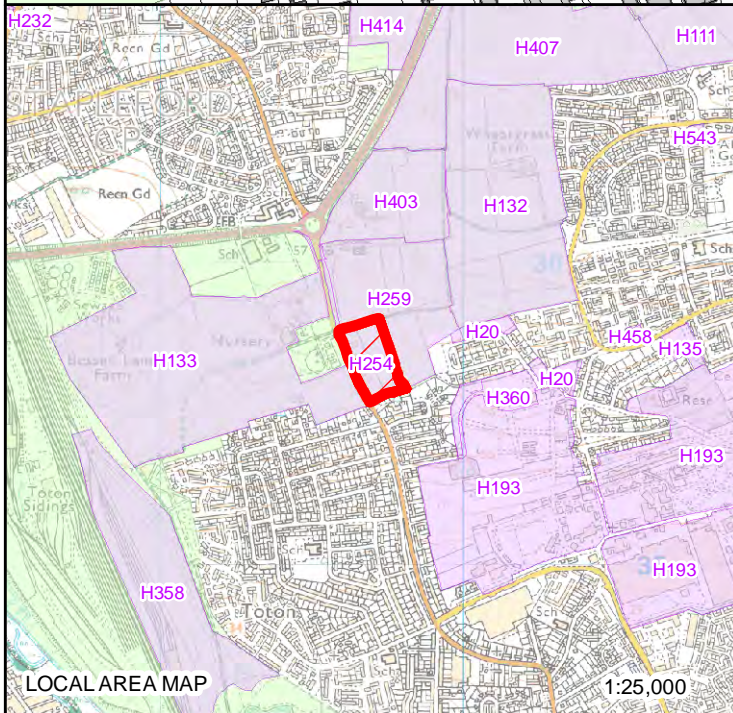
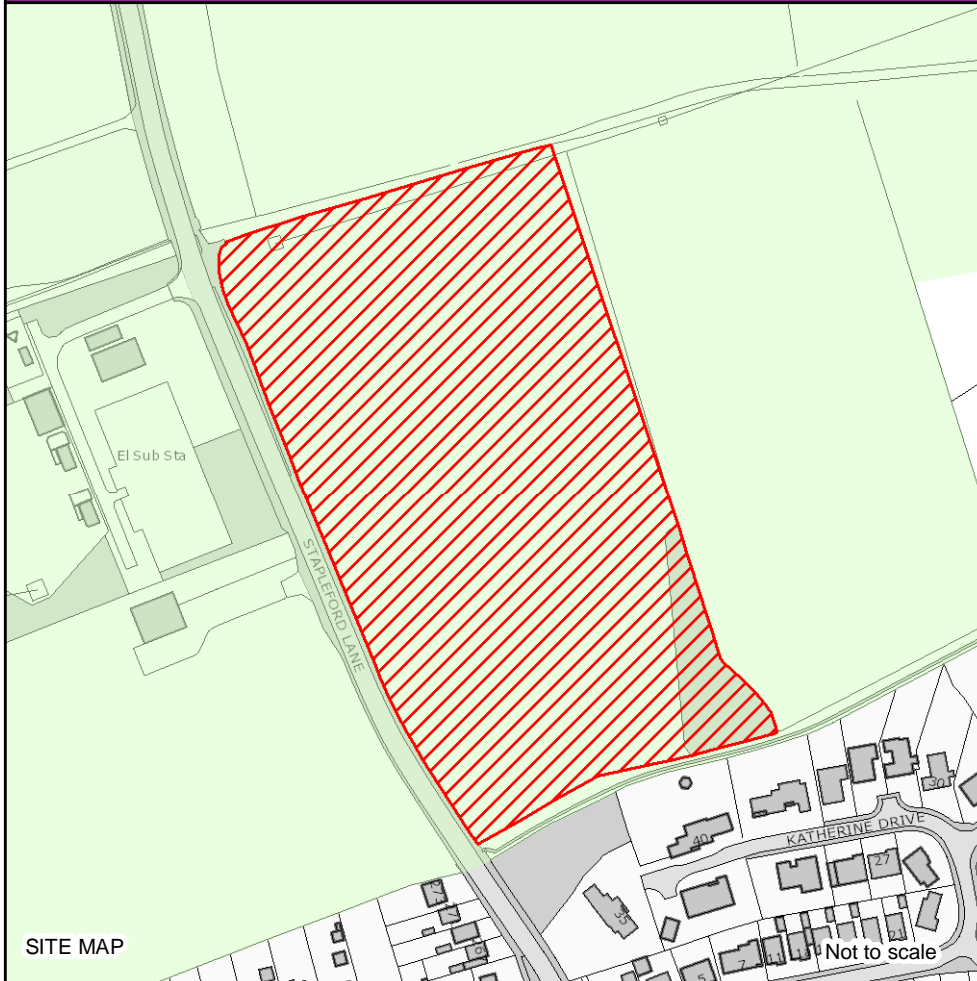
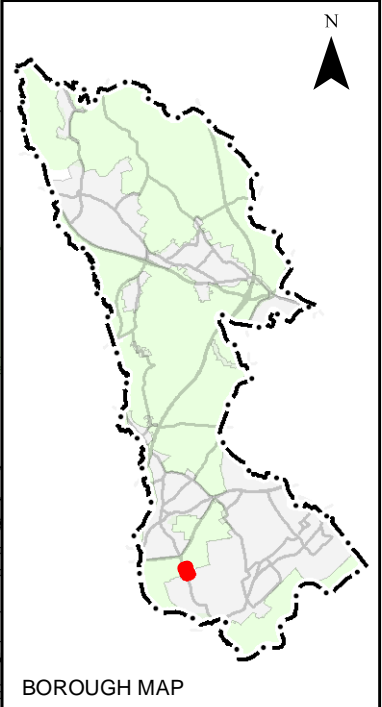
Small shopping parade within 10-15 minute walk

Moderate number of basic pedestrian / cycle routes linking site to centres of residence

Public benefit through existing GI facility within 10-15 minute walk



MAIN BUILT UP AREA



Final Reasoned Judgement:
 Green Belt site adjacent to NET route within an area recognised as Strategic Location for Growth in the Aligned Core Strategy. The Local Plan Review 2003 Inspector considered development on site would encroach into the countryside and was concerned about unrestricted urban sprawl, however did recognise that remnants between the NET and the Park and Ride and the built up area would be of little or no value to Green Belt purposes. The NET park and ride now offers a defensible boundary.

Site is not as favourable as adjacent Toton Lane West site according to the Tribal SUE Report. Overhead power lines (with potential to be grounded) and issue of access need to be resolved therefore there would be a reduced dwelling number achievable on this site than would otherwise be the case.

Could be suitable if policy changes

SHLAA Site	Site area (ha):	3.4
Other SHLAA sites	Potential dwellings:	60
Green Belt Extent	Site type:	Green Belt
Broxtowe Boundary		

Published Site Constraints

Site Reference: 254

Land East of Toton Lane/Stapleford Lane, Toton

Site Area 3.35

Easting: 449696

Northing: 335681

Planning Policy Status

Non-allocated and No Planning Permission

Existing Use

Agricultural

Location

Adjacent MBA

Previously developed in whole or part

100% Greenfield Site

Material Planning Policy Considerations except Land Use

Significant policy constraint which may be removed in the long term

Landscape Quality and Character

Agricultural Land

Largely agricultural land

Topographical Constraints

Minor topographical constraints

Ridgelines and Site Prominence

Fairly prominent location

Highways Infrastructure Constraints

Unknown

Utilities Water

Not likely to be an issue

Utilities Gas and Electricity

Capacity not likely to be an issue, however overhead powerline running through site would be a constraint

EIA

NA

Bad Neighbours

Moderate adverse effects from adjacent occupiers for development of the site for housing

Flood Risk

EA Maps suggest area at no risk from flooding

Natural Environmental Constraints

No environmental constraints or designations

Built Environmental Constraints

No Built Environment Constraints

Contaminated Land Issues

No Known Constraints

Conservation Area Status

Site is not within a designated Conservation Area and has no impact upon a designated Conservation Area

Ownership Constraints

No ownership problems; all owners supporting development

Operational or Tenancy Issues

None foreseen

Info from Housing Market

Strong

Public Transport Accessibility

Within 10 minutes walk of a bus stop

Proximity to Tram Stops

Will be within a 5 minute walk of a tram stop

Facilities within the Locality

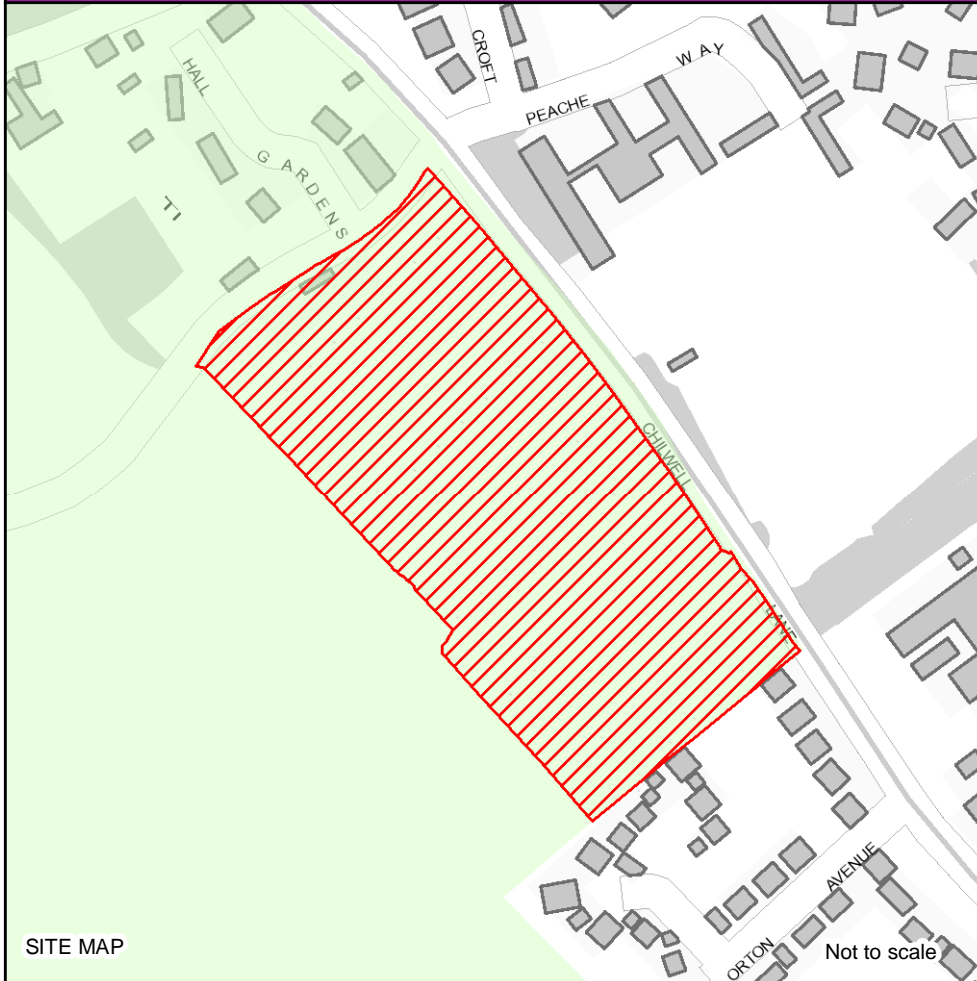
Small shopping parade within 10-15 minute walk

Pedestrian and Cycling accessibility to site

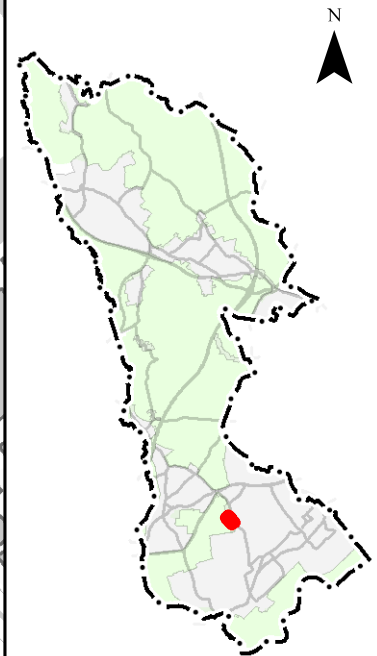
Moderate number of basic pedestrian / cycle routes linking site to centres of residence

Green Infrastructure Public Benefit

Public benefit through existing GI facility within 10-15 minute walk

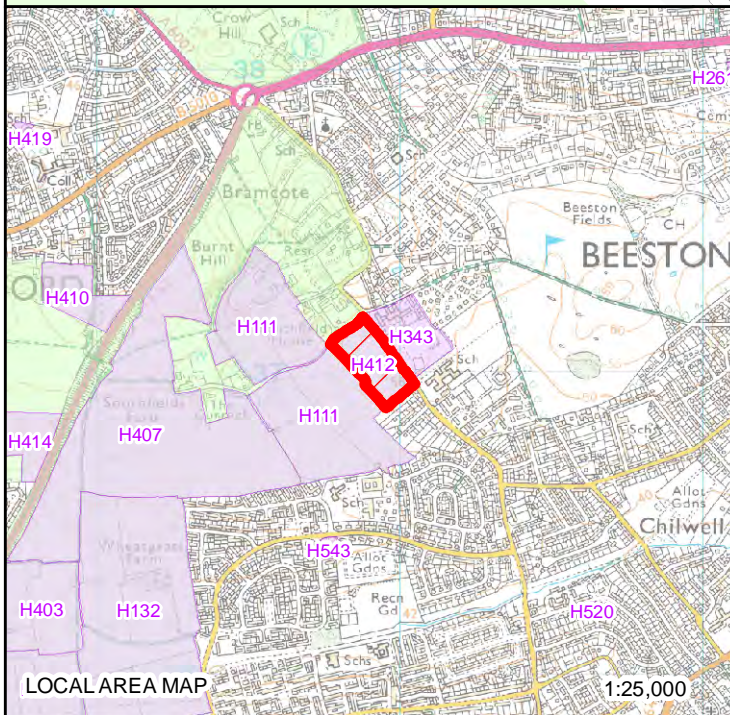


MAIN BUILT UP AREA



SITE MAP

BOROUGH MAP



Final Reasoned Judgement:

Whilst this site is located within the Green Belt, if policy changed this site may be possible to be developed for residential development without strategically affecting the purpose of the Green Belt.

- SHLAA Site
- Other SHLAA sites
- Green Belt Extent
- Broxtowe Boundary

Site area (ha): **3.7**
 Potential dwellings: **74**
 Site type: **Green Belt**

Could be suitable if policy changes

Published Site Constraints

Site Reference: 412

Chilwell Lane, Bramcote (sth of Common Lane)

Site Area 3.68

Easting: 451149

Northing: 336836

Planning Policy Status

Non-allocated and No Planning Permission

Existing Use

Agricultural

Location

Adjacent MBA

Previously developed in whole or part

100% Greenfield Site

Material Planning Policy Considerations except Land Use

Significant policy constraint which may be removed in the long term

Landscape Quality and Character

NA

Agricultural Land

Grade 3a

Topographical Constraints

Minor topographical constraints

Ridgelines and Site Prominence

Visible site

Highways Infrastructure Constraints

Existing highway network has capacity

Utilities Water

Not likely to be an issue

Utilities Gas and Electricity

Not likely to be an issue

EIA

NA

Bad Neighbours

Setting with no adverse effects

Flood Risk

EA Maps suggest area at no risk from flooding

Natural Environmental Constraints

No environmental constraints or designations

Built Environmental Constraints

No Built Environment Constraints

Contaminated Land Issues

No Known Constraints

Conservation Area Status

Site is not located within but has an impact upon a designated Conservation Area

Ownership Constraints

Unknown

Operational or Tenancy Issues

Unknown

Info from Housing Market

Strong

Public Transport Accessibility

Within 10 minutes walk of a bus stop

Proximity to Tram Stops

Will be within a 15 minute walk of a tram stop

Facilities within the Locality

Small shopping parade within 10-15 minute walk

Pedestrian and Cycling accessibility to site

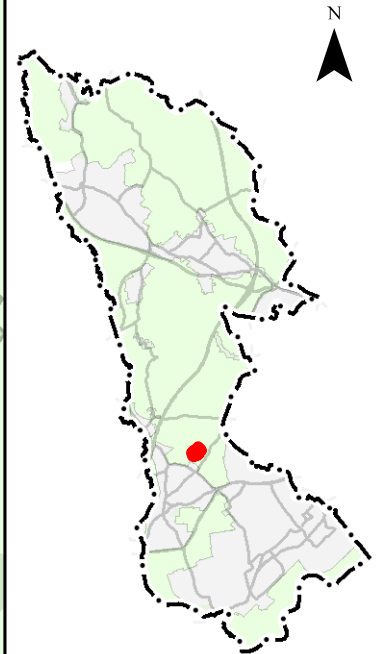
Moderate number of basic pedestrian / cycle routes linking site to centres of residence

Green Infrastructure Public Benefit

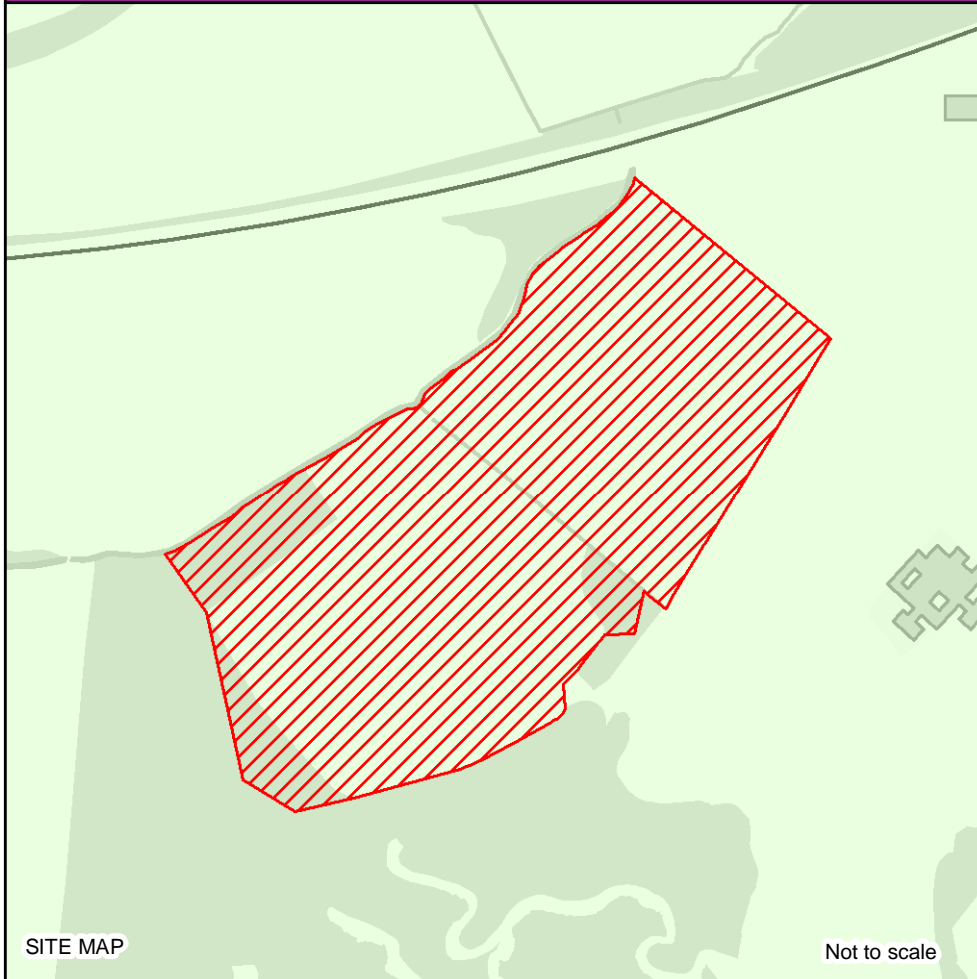
Public benefit through existing GI facility within 10-15 minute walk



MAIN BUILT UP AREA

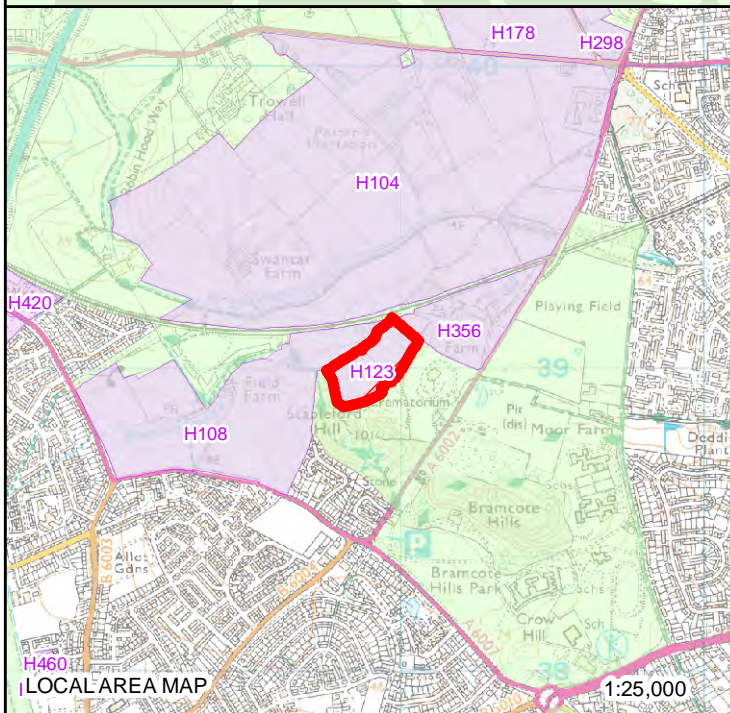


BOROUGH MAP



SITE MAP

Not to scale







LOCAL AREA MAP

1:25,000

Final Reasoned Judgement:

Could be suitable if Green Belt policy changes, subject to the details of any proposal. May be appropriate to consider it in conjunction with adjacent land (site 108 and 356) as the site in isolation is not well related to existing residential areas. The site is adjacent to crematorium and the release of land by the Council is subject to the amount required for a potential memorial garden. Highways issues to be considered including access from adjacent sites and possible flood risk from Boundary Brook. All these matters are in the process of being investigated.

-  SHLAA Site
-  Other SHLAA sites
-  Green Belt Extent
-  Broxtowe Boundary

Site area (ha): **4.4**
 Potential dwellings: **74**
 Site type: **Green Belt**

Could be suitable if policy changes

Published Site Constraints

Site Reference: 123

Site Area 4.39

Planning Policy Status

Existing Use

Location

Previously developed in whole or part

Material Planning Policy Considerations except Land Use

Landscape Quality and Character

Agricultural Land

Topographical Constraints

Ridgelines and Site Prominence

Highways Infrastructure Constraints

Utilities Water

Utilities Gas and Electricity

EIA

Bad Neighbours

Flood Risk

Natural Environmental Constraints

Built Environmental Constraints

Contaminated Land Issues

Conservation Area Status

Ownership Constraints

Operational or Tenancy Issues

Info from Housing Market

Public Transport Accessibility

Proximity to Tram Stops

Facilities within the Locality

Pedestrian and Cycling accessibility to site

Green Infrastructure Public Benefit

Coventry Lane Bramcote

Easting: 449953

Northing: 339052

Non-allocated and No Planning Permission

Agricultural

Adjacent MBA

100% Greenfield Site

Significant policy constraint which may be removed in the long term

N/A

Site is in agricultural use

No topographical constraints

No ridgelines

Unknown

Not likely to be an issue

Not likely to be an issue

N/A

Slight adverse effects from adjacent crematorium however strict emission standards is likely to mitigate the issue.

EA Maps suggest area at no risk from flooding (but some risk regarding Boundary Brook)

No environmental constraints or designations

No Built Environment Constraints

No Known Constraints

Site is not within a designated Conservation Area and has no impact upon a designated Conservation Area

Publicly/Privately owned site with a willing developer pushing regeneration

None foreseen

Weak

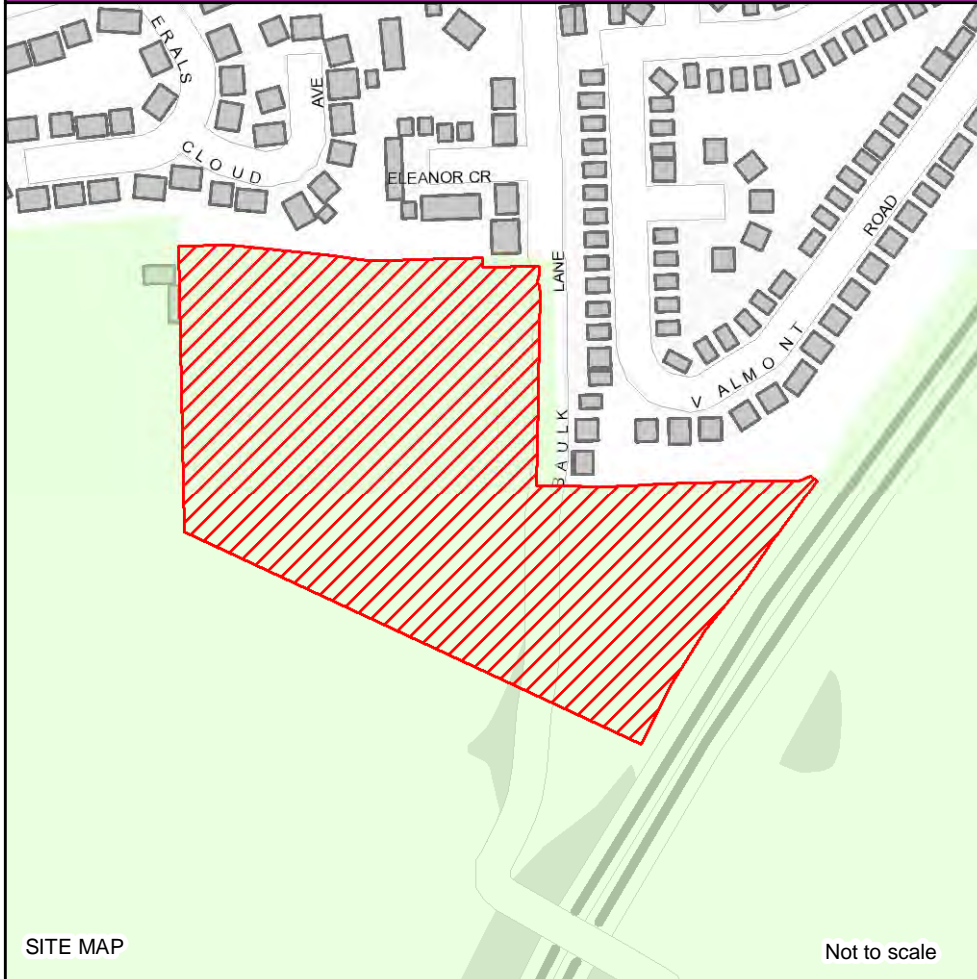
Within 20 minute walk of a bus stop - existing bus route could be extended to service the site.

No tram stops within 20 minute walk

Small shop within 10-15 minute walk

Moderate number of basic pedestrian / cycle routes linking site to centres of residence

Public benefit through existing GI facility within 10-15 minute walk

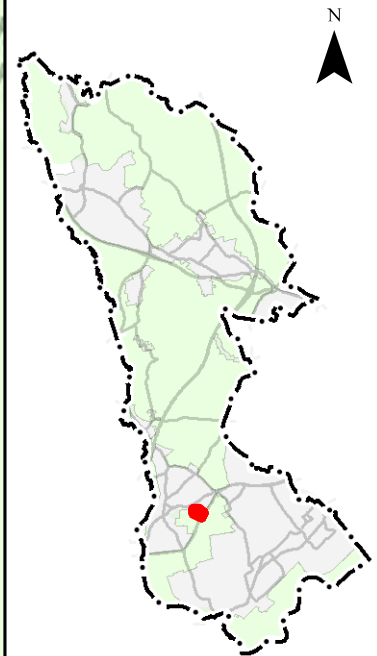


SITE MAP

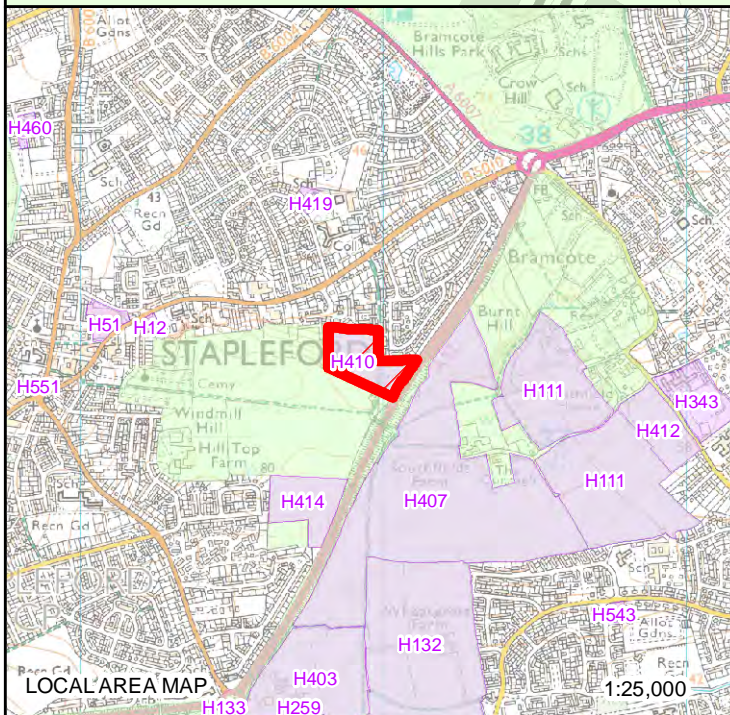
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MAIN BUILT UP AREA



BOROUGH MAP



LOCAL AREA MAP





Final Reasoned Judgement:

Could be suitable if Green Belt policy changes. Issues that affect the site include possible noise from the A52 and the effect on the greenway which runs through the site. Access available via an existing adopted road and development would not encroach onto nearby protected prominent area.

Local Plan Review 2003 Inspector considered that development of this site would not be visible from the area to the south of the ridge, and as a consequence, it would not lead to any significant increase in coalescence with the neighbouring settlement of Chilwell or Stapleford.

The site is best and most versatile agricultural land and its development would encroach into the countryside to a limited extent and subsequently affect part of an attractive and important green setting.

Could be suitable if policy changes

-  SHLAA Site
-  Other SHLAA sites
-  Green Belt Extent
-  Broxtowe Boundary

Site area (ha): **3.7**
 Potential dwellings: **92**
 Site type: **Green Belt**

Published Site Constraints

Site Reference: 410

Land South Of 45 Baulk Lane Stapleford

Site Area 3.69

Easting: 450030

Northing: 337207

Planning Policy Status

Non-allocated and No Planning Permission

Existing Use

Agricultural

Location

Within named settlement as listed

Previously developed in whole or part

100% Greenfield Site

**Material Planning Policy Considerations
except Land Use**

Significant policy constraint which may be removed in the long term

Landscape Quality and Character

Moderate

Agricultural Land

Topographical Constraints

Minor topographical constraints

Ridgelines and Site Prominence

Partially visible from the A52

Highways Infrastructure Constraints

Existing highway network has capacity

Utilites Water

Not likely to be an issue

Utilities Gas and Electricity

Not likely to be an issue

EIA

N/A

Bad Neighbours

Slight adverse effects from adjacent A52

Flood Risk

EA Maps suggest area at no risk from flooding

Natural Environmental Constraints

No environmental constraints or designations

Built Environmental Constraints

No Built Environment Constraints

Contaminated Land Issues

No Known Constraints

Conservation Area Status

Site is not within a designated Conservation Area and has no impact upon a designated Conservation Area

Ownership Constraints

No ownership problems; all owners supporting development

Operational or Tenancy Issues

Site is Owner-Occupied

Info from Housing Market

Moderate

Public Transport Accessibility

Within 5 minute walk of a bus stop

Proximity to Tram Stops

No tram stops within 20 minute walk

Facilities within the Locality

No facilities within 10-15 minute walk

**Pedestrian and Cycling accessibility
to site**

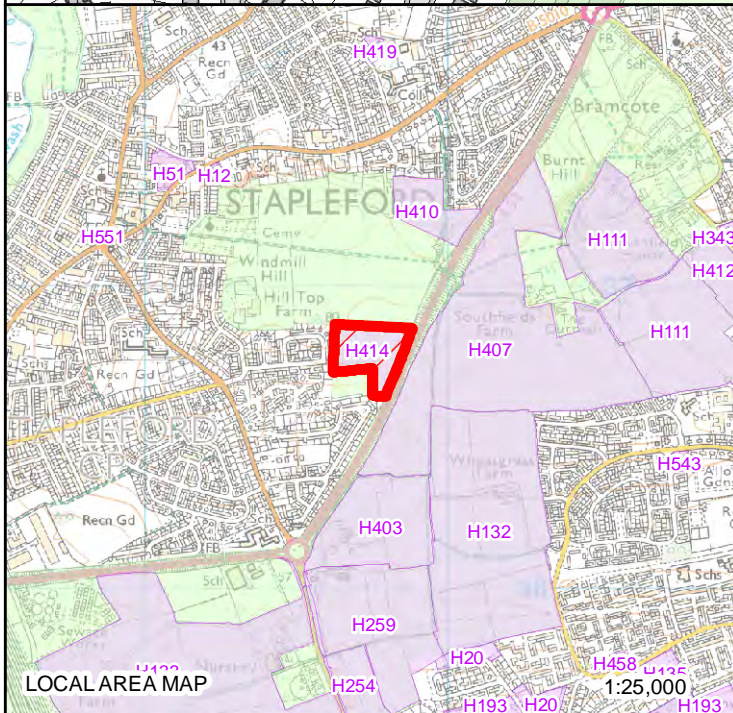
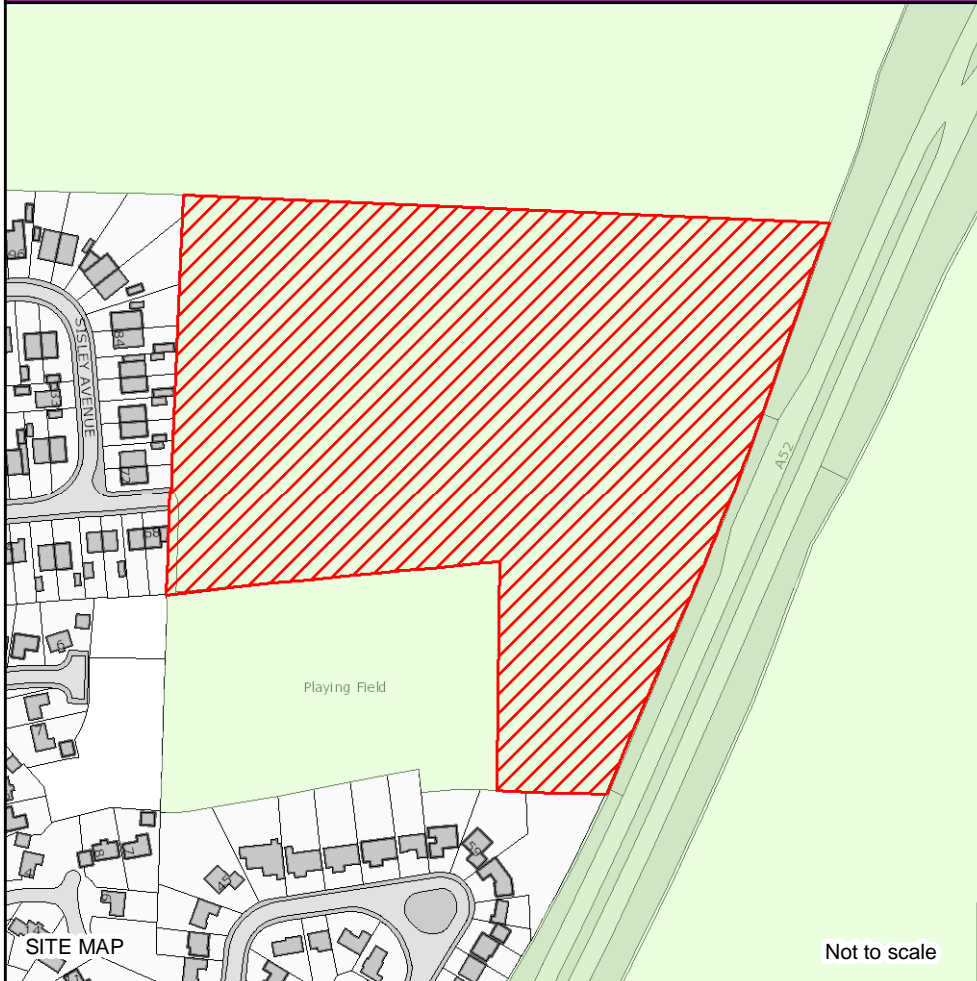
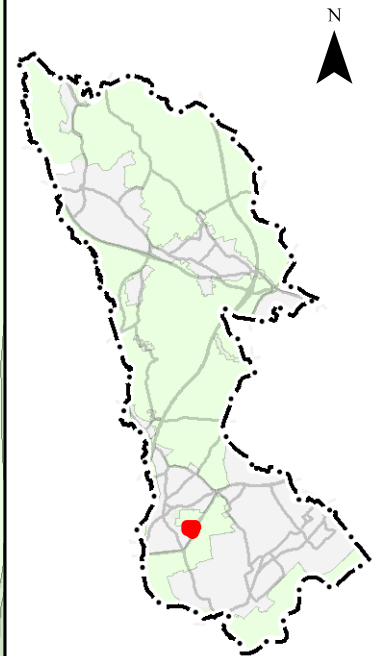
A few uncoordinated routes that may be unsafe, poorly designed or that do not conveniently link with the main residential areas nearby

Green Infrastructure Public Benefit

No public benefit identified or too expensive to deliver



MAIN BUILT UP AREA



Final Reasoned Judgement:

The site could be suitable if Green Belt policy changes, despite the Local Plan Review 2003 Inspector concluding that development in this area would increase the appearance of coalescence between the separate settlements of Stapleford and Chilwell. This was when assessed as part of a larger area of land (including sites 221 and 410) and as such this smaller area of development is unlikely to result in such a coalescence risk.

Issues that affect the site include possible noise from the A52. Access available via an existing adopted road and development would not encroach onto nearby protected prominent area or the adjacent playing field.

SHLAA Site	Site area (ha): 3.9
Other SHLAA sites	Potential dwellings: 99
Green Belt Extent	Site type: Green Belt
Broxtowe Boundary	

Could be suitable if policy changes

Published Site Constraints

Site Reference: 414

Land Behind Sisley Avenue, Stapleford

Site Area 3.94

Easting: 449614

Northing: 336738

Planning Policy Status

Non-allocated and No Planning Permission

Existing Use

Agricultural

Location

Adjacent MBA

Previously developed in whole or part

100% Greenfield Site

Material Planning Policy Considerations except Land Use

Significant policy constraint which may be removed in the long term

Landscape Quality and Character

Moderate

Agricultural Land

Grade 3a

Topographical Constraints

Minor topographical constraints

Ridgelines and Site Prominence

Visible from the A52

Highways Infrastructure Constraints

Existing highway network has capacity

Utilities Water

Not likely to be an issue

Utilities Gas and Electricity

Not likely to be an issue

EIA

N/A

Bad Neighbours

Slight adverse effects from adjacent A52

Flood Risk

EA Maps suggest area at no risk from flooding

Natural Environmental Constraints

No environmental constraints or designations

Built Environmental Constraints

No Built Environment Constraints

Contaminated Land Issues

No Known Constraints

Conservation Area Status

Site is not within a designated Conservation Area and has no impact upon a designated Conservation Area

Ownership Constraints

No ownership problems; all owners supporting development

Operational or Tenancy Issues

Unknown

Info from Housing Market

Moderate

Public Transport Accessibility

Within 15 minutes walk of a bus stop

Proximity to Tram Stops

Will be within a 15 minute walk of a tram stop

Facilities within the Locality

District/Town Centre within 10-15 minute walk

Pedestrian and Cycling accessibility to site

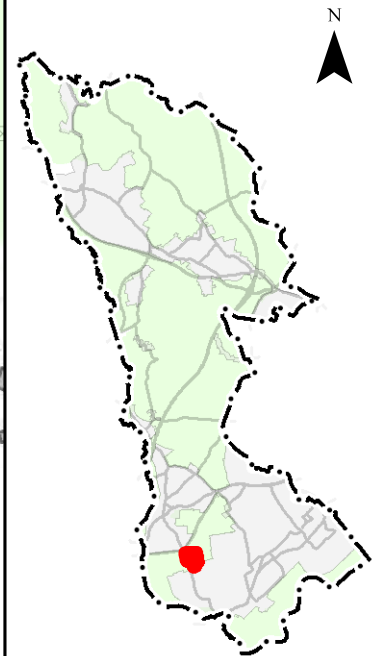
Moderate number of basic pedestrian / cycle routes linking site to centres of residence

Green Infrastructure Public Benefit

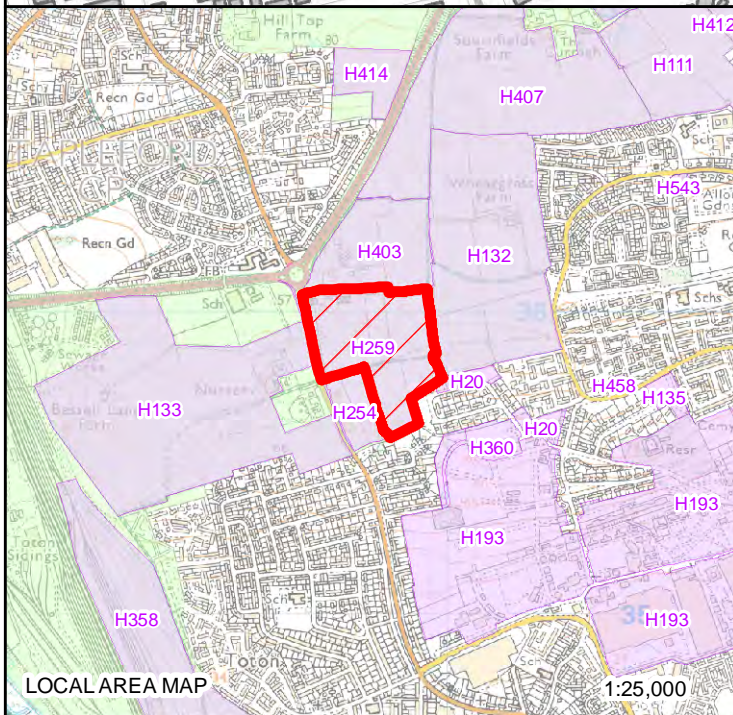
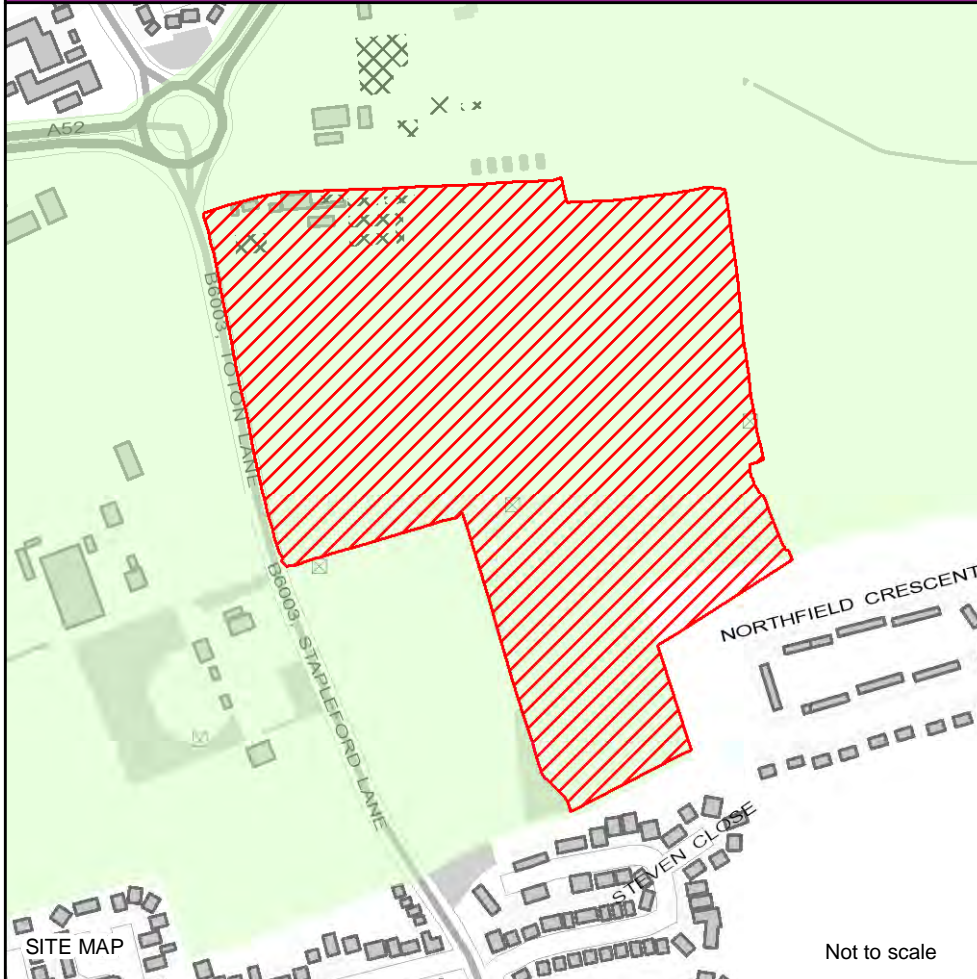
Public benefit through existing GI facility within 10-15 minute walk



MAIN BUILT UP AREA



BOROUGH MAP







Final Reasoned Judgement:

Green Belt site within an area recognised as Strategic Location for Growth in the Aligned Core Strategy. The Local Plan Review 2003 Inspector considered that development on this site would involve encroachment into the countryside and was concerned about unrestricted urban sprawl. The NET park and ride now offers a defensible boundary.

The majority of the site will be developed as part of the NET route, and is not as favourable as the adjacent Toton Lane West site according to the Tribal SUE Report. There is no access available for residential development without adjacent land and issues regarding the overhead power lines (with potential to be grounded) would need to be resolved resulting in a reduced dwelling number achievable on this site than would otherwise be the case.

Could be suitable if policy changes

-  SHLAA Site
-  Other SHLAA sites
-  Green Belt Extent
-  Broxtowe Boundary

Site area (ha): **14.1**
 Potential dwellings: **100**
 Site type: **Green Belt**

Published Site Constraints

Site Reference: 259

Site Area 14.15

Planning Policy Status

Existing Use

Location

Previously developed in whole or part

**Material Planning Policy Considerations
except Land Use**

Landscape Quality and Character

Agricultural Land

Topographical Constraints

Ridgelines and Site Prominence

Highways Infrastructure Constraints

Utilites Water

Utilities Gas and Electricity

EIA

Bad Neighbours

Flood Risk

Natural Environmental Constraints

Built Environmental Constraints

Contaminated Land Issues

Conservation Area Status

Ownership Constraints

Operational or Tenancy Issues

Info from Housing Market

Public Transport Accessibility

Proximity to Tram Stops

Facilities within the Locality

**Pedestrian and Cycling accessibility
to site**

Green Infrastructure Public Benefit

Land off Toton Lane, Toton - East

Easting: 449767

Northing: 335891

Non-allocated and No Planning Permission

Agricultural

Adjacent MBA

100% Greenfield Site

Significant policy constraint which may be removed in the long term

Largely agricultural land

Minor topographical constraints

Fairly prominent location

Unknown

Not likely to be an issue

Capacity not likely to be an issue, however overhead powerline running through site would be a constraint

NA

Moderate adverse effects from adjacent occupiers for development of the site for housing

EA Maps suggest area at no risk from flooding

No environmental constraints or designations

No Built Environment Constraints

No Known Constraints

Site is not within a designated Conservation Area and has no impact upon a designated Conservation Area

No ownership problems; all owners supporting development

None foreseen

Strong

Within 10 minutes walk of a bus stop

Will be within a 5 minute walk of a tram stop

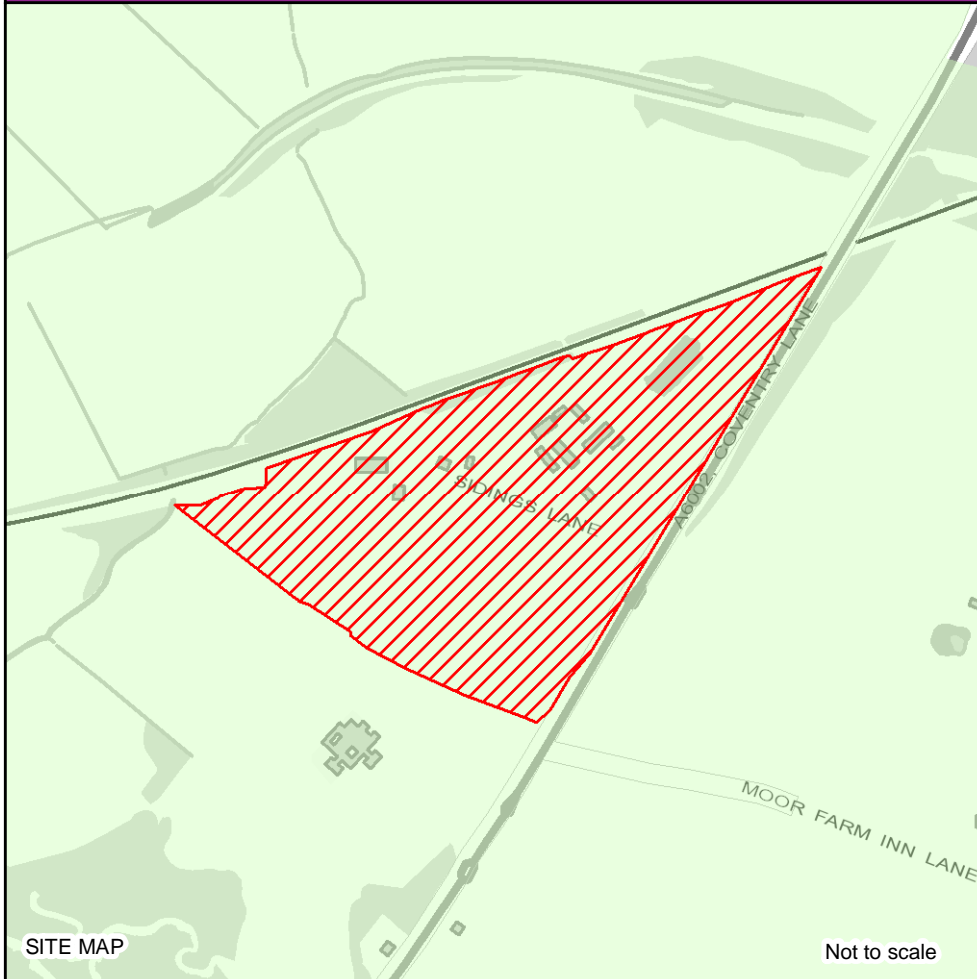
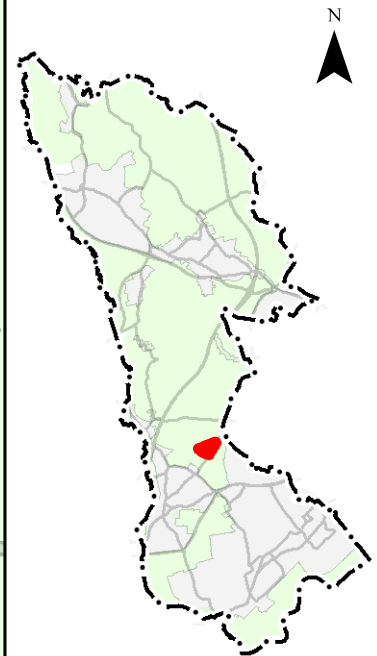
Small shopping parade within 10-15 minute walk

Moderate number of basic pedestrian / cycle routes linking site to centres of residence

Public benefit through existing GI facility within 10-15 minute walk



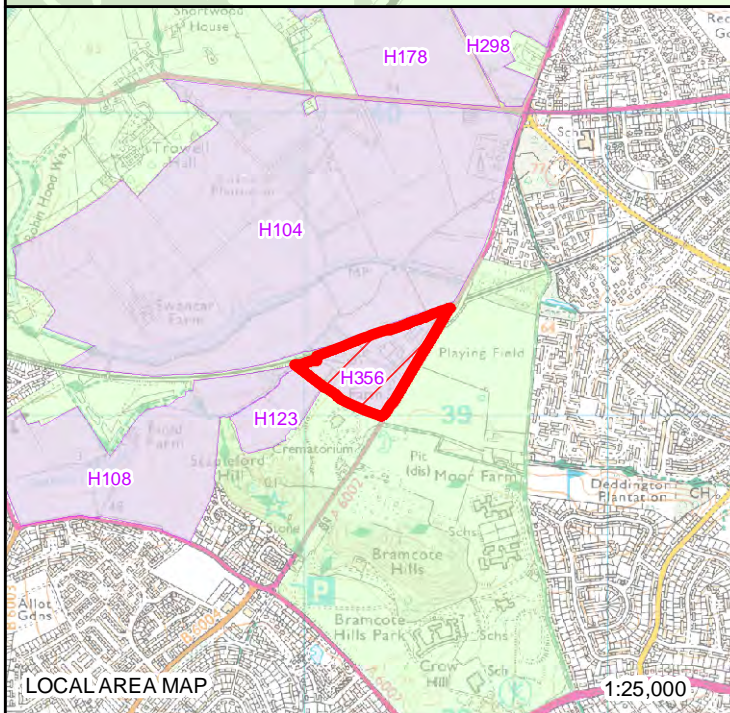
MAIN BUILT UP AREA



SITE MAP

Not to scale

BOROUGH MAP







LOCAL AREA MAP

1:25,000

Final Reasoned Judgement:

The site is located within the Green Belt, and is not physically attached to any settlement. It is therefore very unlikely to come forward as a housing site in isolation. However as part of a comprehensive development with land to the West the railway line to the North would form a logical and defensible Green Belt boundary. Technical issues are under investigation.

-  SHLAA Site
-  Other SHLAA sites
-  Green Belt Extent
-  Broxtowe Boundary

Site area (ha): **7.6**
 Potential dwellings: **126**
 Site type: **Green Belt**

Could be suitable if policy changes

Published Site Constraints

Site Reference: 356

Site Area 7.62

Planning Policy Status

Existing Use

Location

Previously developed in whole or part

Material Planning Policy Considerations except Land Use

Landscape Quality and Character

Agricultural Land

Topographical Constraints

Ridgelines and Site Prominence

Highways Infrastructure Constraints

Utilites Water

Utilities Gas and Electricity

EIA

Bad Neighbours

Flood Risk

Natural Environmental Constraints

Built Environmental Constraints

Contaminated Land Issues

Conservation Area Status

Ownership Constraints

Operational or Tenancy Issues

Info from Housing Market

Public Transport Accessibility

Proximity to Tram Stops

Facilities within the Locality

Pedestrian and Cycling accessibility to site

Green Infrastructure Public Benefit

East of Field Farm Sidings Lane Bramcote

Easting: 450181

Northing: 339202

Non-allocated and No Planning Permission

Mainly commercial with some horse grazing.

Adjacent MBA

Site predominantly Greenfield (more than 70%)

Significant policy constraint which may be removed in the long term

Mixed

Majority of the site is Agricultural in use.

No topographical constraints

Visible from Coventry Lane

Existing highway network has capacity-though a TA would be required

Not likely to be an issue

Not likely to be an issue

NA

Setting with no adverse effects

EA Maps suggest area at no risk from flooding

No environmental constraints or designations

No Built Environment Constraints

Unknown

Site is not within a designated Conservation Area and has no impact upon a designated Conservation Area

No ownership problems; all owners supporting development

Site is Owner-Occupied

Weak

Within 15 minutes walk of a bus stop

No tram stops within 20 minute walk

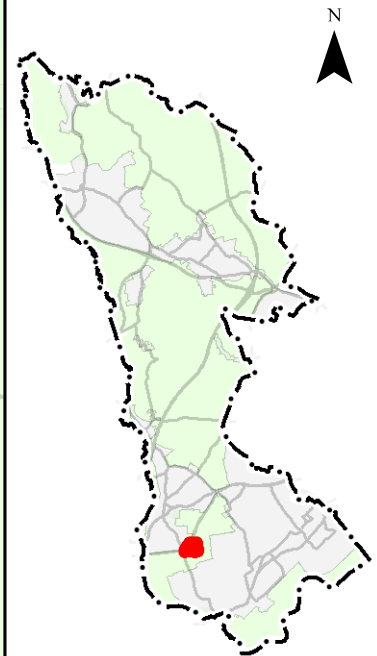
Small shopping parade within 10-15 minute walk

Good number of co-ordinated routes including the Erewash Valley Trail.

Public benefit through existing GI facility within a 5 minute walk



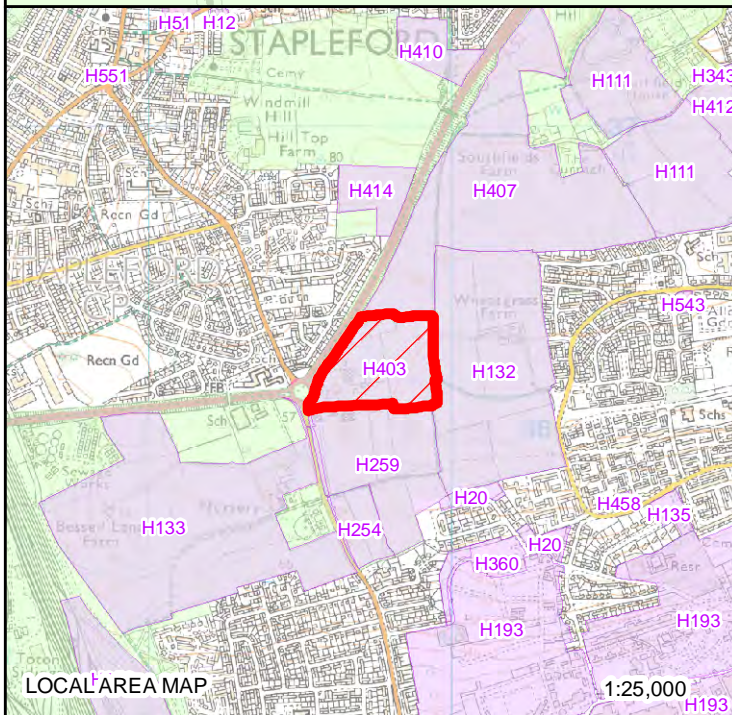
MAIN BUILT UP AREA



SITE MAP

Not to scale

BOROUGH MAP







LOCAL AREA MAP

1:25,000

Final Reasoned Judgement:

Parts of the site could be suitable for development if Green Belt policy changes, subject to the details of any proposals. Constraints include noise issues from the A52, the prominent land, difficult access issues. If the site were allocated for development these constraints would result in a significantly reduced dwelling number on the site.

-  SHLAA Site
-  Other SHLAA sites
-  Green Belt Extent
-  Broxtowe Boundary

Site area (ha): **10.2**
 Potential dwellings: **150**
 Site type: **Green Belt**

Could be suitable if policy changes

Published Site Constraints

Site Reference: 403

Site Area 10.17

Planning Policy Status

Existing Use

Location

Previously developed in whole or part

Material Planning Policy Considerations except Land Use

Landscape Quality and Character

Agricultural Land

Topographical Constraints

Ridgelines and Site Prominence

Highways Infrastructure Constraints

Utilities Water

Utilities Gas and Electricity

EIA

Bad Neighbours

Flood Risk

Natural Environmental Constraints

Built Environmental Constraints

Contaminated Land Issues

Conservation Area Status

Ownership Constraints

Operational or Tenancy Issues

Info from Housing Market

Public Transport Accessibility

Proximity to Tram Stops

Facilities within the Locality

Pedestrian and Cycling accessibility to site

Green Infrastructure Public Benefit

Bardills Garden Centre Toton Lane Stapleford

Eastings: 449655

Northing: 336163

Non-allocated and No Planning Permission

Garden Centre

Adjacent MBA

Site predominantly brownfield (more than 70%)

Significant policy constraint which may be removed in the long term

N/A

Minor topographical constraints

Fairly prominent location

Unknown

Not likely to be an issue

Not likely to be an issue

N/A

Moderate adverse effects from adjacent occupiers for development of the site for housing

EA Maps suggest area at no risk from flooding

No environmental constraints or designations

No Built Environment Constraints

No Known Constraints

Site is not within a designated Conservation Area and has no impact upon a designated Conservation Area

Unknown

Unknown

Strong

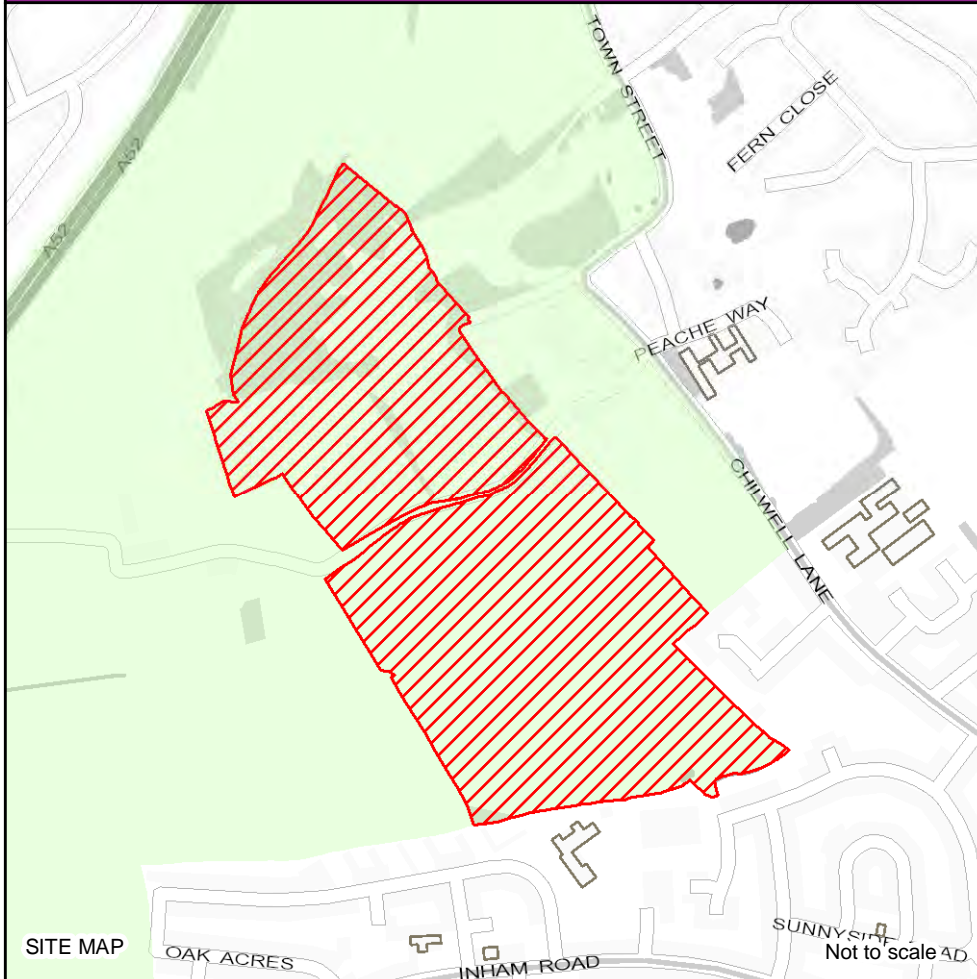
Within 10 minutes walk of a bus stop

Will be within a 5 minute walk of a tram stop

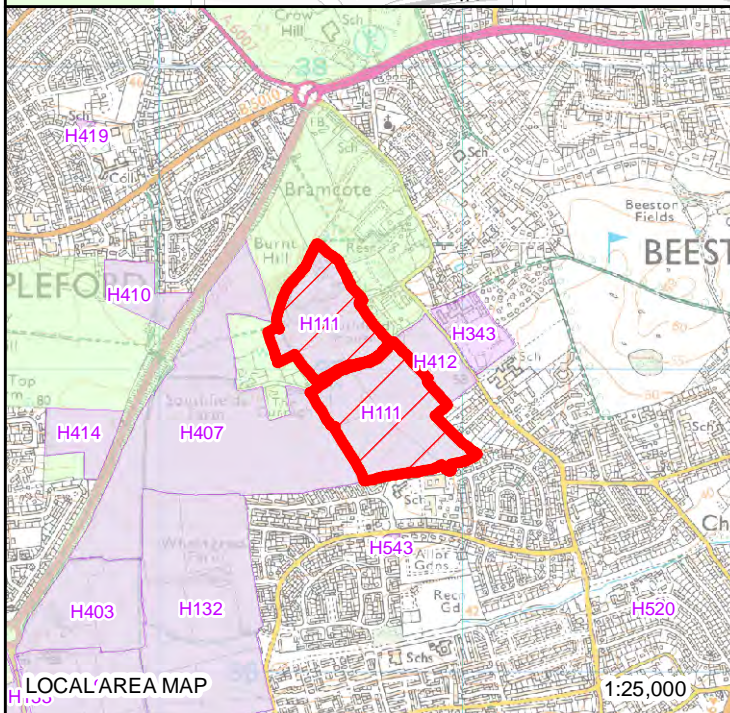
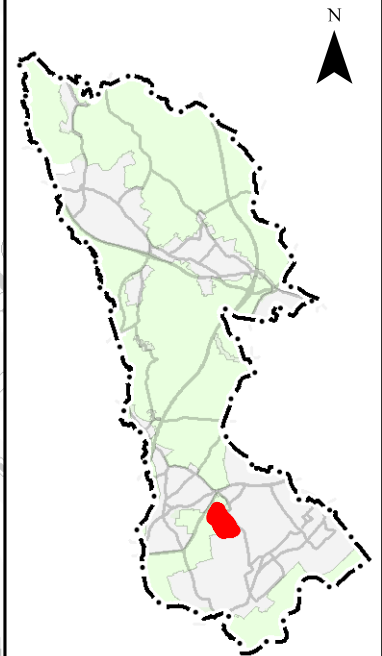
Small shopping parade within 10-15 minute walk

Moderate number of basic pedestrian / cycle routes linking site to centres of residence

Public benefit through existing GI facility within 10-15 minute walk







MAIN BUILT UP AREA



Final Reasoned Judgement:

The site forms part of a narrow and important Green Belt gap between Bramcote, Beeston, Chilwell and Stapleford. Other policy constraints are mature landscape area, Prominent Area for Special Protection and Conservation Area. Access issues would need to be considered and due to significant constraints would result in a greatly reduced dwelling number on the lower parts of the site.

The Local Plan Review 2003 Inspector considered that developing the South of the site would create unrestricted urban sprawl, and as the land is best and most versatile agricultural land the site is undesirable for development. Development of the Northern part of the site would be prominent when viewed from the South creating significant encroachment into the countryside which would poorly relate to the built form of Bramcote.

-  SHLAA Site
-  Other SHLAA sites
-  Green Belt Extent
-  Broxtowe Boundary

Site area (ha): **23.7**
 Potential dwellings: **150**
 Site type: **Green Belt**

Could be suitable if policy changes

Published Site Constraints

Site Reference: 111

Site Area 23.66

Planning Policy Status

Existing Use

Location

Previously developed in whole or part

Material Planning Policy Considerations except Land Use

Landscape Quality and Character

Agricultural Land

Topographical Constraints

Ridgelines and Site Prominence

Highways Infrastructure Constraints

Utilities Water

Utilities Gas and Electricity

EIA

Bad Neighbours

Flood Risk

Natural Environmental Constraints

Built Environmental Constraints

Contaminated Land Issues

Conservation Area Status

Ownership Constraints

Operational or Tenancy Issues

Info from Housing Market

Public Transport Accessibility

Proximity to Tram Stops

Facilities within the Locality

Pedestrian and Cycling accessibility to site

Green Infrastructure Public Benefit

Land off Moss Drive Bramcote

Easting: 450515

Northing: 337076

Non-allocated and No Planning Permission

Agricultural

Adjacent MBA

Site predominantly Greenfield (more than 70%)

Significant policy constraint which may be removed in the long term

Mainly Grade 3a some Grade 2 (10%)

Severe topographical constraints

Site has no adequate road frontage

No known issues

No known issues

Setting with no adverse effects

EA Maps suggest area at no risk from flooding

SINCS, RIGS present on site

Impact upon the setting of any built environment constraints located off site

Known/assessed capacity/cost constraints that will impact on delivery

Part of site located within a designated Conservation Area

Unknown

Unknown

Strong

Within 10 minutes walk of a bus stop

No tram stops within 20 minute walk

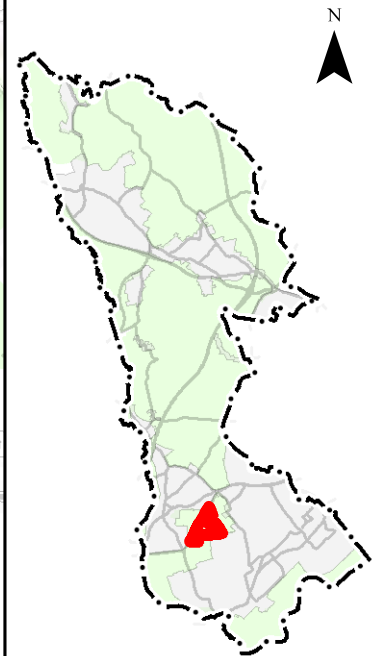
Small shopping parade within 10-15 minute walk

No Pedestrian / Cycle routes nearby

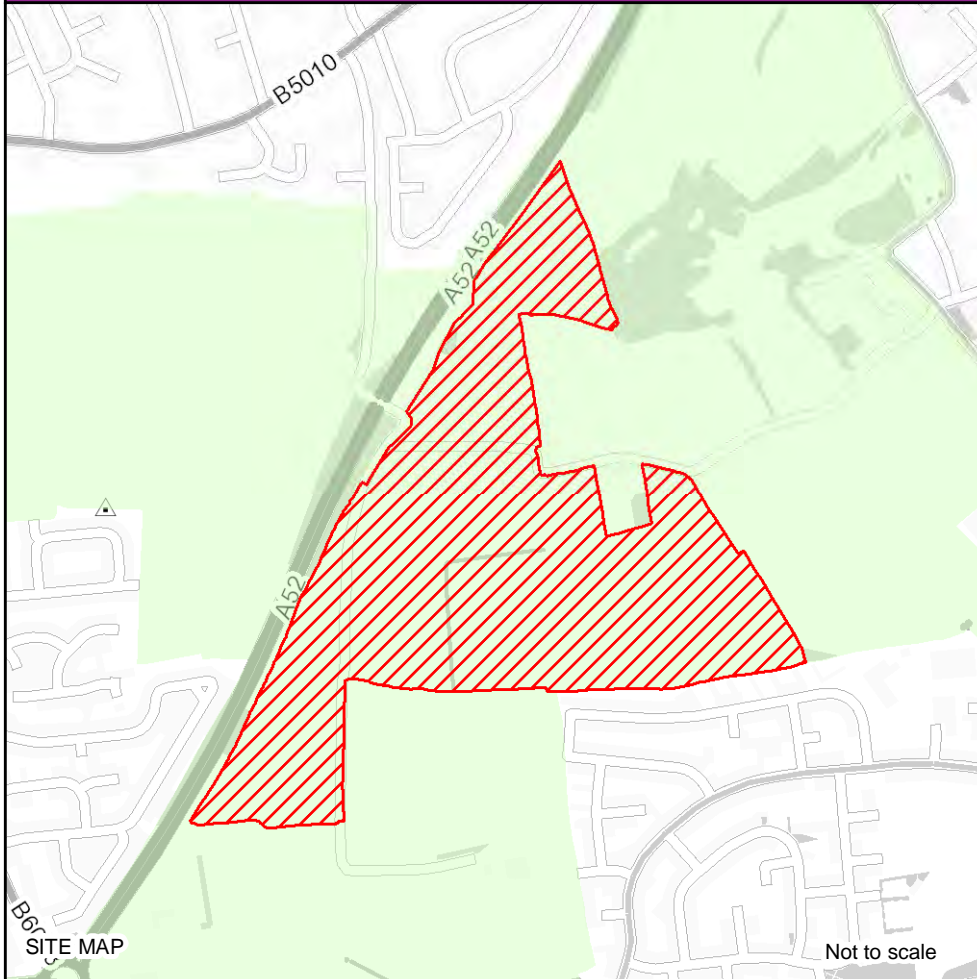
No public benefit identified or too expensive to deliver



MAIN BUILT UP AREA

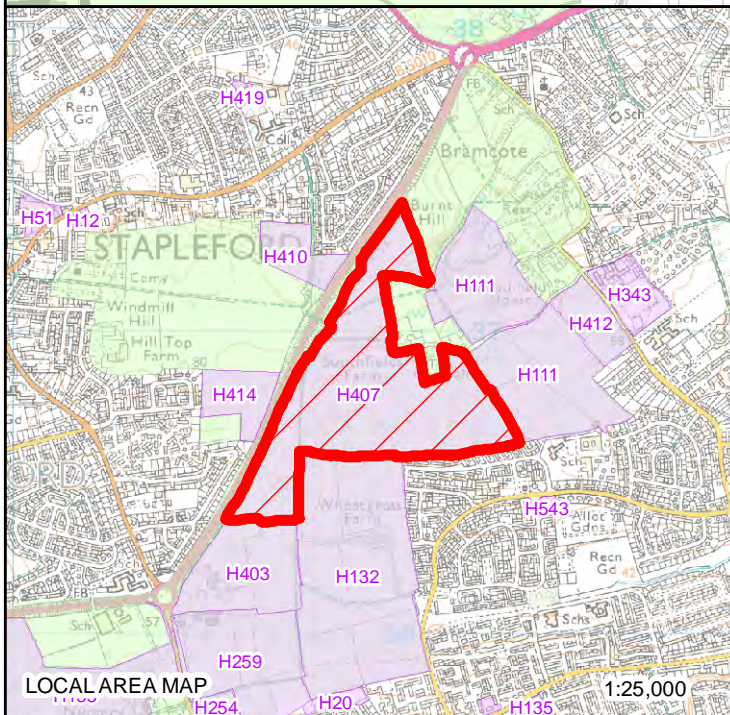


BOROUGH MAP



SITE MAP

Not to scale



LOCAL AREA MAP

1:25,000

Final Reasoned Judgement:

Parts of the site could be suitable for development if Green Belt policy changes, subject to the details of any proposals. Constraints include noise issues from the A52, the prominent and rising land up to a prominent area for special protection, rights of way through the site and adjacent land needed for acceptable access. If the site were developed in its entirety it would physically link Chilwell to Stapleford creating coalescence. As such if the site were allocated for development these constraints would result in a significantly reduced dwelling number on the site.

- SHLAA Site
- Other SHLAA sites
- Green Belt Extent
- Broxtowe Boundary

Site area (ha): **34.7**
 Potential dwellings: **250**
 Site type: **Green Belt**

Could be suitable if policy changes

Published Site Constraints

Site Reference: 407

Site Area 28.55

Planning Policy Status

Existing Use

Location

Previously developed in whole or part

Material Planning Policy Considerations except Land Use

Landscape Quality and Character

Agricultural Land

Topographical Constraints

Ridgelines and Site Prominence

Highways Infrastructure Constraints

Utilities Water

Utilities Gas and Electricity

EIA

Bad Neighbours

Flood Risk

Natural Environmental Constraints

Built Environmental Constraints

Contaminated Land Issues

Conservation Area Status

Ownership Constraints

Operational or Tenancy Issues

Info from Housing Market

Public Transport Accessibility

Proximity to Tram Stops

Facilities within the Localilty

Pedestrian and Cycling accessibility to site

Green Infrastructure Public Benefit

Land Between A52 Stapleford And Chilwell Lane

Easting: 450442

Northing: 336798

Non-allocated and No Planning Permission

Agricultural

Adjacent MBA

100% Greenfield Site

Significant policy constraint which may be removed in the long term

Minor topographical constraints - North of the site is not considered to be developable because of the topography

Prominent Area for Special Protection to North of site

Surrounding highways have capacity however access onto them may be a problem

Not likely to be an issue

Not likely to be an issue

A52 could create some noise issue

EA Maps suggest area at no risk from flooding

Impact upon the setting of the Prominent Area for Special Protection

No Built Environment Constraints

No Known Constraints

Site is not within a designated Conservation Area and has no impact upon a designated Conservation Area

No ownership problems; all owners supporting development

Site is Vacant

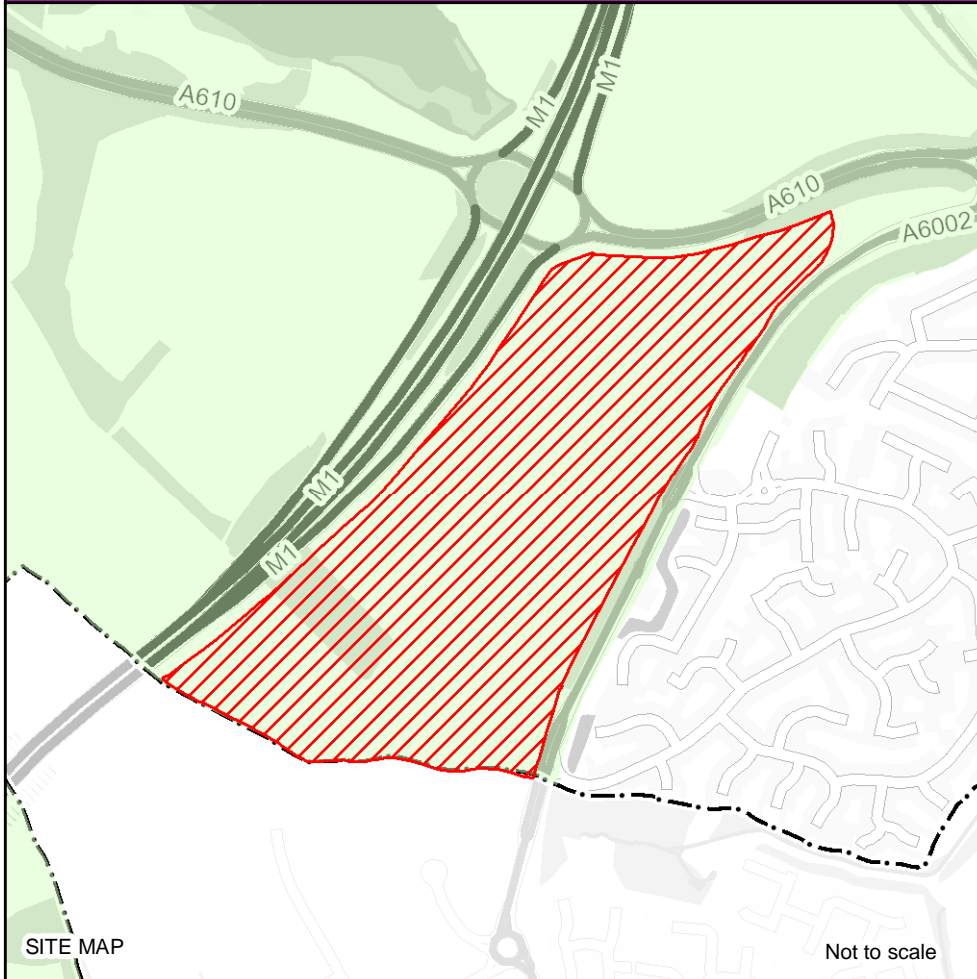
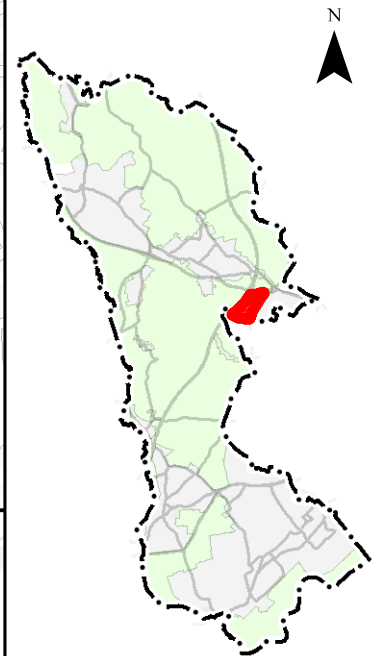
Strong

Within 20 minute walk of a bus stop

Will be within 5 minutes walk of a tram stop



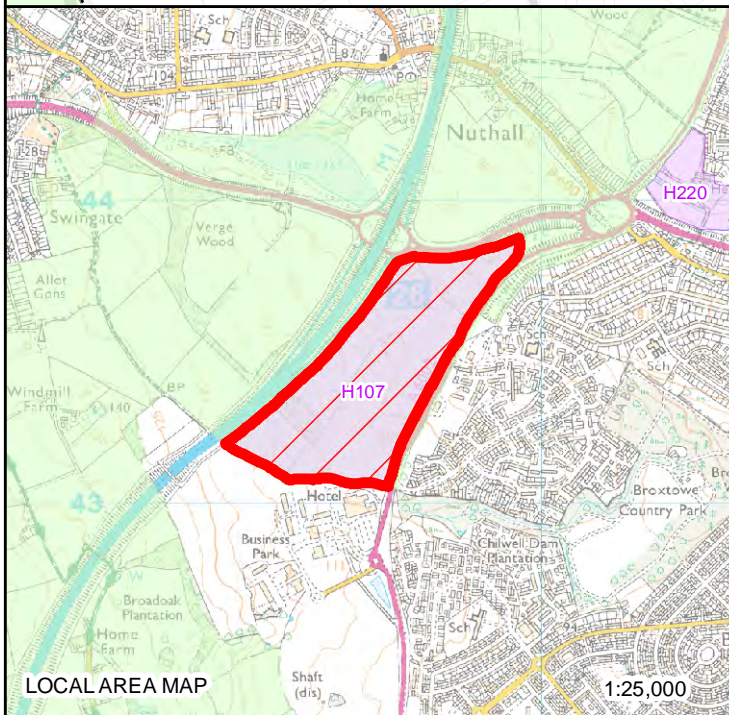
MAIN BUILT UP AREA



SITE MAP

Not to scale

BOROUGH MAP



LOCAL AREA MAP

1:25,000





Final Reasoned Judgement:

Green Belt site (mainly good quality agricultural land) considered for employment in the Local Plan Inquiry 2003. Inspector concluded development would represent a major encroachment and coalescence risk. Tribal SUE report also considered site unsuitable due to coalescence risk. Part of site a designated Site of Importance for Nature Conservation.

Issues would include access, relationship with adjacent business park and noise and pollution from the Motorway. The preferred route for a High Speed 2 Railway shows the line to dissect the site reducing potential dwelling numbers significantly.

Planning application (13/00277/OUT) was refused for 620 dwellings, however developer now thinks that despite the HS2 constraint it is possible to achieve approximately 300 dwellings on the site without compromising the route.

Could be suitable if policy changes

-  SHLAA Site
-  Other SHLAA sites
-  Green Belt Extent
-  Broxtowe Boundary

Site area (ha): **32.4**
 Potential dwellings: **300**
 Site type: **Green Belt**

Published Site Constraints

Site Reference: 107

Site Area 32

Planning Policy Status

Existing Use

Location

Previously developed in whole or part

Material Planning Policy Considerations except Land Use

Landscape Quality and Character

Agricultural Land

Topographical Constraints

Ridgelines and Site Prominence

Highways Infrastructure Constraints

Utilites Water

Utilities Gas and Electricity

EIA

Bad Neighbours

Flood Risk

Natural Environmental Constraints

Built Environmental Constraints

Contaminated Land Issues

Conservation Area Status

Ownership Constraints

Operational or Tenancy Issues

Info from Housing Market

Public Transport Accessibility

Proximity to Tram Stops

Facilities within the Locality

Pedestrian and Cycling accessibility to site

Green Infrastructure Public Benefit

Land at Woodhouse Way Nuthall

Easting: 451417

Northing: 343270

Non-allocated and No Planning Permission

Agricultural

Adjacent MBA

100% Greenfield Site

Significant policy constraint which may be removed in the long term

Site identified as high to medium landscape quality in the Appraisal of Sustainable Urban Extensions Study.

Mainly Grade 2

No topographical constraints

No significant ridgelines.

Current information suggests sufficient capacity, no detailed assessment made

No known issues

No known issues

N/A

Significant adverse effects from adjacent motorway for development of the site for housing. HS2 proposal if approved renders site unlikely.

EA Maps suggest area at no risk from flooding

SINC present on site

No Built Environment Constraints

Known/assessed capacity/cost constraints that will impact on delivery

Site is not within a designated Conservation Area and has no impact upon a designated Conservation Area

Several private owners but solvable issues

Unknown

Moderate

Within 15 minutes walk of a bus stop

Within 20 minute walk of a tram stop

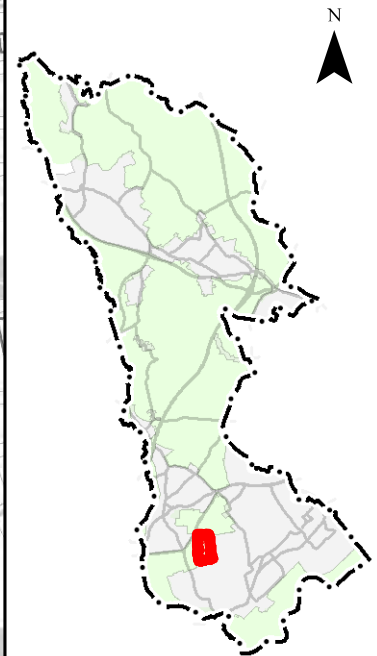
Small shopping parade within 10-15 minute walk

Moderate number of basic pedestrian / cycle routes linking site to centres of residence

Public benefit through GI facility within 20 minute walk



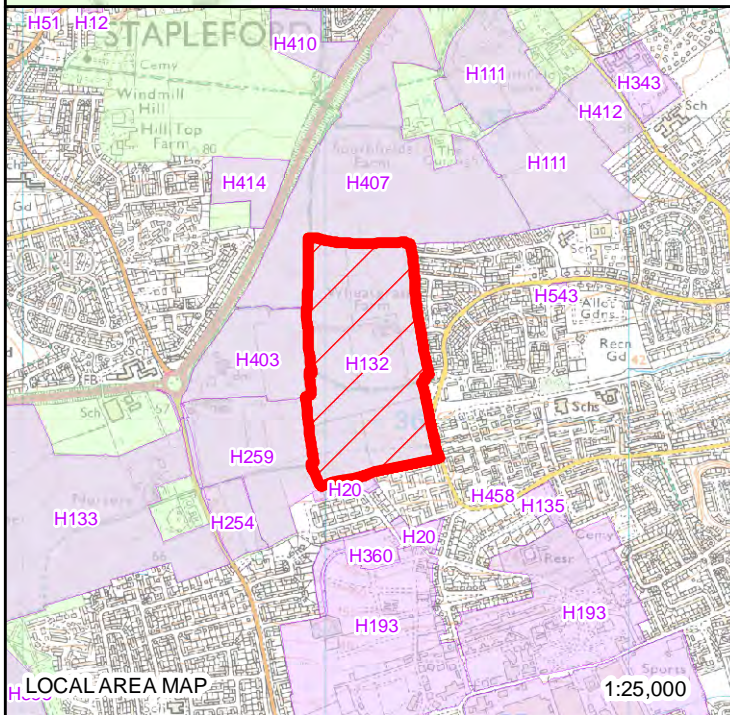
MAIN BUILT UP AREA



SITE MAP

Not to scale

BOROUGH MAP



LOCAL AREA MAP

1:25,000

- SHLAA Site
- Other SHLAA sites
- Green Belt Extent
- Broxtowe Boundary

Site area (ha): **28.9**
 Potential dwellings: **300**
 Site type: **Green Belt**

Final Reasoned Judgement:

Site forms part of a narrow Green Belt gap between Chilwell/Toton and Stapleford. Existing footpaths may need to be diverted, NET route would limit development but will act as a defensible boundary. The Tribal SUE was less in favour of development on the East side of Toton Lane due in part to the prominent rising land in this area. Power lines cross the site (but have the potential to be grounded). These constraints reflect the reduced dwelling number.

Local Plan Review 2003 Inspector concluded that the site, even if it is less sensitive than other parts of this open area, is an important and integral area of countryside. The Inspector also recognised importance of site for recreational purposes.

Since this time the Southern part of the site comprises part of a Strategic Location for Growth in the submitted Core Strategy.

Could be suitable if policy changes

Published Site Constraints

Site Reference: 132

Site Area 28.86

Planning Policy Status

Existing Use

Location

Previously developed in whole or part

Material Planning Policy Considerations except Land Use

Landscape Quality and Character

Agricultural Land

Topographical Constraints

Ridgelines and Site Prominence

Highways Infrastructure Constraints

Utilities Water

Utilities Gas and Electricity

EIA

Bad Neighbours

Flood Risk

Natural Environmental Constraints

Built Environmental Constraints

Contaminated Land Issues

Conservation Area Status

Ownership Constraints

Operational or Tenancy Issues

Info from Housing Market

Public Transport Accessibility

Proximity to Tram Stops

Facilities within the Locality

Pedestrian and Cycling accessibility to site

Green Infrastructure Public Benefit

Land at Wheatgrass Farm Chilwell

Eastings: 450173

Northing: 336302

Non-allocated and No Planning Permission

Agricultural

Adjacent MBA

100% Greenfield Site

Significant policy constraint which may be removed in the long term

N/A

Predominantly Grade 3a

Minor topographical constraints

Site would be highly visible from the A52

Access possible from Field Lane/Eskdale Drive

Not likely to be an issue

Not likely to be an issue

NA

Setting with no adverse effects, apart from the A52

EA Maps suggest area at no risk from flooding

No environmental constraints or designations

No Built Environment Constraints

No Known Constraints

Site is not within a designated Conservation Area and has no impact upon a designated Conservation Area

No ownership problems; all owners supporting development

Unknown

Strong

Within 10 minutes walk of a bus stop

Will be within a 5 minute walk of a tram stop

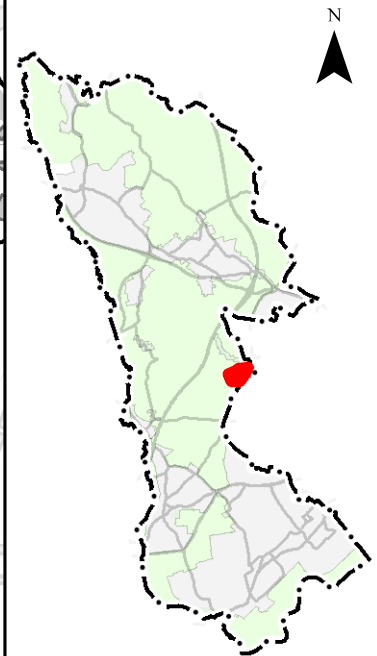
Small shopping parade within 10-15 minute walk

Moderate number of basic pedestrian / cycle routes linking site to centres of residence

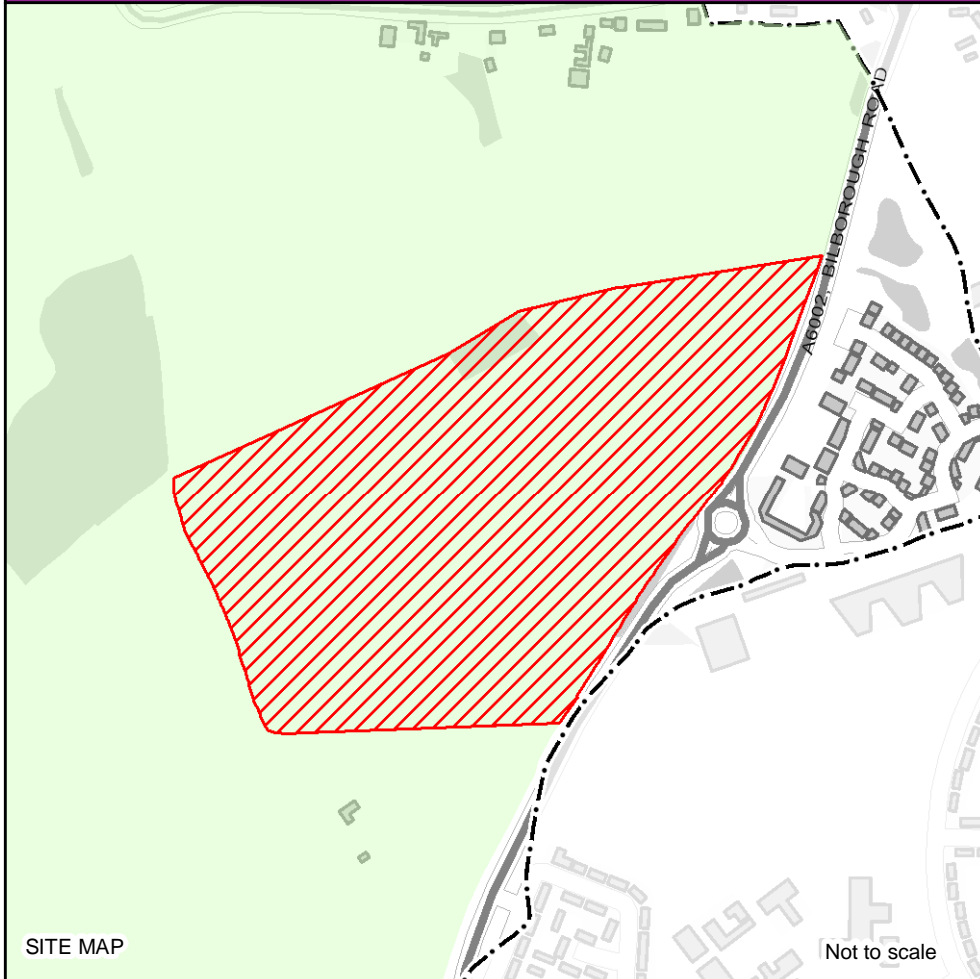
Public benefit through existing GI facility within 10-15 minute walk



MAIN BUILT UP AREA

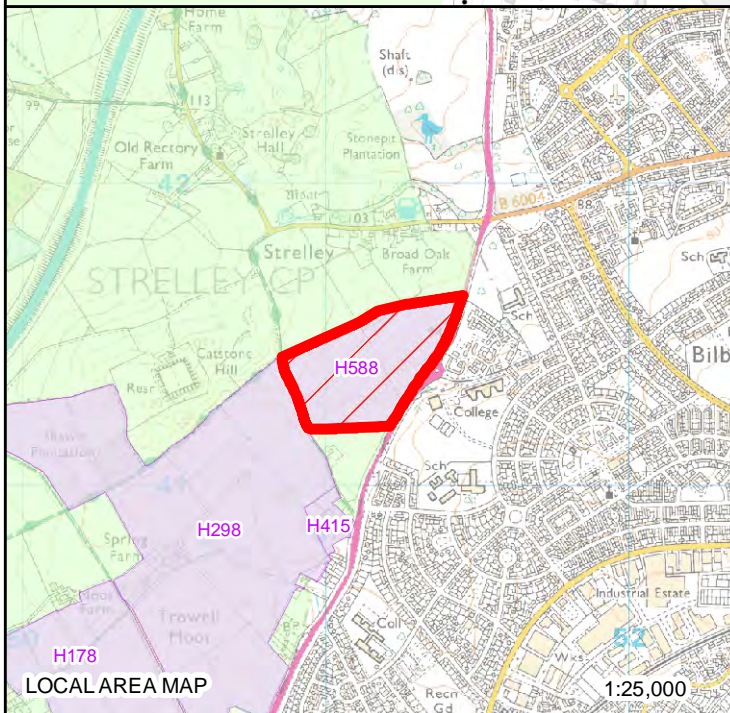


BOROUGH MAP



SITE MAP

Not to scale







LOCAL AREA MAP

1:25,000

Final Reasoned Judgement:

The site is located within the Green Belt, adjacent to Bilborough Road and in part the settlement of Bilborough in Nottingham City. Part of site H2 in Tribal SUE report which considered the site to be suitable for residential led mixed use development in part due to the ridgeline to the West. However, could be suitable if part of a wider release and Green Belt policy changes, subject to the details of any proposals. Possibility of being considered as part of a larger area, as suggested in the Appraisal of Sustainable Urban Extensions. Issues to be considered would include infrastructure and access and the relationship with the existing built-up area and the possibility of flooding from nearby small watercourses.

-  SHLAA Site
-  Other SHLAA sites
-  Green Belt Extent
-  Broxtowe Boundary

Site area (ha): **15.6**
 Potential dwellings: **311**
 Site type: **Green Belt**

Could be suitable if policy changes

Published Site Constraints

Site Reference: 588

Land To The West Of Bilborough Road Strelley

Site Area 15.57

Easting: 451286

Northing: 341293

Planning Policy Status

Non-allocated and No Planning Permission

Existing Use

Agricultural

Location

Adjacent MBA

Previously developed in whole or part

100% Greenfield Site

Material Planning Policy Considerations except Land Use

Significant policy constraint which may be removed in the long term

Landscape Quality and Character

Outside Mature Landscape Area and Prominent Area for Special Protection

Agricultural Land

Predominantly agricultural

Topographical Constraints

No topographical constraints

Ridgelines and Site Prominence

Ridgelines towards West

Highways Infrastructure Constraints

Full TA would need carrying out on the site

Utilites Water

Not likely to be an issue

Utilities Gas and Electricity

Not likely to be an issue

EIA

N/A

Bad Neighbours

Setting with no adverse effects

Flood Risk

EA Maps suggest area at no risk from flooding

Natural Environmental Constraints

No environmental constraints or designations

Built Environmental Constraints

No Built Environment Constraints

Contaminated Land Issues

No Known Constraints

Conservation Area Status

Site is not within a designated Conservation Area and has no impact upon a designated Conservation Area

Ownership Constraints

Unknown

Operational or Tenancy Issues

Unknown

Info from Housing Market

Moderate

Public Transport Accessibility

Within 5 minute walk of a bus stop

Proximity to Tram Stops

No tram stops within 20 minute walk

Facilities within the Locality

Village or local centre within 10-15 minute walk

Pedestrian and Cycling accessibility to site

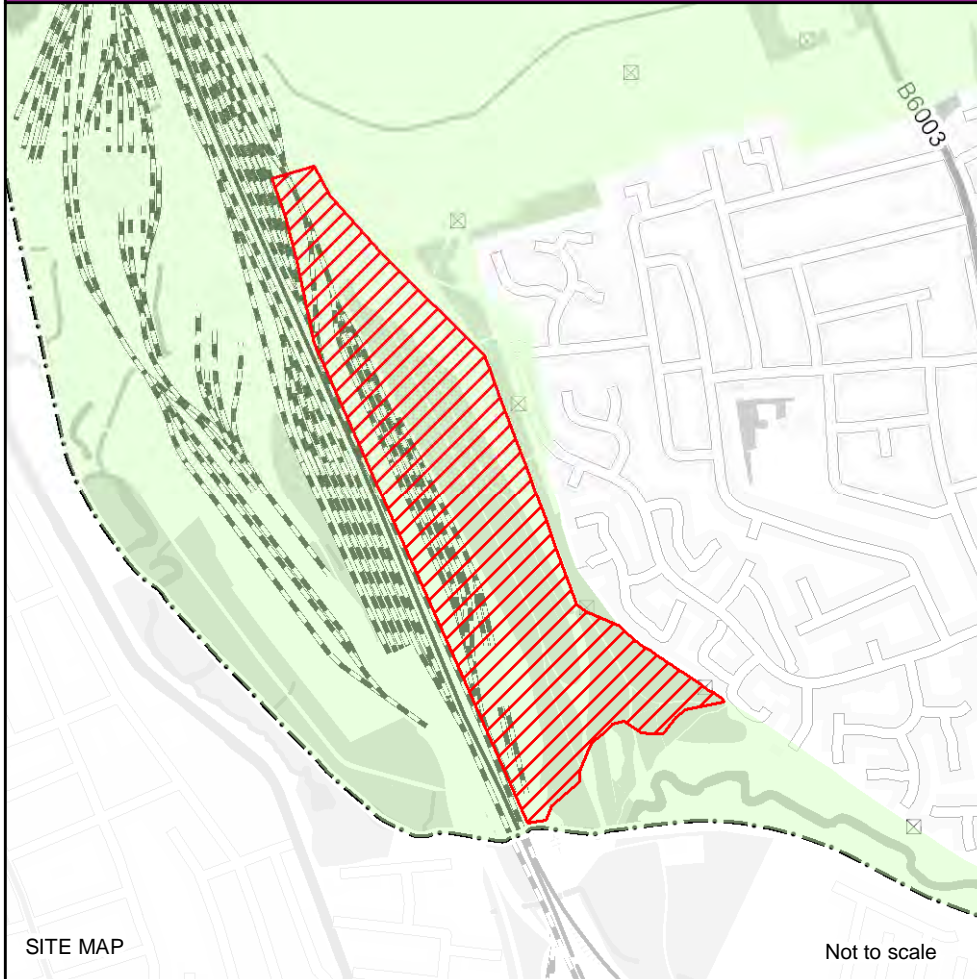
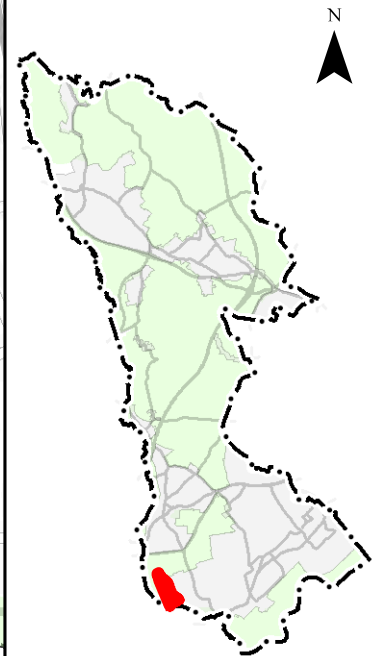
Moderate number of basic pedestrian / cycle routes linking site to centres of residence

Green Infrastructure Public Benefit

Public benefit through GI facility within 20 minute walk



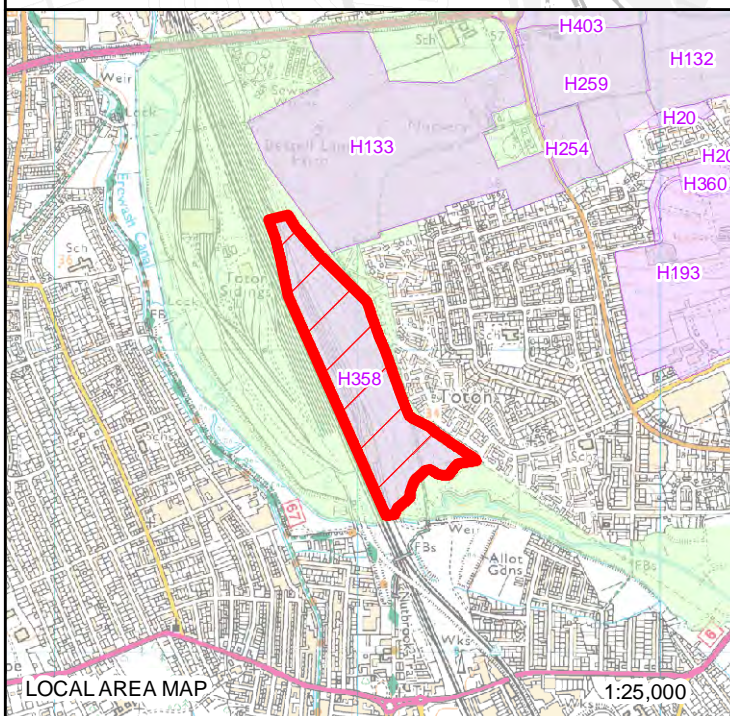
MAIN BUILT UP AREA



SITE MAP

Not to scale

BOROUGH MAP



LOCAL AREA MAP

1:25,000

Final Reasoned Judgement:
 Green Belt in the Broxtowe Local Plan (2004) but as a major developed site indicating the potential for some redevelopment. Other constraints include flood zone and SINC, the former sidings use would require remediation and access to the site is only realistically possible through site 133 to the North of Toton. In the absence of development on site 133 this site is considered to be undeliverable and undevelopable within the plan period. The Tribal Study identifies the site as part of a wider sustainable location.

However, development of this site will be seriously impeded by its location as part of the preferred High Speed 2 Railway line and East Midlands Hub Station. It is adjacent to an area recognised within the Core Strategy as a Strategic Location for Growth.

- SHLAA Site
- Other SHLAA sites
- Green Belt Extent
- Broxtowe Boundary

Site area (ha): **20.3**
 Potential dwellings: **417**
 Site type: **Green Belt**

Could be suitable if policy changes

Published Site Constraints

Site Reference: 358

Site Area 19.86

Planning Policy Status

Existing Use

Location

Previously developed in whole or part

Material Planning Policy Considerations except Land Use

Landscape Quality and Character

Agricultural Land

Topographical Constraints

Ridgelines and Site Prominence

Highways Infrastructure Constraints

Utilities Water

Utilities Gas and Electricity

EIA

Bad Neighbours

Flood Risk

Natural Environmental Constraints

Built Environmental Constraints

Contaminated Land Issues

Conservation Area Status

Ownership Constraints

Operational or Tenancy Issues

Info from Housing Market

Public Transport Accessibility

Proximity to Tram Stops

Facilities within the Locality

Pedestrian and Cycling accessibility to site

Green Infrastructure Public Benefit

Toton Sidings Derby Road Stapleford

Easting: 448463

Northing: 335421

Non-allocated and No Planning Permission

Railway Sidings

Adjacent MBA

Site predominantly brownfield (more than 70%)

Significant policy constraint which may be removed in the long term

N/A

N/A

Severe topographical constraints

N/A

No easy road access. But will gain access to A52 as part of HS2 hub station.

Not likely to be an issue

Not likely to be an issue

EIA indicates significant constraint with timescale for resolution of 0-15 years

Moderate adverse effects from adjacent occupiers for development of the site for housing. Within 200m of HS2 preferred route.

EA Maps suggest <1/2 site at risk from flooding (1 in 100 or greater)

SINCS, RIGS present on site

No Built Environment Constraints

Site is likely to be contaminated and remediation would be required

Site is not within a designated Conservation Area and has no impact upon a designated Conservation Area

No ownership problems; all owners supporting development

Site is Owner-Occupied

Strong

Within 10 minutes walk of a bus stop

Will be within a 5 minute walk of a tram stop. Linked to tram if HS2 proceeds

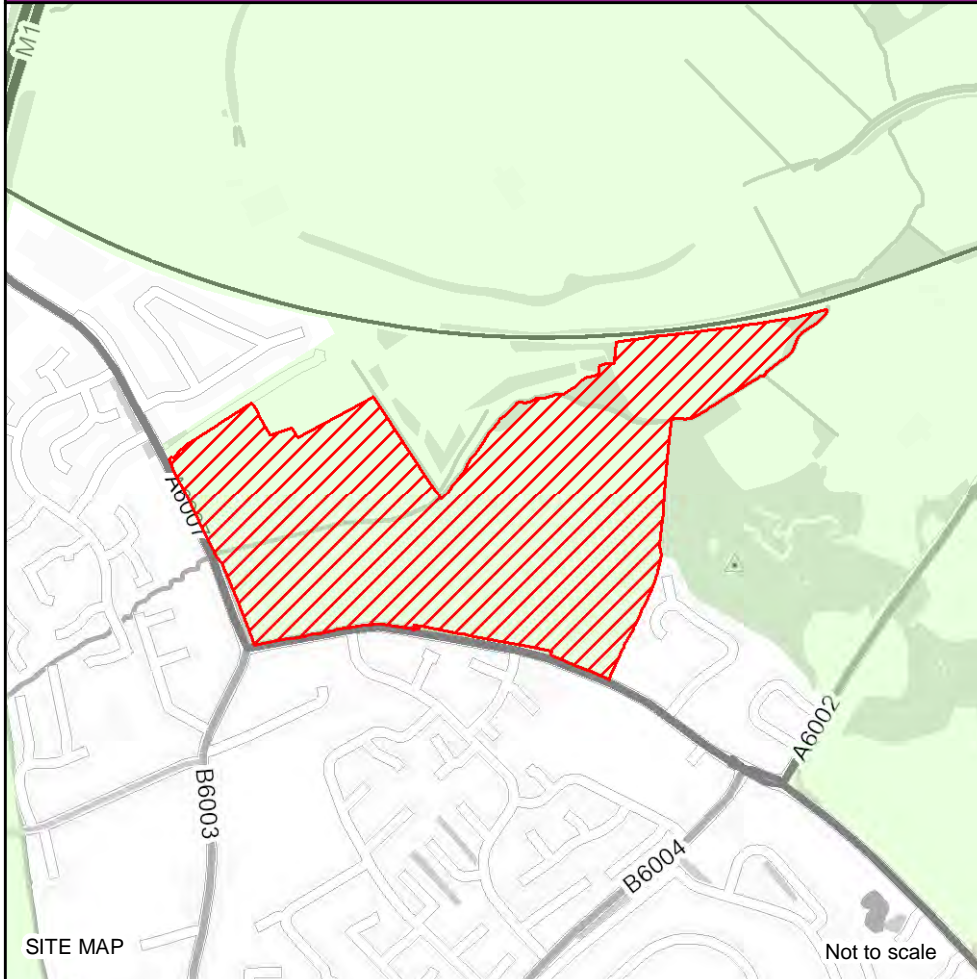
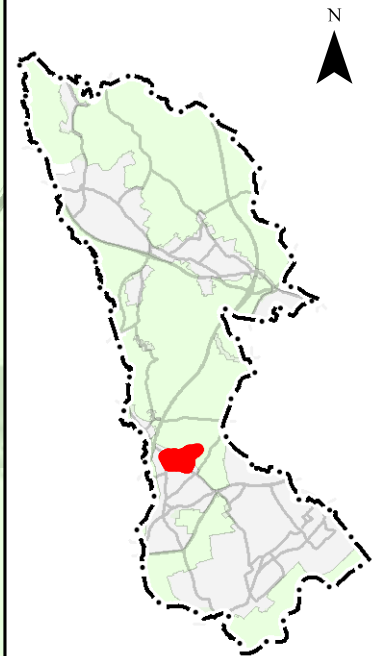
Small shopping parade within 10-15 minute walk

Moderate number of basic pedestrian / cycle routes linking site to centres of residence

Public benefit through existing GI facility within a 5 minute walk



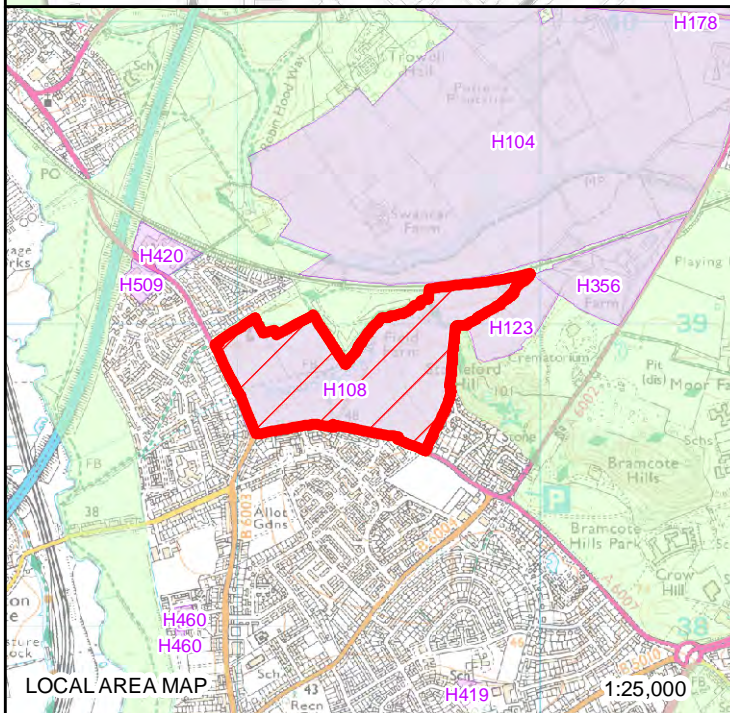
MAIN BUILT UP AREA



SITE MAP

Not to scale

BOROUGH MAP







LOCAL AREA MAP

1:25,000

Final Reasoned Judgement:

The site is in the Green Belt and was recommended for removal from the Green Belt by the Local Plan Inspector in 2003. The site is well contained and could be suitable if Green Belt policy changes, subject to the details of any proposals. Issues to be considered include the possible risk of flooding to part of the site from Boundary Brook, impact on adjacent Sites of Importance for Nature Conservation at Stapleford Hill, access, possible contaminated land and the impact on Green Belt gaps. There are Tree Protection Orders on site proposed to be retained and 39 per cent of the site is best and most versatile agricultural land. These issues are now being considered as part of a planning application submitted on this site. The site is part of a larger area suggested as possible Sustainable Urban Extension in the Tribal Urban Studio appraisal.

-  SHLAA Site
-  Other SHLAA sites
-  Green Belt Extent
-  Broxtowe Boundary

Site area (ha): **27.9**
 Potential dwellings: **450**
 Site type: **Green Belt**

Could be suitable if policy changes

Published Site Constraints

Site Reference: 108

Site Area 27.94

Planning Policy Status

Existing Use

Location

Previously developed in whole or part

Material Planning Policy Considerations except Land Use

Landscape Quality and Character

Agricultural Land

Topographical Constraints

Ridgelines and Site Prominence

Highways Infrastructure Constraints

Utilities Water

Utilities Gas and Electricity

EIA

Bad Neighbours

Flood Risk

Natural Environmental Constraints

Built Environmental Constraints

Contaminated Land Issues

Conservation Area Status

Ownership Constraints

Operational or Tenancy Issues

Info from Housing Market

Public Transport Accessibility

Proximity to Tram Stops

Facilities within the Locality

Pedestrian and Cycling accessibility to site

Green Infrastructure Public Benefit

Field Farm Land north of Ilkeston Road Staplefor

Easting: 449430

Northing: 338940

Non-allocated and No Planning Permission

Agricultural

Adjacent MBA

100% Greenfield Site

Significant policy constraint which may be removed in the long term

Grade 4

No topographical constraints

No ridgelines

Highways assessment suggests sufficient capacity for proposed level of development

No Known Constraints

No Known Constraints

N/A

Slight adverse effects from adjacent occupiers for development of the site for housing

EA Maps suggest area at no risk from flooding (but some risk regarding Boundary Brook) - Sequential Test done

No environmental constraints or designations within the site

No Built Environment Constraints

No Known Constraints

Site is not within a designated Conservation Area and has no impact upon a designated Conservation Area

No ownership problems; all owners supporting development

Site is Vacant

Weak

Within 5 minute walk of a bus stop

No tram stops within 20 minute walk

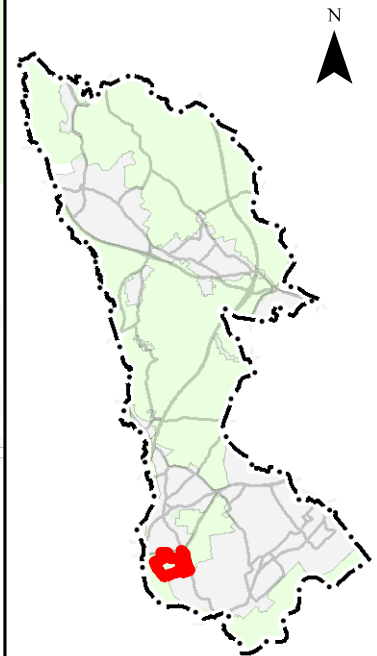
Small shopping parade within 10-15 minute walk

Moderate number of basic pedestrian / cycle routes linking site to centres of residence

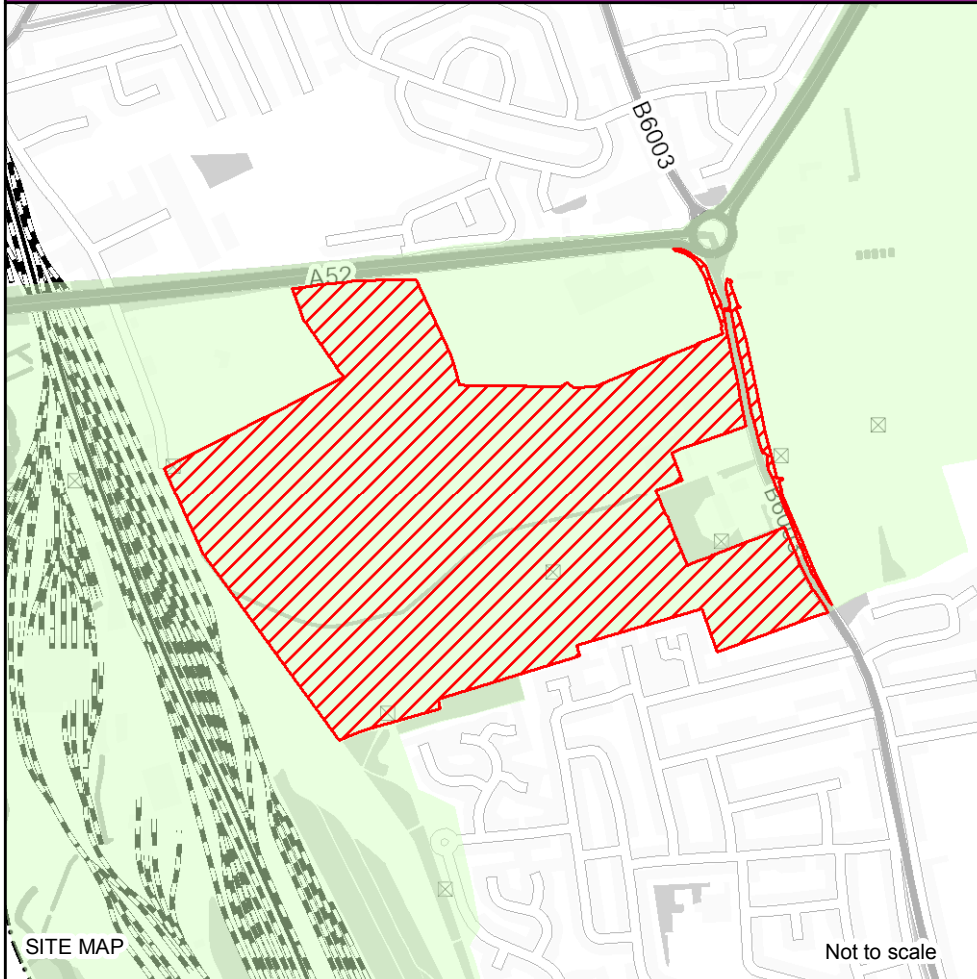
Public benefit through existing GI facility adjoining site



MAIN BUILT UP AREA

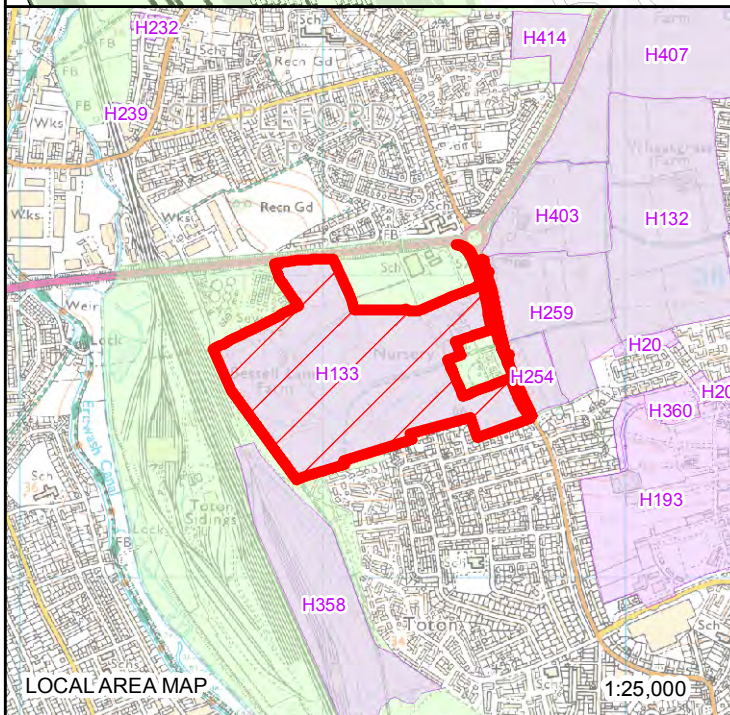


BOROUGH MAP



SITE MAP

Not to scale



LOCAL AREA MAP

1:25,000





Final Reasoned Judgement:

Site identified as a 'Strategic Location for Growth' in the Broxtowe Borough Aligned Core Strategy and a possible Sustainable Urban Extension in the Tribal Urban Studio appraisal.

Adjacent to the preferred option for East Midlands HS2 Hub station and the NET Tram terminus which provide significant sustainable transport benefits. Any development should ensure appropriate links to the HS2 hub station. Current mixed use application (12/00585/OUT) pending.

Part of a narrow Green Belt gap (mixed Grade 2, 3b and 3a agricultural land) between Toton and Stapleford, but open gaps could be retained. Potential delivery issues include noise from the Sidings, HS2 access to A52 and Power lines that cross the site (but have the potential to be grounded).

Could be suitable if policy changes

-  SHLAA Site
-  Other SHLAA sites
-  Green Belt Extent
-  Broxtowe Boundary

Site area (ha): **41.5**
 Potential dwellings: **695**
 Site type: **Green Belt**

Published Site Constraints

Site Reference: 133

Site Area 42.05

Planning Policy Status

Existing Use

Location

Previously developed in whole or part

Material Planning Policy Considerations except Land Use

Landscape Quality and Character

Agricultural Land

Topographical Constraints

Ridgelines and Site Prominence

Highways Infrastructure Constraints

Utilities Water

Utilities Gas and Electricity

EIA

Bad Neighbours

Flood Risk

Natural Environmental Constraints

Built Environmental Constraints

Contaminated Land Issues

Conservation Area Status

Ownership Constraints

Operational or Tenancy Issues

Info from Housing Market

Public Transport Accessibility

Proximity to Tram Stops

Facilities within the Locality

Pedestrian and Cycling accessibility to site

Green Infrastructure Public Benefit

Land at Toton Lane Stapleford

Easting: 449565

Northing: 335629

Non-allocated and No Planning Permission

Agricultural

Adjacent MBA

100% Greenfield Site

Significant policy constraint which may be removed in the long term

Grade 2, 3a and 3b

Minor topographical constraints

No ridgelines

Current information suggests sufficient capacity. HS2 hub station access required in part. Highways Agency and County Council Highways have no outstanding objection to the submitted planning application.
No Known Constraints

No Known Constraints

NA

Slight adverse effects from adjacent occupiers for development of the site for housing. Within 200m of HS2 preferred route

EA Maps suggest area at no risk from flooding

No environmental constraints or designations

No Built Environment Constraints

No Known Constraints

Site is not within a designated Conservation Area and has no impact upon a designated Conservation Area

No ownership problems; all owners supporting development

None foreseen

Strong

Within 10 minutes walk of a bus stop

Will be within a 5 minute walk of a tram stop

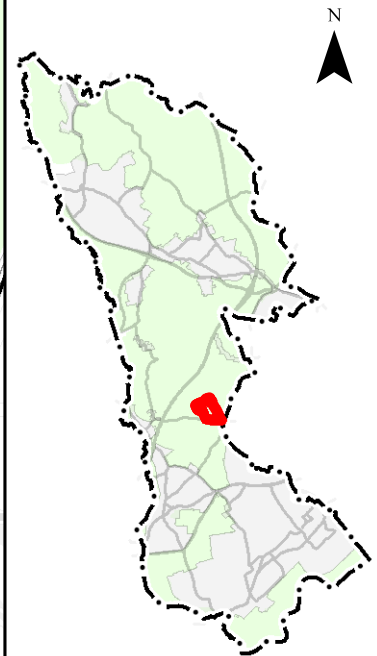
Small shopping parade within 10-15 minute walk

Moderate number of basic pedestrian / cycle routes linking site to centres of residence

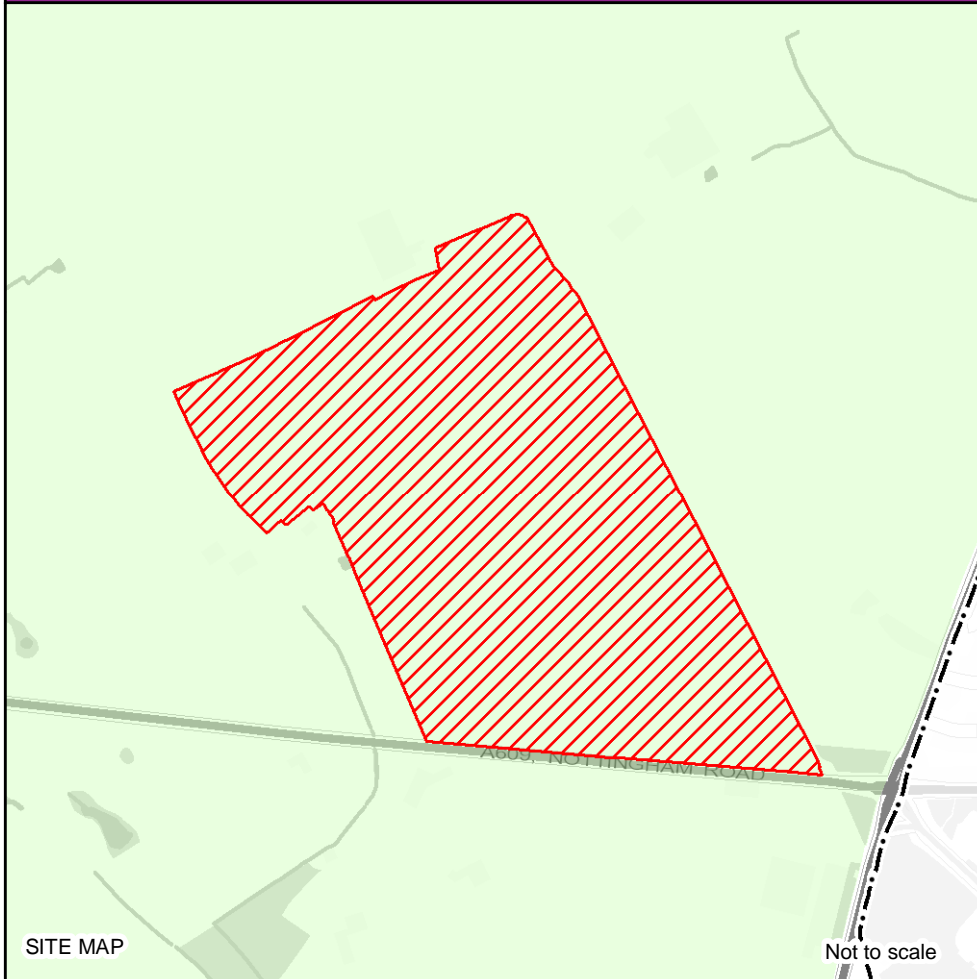
Public benefit through existing GI facility within a 5 minute walk and additional provision proposed on-site.



MAIN BUILT UP AREA

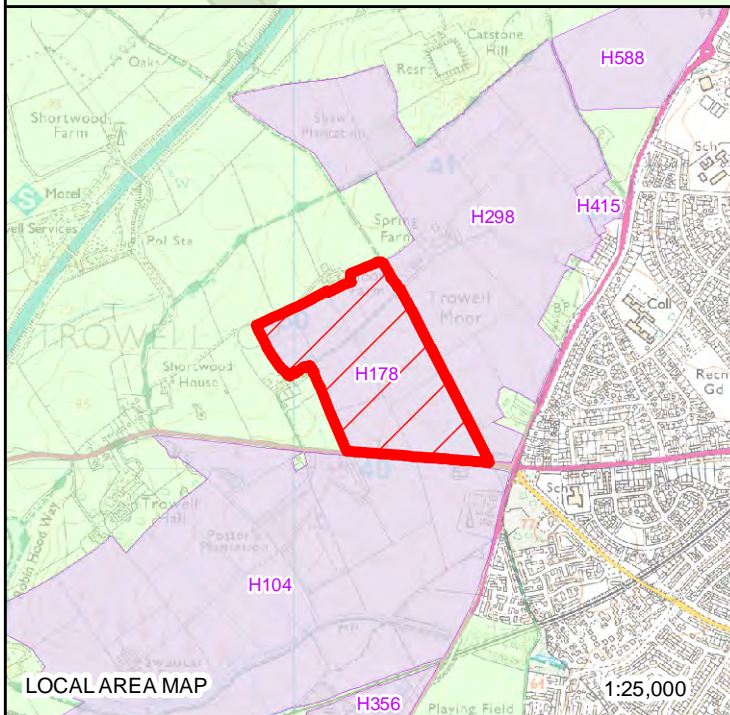


BOROUGH MAP



SITE MAP

Not to scale



LOCAL AREA MAP

1:25,000

Final Reasoned Judgement:

The site is located within the Green Belt, adjacent to Bilborough Road and in part the settlement of Bilborough in Nottingham City. Part of site H2 in Tribal SUE report which considered the site to be suitable for residential led mixed use development in part due to the ridgeline to the West. However, could be suitable if part of a wider release and Green Belt policy changes, subject to the details of any proposals. Possibility of being considered as part of a larger area, as suggested in the Appraisal of Sustainable Urban Extensions. Issues to be considered would include infrastructure and access and the relationship with the existing built-up area and the possibility of flooding from nearby small watercourses.

- SHLAA Site
- Other SHLAA sites
- Green Belt Extent
- Broxtowe Boundary

Site area (ha): **26.3**
 Potential dwellings: **526**
 Site type: **Green Belt**

Could be suitable if policy changes

Published Site Constraints

Site Reference: 178

Site Area 26.27

Planning Policy Status

Existing Use

Location

Previously developed in whole or part

**Material Planning Policy Considerations
except Land Use**

Landscape Quality and Character

Agricultural Land

Topographical Constraints

Ridgelines and Site Prominence

Highways Infrastructure Constraints

Utilites Water

Utilities Gas and Electricity

EIA

Bad Neighbours

Flood Risk

Natural Environmental Constraints

Built Environmental Constraints

Contaminated Land Issues

Conservation Area Status

Ownership Constraints

Operational or Tenancy Issues

Info from Housing Market

Public Transport Accessibility

Proximity to Tram Stops

Facilities within the Locality

**Pedestrian and Cycling accessibility
to site**

Green Infrastructure Public Benefit

Land Between Elton And The Woodards Bilborou

Easting: 450788

Northing: 340367

Non-allocated and No Planning Permission

Agricultural

Adjacent MBA

100% Greenfield Site

Significant policy constraint which may be removed in the long term

Outside Mature Landscape Area and Prominent Area for Special Protection

Predominantly agricultural

No topographical constraints

Ridgeline towards west

Full TA would need carrying out on the site

Not likely to be an issue

Not likely to be an issue

N/A

Setting with no adverse effects

EA Maps suggest area at no risk from flooding

No environmental constraints or designations

No Built Environment Constraints

No Known Constraints

Site is not within a designated Conservation Area and has no impact upon a designated Conservation Area

Unknown

Unknown

Moderate

Within 5 minute walk of a bus stop

No tram stops within 20 minute walk

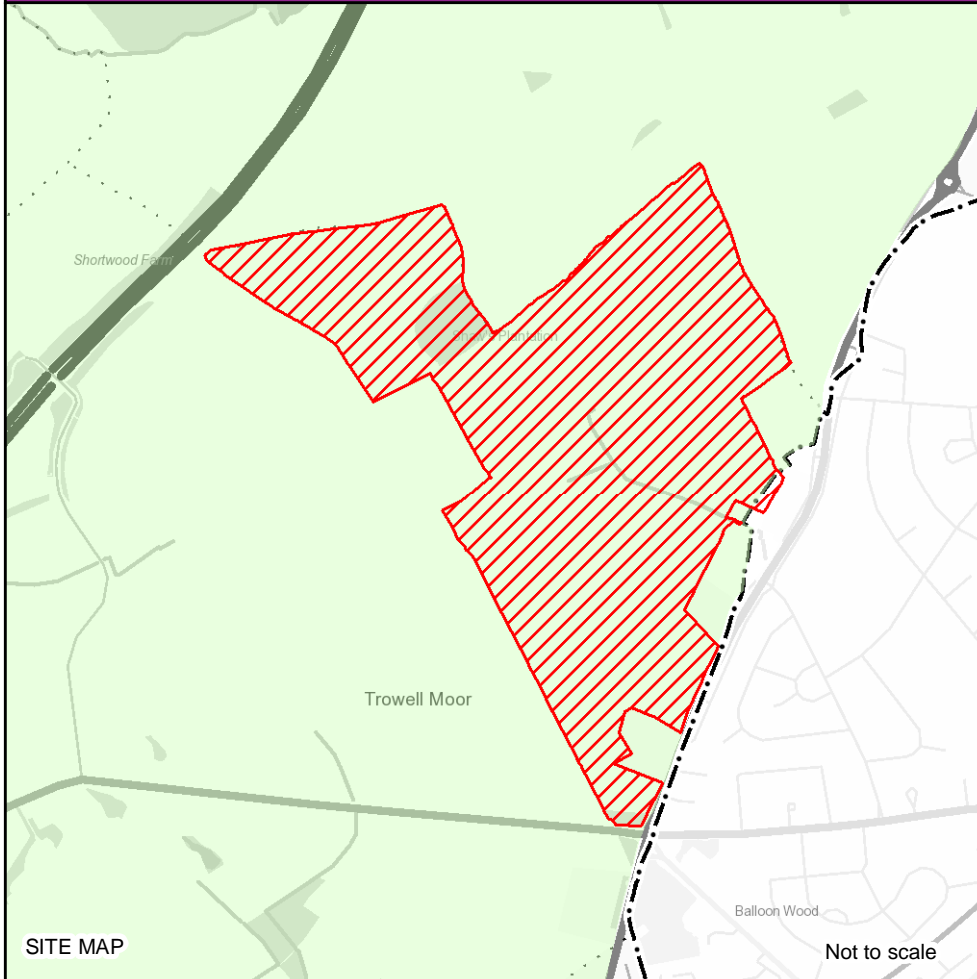
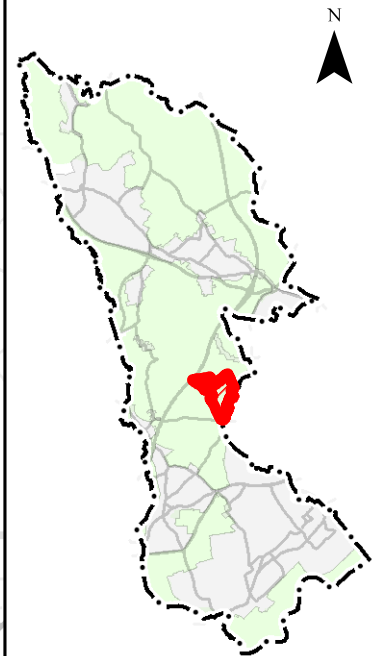
Village or local centre within 10-15 minute walk

Moderate number of basic pedestrian / cycle routes linking site to centres of residence

Public benefit through GI facility within 20 minute walk



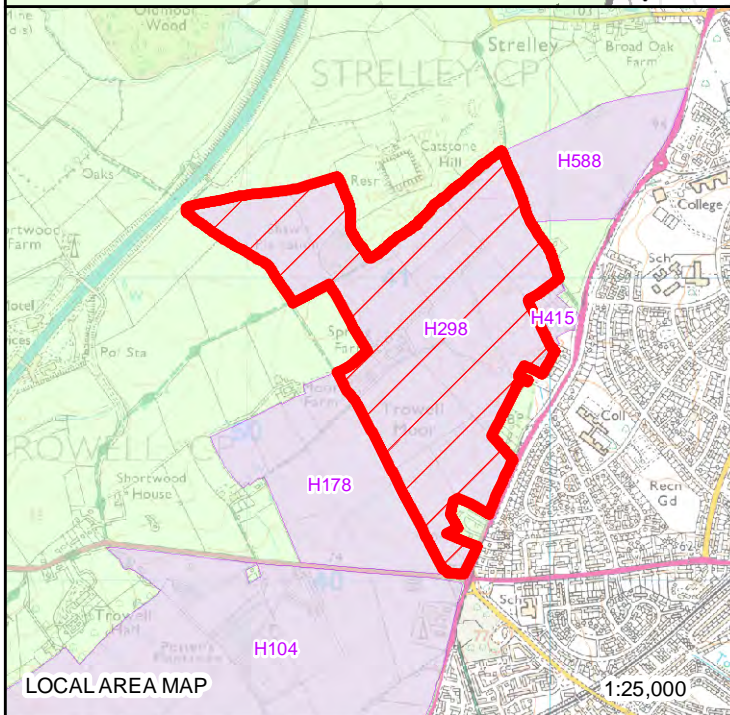
MAIN BUILT UP AREA



SITE MAP

Not to scale

BOROUGH MAP







LOCAL AREA MAP

1:25,000

Final Reasoned Judgement:

The site is located within the Green Belt, adjacent to Coventry Lane and Bilborough. However, could be suitable if Green Belt policy changes, subject to the details of any proposals. Possibility of being considered as part of a larger area, as suggested in the Appraisal of Sustainable Urban Extensions.

Issues to be considered would include whether there is a defensible Green Belt boundary, adjacent local nature reserve and site of importance for nature conservation, access, infrastructure and the relationship with the existing built-up area and the possibility of flooding from nearby small watercourses. The recent publication of the preferred route for a High Speed 2 Railway shows the line to dissect the North West corner of the site which could create noise issues and reduce the developable space.

-  SHLAA Site
-  Other SHLAA sites
-  Green Belt Extent
-  Broxtowe Boundary

Site area (ha): **69.3**
 Potential dwellings: **1380**
 Site type: **Green Belt**

Could be suitable if policy changes

Published Site Constraints

Site Reference: 298

Spring Farm Nottingham Road Trowell Moor Tro

Site Area 69.27

Eastings: 450483

Northing: 340764

Planning Policy Status

Non-allocated and No Planning Permission

Existing Use

Agricultural

Location

Adjacent MBA

Previously developed in whole or part

Site predominantly Greenfield (more than 70%)

Material Planning Policy Considerations except Land Use

Significant policy constraint which may be removed in the long term

Landscape Quality and Character

Part of site is a Prominent Area for Special Protection

Agricultural Land

Grade 3a or 3b

Topographical Constraints

No topographical constraints

Ridgelines and Site Prominence

Ridgeline towards west

Highways Infrastructure Constraints

No known issues for the majority of the site

Utilities Water

No capacity constraints for given level of development

Utilities Gas and Electricity

No capacity constraints for given level of development

EIA

N/A

Bad Neighbours

Slight adverse effects from adjacent occupiers for development of the site for housing and on line of the HS2 preferred route

Flood Risk

EA Maps suggest area at no risk from flooding

Natural Environmental Constraints

No Local Nature Reserve or SINC forming part of site

Built Environmental Constraints

No Built Environment Constraints

Contaminated Land Issues

No known issues

Conservation Area Status

Site is not within a designated Conservation Area and has no impact upon a designated Conservation Area

Ownership Constraints

Several private owners but solvable issues

Operational or Tenancy Issues

Unknown

Info from Housing Market

Moderate

Public Transport Accessibility

Within 5 minute walk of a bus stop

Proximity to Tram Stops

No tram stops within 20 minute walk

Facilities within the Locality

Village or local centre within 10-15 minute walk

Pedestrian and Cycling accessibility to site

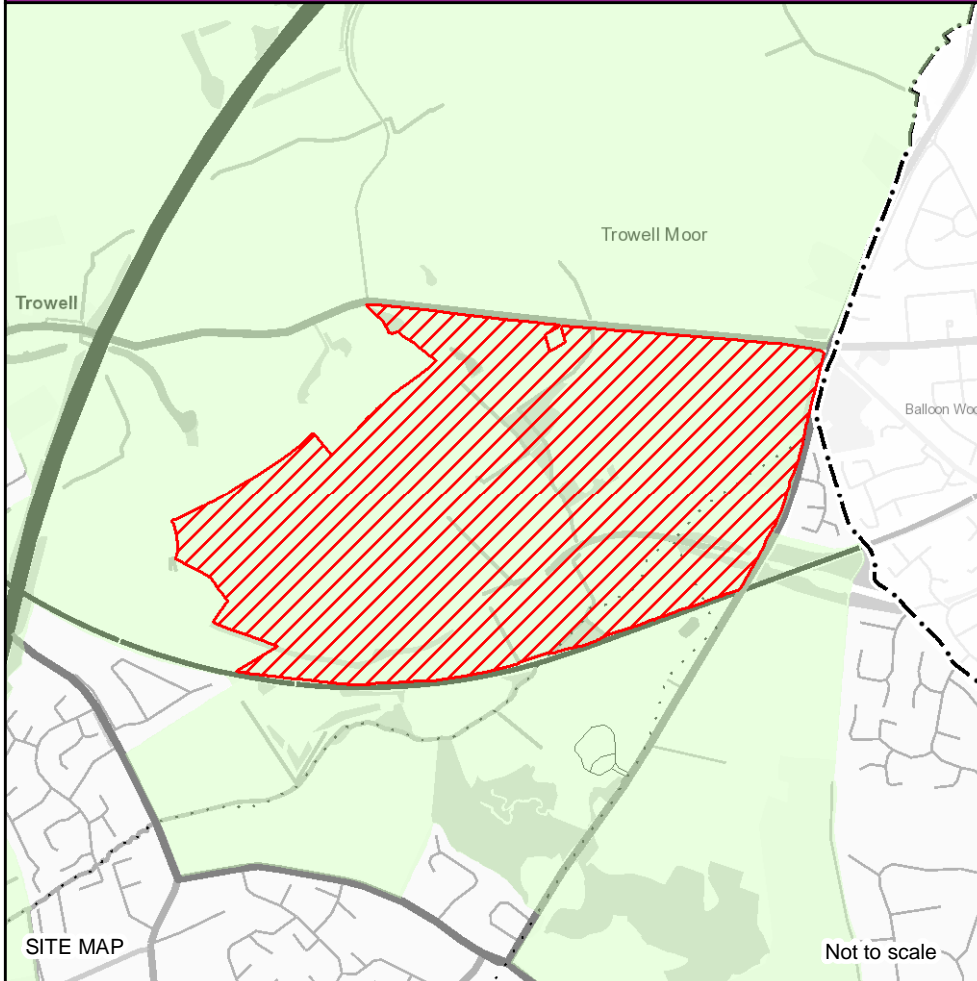
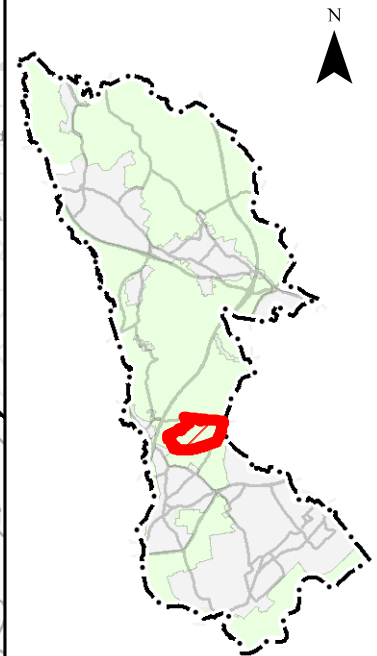
Moderate number of basic pedestrian / cycle routes linking site to centres of residence

Green Infrastructure Public Benefit

Public benefit through GI facility within 20 minute walk



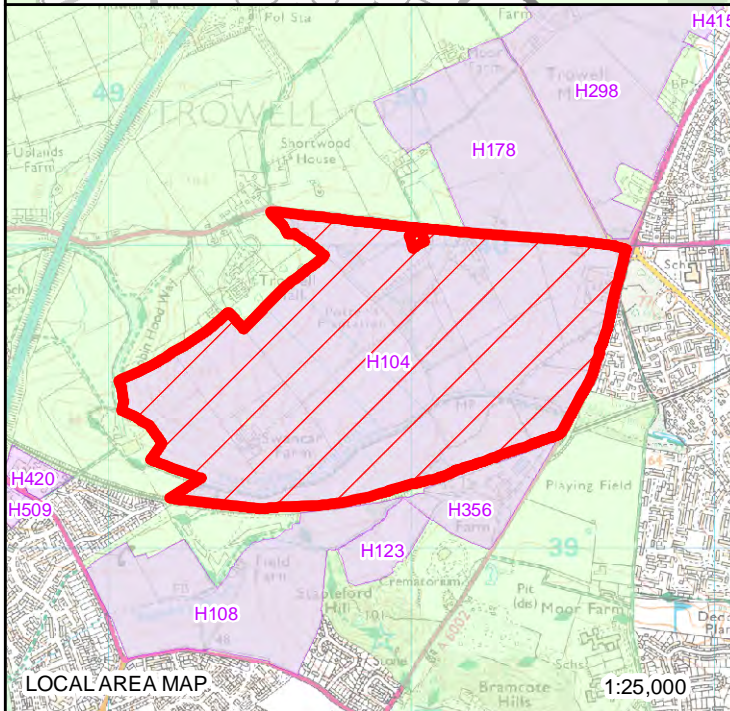
MAIN BUILT UP AREA



SITE MAP

Not to scale

BOROUGH MAP



LOCAL AREA MAP





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Final Reasoned Judgement:

Green Belt Land. Part of H2 in Tribal SUE report which considered the site suitable for residential led mixed use development in part due to the ridgeline to the West reducing the appearance of urban sprawl. Possibility of being considered as part of a larger area, as suggested in the Appraisal of Sustainable Urban Extensions. Issues to be considered would include access, SINC and the relationship with the existing built-up area and the possibility of flooding from nearby small watercourses.

Local Plan Review 2003 Inspector concluded the site would extend into the open countryside which would be a major intrusion into pleasantly rolling landscape. Development would be poorly related to the existing urban form and would involve the loss of a substantial amount of Best and Most Versatile agricultural land.

Could be suitable if policy changes

-  SHLAA Site
-  Other SHLAA sites
-  Green Belt Extent
-  Broxtowe Boundary

Site area (ha): **108.0**
 Potential dwellings: **2069**
 Site type: **Green Belt**

Published Site Constraints

Site Reference: 104

Site Area 103.4

Planning Policy Status

Existing Use

Location

Previously developed in whole or part

**Material Planning Policy Considerations
except Land Use**

Landscape Quality and Character

Agricultural Land

Topographical Constraints

Ridgelines and Site Prominence

Highways Infrastructure Constraints

Utilites Water

Utilities Gas and Electricity

EIA

Bad Neighbours

Flood Risk

Natural Environmental Constraints

Built Environmental Constraints

Contaminated Land Issues

Conservation Area Status

Ownership Constraints

Operational or Tenancy Issues

Info from Housing Market

Public Transport Accessibility

Proximity to Tram Stops

Facilities within the Locality

**Pedestrian and Cycling accessibility
to site**

Green Infrastructure Public Benefit

Land off Coventry Lane Bramcote

Easting: 450516

Northing: 339576

Non-allocated and No Planning Permission

Agricultural (nursery and associated buildings)

Adjacent MBA

Site predominantly Greenfield (more than 70%)

Significant policy constraint which may be removed in the long term

Minor topographical constraints

Current information suggest sufficient capacity, no detailed assessment made

Not likely to be an issue

Not likely to be an issue

NA

Setting with no adverse effects

EA Maps suggest area at no risk from flooding

SINCs, RIGS present on site

No Built Environment Constraints

No Known Constraints

Site is not within a designated Conservation Area and has no impact upon a designated Conservation Area

Complex site in multiple ownership

Unknown

Strong

Within 10 minutes walk of a bus stop

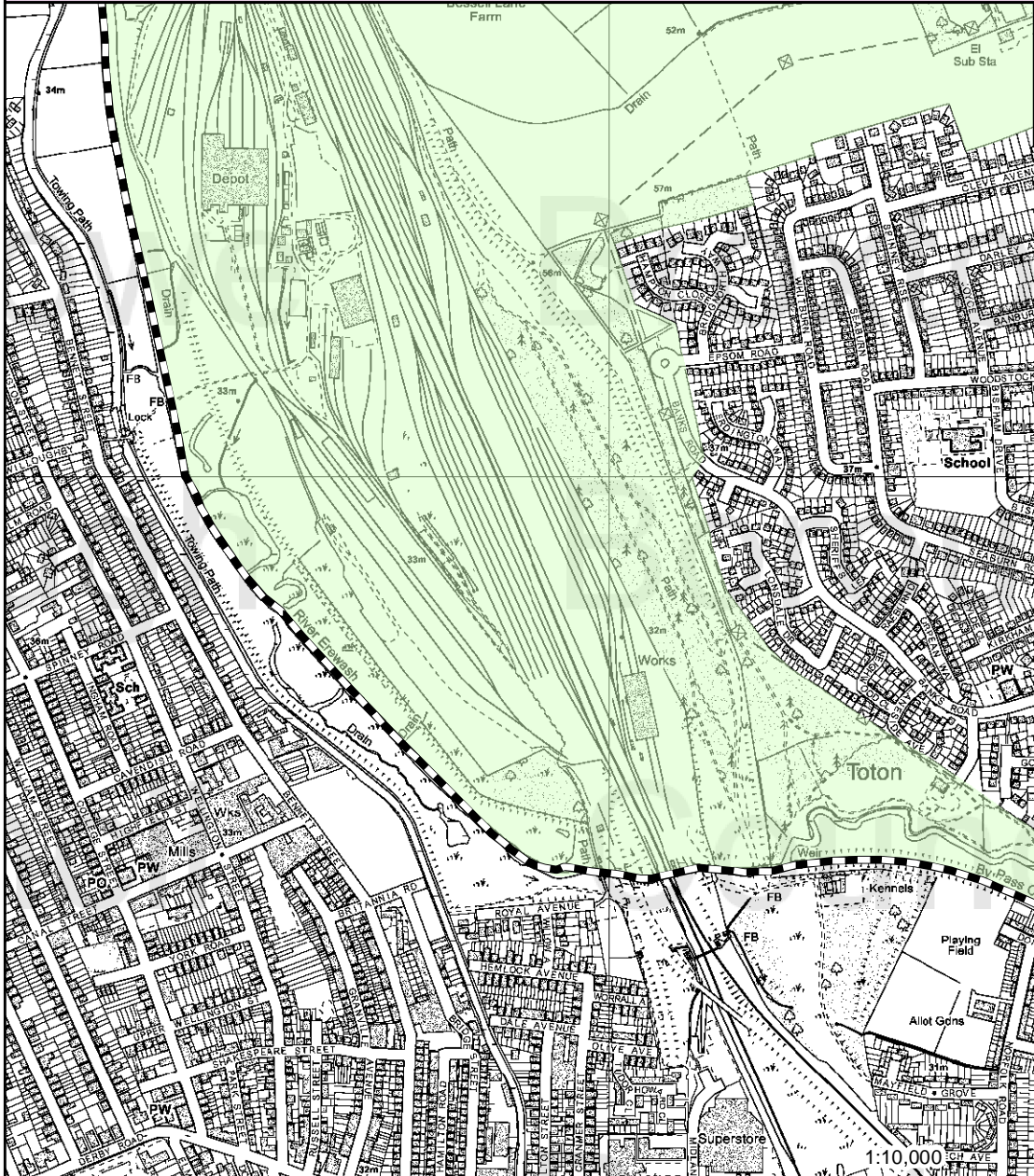
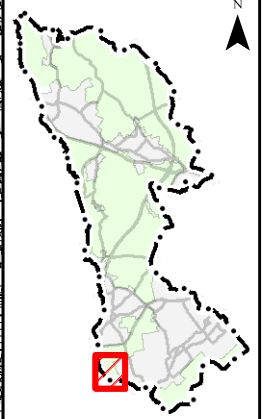
No tram stops within 20 minute walk



Small shopping parade within 10-15 minute walk

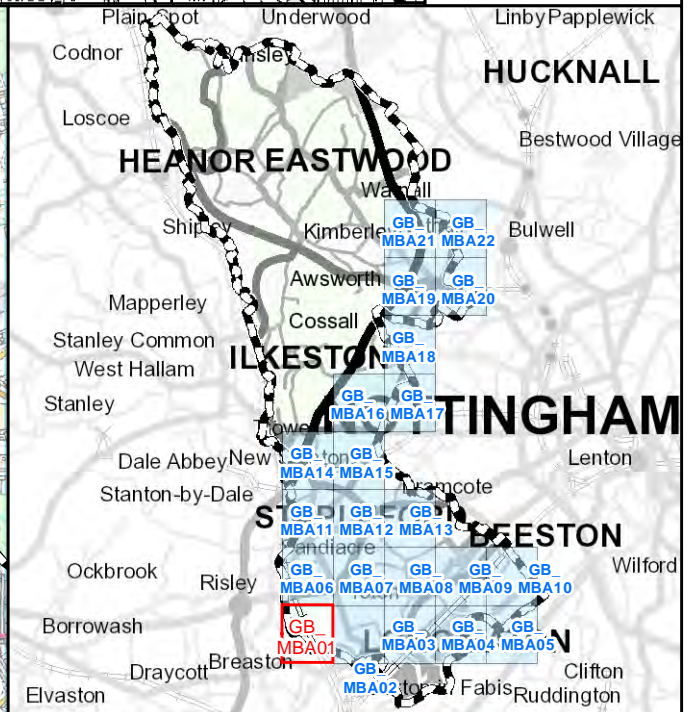
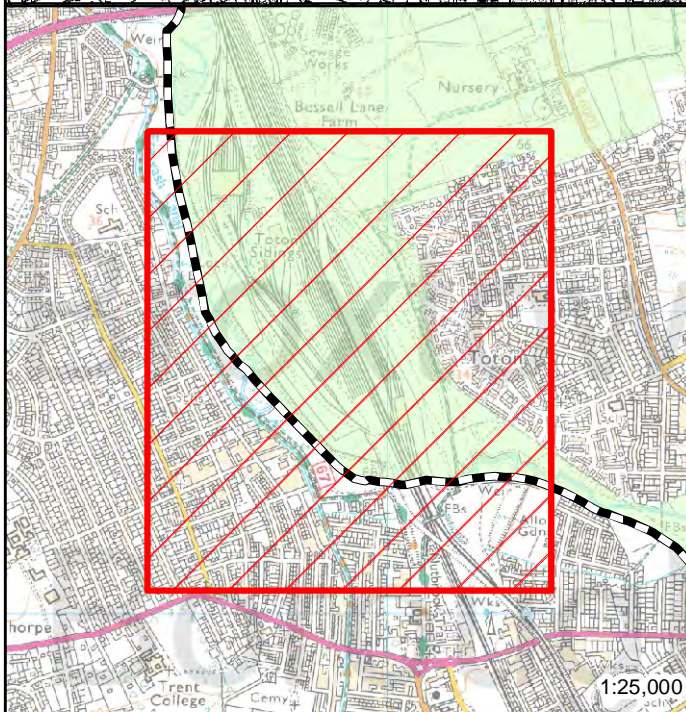
Approach to the Green Belt

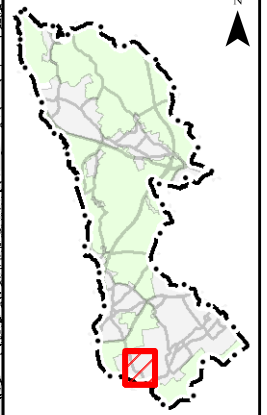
M7.1.1 The following maps show the current extent of the Green Belt around Main Built up Area to help you consider whether the boundary is appropriate in accordance with national planning policy and whether it could be altered in the exceptional circumstances for development being reviewed in this plan.



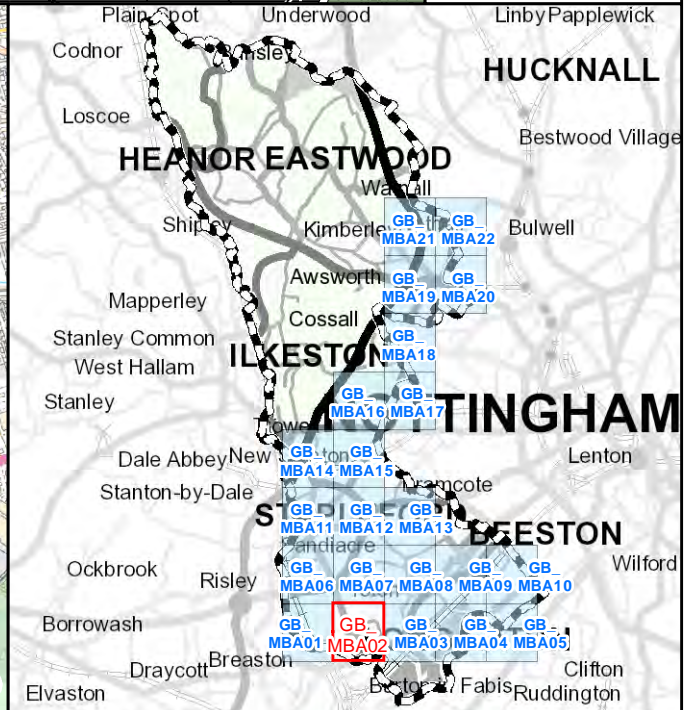
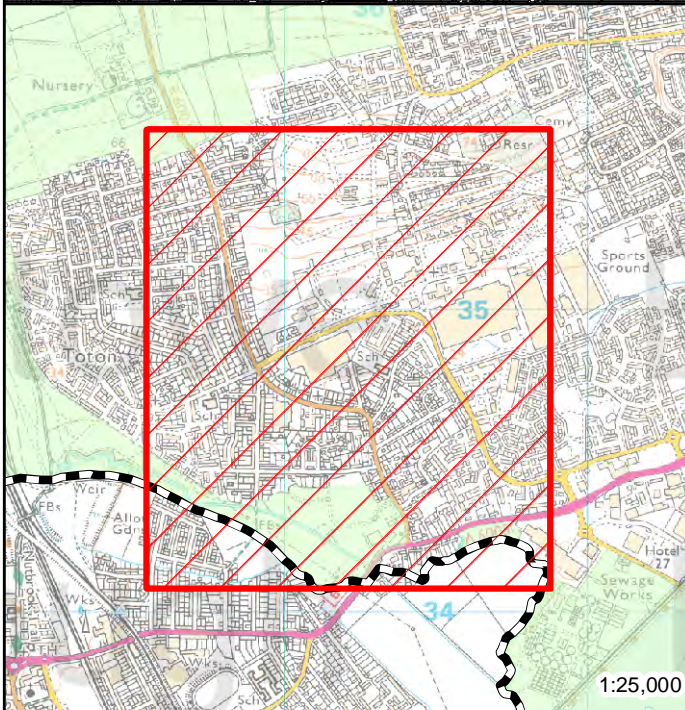


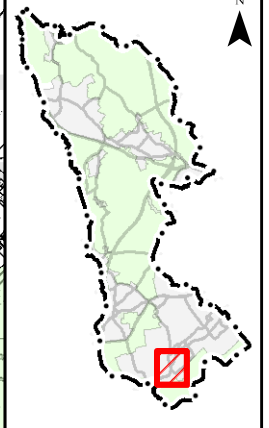
- LEGEND**
-  Green Belt Extent
 -  Main Map Extent
 -  Broxtowe Boundary






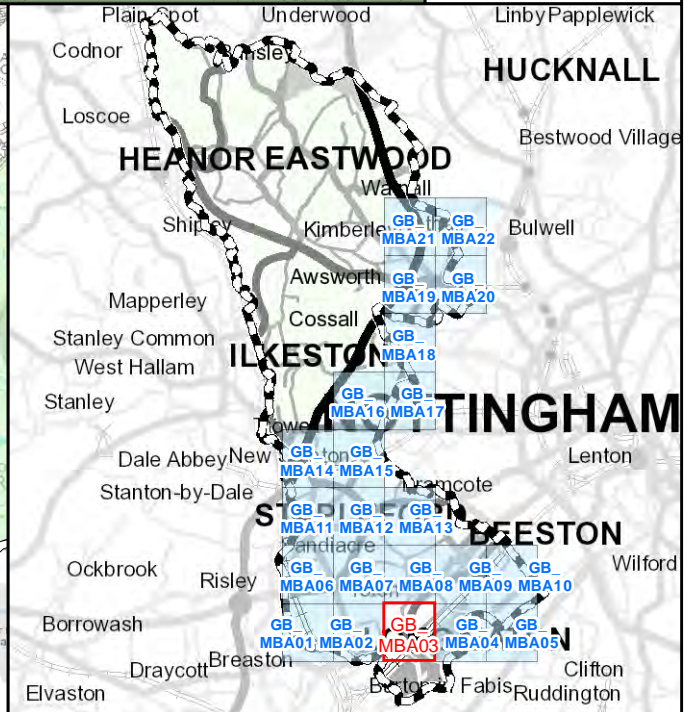
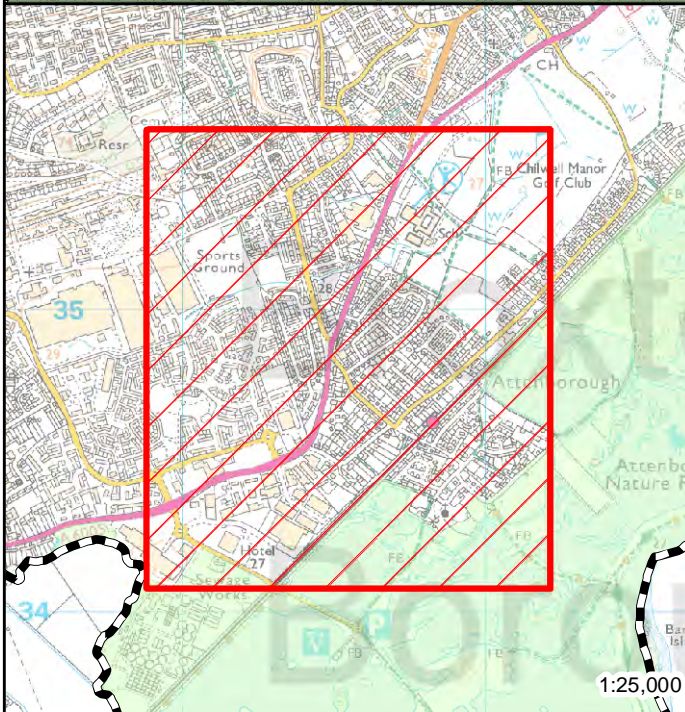
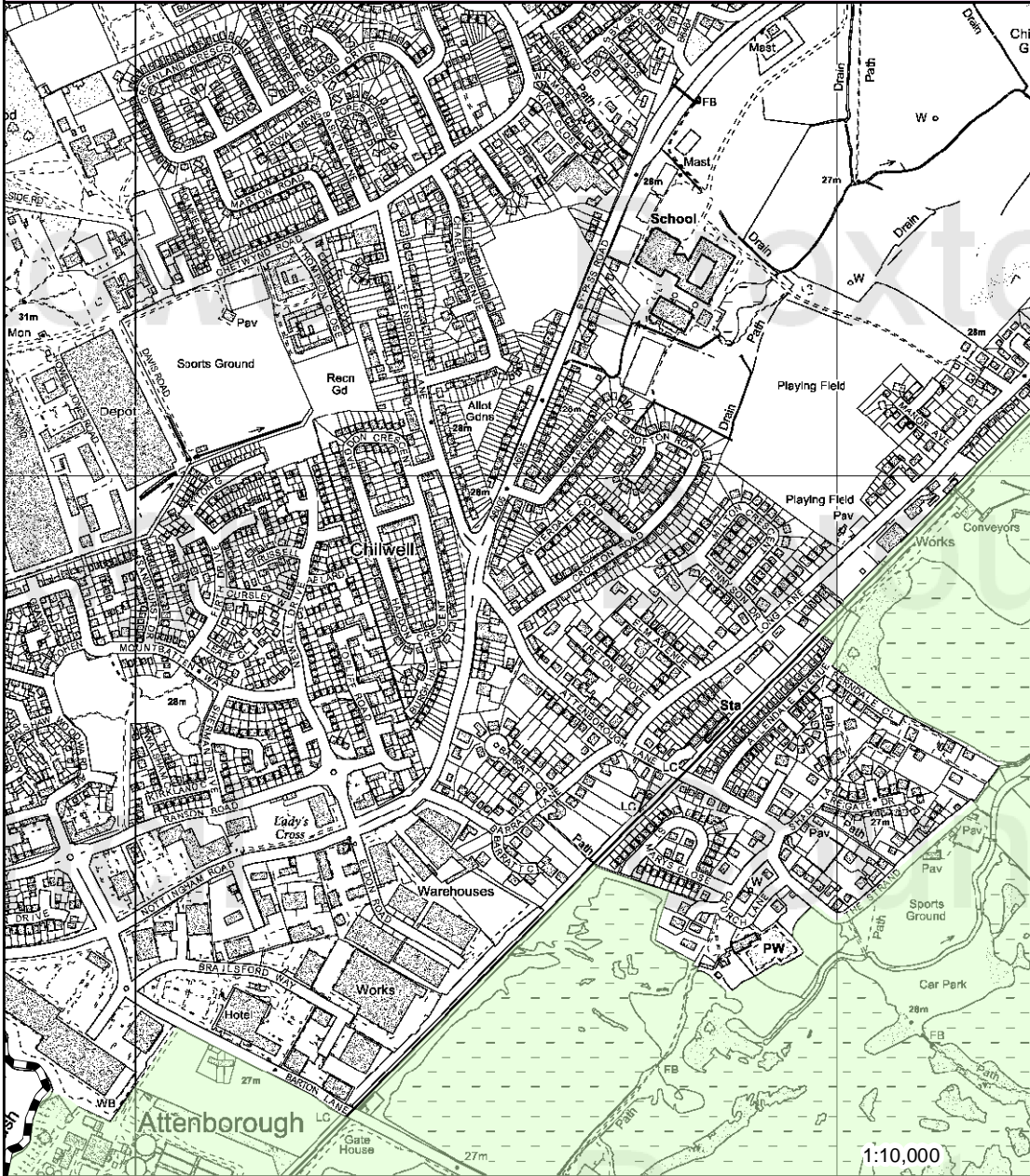


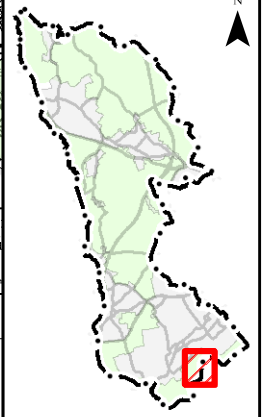
- LEGEND**
- Green Belt Extent
 - Main Map Extent
 - Broxtowe Boundary






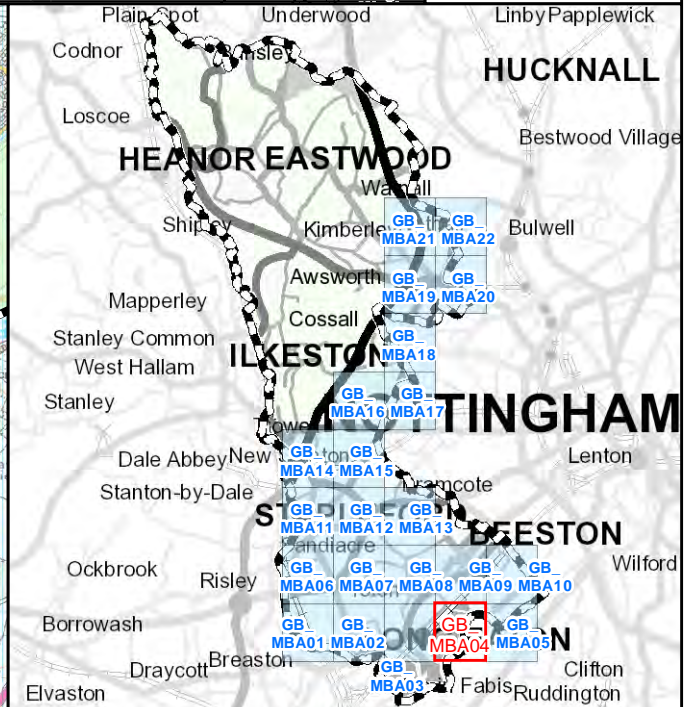
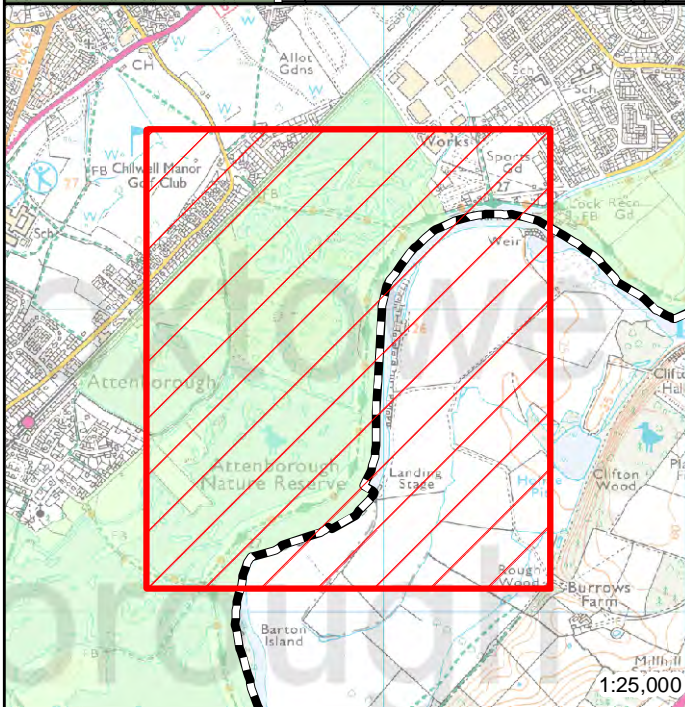
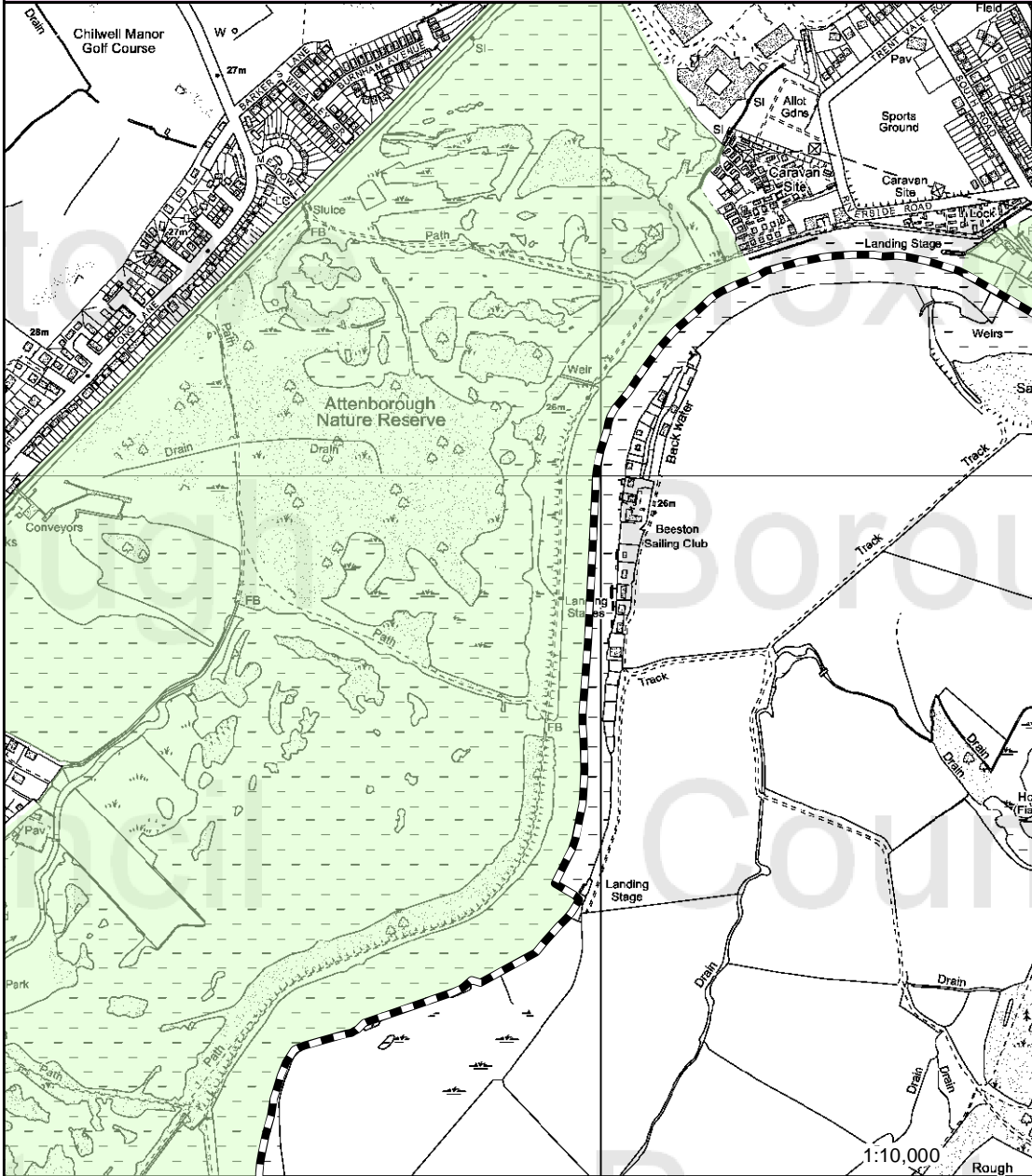


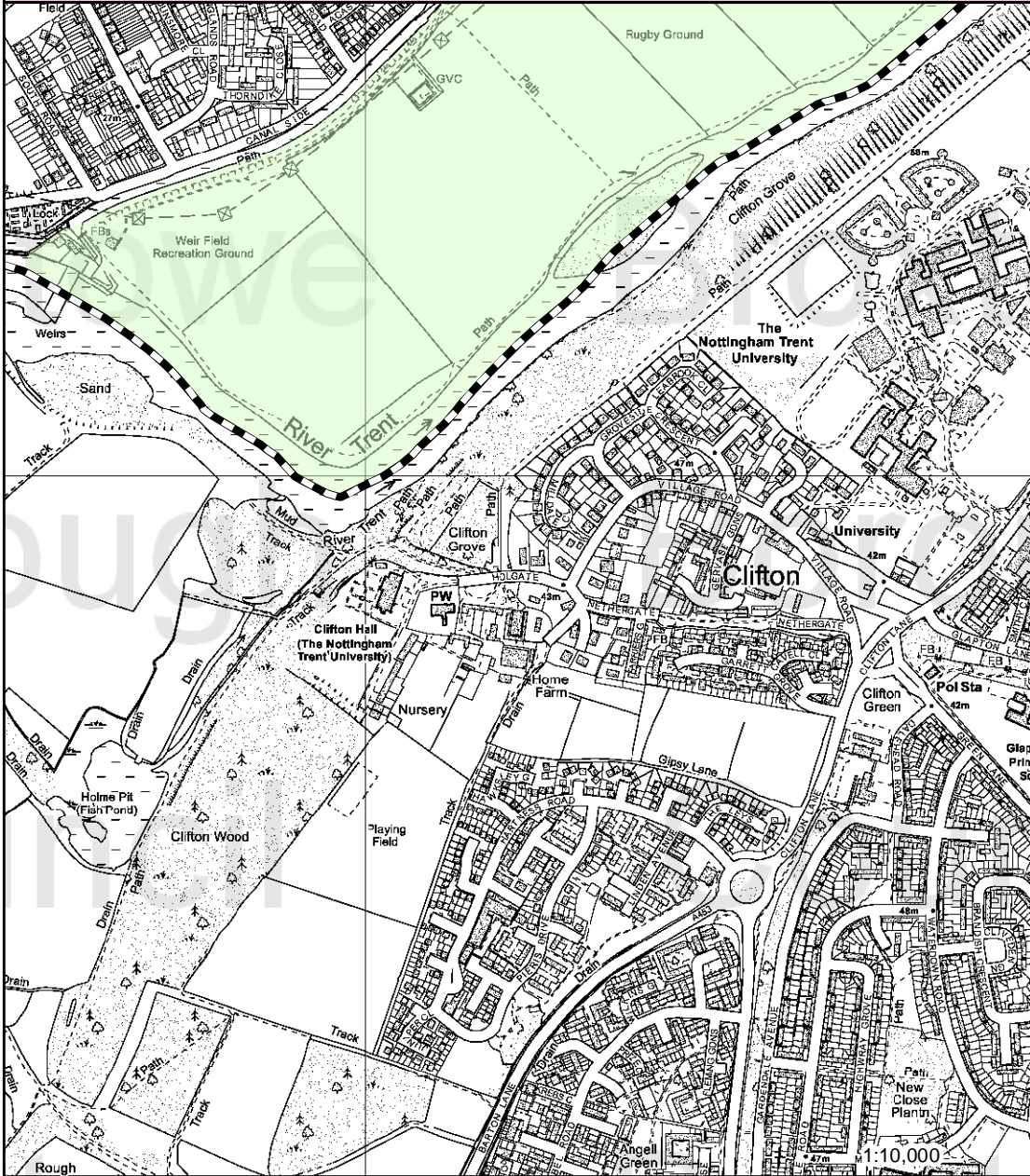
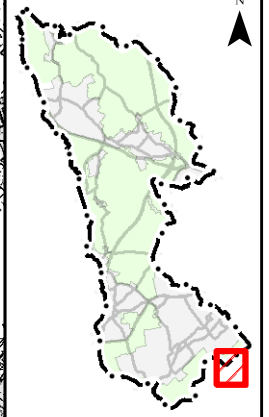
- LEGEND**
-  Green Belt Extent
 -  Main Map Extent
 -  Broxtowe Boundary



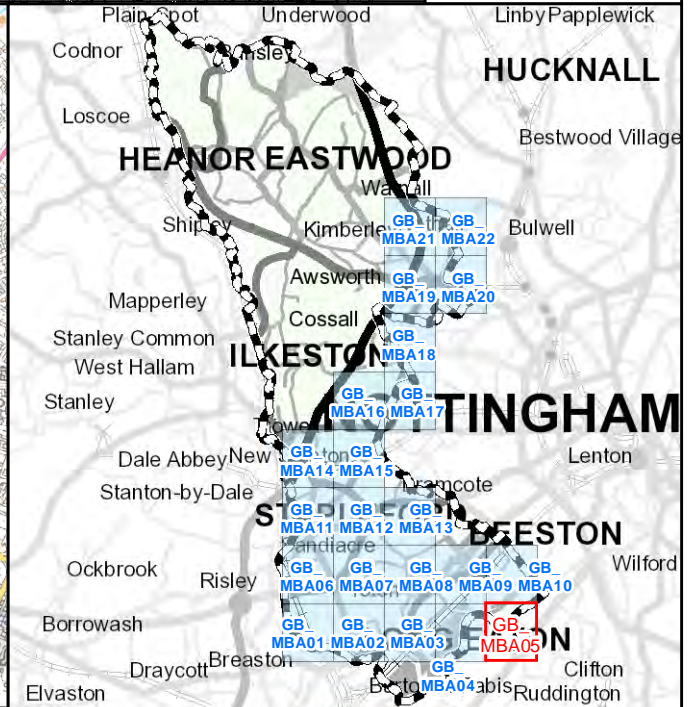
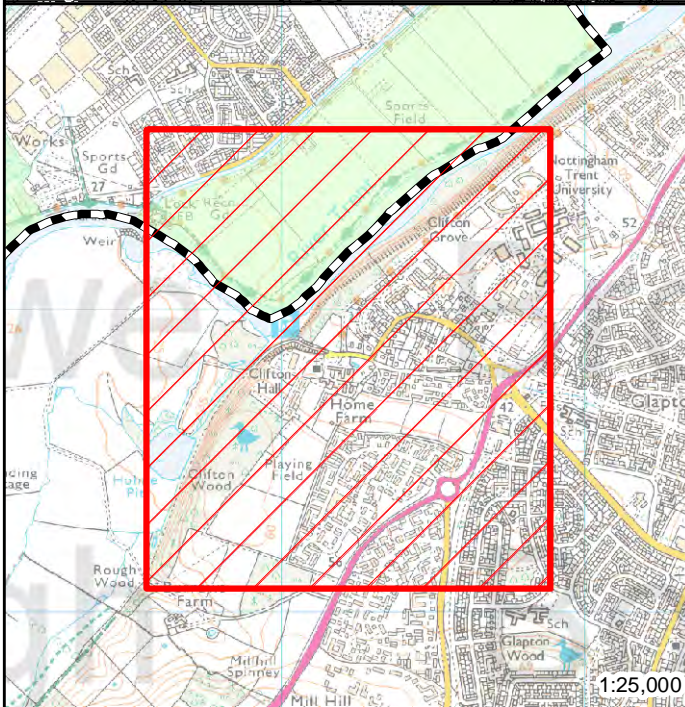


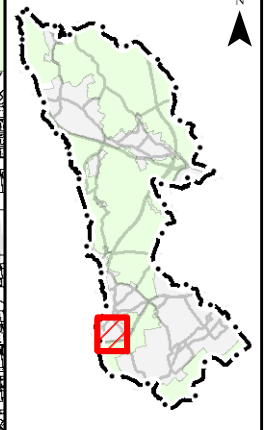
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




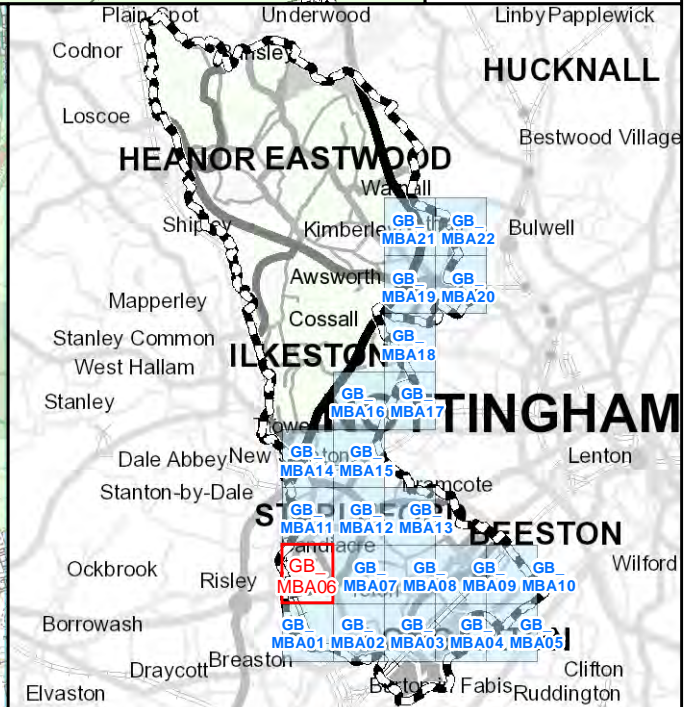
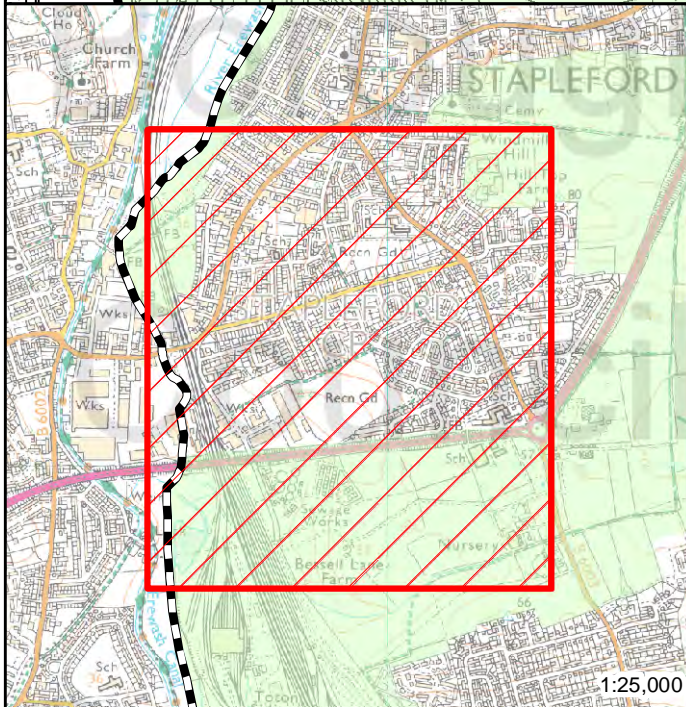


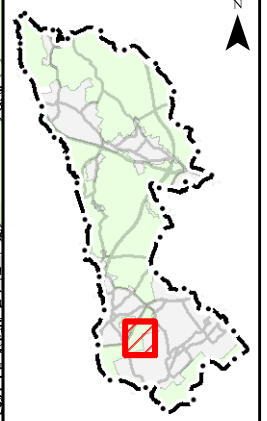
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




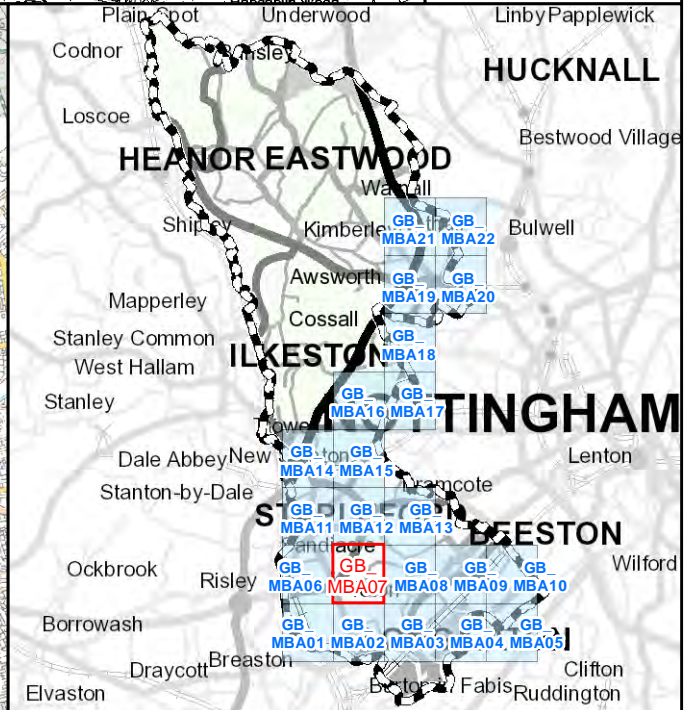
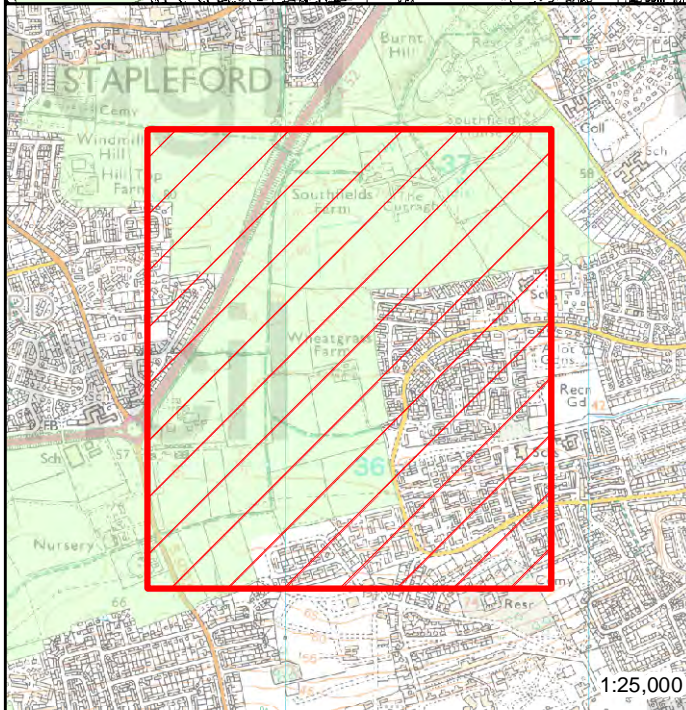


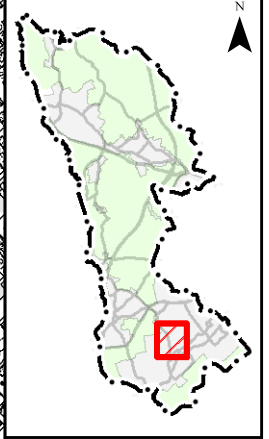
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




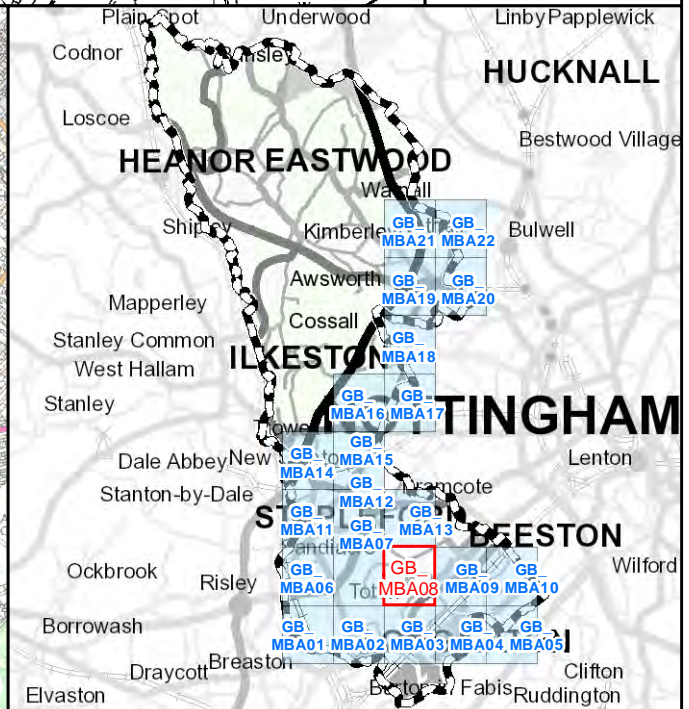
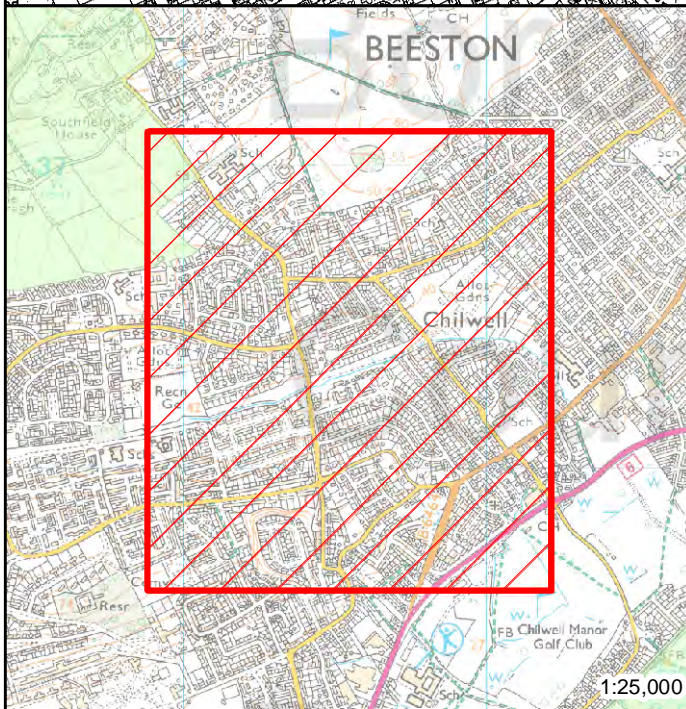


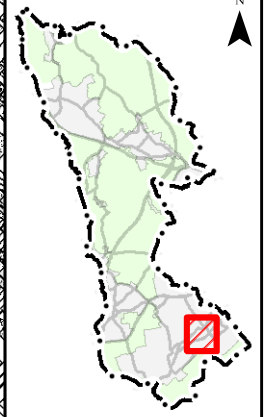
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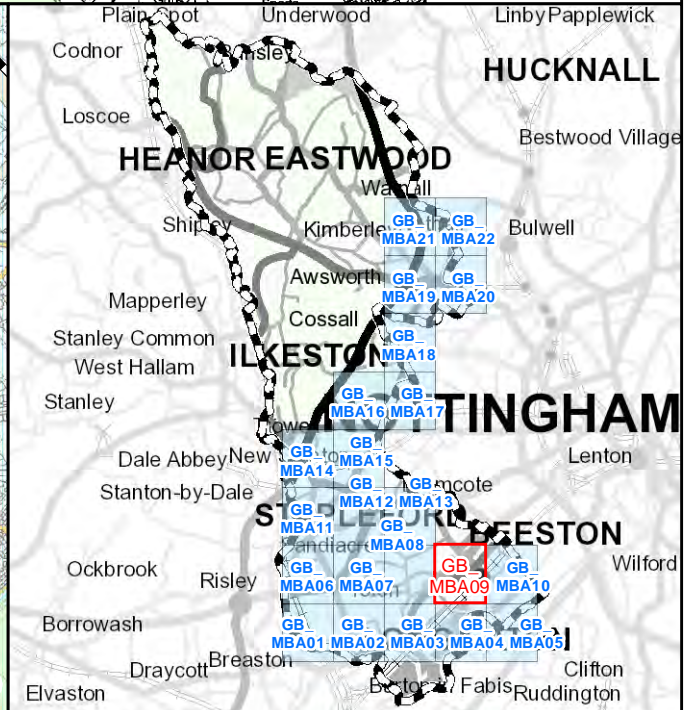
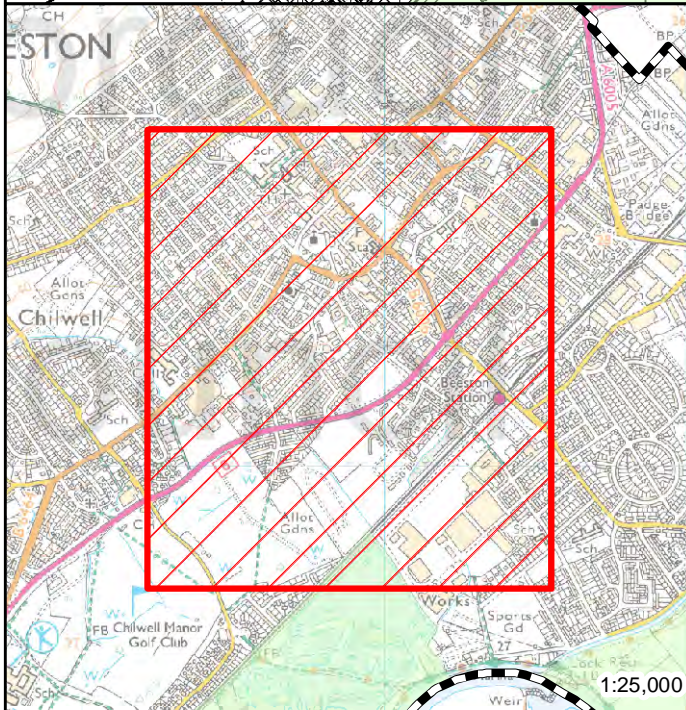
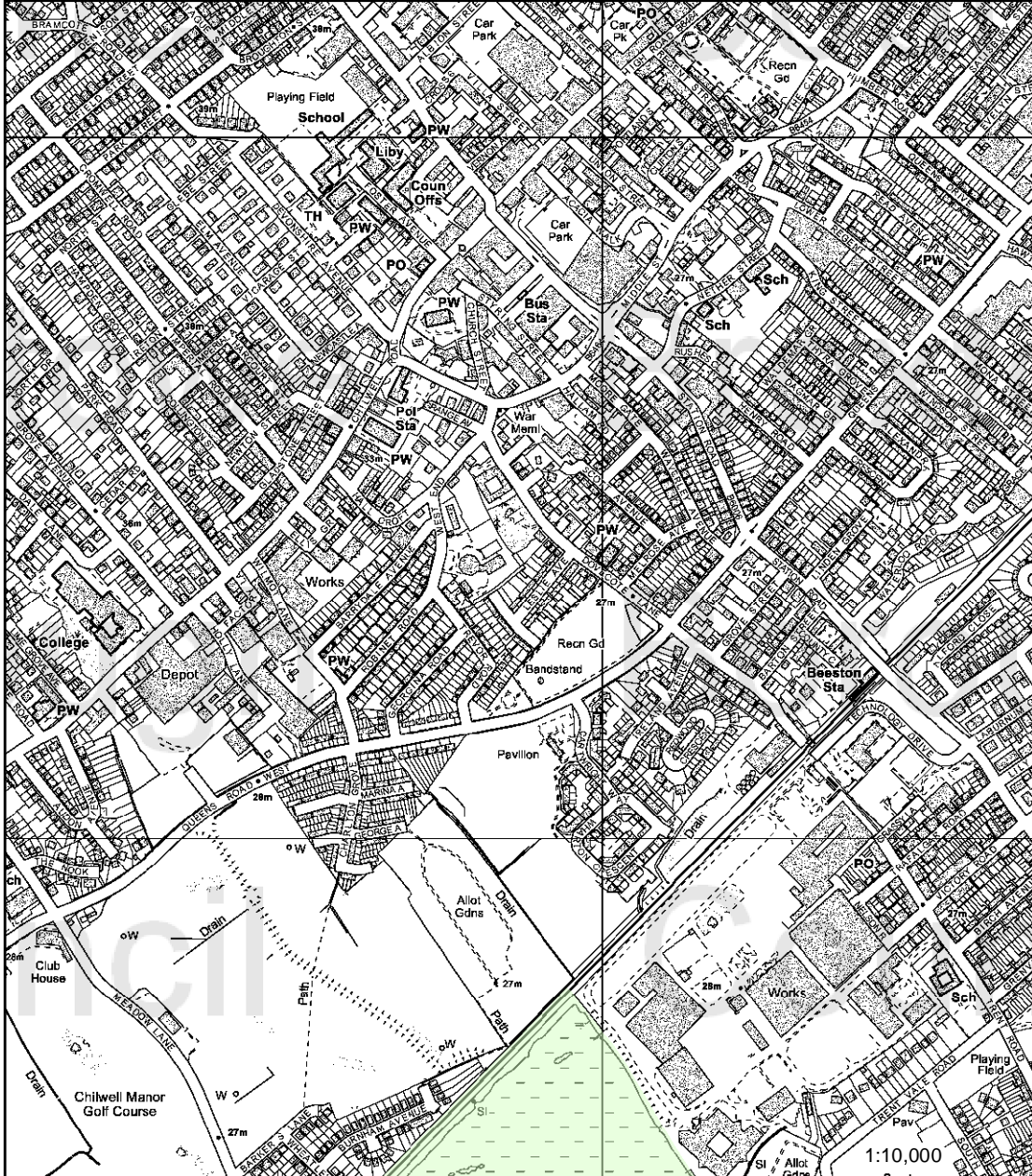
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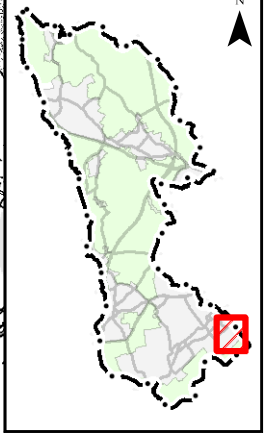







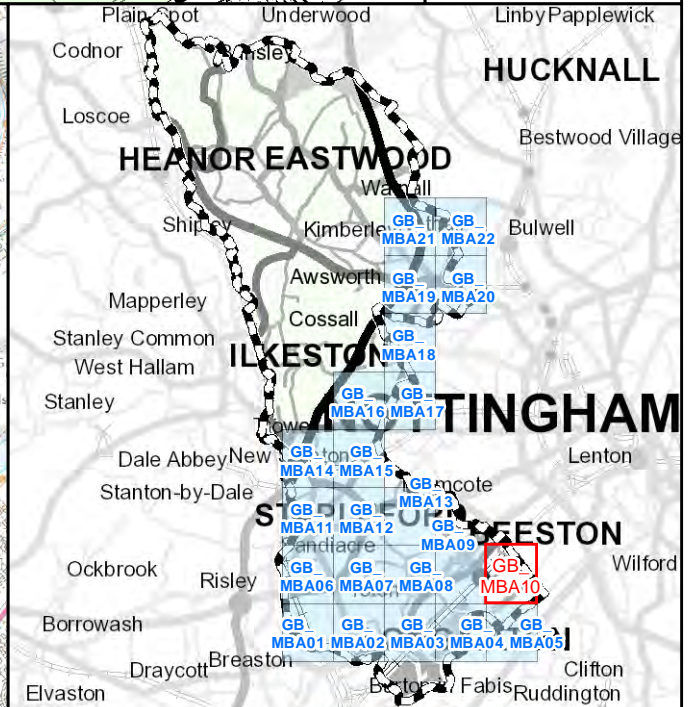
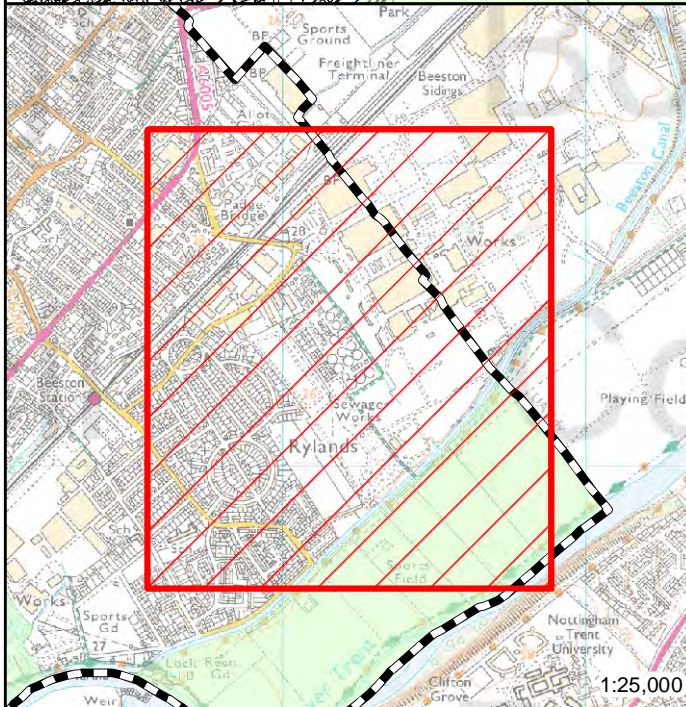
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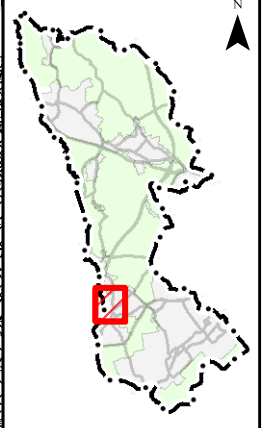
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




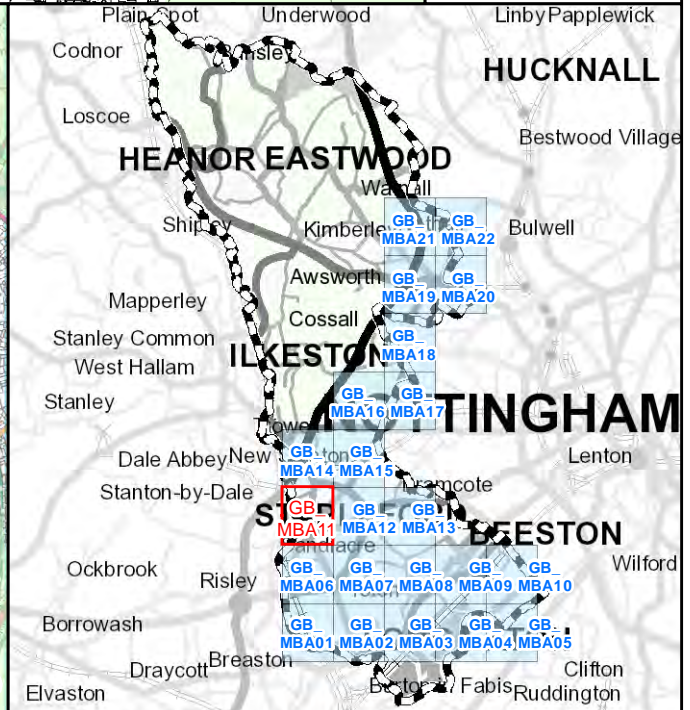
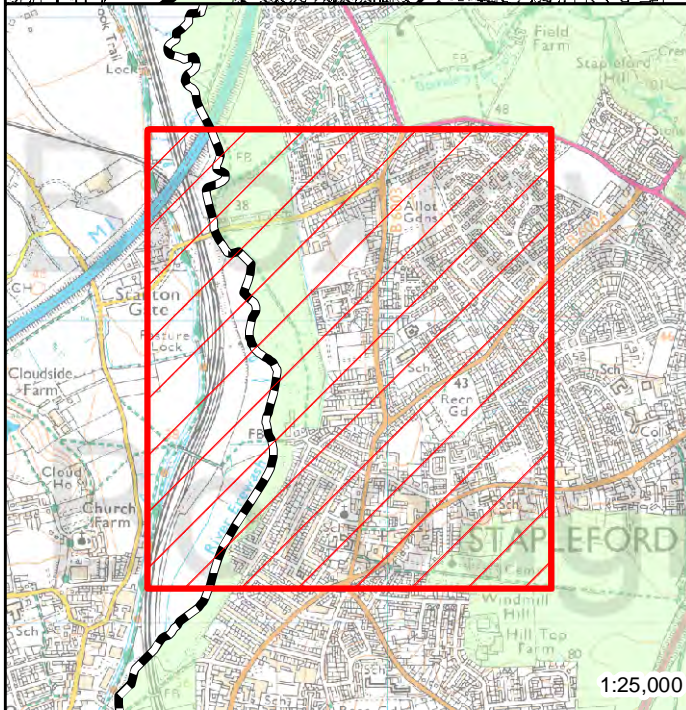


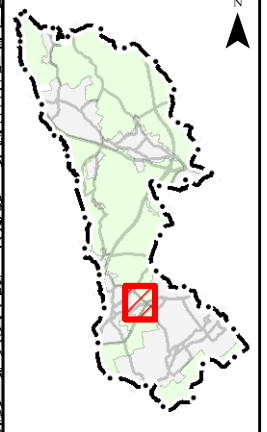
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




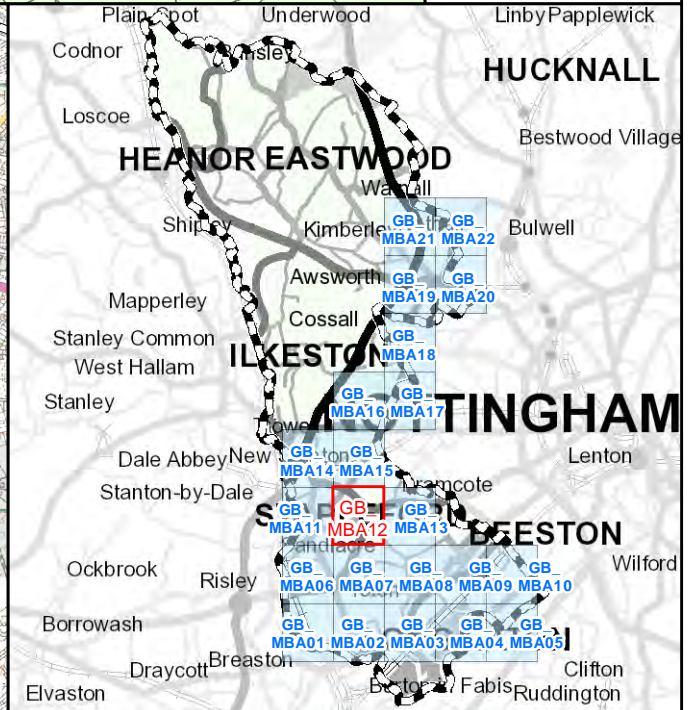
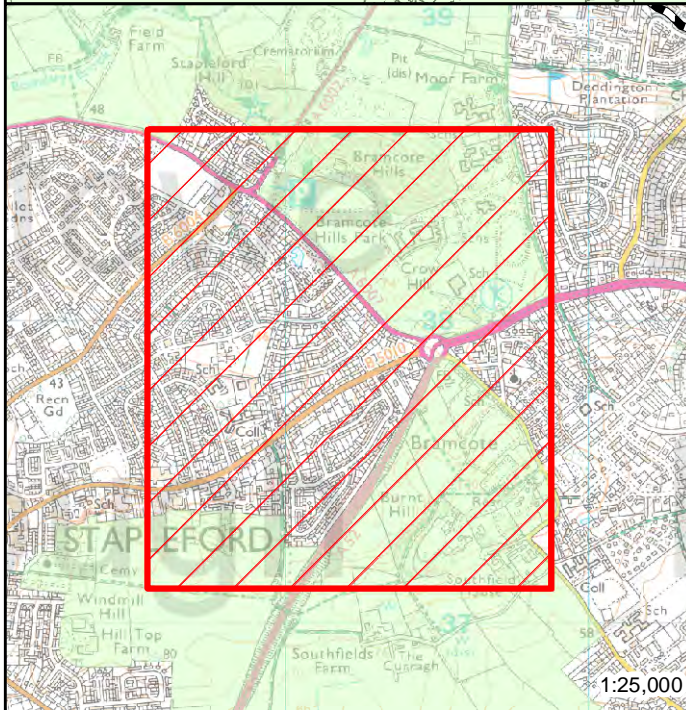


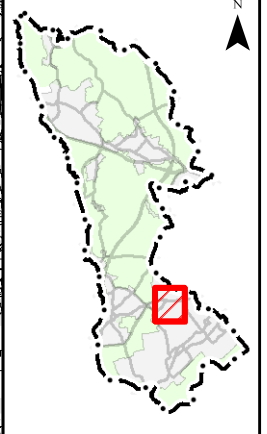
- LEGEND**
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




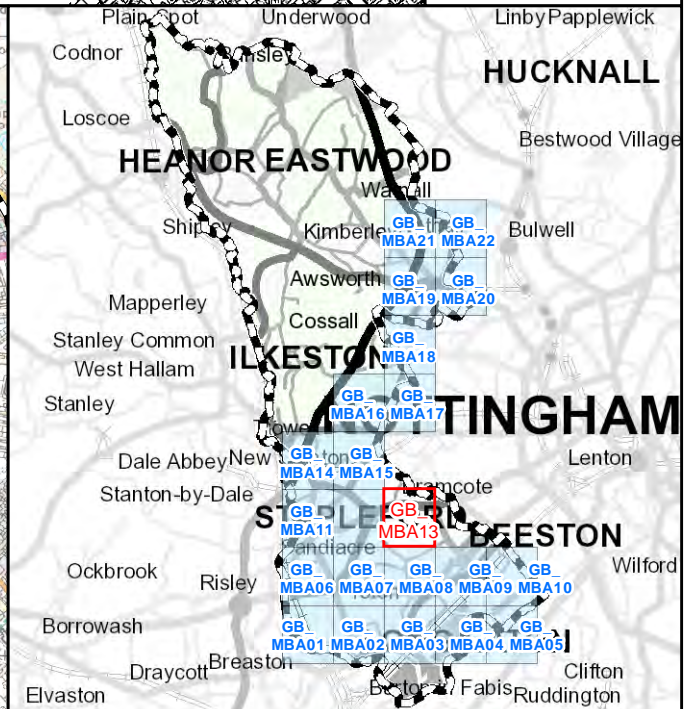
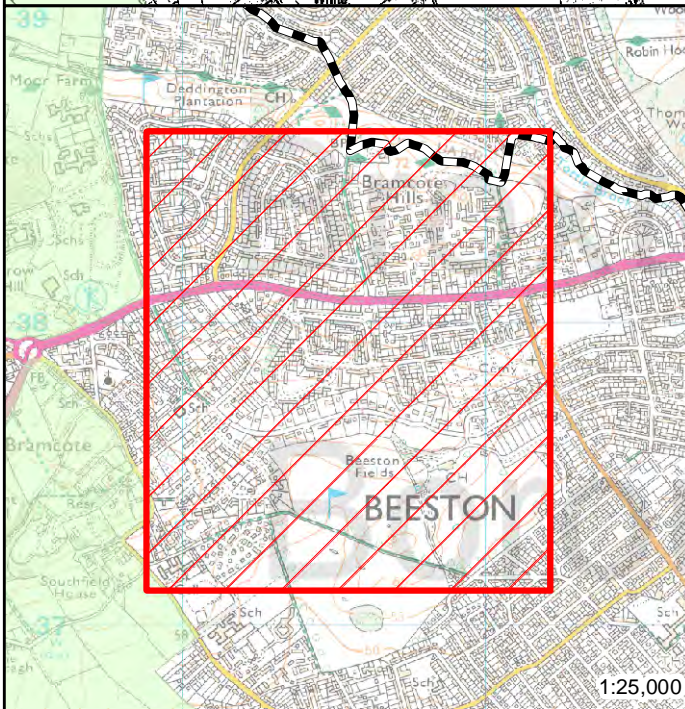


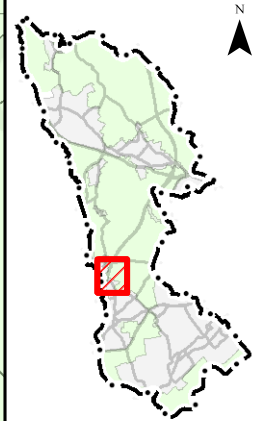
- LEGEND**
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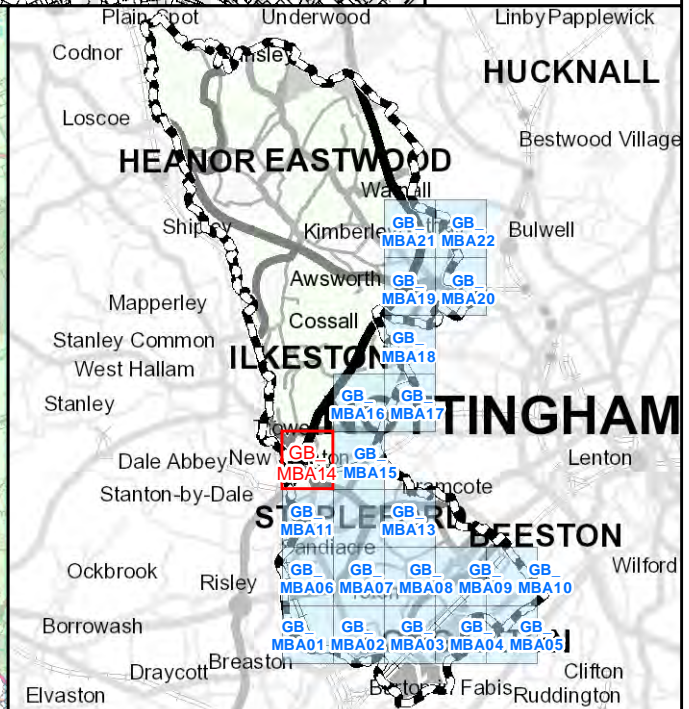
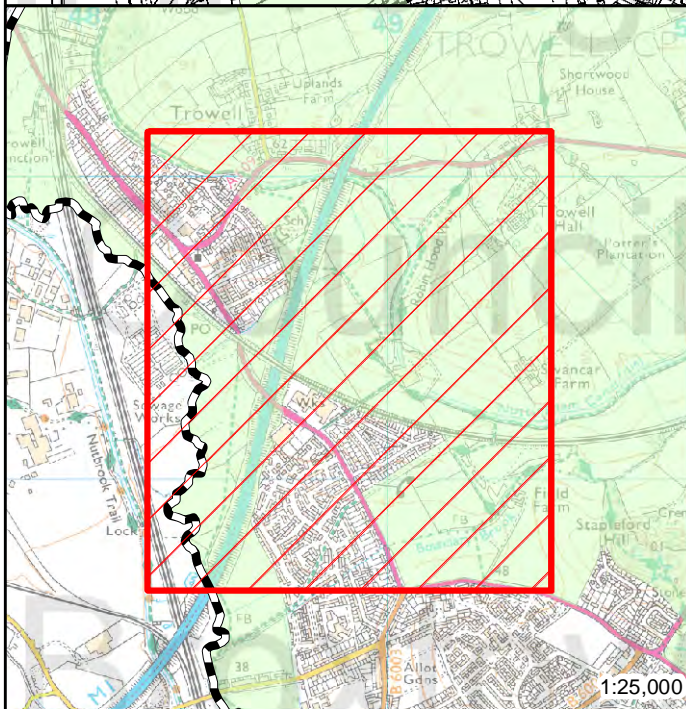


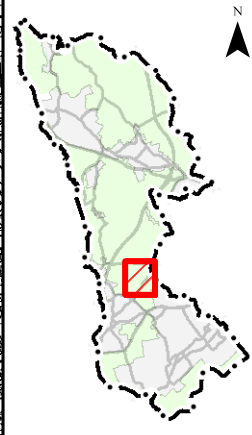
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 -  Main Map Extent
 -  Broxtowe Boundary






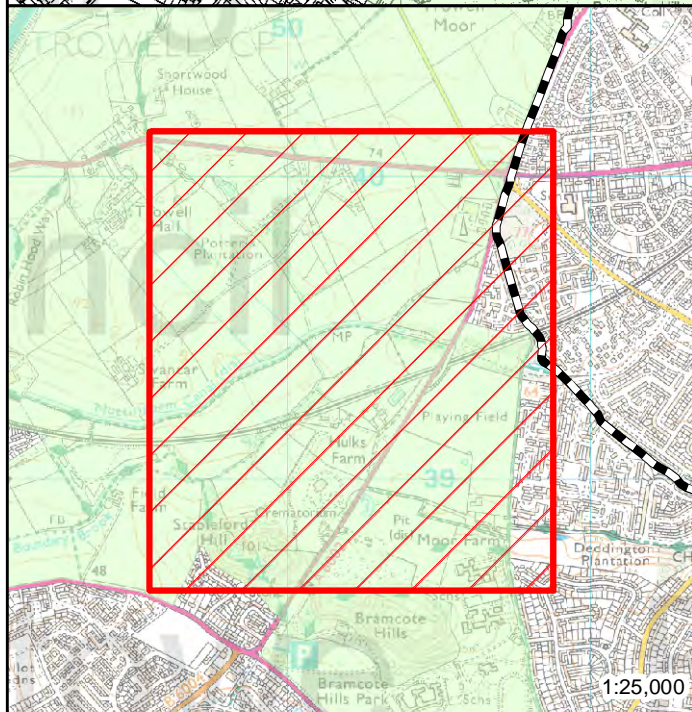


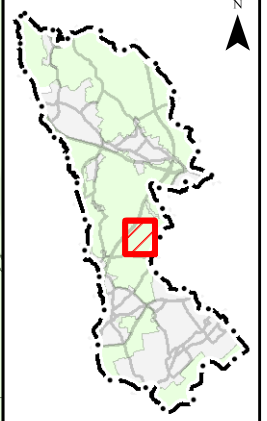
- LEGEND**
- Green Belt Extent
 - Main Map Extent
 - Broxtowe Boundary








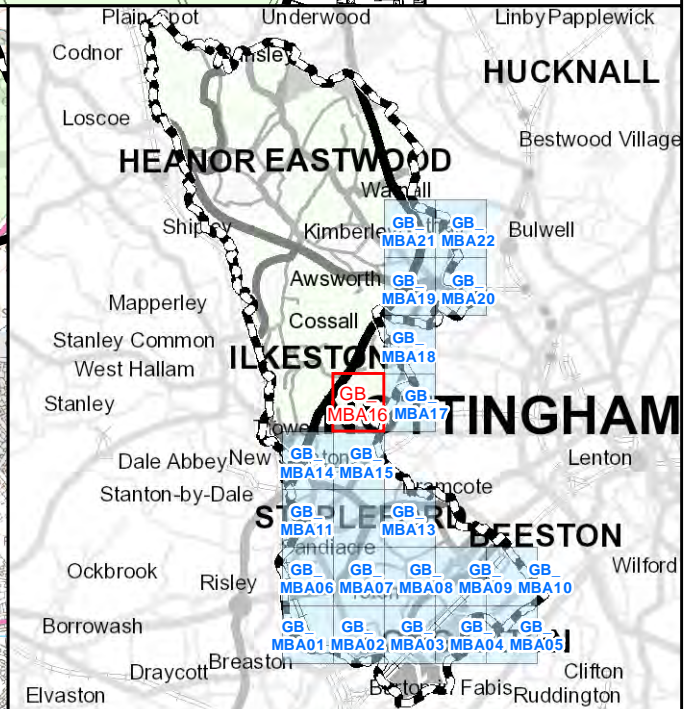
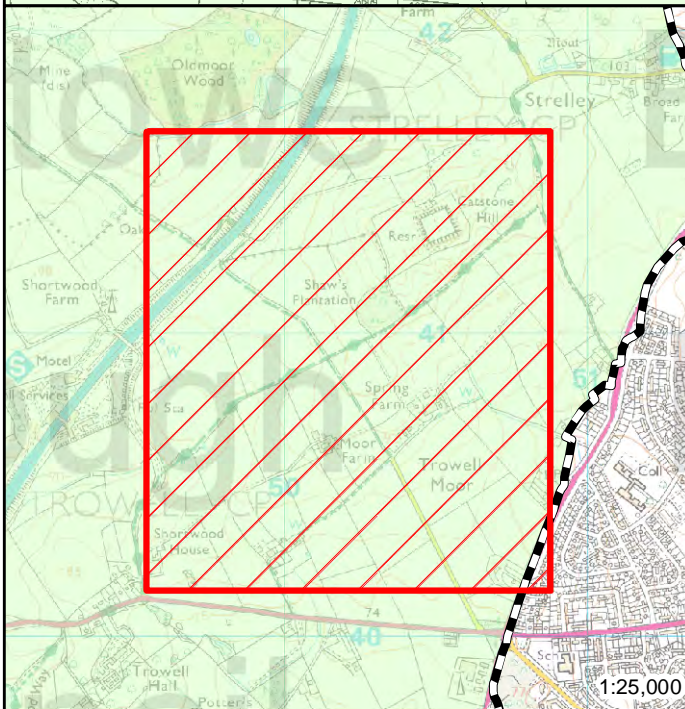
- LEGEND**
-  Green Belt Extent
 -  Main Map Extent
 -  Broxtowe Boundary

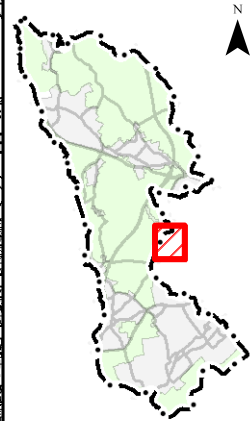







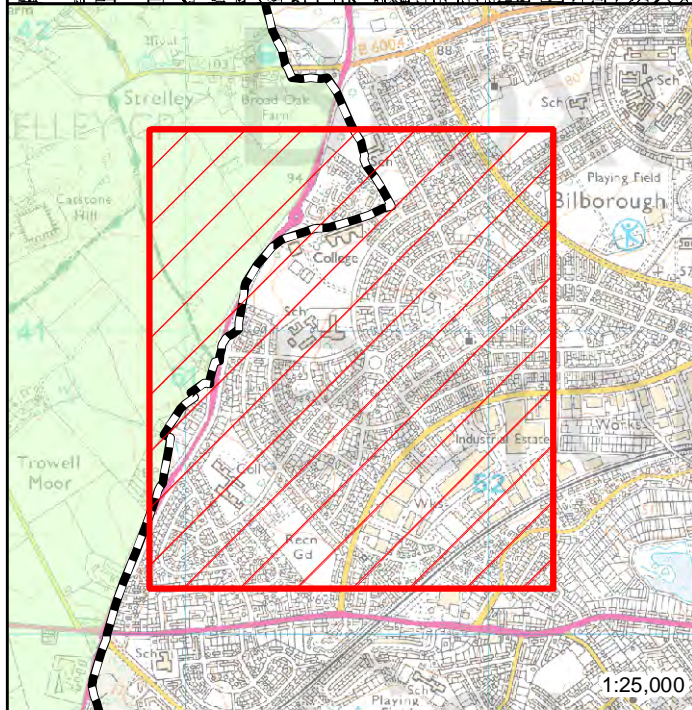
LEGEND

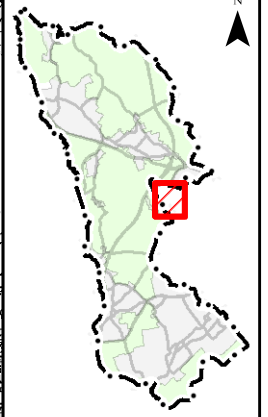
-  Green Belt Extent
-  Main Map Extent
-  Broxtowe Boundary






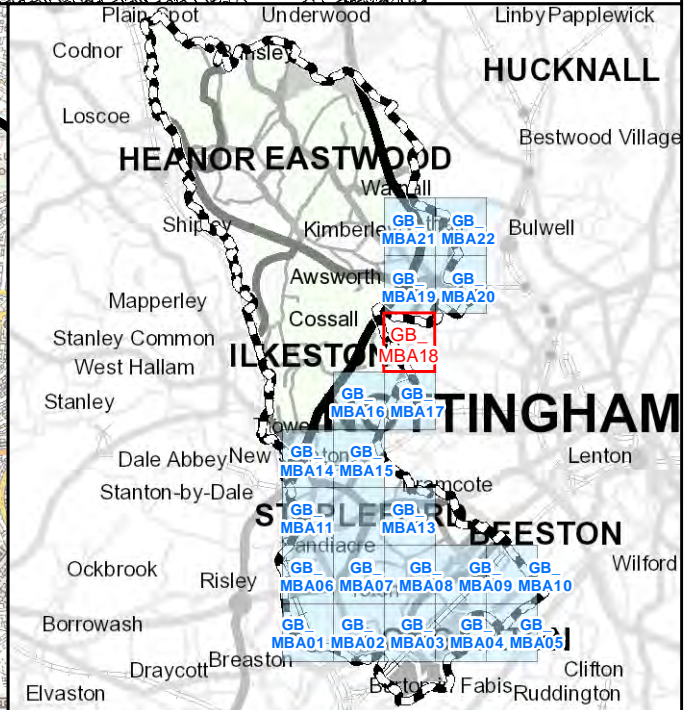
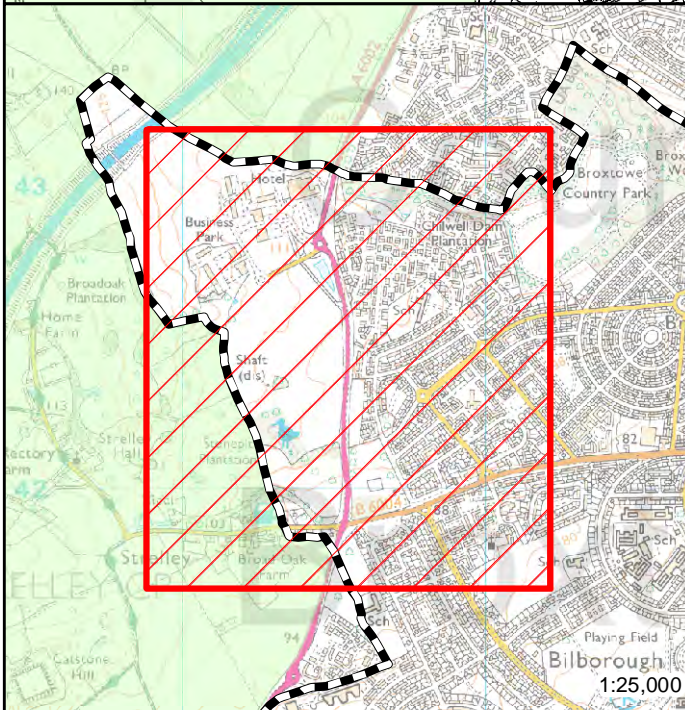
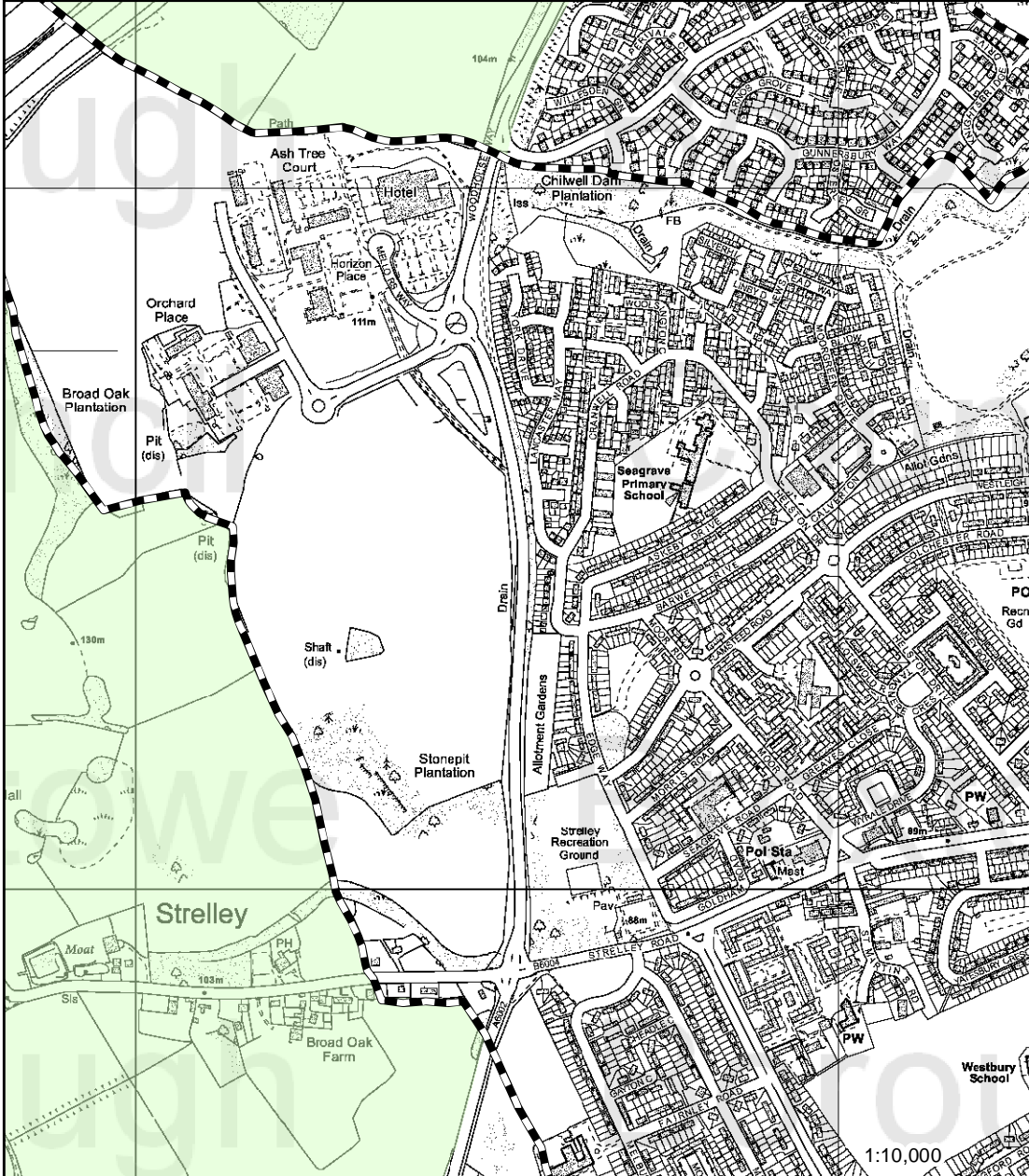


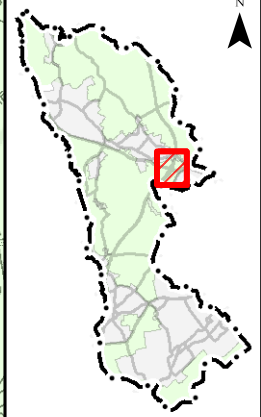
- LEGEND**
-  Green Belt Extent
 -  Main Map Extent
 -  Broxtowe Boundary





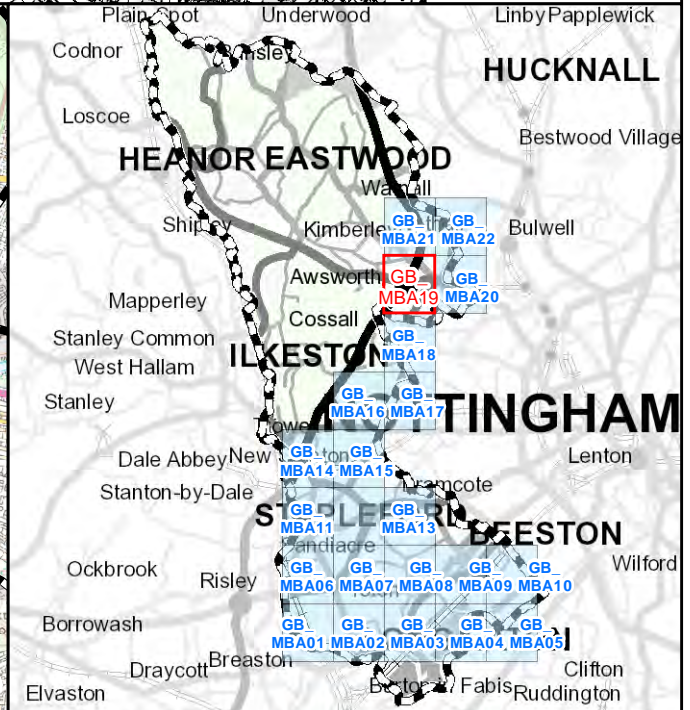
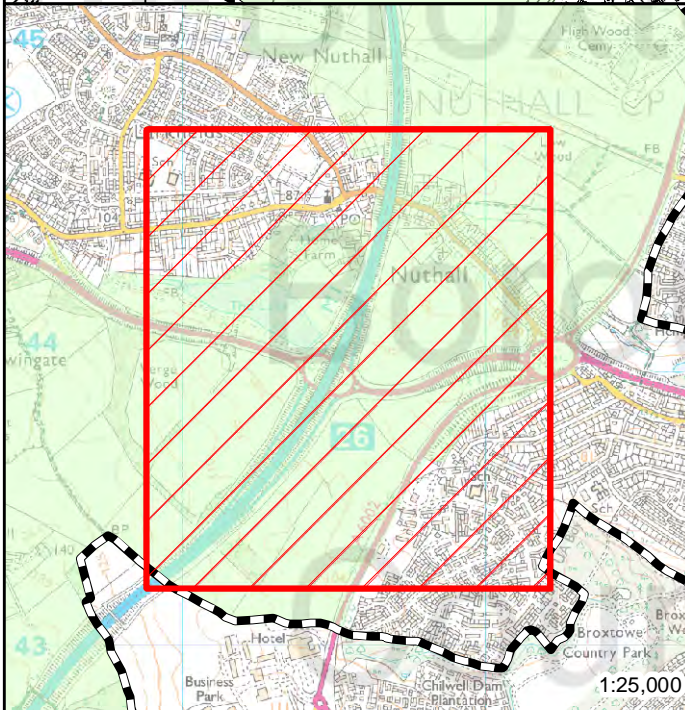
- LEGEND**
-  Green Belt Extent
 -  Main Map Extent
 -  Broxtowe Boundary

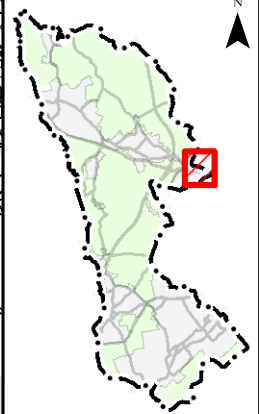




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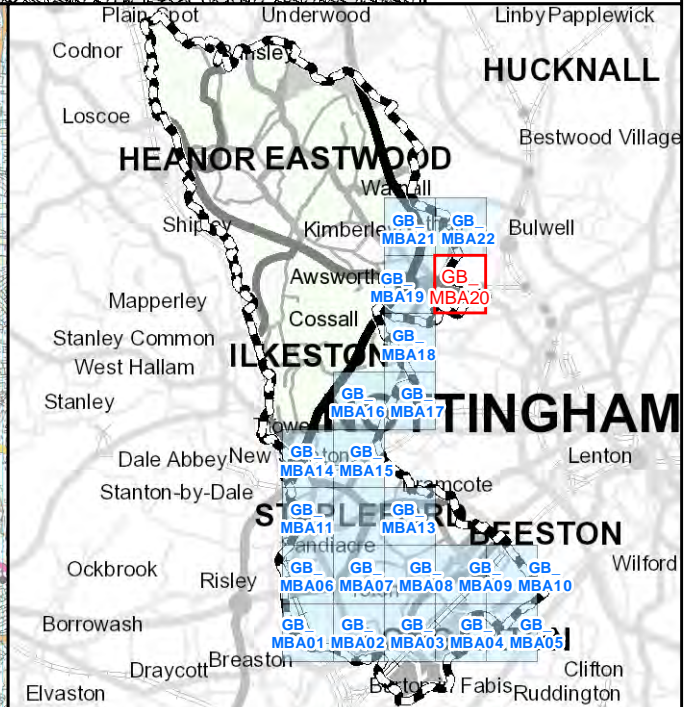
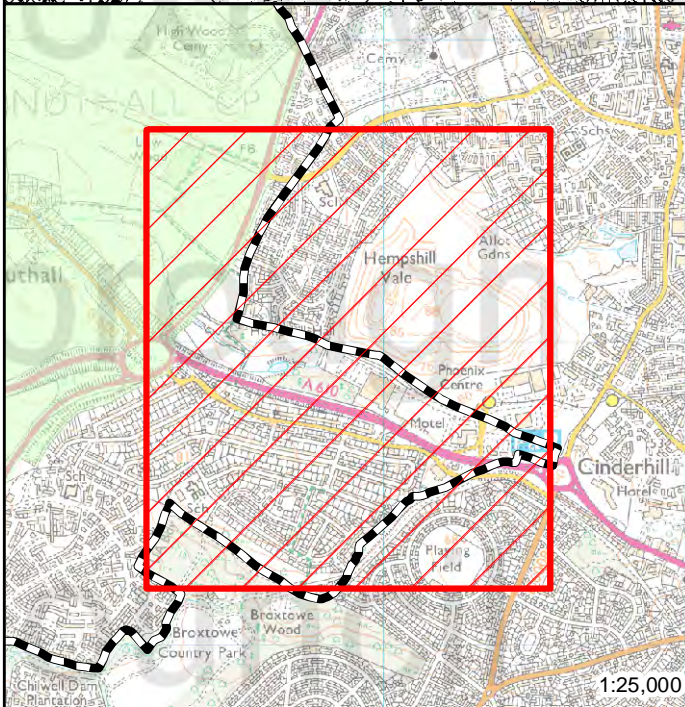
- Green Belt Extent
- Main Map Extent
- Broxtowe Boundary

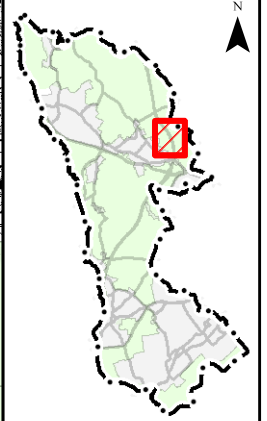







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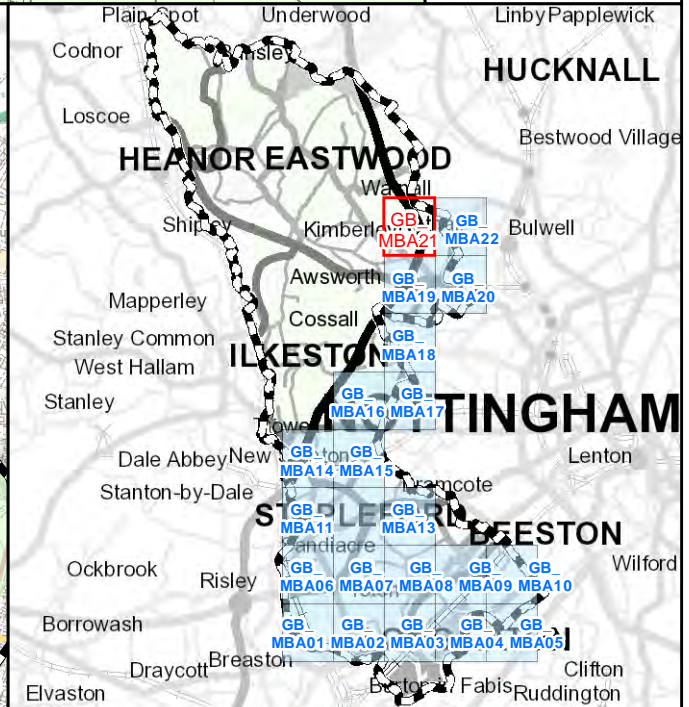
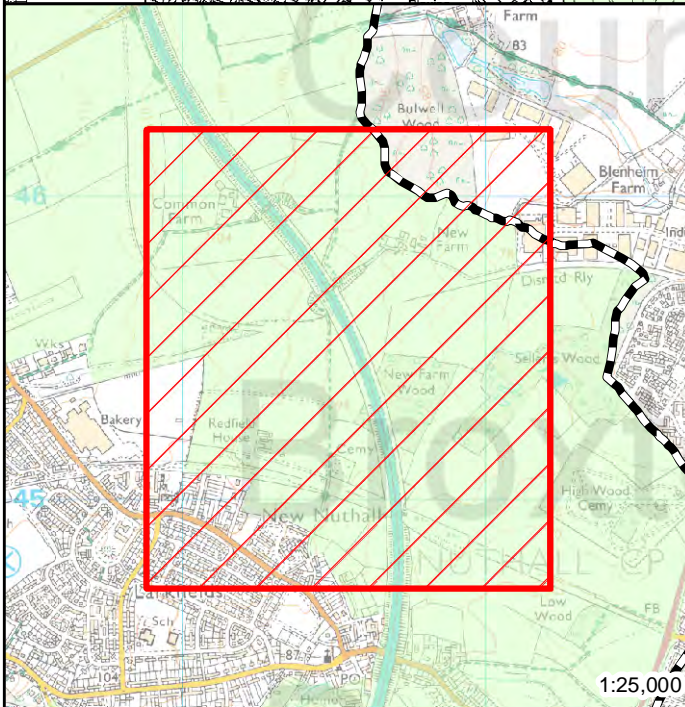
- Green Belt Extent
- Main Map Extent
- Broxtowe Boundary

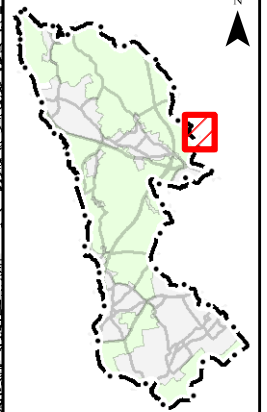




LEGEND

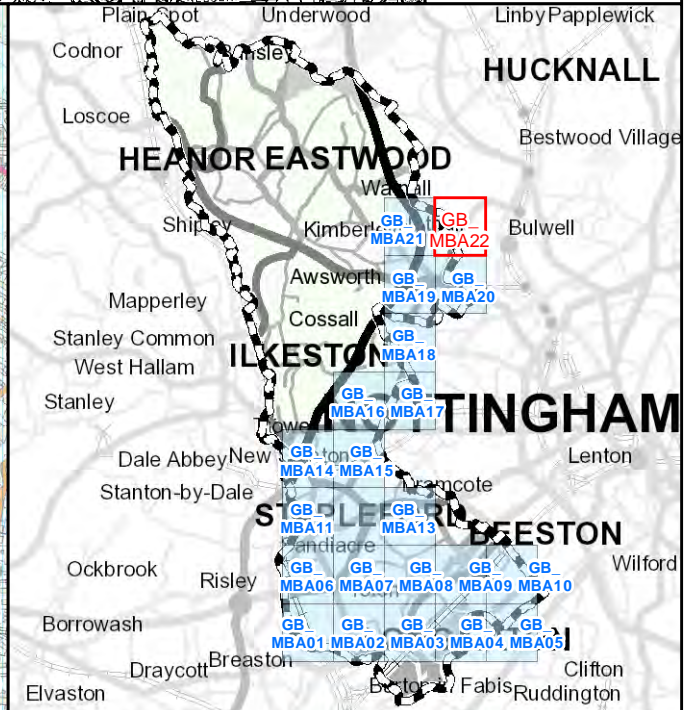
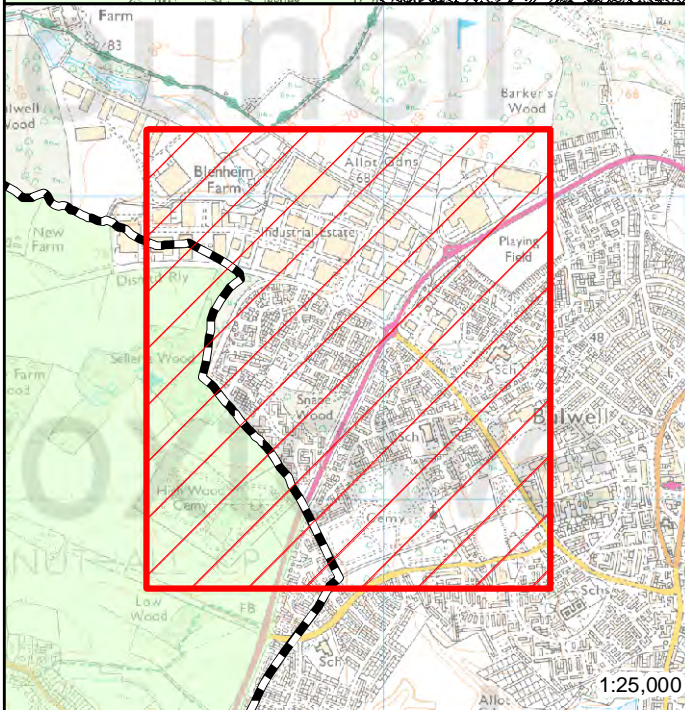
-  Green Belt Extent
-  Main Map Extent
-  Broxtowe Boundary





LEGEND

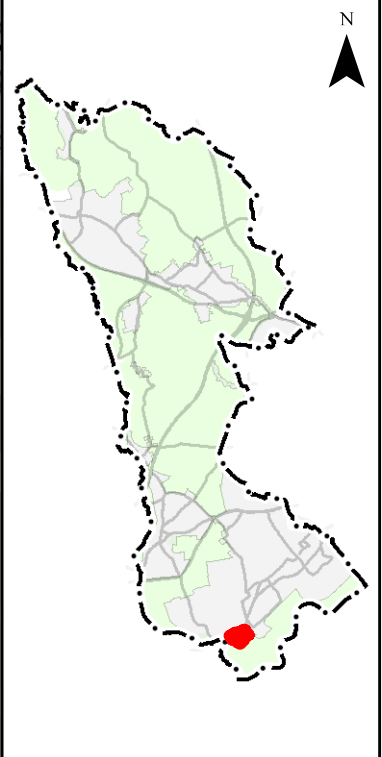
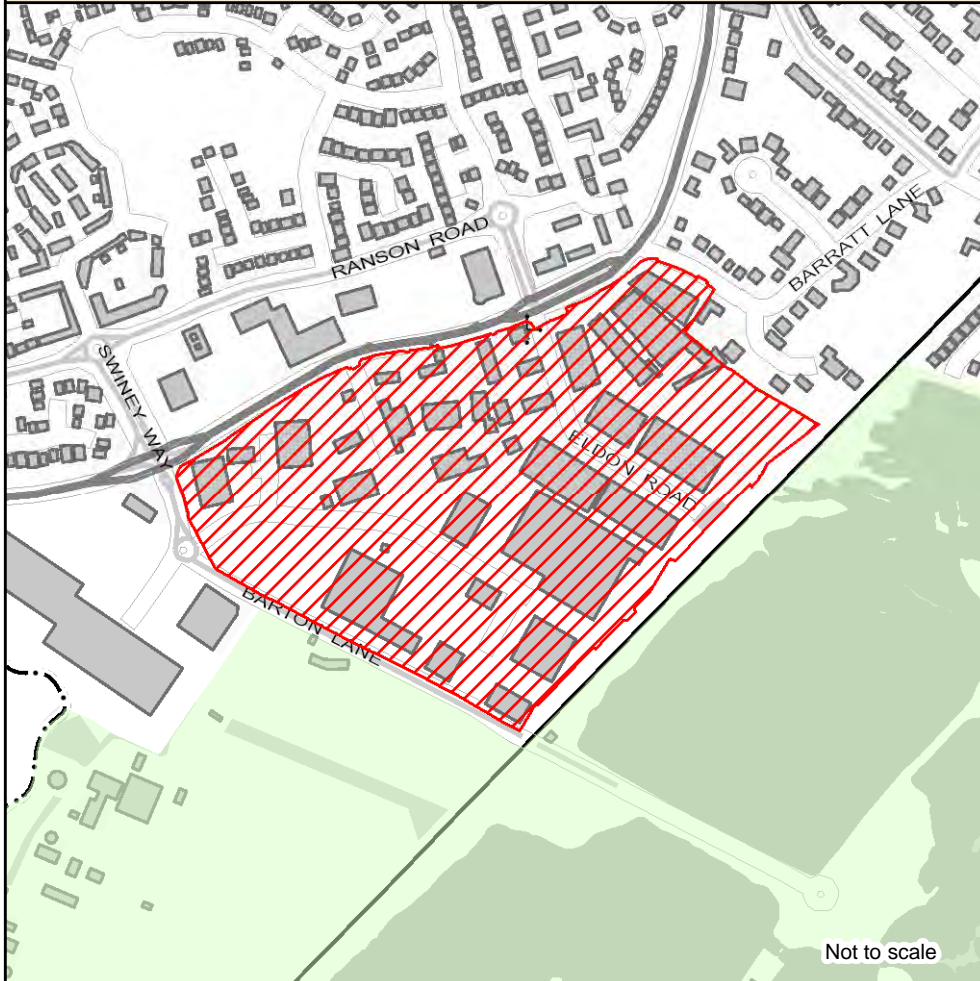
- Green Belt Extent
- Main Map Extent
- Broxtowe Boundary



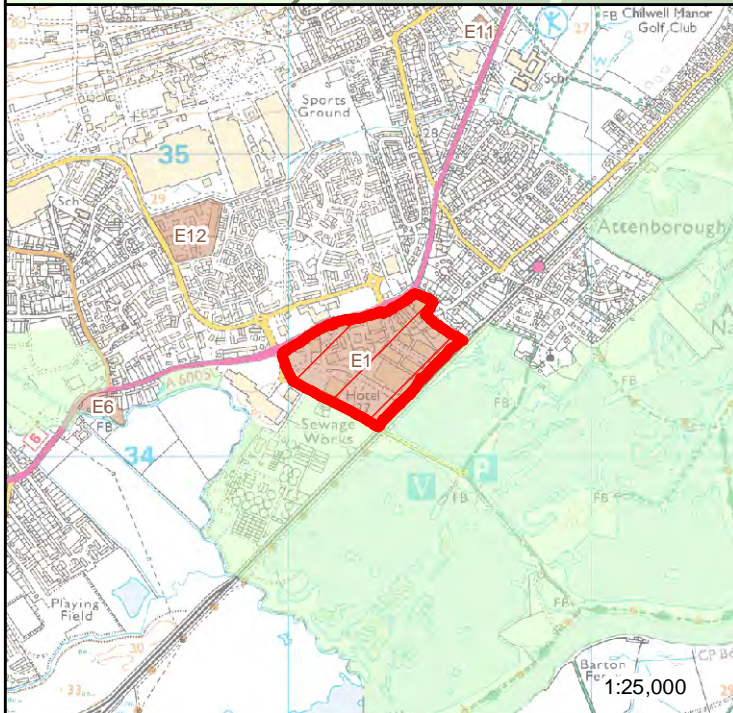
Economic Issues/Job Creation

M8.1.1 The following maps show main built up area extracts from the Employment Land Availability Assessment in order for you to review and consider economic land uses in the area.





Not to scale



Final Reasoned Judgement:
 Purpose built industrial/employment site, some vacant units in both the old and new part of the site however overall the site is well used and therefore it is suggested that the site be retained for employment use.

- ELAA Site
- Other ELAA sites
- Green Belt Extent
- Broxtowe Boundary

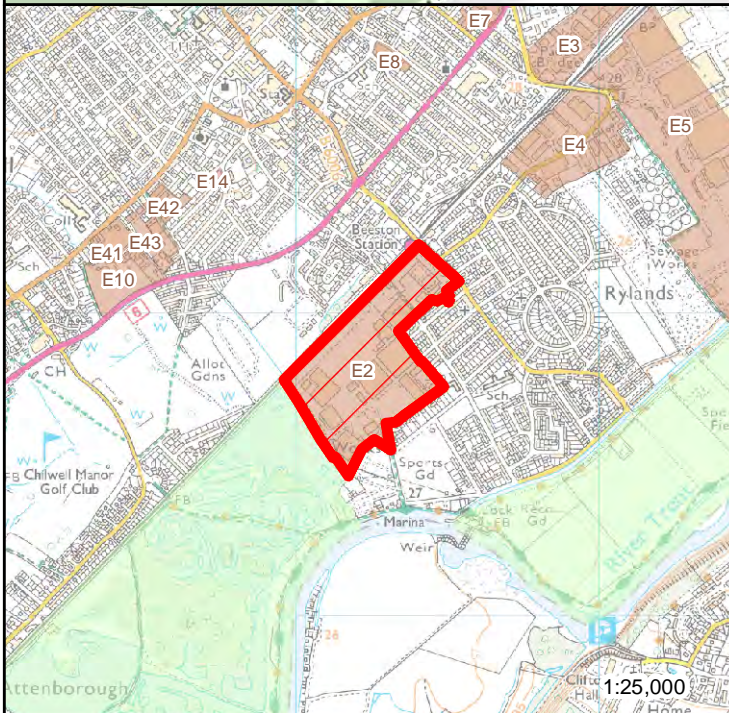
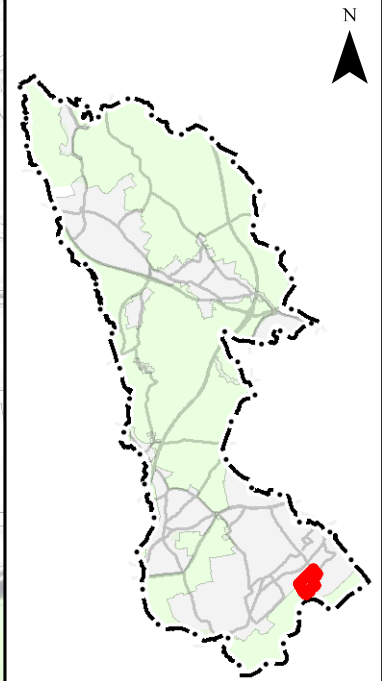
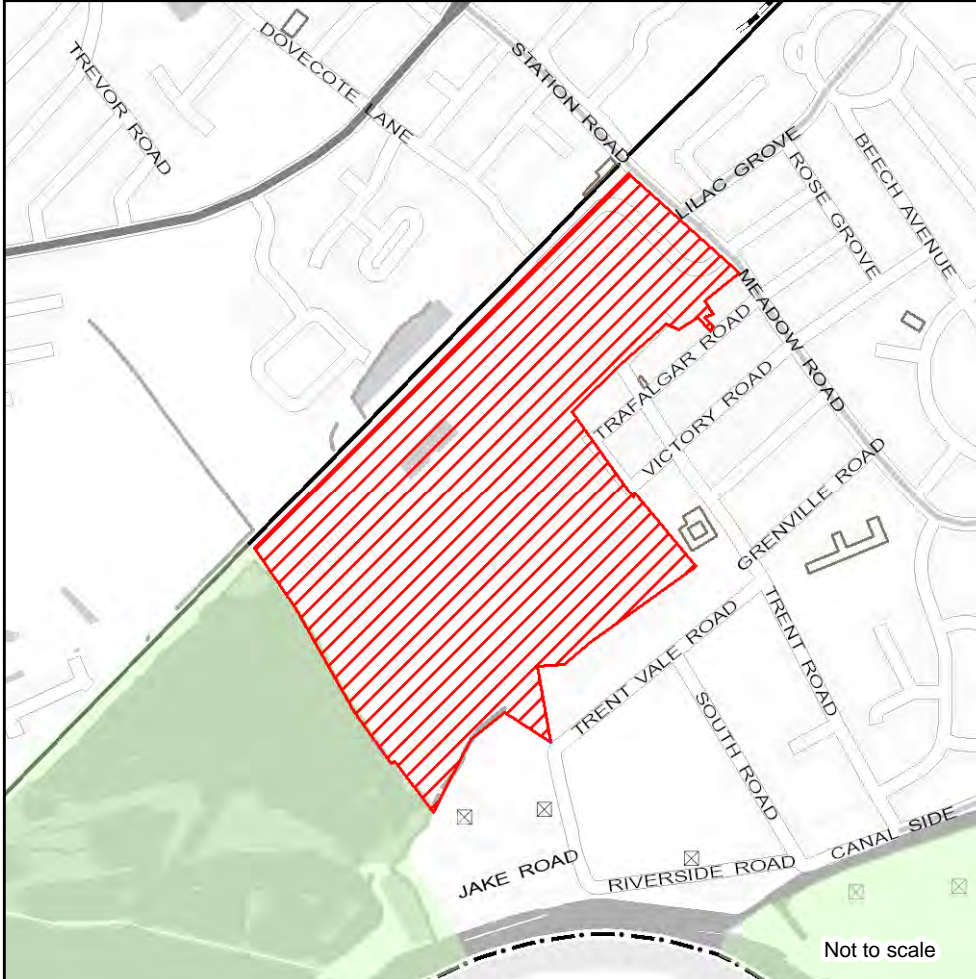
Site area (ha): **13.76**
 (Approximate)

Site type: **Urban**


Retain for Employment

ELAA Sites

Site Reference:	1	Chilwell Meadows Business Park Brailsford Way
Site Area	13.76	
Allocated Site	Yes	
Existing B1 Use	Yes	
Existing B2 Use	Yes	
Existing B8 Use	Yes	
Vacant	Yes	
Vacant Comment	Few vacant and new blocks and large vacant industrial unit and older block - everything else in use.	
Topographical Constraints	No topographical constraints - flat site	
Trees/Landscaping	Landscaping minimal.	
Overhead powerlines/other constraints	constrained at the rear (South East) of the site by the railway line.	
Age (Approx.)	Mix of ages - extended site.	
Quality of Buildings	Good/Average	
Unit Size	Large/Medium	
Noise	Yes	
Noise Comments	Some noise generated by Railway line and from businesses operating within the site	
State of External Areas	Average	
Parking	On street/ dedicated car parks and forecourt parking	
Adjacent Uses	Retail park/residential opposite	
Wider Environmental Quality	Good	
Access to Local Facilities for Workforce	Good	
Access to Strategic Road Network	Good	
Public Transport Provision	Close proximity to existing bus stops	
Workforce Catchment	Yes	



Final Reasoned Judgement:
 Well used business park part of a wider former telecoms site and Enterprise Zone (EZ), could come forward in the near future as some form of mixed development (in discussion) to include expected residential development on the South Eastern quadrant of the site.

-  ELAA Site
-  Other ELAA sites
-  Green Belt Extent
-  Broxtowe Boundary

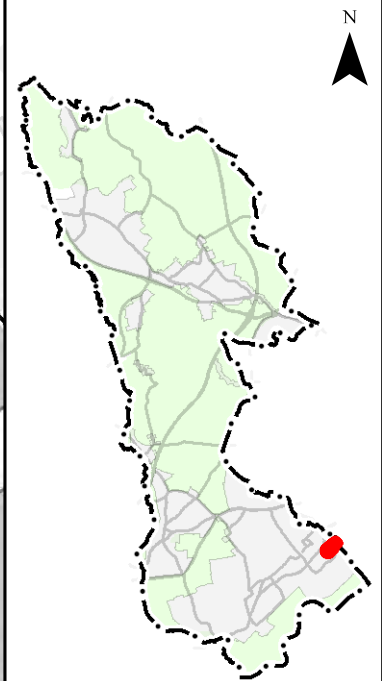
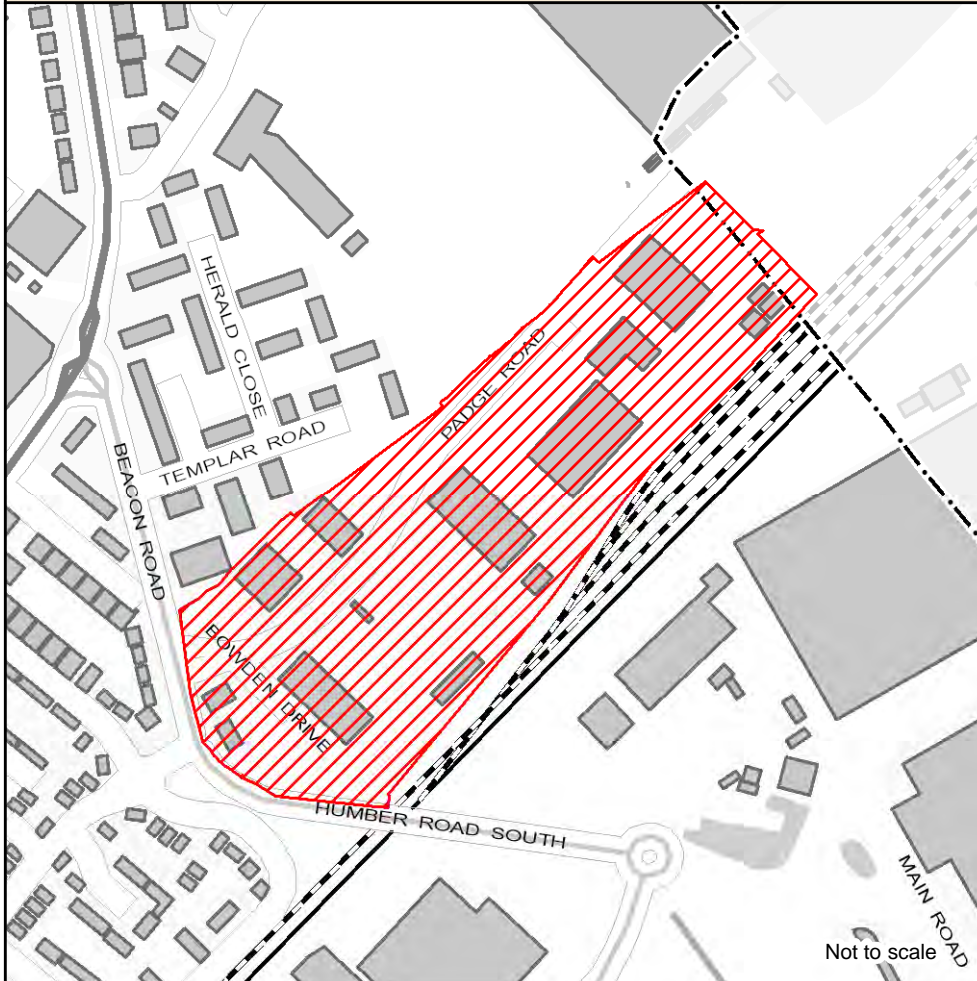
Site area (ha): **19.32**
 (Approximate)

Site type: **Majority Urban**

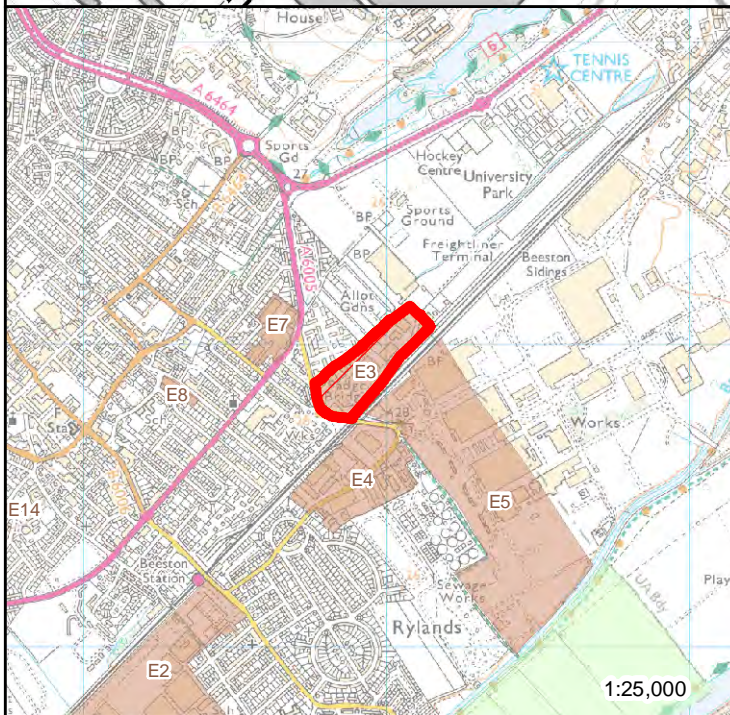
Release in part

ELAA Sites

Site Reference:	2	Beeston Business Park Technology Drive
Site Area	19.32	
Allocated Site	Yes	
Existing B1 Use	Yes	
Existing B2 Use	Yes	
Existing B8 Use	Yes	
Vacant	Yes	
Vacant Comment		
Topographical Constraints	No topographical constraints - Flat site	
Trees/Landscaping	Strip of trees/nature reserve close/ Atos site well landscaped.	
Overhead powerlines/other constraints	No	
Age (Approx.)	Mix of ages of units, some modern buildings.	
Quality of Buildings	Good	
Unit Size	Medium/Large	
Noise	No	
Noise Comments		
State of External Areas	Average	
Parking	Excellent provision	
Adjacent Uses	Residential, SSSI, railway station, bowling green	
Wider Environmental Quality	Good	
Access to Local Facilities for Workforce	Good	
Access to Strategic Road Network	Good access to A52	
Public Transport Provision	Good bus links. Excellent rail links.	
Workforce Catchment	Yes	



Not to scale



Final Reasoned Judgement:
Well used business area, retain for employment.

- ELAA Site
- Other ELAA sites
- Green Belt Extent
- Broxtowe Boundary

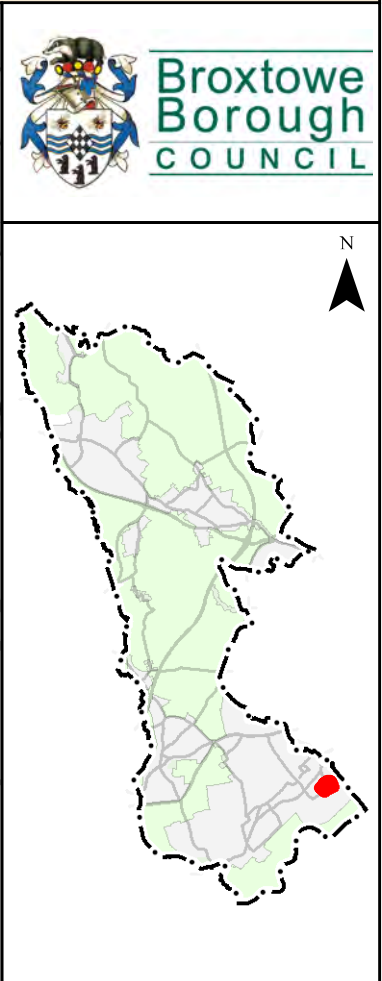
Site area (ha): **5.62**
(Approximate)

Site type: *Urban*

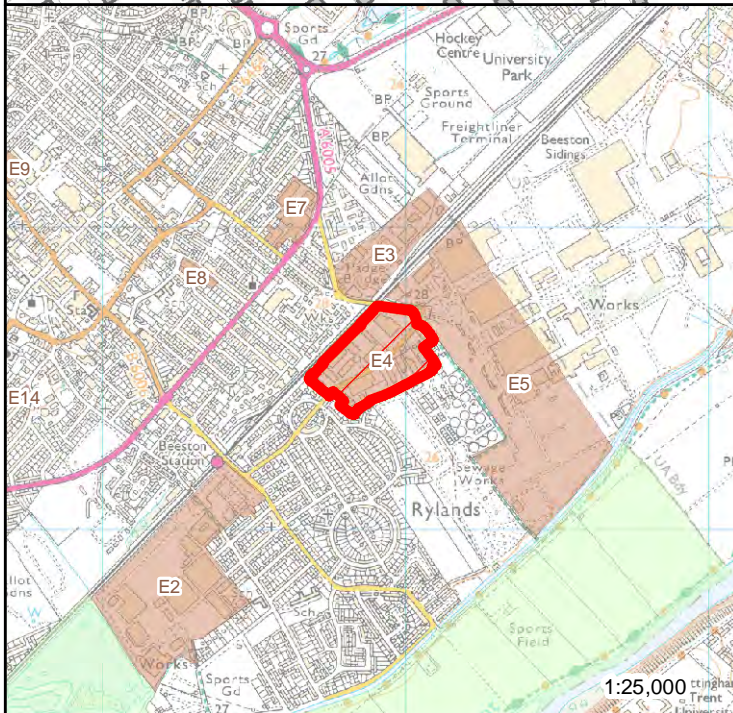
Retain for Employment

ELAA Sites

Site Reference:	3	Padge Road Boulevard Industrial Park Beeston
Site Area	5.62	
Allocated Site	No	
Existing B1 Use	Yes	
Existing B2 Use	No	
Existing B8 Use	No	
Vacant	No	
Vacant Comment		
Topographical Constraints	No topographical constraints - flat site	
Trees/Landscaping	minimal	
Overhead powerlines/other constraints	Railway line to South of site	
Age (Approx.)	Mix of ages. Site has been extended. 70s-90s	
Quality of Buildings	Good	
Unit Size	Medium/mix	
Noise	Yes	
Noise Comments	Some noise from railway line to South of site	
State of External Areas	Good	
Parking	parking spaces and on road parking available	
Adjacent Uses	Residential allocation/railway	
Wider Environmental Quality	Average	
Access to Local Facilities for Workforce	Good	
Access to Strategic Road Network	Good	
Public Transport Provision	Within walking distance of existing bus stops and will be within walking distance of proposed tram stop	
Workforce Catchment	Yes	



Not to scale



Final Reasoned Judgement:
 Well used employment area. Some building are several years old albeit the well used nature of the site and good location make this appropriate to retain for employment use.

-  ELAA Site
-  Other ELAA sites
-  Green Belt Extent
-  Broxtowe Boundary

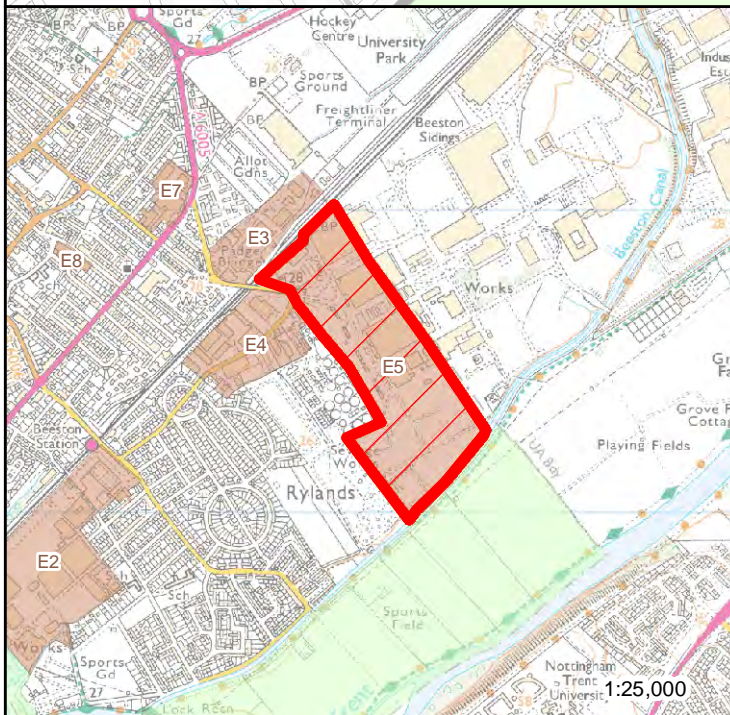
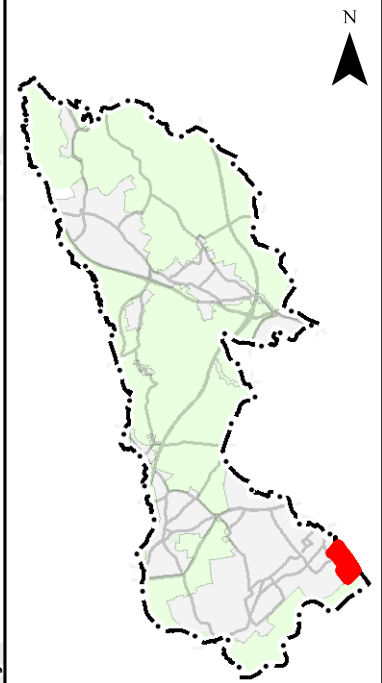
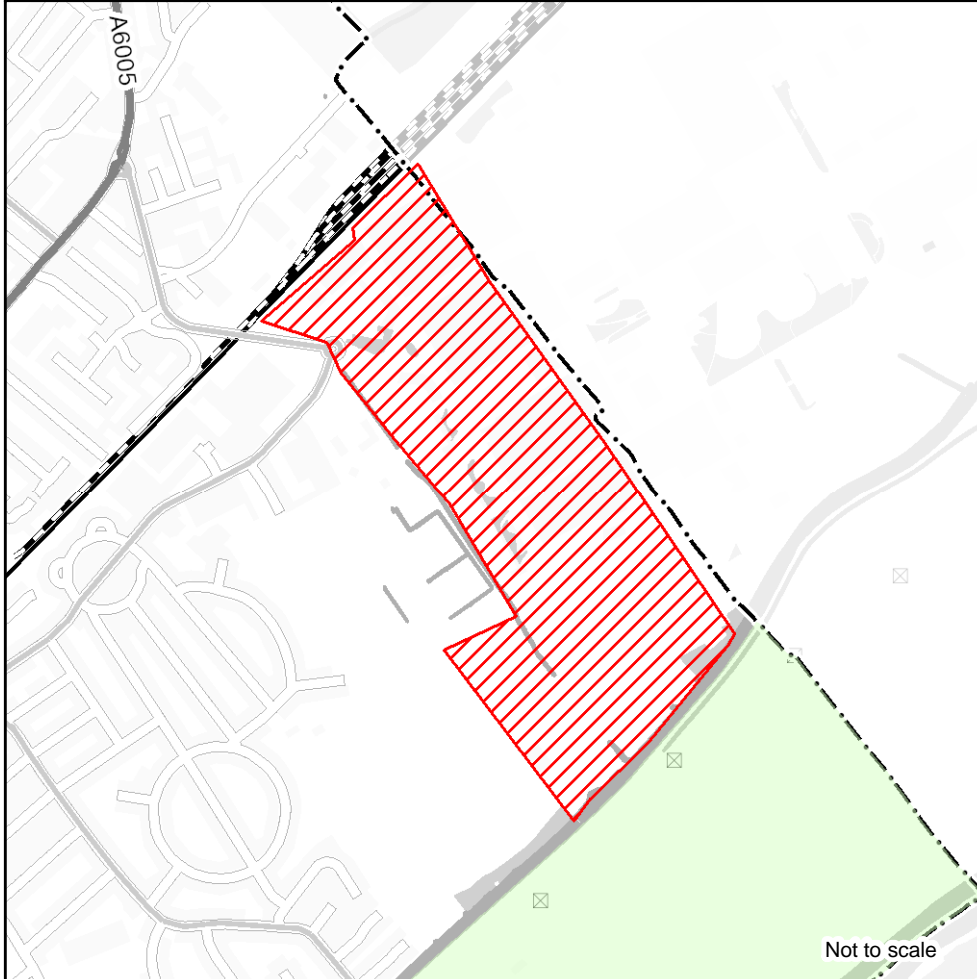
Site area (ha): **8.38**
 (Approximate)

Site type: *Urban*

Retain for Employment

ELAA Sites

Site Reference:	4	Lilac Grove Beeston
Site Area	8.38	
Allocated Site		Yes
Existing B1 Use		Yes
Existing B2 Use		Yes
Existing B8 Use		Yes
Vacant		Yes
Vacant Comment		Some vacant building however site is predominantly occupied
Topographical Constraints		No topographical constraints - flat site
Trees/Landscaping		Limited
Overhead powerlines/other constraints		
Age (Approx.)		60+ - site has been extended.
Quality of Buildings		Good
Unit Size		Large
Noise		Yes
Noise Comments		Some noise could be heard from businesses operating within the site
State of External Areas		Average
Parking		Adequate
Adjacent Uses		Residential/vacant/employment
Wider Environmental Quality		Average
Access to Local Facilities for Workforce		Good
Access to Strategic Road Network		Good
Public Transport Provision		Existing bus stop within walking distance and will be within walking distance of proposed tram stop
Workforce Catchment		Yes



Final Reasoned Judgement:
 Part residential part employment mixed use
 Core Strategy site designated as an
 Enterprise Zone. Site to be developed with
 adjacent former Severn Trent land for 550
 dwellings. Large scale employment reuse
 could be accommodated in the two large
 Grade I Listed Buildings leading to a
 significant increase in employment
 floorspace. Refurbishment would be
 required but significant funding is now
 available to assist with this and other site
 preparation matters.

- ELAA Site
- Other ELAA sites
- Green Belt Extent
- Broxtowe Boundary

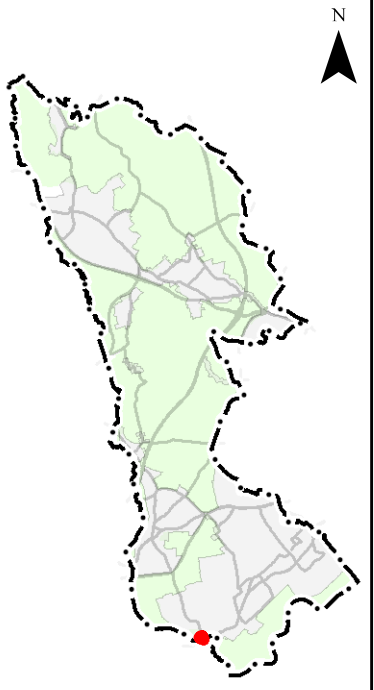
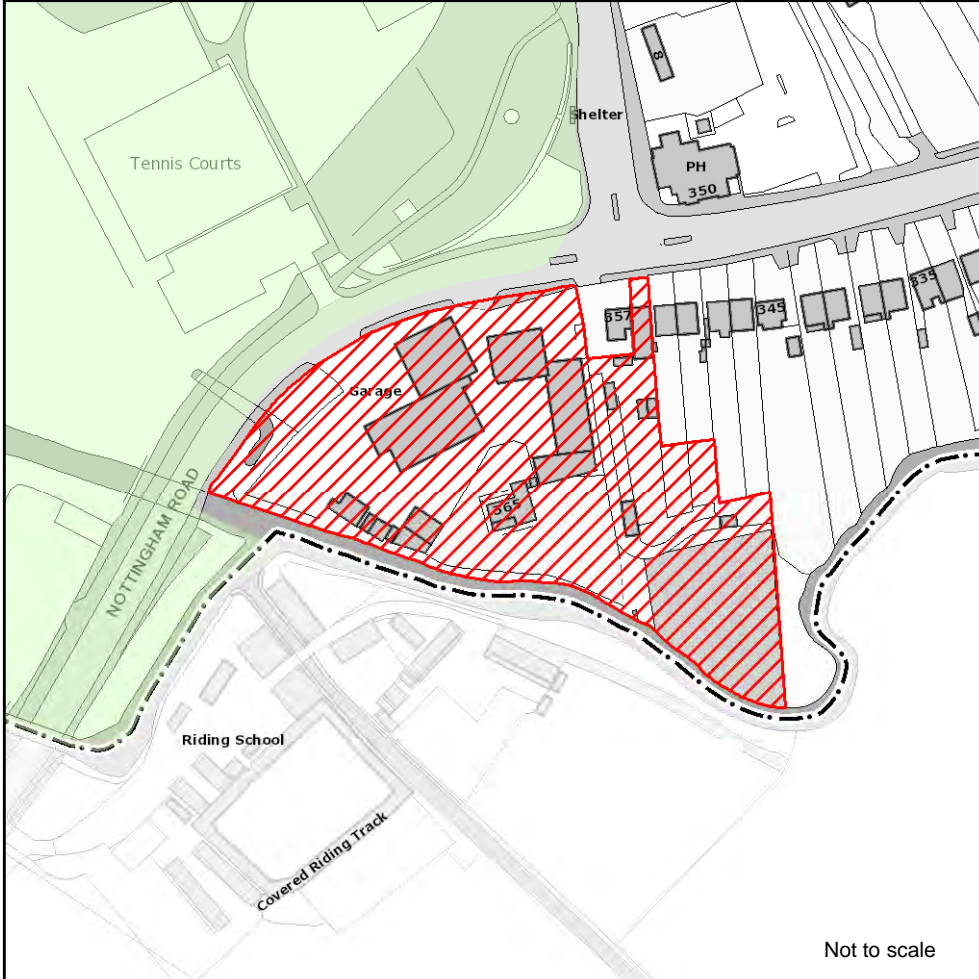
Site area (ha): **28.69**
 (Approximate)

Site type: **Urban**

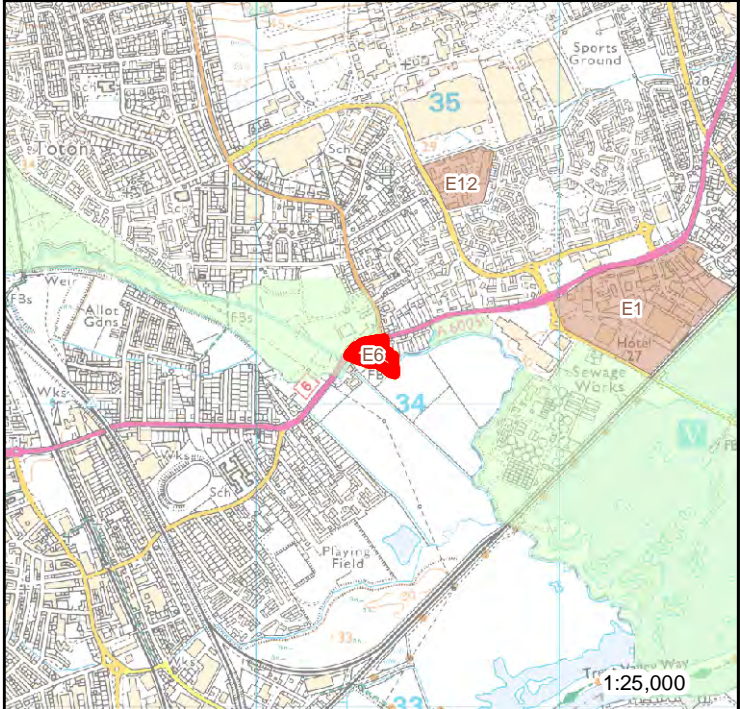
Release in part

ELAA Sites




Site Reference:	5	Boots Campus Lilac Grove Beeston
Site Area	28.69	
Allocated Site		Yes
Existing B1 Use		No
Existing B2 Use		Yes
Existing B8 Use		No
Vacant		Yes
Vacant Comment		
Topographical Constraints		No topographical constraints - flat site
Trees/Landscaping		No
Overhead powerlines/other constraints		No
Age (Approx.)		80 years
Quality of Buildings		Good
Unit Size		Large
Noise		Yes
Noise Comments		
State of External Areas		Average
Parking		Good provision
Adjacent Uses		Sewage Treatment Works. Residential, Canal
Wider Environmental Quality		Average
Access to Local Facilities for Workforce		Average
Access to Strategic Road Network		Good access to A52
Public Transport Provision		Good bus links will be within walking distance to proposed tram stop
Workforce Catchment		Yes



Not to scale



Final Reasoned Judgement:
 Flood risk issue that needs to be addressed, poor quality delapidated employment site, many of the buildings on the site have been demolished.

-  ELAA Site
-  Other ELAA sites
-  Green Belt Extent
-  Broxtowe Boundary

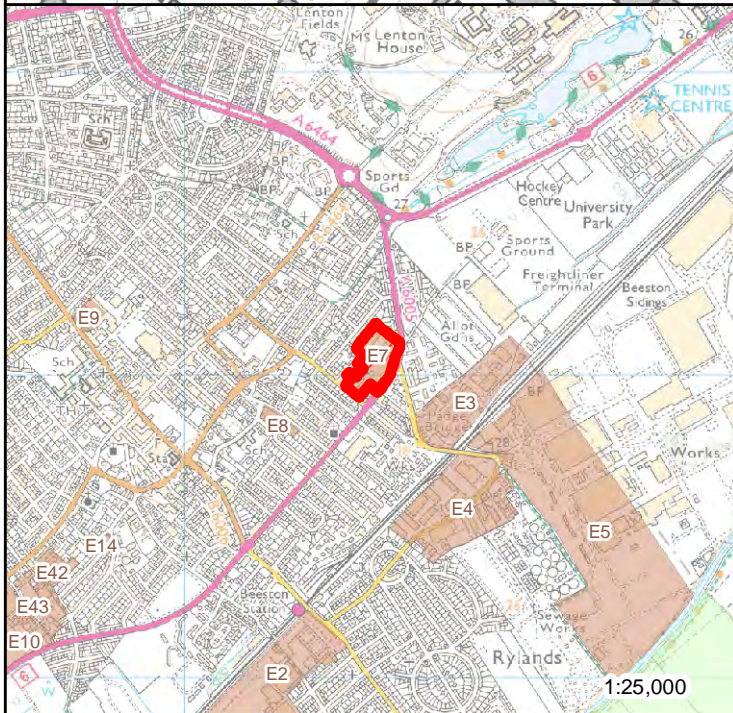
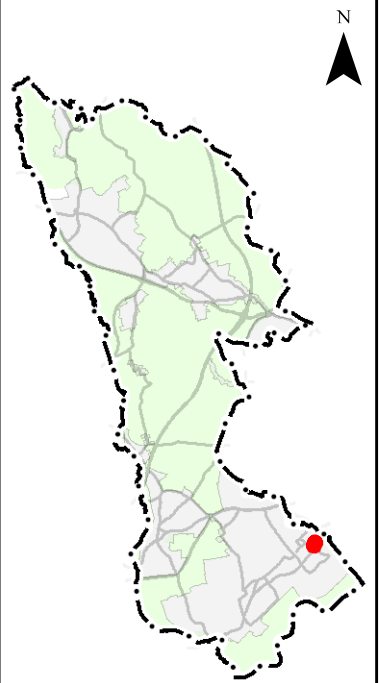
Site area (ha): **0.86**
 (Approximate)

Site type: **Urban**



Release in whole

ELAA Sites

Site Reference:	6	Manor Garage 365 Nottingham Road Toton
Site Area	0.86	
Allocated Site	No	
Existing B1 Use	No	
Existing B2 Use	No	
Existing B8 Use	No	
Vacant	Yes	
Vacant Comment	Former Garage site now redundant	
Topographical Constraints	No topographical constraints	
Trees/Landscaping	Greenery to rear of the site	
Overhead powerlines/other constraints	Flooding will be a major constraint	
Age (Approx.)		
Quality of Buildings	Poor	
Unit Size		
Noise	No	
Noise Comments		
State of External Areas	Poor	
Parking	N/A	
Adjacent Uses	Residential	
Wider Environmental Quality		
Access to Local Facilities for Workforce	Good	
Access to Strategic Road Network	Good	
Public Transport Provision	Good	
Workforce Catchment	Yes	



Final Reasoned Judgement:
 Well used Employment area with a wide range of uses. Some 'bad' in close proximity to housing. Very close to main road into Nottingham.

-  ELAA Site
-  Other ELAA sites
-  Green Belt Extent
-  Broxtowe Boundary

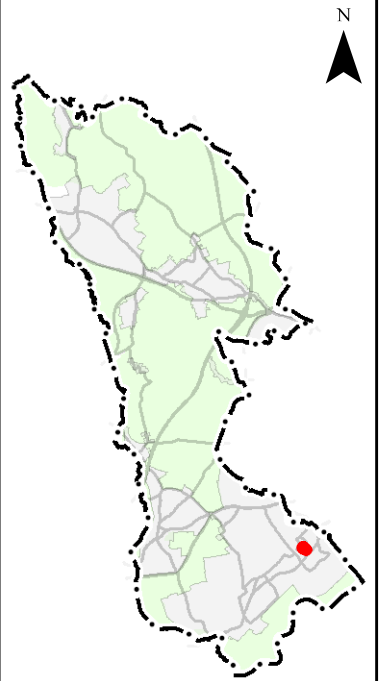
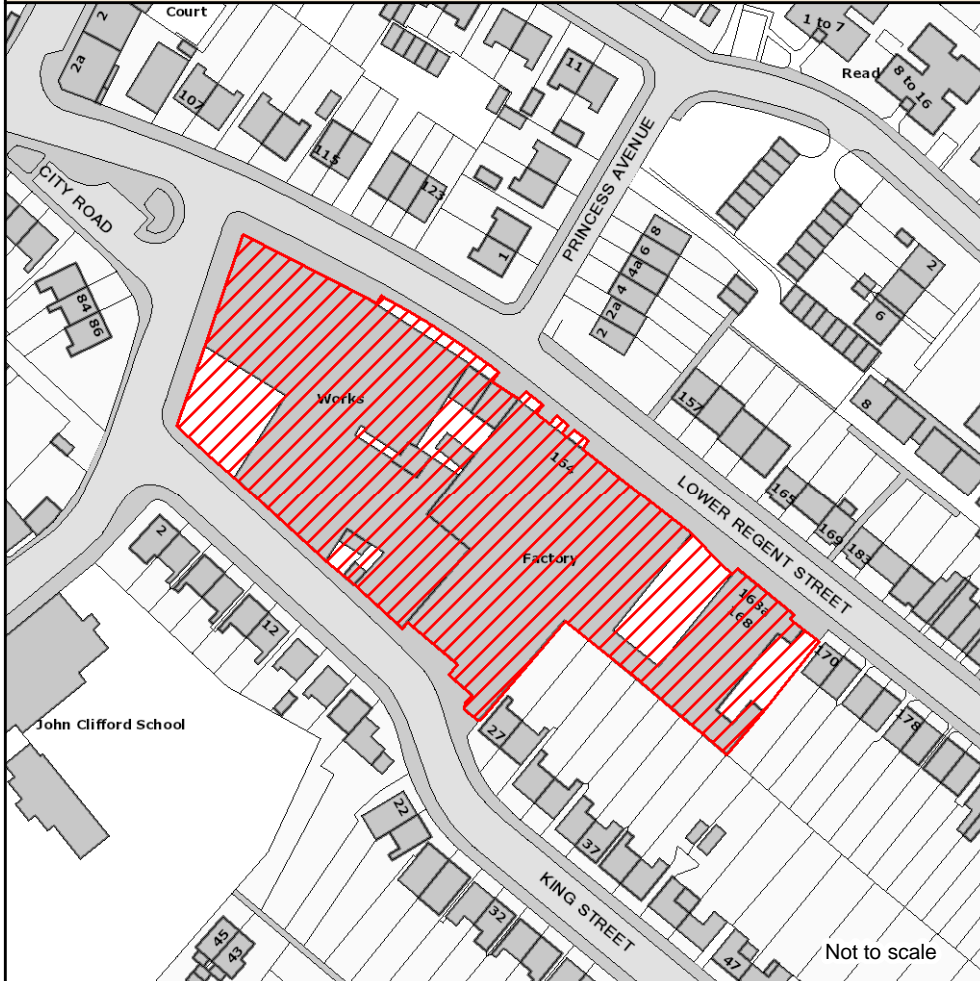
Site area (ha): **2.3**
 (Approximate)

Site type: **Urban**

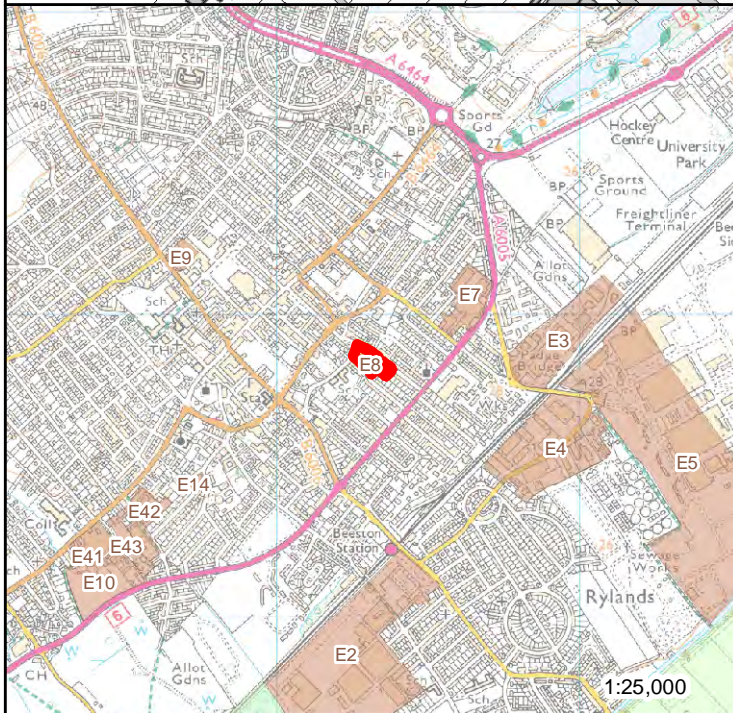
Retain for Employment

ELAA Sites


Site Reference:	7	Evelyn Street Beeston
Site Area	2.3	
Allocated Site		No
Existing B1 Use		Yes
Existing B2 Use		Yes
Existing B8 Use		No
Vacant		Yes
Vacant Comment		Most Units Occupied
Topographical Constraints		No topographical constraints
Trees/Landscaping		None
Overhead powerlines/other constraints		
Age (Approx.)		1840s
Quality of Buildings		Average
Unit Size		Small/Medium
Noise		Yes
Noise Comments		
State of External Areas		Average
Parking		
Adjacent Uses		Residential
Wider Environmental Quality		Average
Access to Local Facilities for Workforce		Average
Access to Strategic Road Network		Access on to Queens Road
Public Transport Provision		Excellent bus links
Workforce Catchment		Yes



Not to scale



Final Reasoned Judgement:
 Site has been considered suitable for housing re-development. Recommended for release by NCRELS.

-  ELAA Site
-  Other ELAA sites
-  Green Belt Extent
-  Broxtowe Boundary

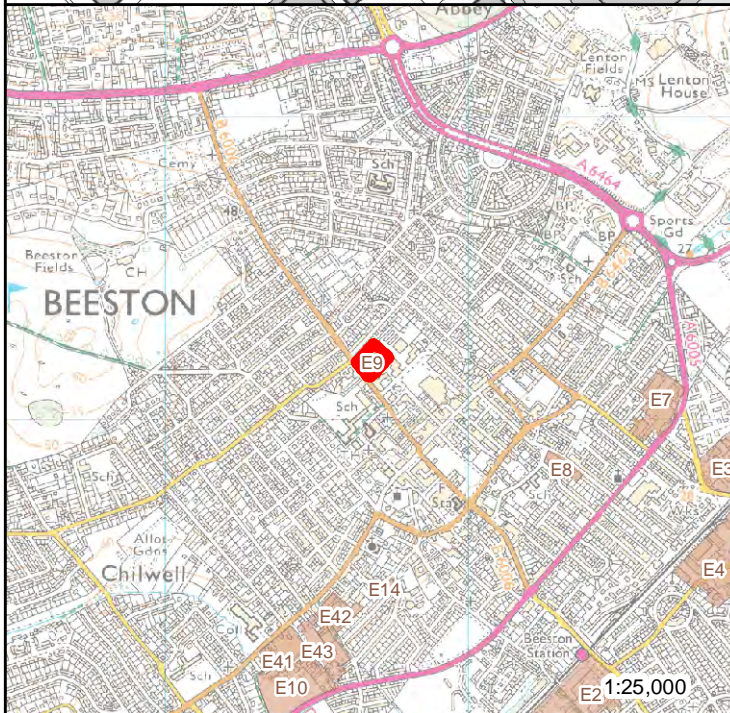
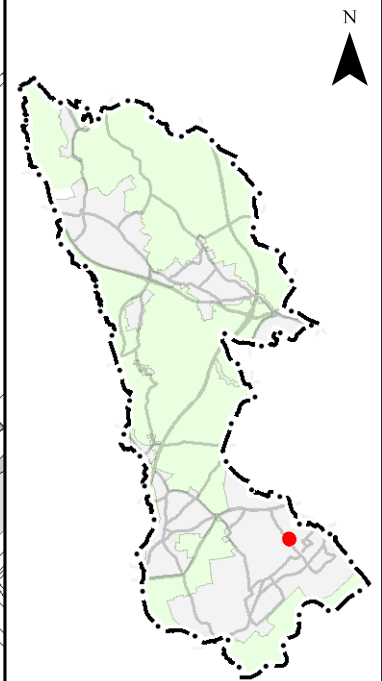
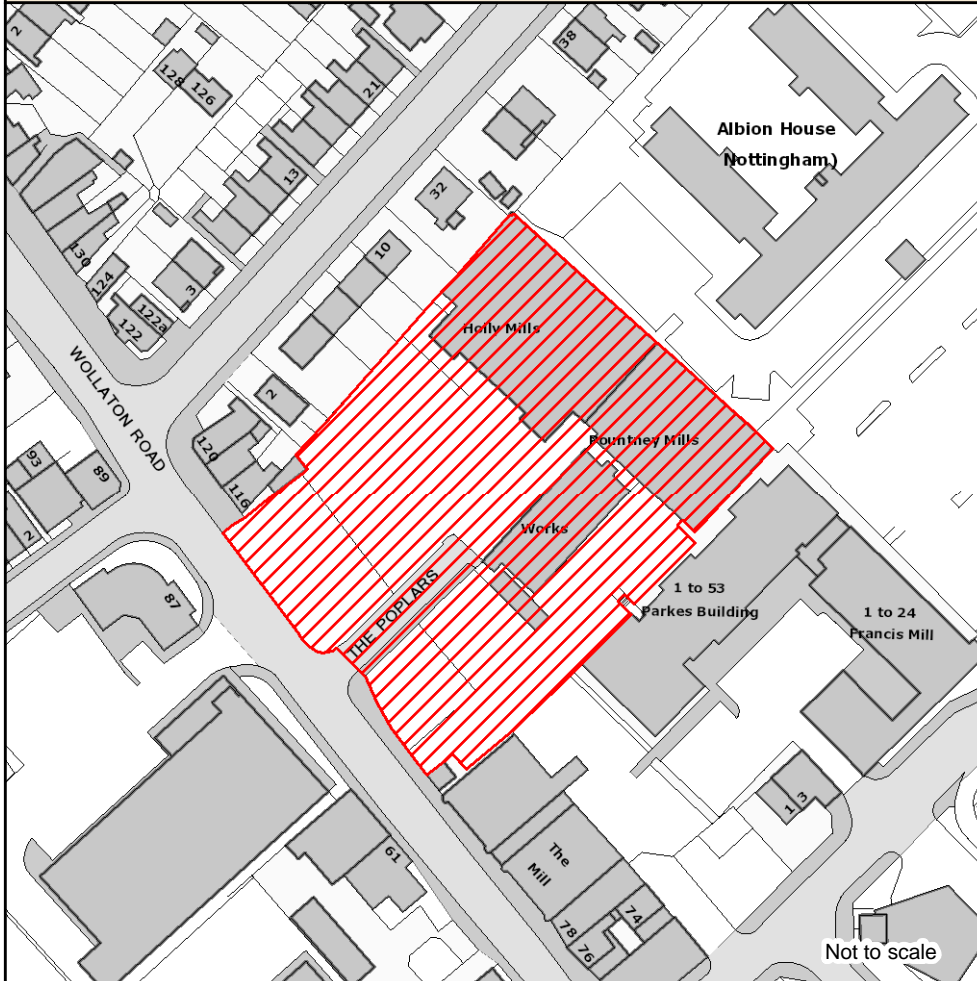
Site area (ha): **0.56**
 (Approximate)

Site type: **Urban**

Release in whole


ELAA Sites

Site Reference:	8	Regent House Lower Regent Street Beeston
Site Area	0.56	
Allocated Site	No	
Existing B1 Use	Yes	
Existing B2 Use	Yes	
Existing B8 Use	Yes	
Vacant	No	
Vacant Comment		
Topographical Constraints	No topographical constraints	
Trees/Landscaping	None	
Overhead powerlines/other constraints		
Age (Approx.)	Inter-war	
Quality of Buildings	Average/ Poor	
Unit Size	Small/Medium	
Noise	Yes	
Noise Comments		
State of External Areas	Average/poor	
Parking	Some off street	
Adjacent Uses	Residential	
Wider Environmental Quality	Average	
Access to Local Facilities for Workforce	Good	
Access to Strategic Road Network	Fairly well positioned for A52	
Public Transport Provision	Excellent bus links	
Workforce Catchment	Yes	



Final Reasoned Judgement:

Rear of the site is in employment use (Webbs Training) which would be retained, however the front part of the site (facing the road) could be suitable for re-development for housing. However its proximity to Beeston town centre makes it an attractive location for employment use.

-  ELAA Site
-  Other ELAA sites
-  Green Belt Extent
-  Broxtowe Boundary

Site area (ha): **0.62**
(Approximate)

Site type: **Urban**

Retain for Employment

ELAA Sites

Site Reference: 9

The Poplars Beeston

Site Area 0.62

Allocated Site No

Existing B1 Use Yes

Existing B2 Use Yes

Existing B8 Use No

Vacant No

Vacant Comment Residential flats on site with shops on the ground floor.
Carwash in forecourt.

Topographical Constraints Minor topographical constraints - slightly sloping

Trees/Landscaping Some landscaping on site. TPO on the site.

Overhead powerlines/other constraints No

Age (Approx.) Mix -19th century, 70s (shops). Webs 2012

Quality of Buildings Mix Good - poor

Unit Size Mix - small/medium

Noise Yes

Noise Comments Some noise from garages and Webs.

State of External Areas Average

Parking Good provision

Adjacent Uses Student flats/commercial/residential.

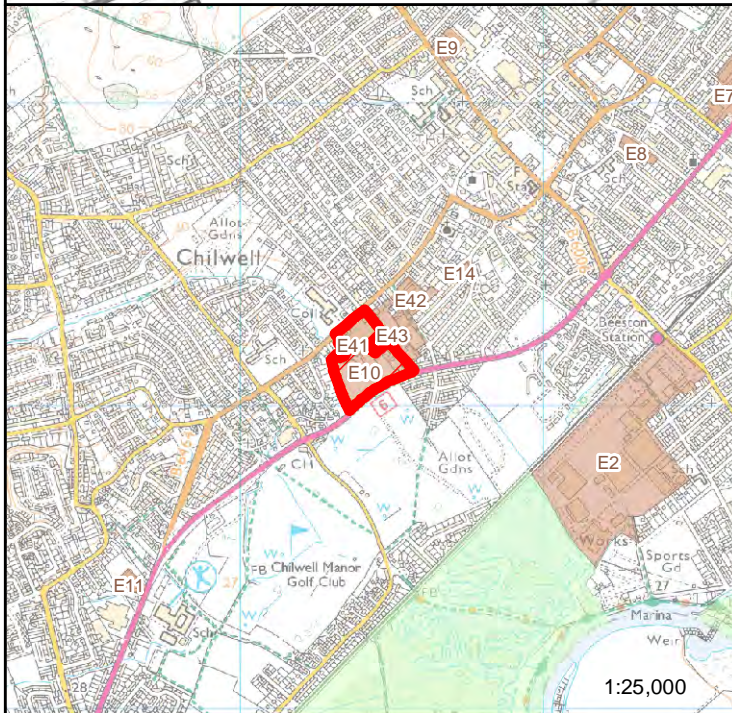
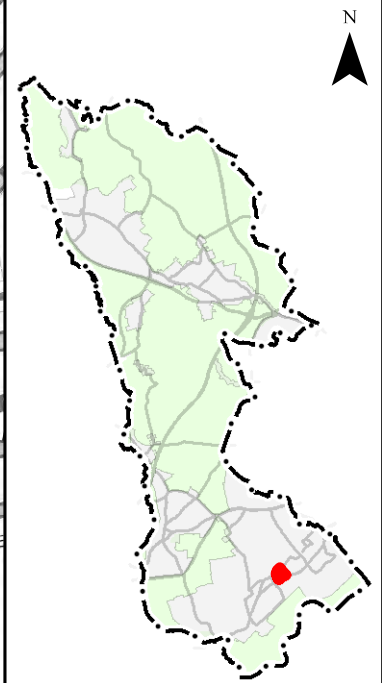
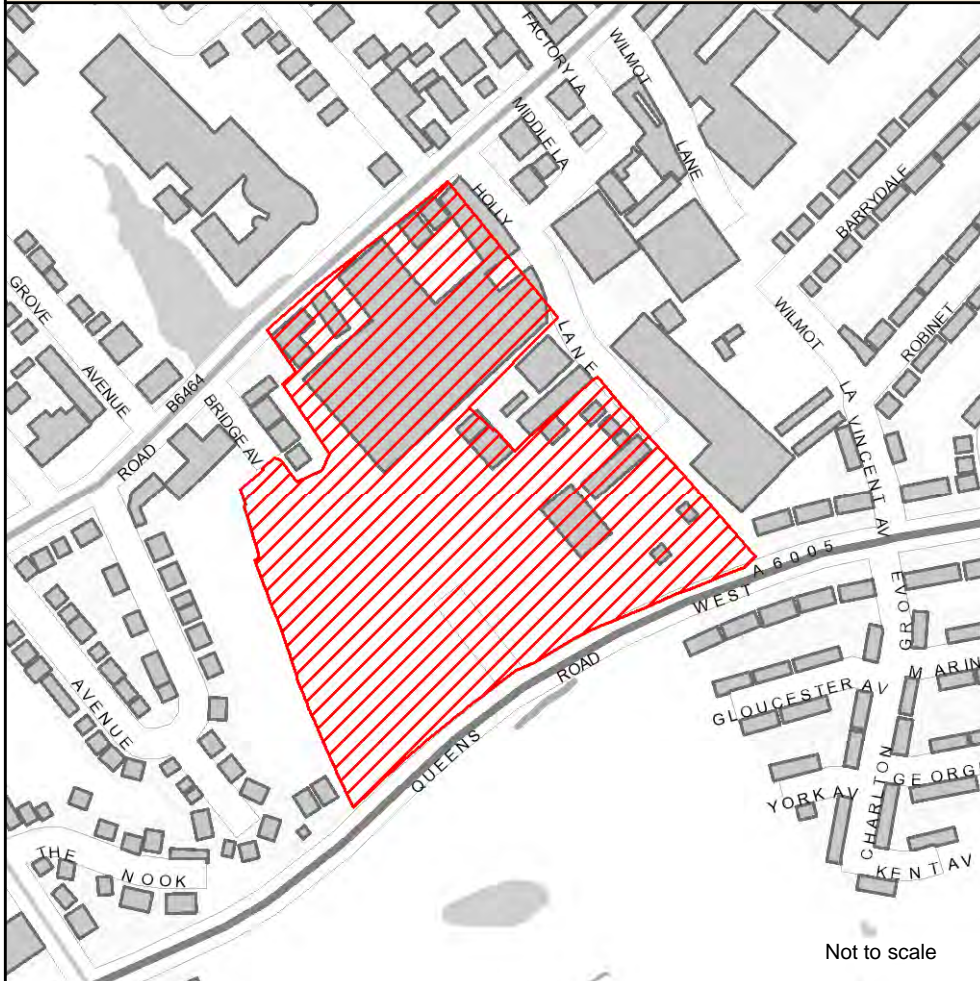
Wider Environmental Quality Average

Access to Local Facilities for Workforce Good

Access to Strategic Road Network Good access to A52.

Public Transport Provision Excellent bus links

Workforce Catchment Yes



Final Reasoned Judgement:

There are several different ownerships and uses on this site which remain under detailed discussion. Parts of the site are likely to come forward for residential development albeit that the current lease for the Beeston Van hire area to the South West of the site does not end until 2021.

-  ELAA Site
-  Other ELAA sites
-  Green Belt Extent
-  Broxtowe Boundary

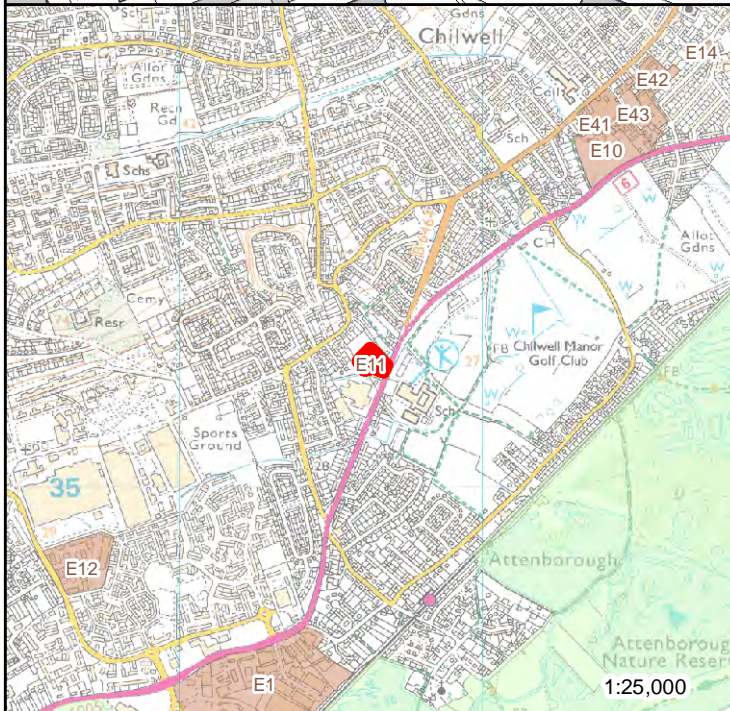
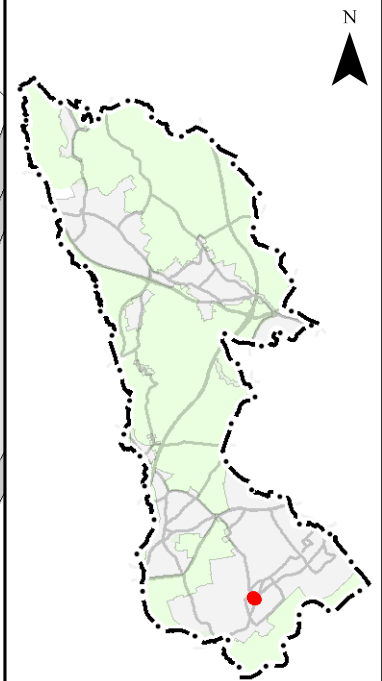
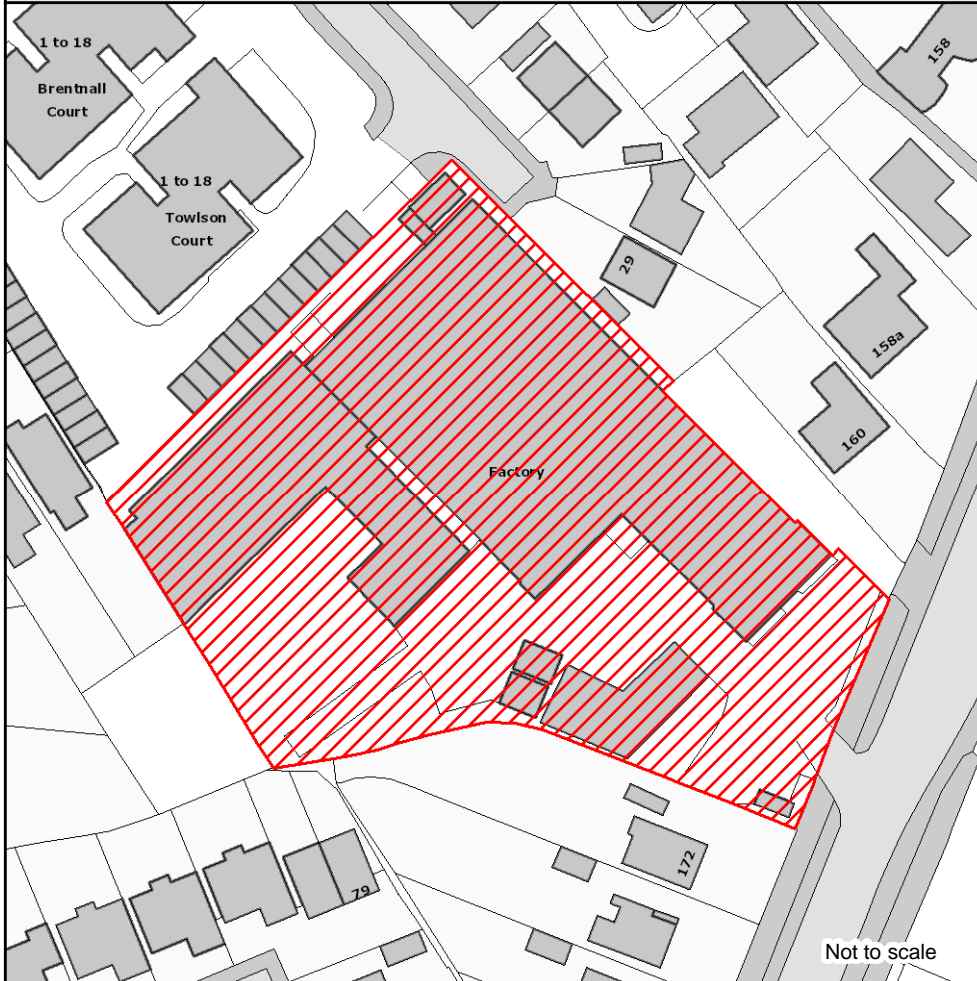
Site area (ha): **4.38**
(Approximate)

Site type: **Urban**

Release in whole

ELAA Sites

Site Reference:	10	Former Barton Bus Depot Barton Way Chilwell
Site Area	4.38	
Allocated Site	Yes	
Existing B1 Use	Yes	
Existing B2 Use	No	
Existing B8 Use	No	
Vacant	Yes	
Vacant Comment	Mix of uses. Beeston Van Hire at the South fronting Queens Road. Occupied Buildings on High Road. Central Areas of the site are cleared.	
Topographical Constraints		
Trees/Landscaping		
Overhead powerlines/other constraints		
Age (Approx.)		
Quality of Buildings		
Unit Size		
Noise	No	
Noise Comments		
State of External Areas	Central areas of the site cleared	
Parking		
Adjacent Uses	Mix of uses. Some industrail, housing and college opposite.	
Wider Environmental Quality	Average	
Access to Local Facilities for Workforce	Good	
Access to Strategic Road Network	Good	
Public Transport Provision	Excellent. Proposed tram stop adjacent to site.	
Workforce Catchment	Yes	



Final Reasoned Judgement:
 Site is well used and has had recent planning permissions (which have been implemented) to extend the existing employment use. The site would be suitable for re-development for housing however this is unlikely to happen in the plan period.

-  ELAA Site
-  Other ELAA sites
-  Green Belt Extent
-  Broxtowe Boundary

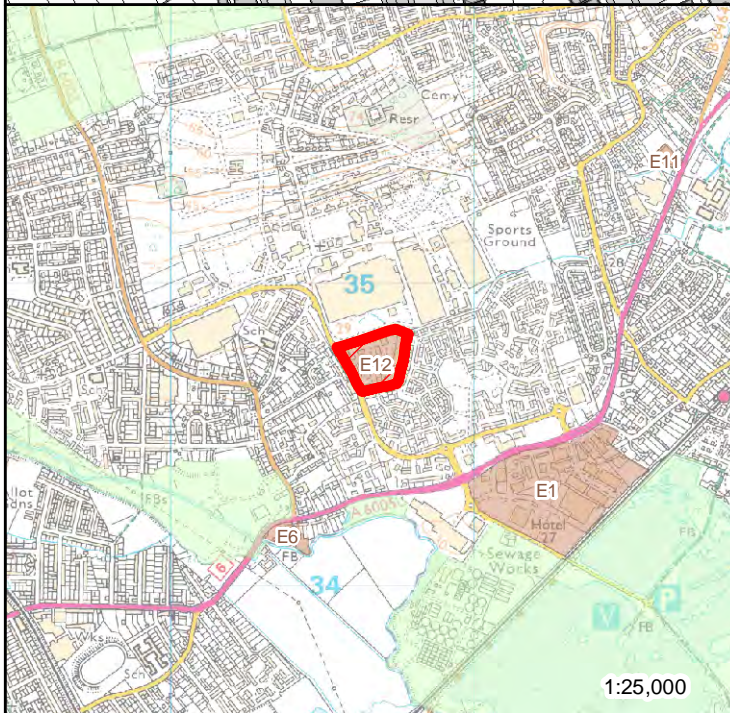
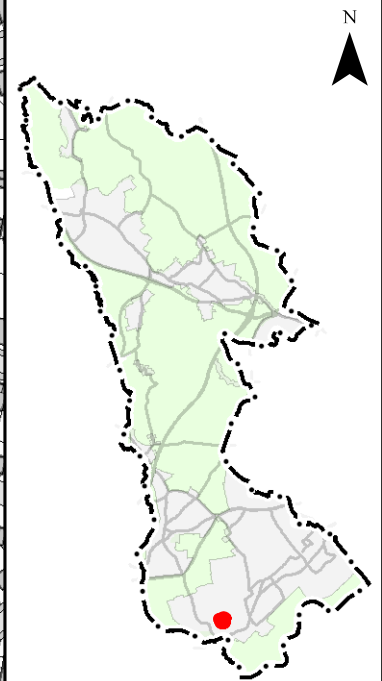
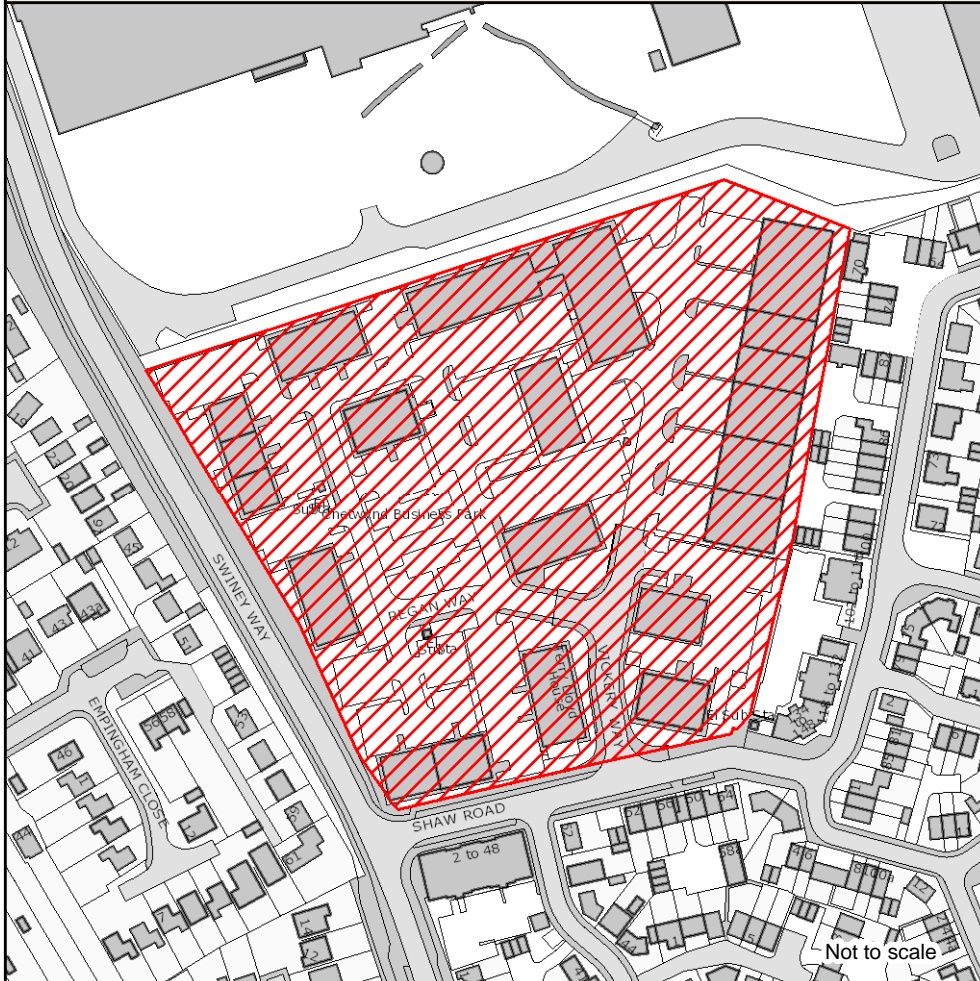
Site area (ha): **0.5**
 (Approximate)

Site type: **Urban**



Retain for Employment

ELAA Sites

Site Reference:	11	Simplex Knitting Co 164 Bye Pass Road Chilwell
Site Area	0.5	
Allocated Site		No
Existing B1 Use		Yes
Existing B2 Use		No
Existing B8 Use		No
Vacant		No
Vacant Comment		
Topographical Constraints		No topographical constraints
Trees/Landscaping		Limited
Overhead powerlines/other constraints		None
Age (Approx.)		
Quality of Buildings		Good
Unit Size		Large
Noise		No
Noise Comments		
State of External Areas		Good
Parking		
Adjacent Uses		Residential
Wider Environmental Quality		
Access to Local Facilities for Workforce		Good
Access to Strategic Road Network		Good
Public Transport Provision		Good
Workforce Catchment		Yes



Final Reasoned Judgement:
 Site was developed for employment use as part of last MOD land release. The site is modern and well used and as such is recommended to be protected for employment use.

-  ELAA Site
-  Other ELAA sites
-  Green Belt Extent
-  Broxtowe Boundary

Site area (ha): **3.1**
 (Approximate)

Site type: **Urban**

Retain for Employment

ELAA Sites

Site Reference: 12

Chetwynd Business Park Regan Way Chilwell

Site Area 3.1

Allocated Site Yes

Existing B1 Use Yes

Existing B2 Use No

Existing B8 Use No

Vacant No

Vacant Comment

Topographical Constraints No topographical constraints

Trees/Landscaping Well maintained landscaping

Overhead powerlines/other constraints

Age (Approx.) Modern

Quality of Buildings Good

Unit Size Medium

Noise No

Noise Comments

State of External Areas Good

Parking Excellent provision

Adjacent Uses Barracks to the North. Residential E,W & S

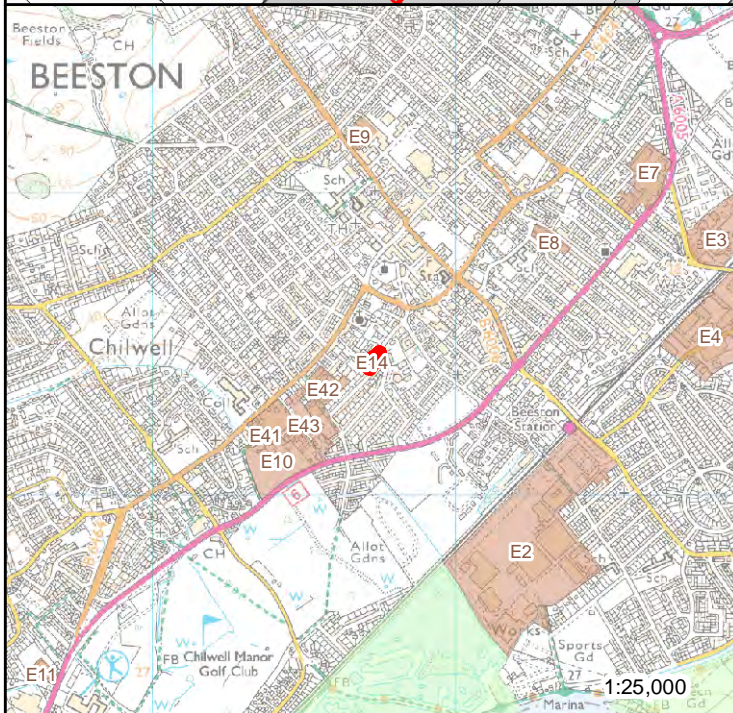
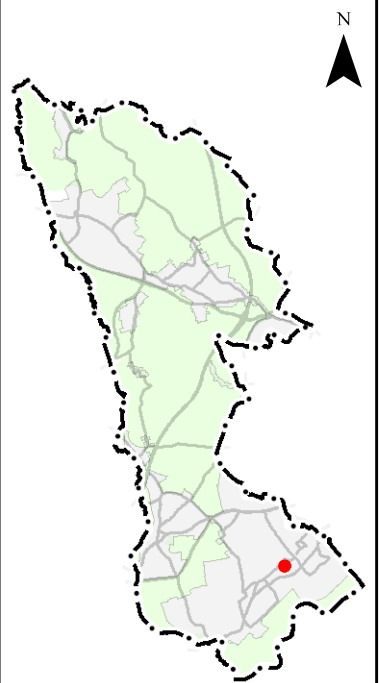
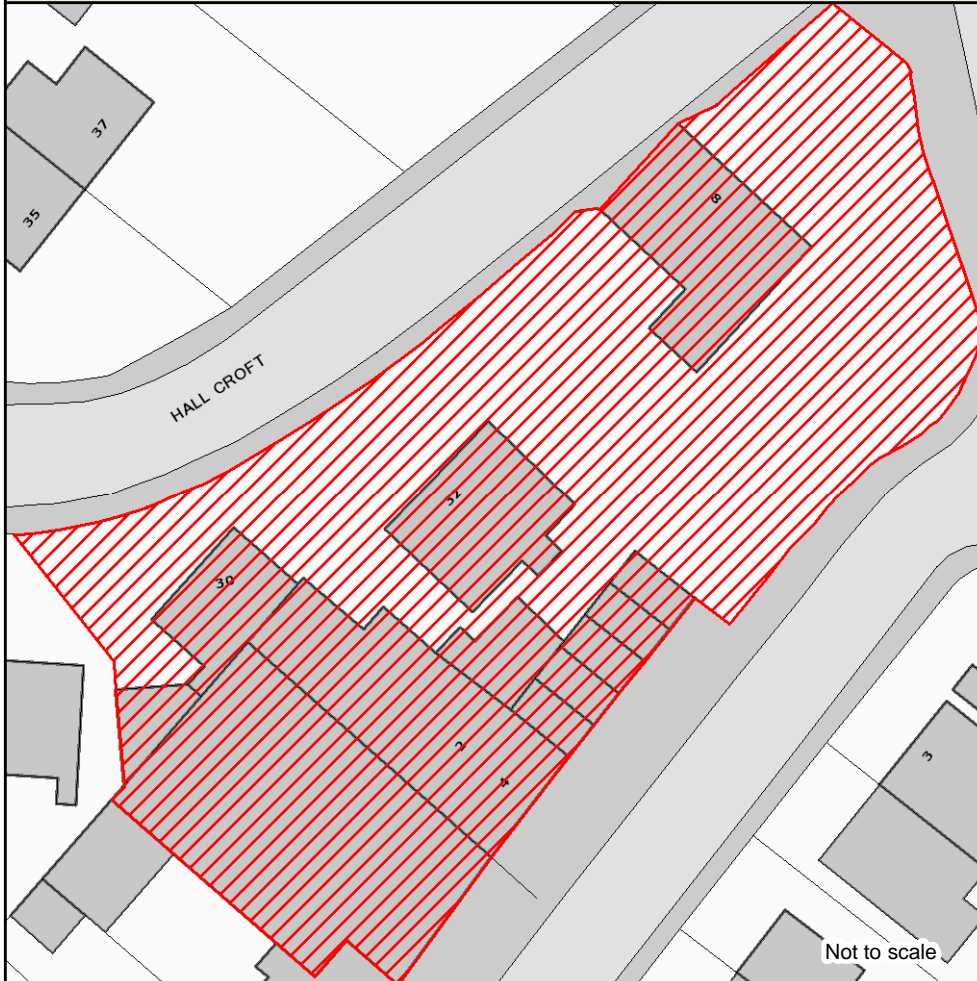
Wider Environmental Quality Good

Access to Local Facilities for Workforce Average


Access to Strategic Road Network By pass fairly accessible.

Public Transport Provision Good bus links

Workforce Catchment Yes



Final Reasoned Judgement:
 Site is located within a predominantly residential area and therefore certain types of employment use in this area would be unacceptable. The area is suitable for residential development and the employment units were vacant at time of site visit however there has been no movement to bring the site forward for non-employment development.

-  ELAA Site
-  Other ELAA sites
-  Green Belt Extent
-  Broxtowe Boundary

Site area (ha): *0.18*
 (Approximate)

Site type: *Urban*

Release in whole

ELAA Sites

Site Reference: 14 **Barrydale Avenue Beeston**

Site Area 0.18

Allocated Site No

Existing B1 Use No

Existing B2 Use No

Existing B8 Use No

Vacant Yes

Vacant Comment

Topographical Constraints

Trees/Landscaping

Overhead powerlines/other constraints

Age (Approx.)

Quality of Buildings

Unit Size

Noise No

Noise Comments

State of External Areas

Parking

Adjacent Uses

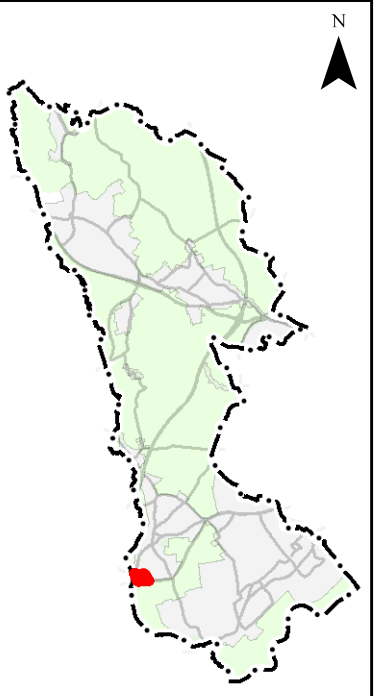
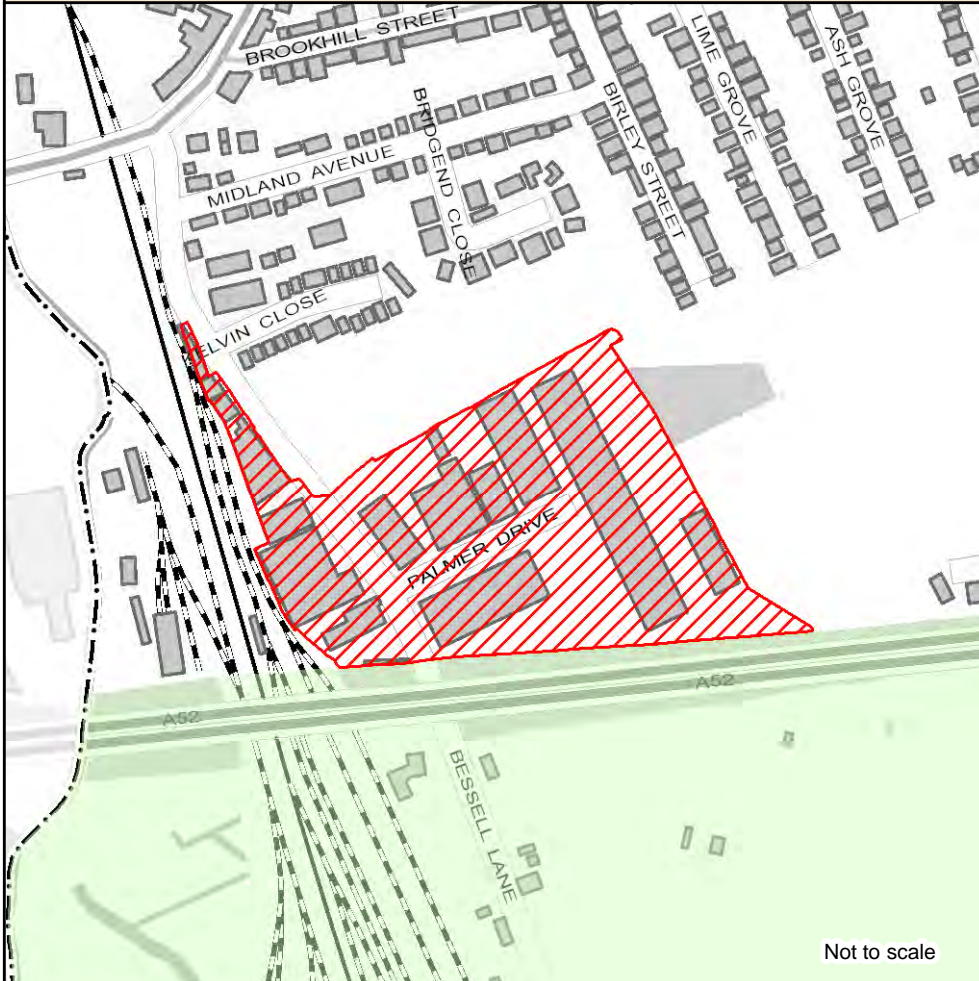
Wider Environmental Quality

Access to Local Facilities for Workforce

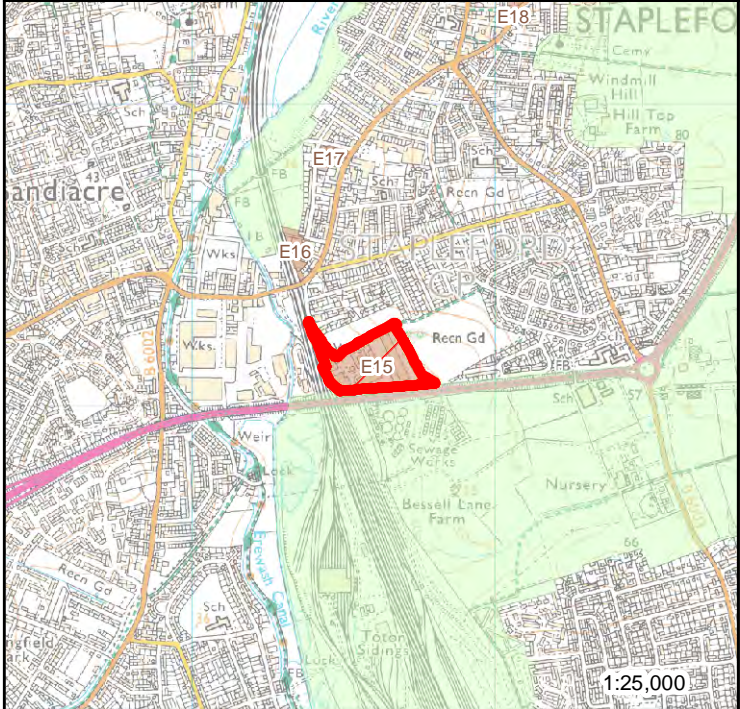
Access to Strategic Road Network

Public Transport Provision




Workforce Catchment Yes



Not to scale



Final Reasoned Judgement:
Well used employment site.

-  ELAA Site
-  Other ELAA sites
-  Green Belt Extent
-  Broxtowe Boundary

Site area (ha): **4.83**
(Approximate)

Site type: *Urban*

Retain for Employment

ELAA Sites

Site Reference: 15

Palmer Drive Stapleford

Site Area 4.83

Allocated Site Yes

Existing B1 Use No

Existing B2 Use Yes

Existing B8 Use Yes

Vacant Yes

Vacant Comment

Topographical Constraints Minor topographical constraints - Slightly sloping

Trees/Landscaping

Overhead powerlines/other constraints

Age (Approx.) 60+

Quality of Buildings Average/Poor

Unit Size Mix

Noise Yes

Noise Comments

State of External Areas Poor

Parking Average parking. The road is narrow for large vehicles.

Adjacent Uses Railway/A52/residential

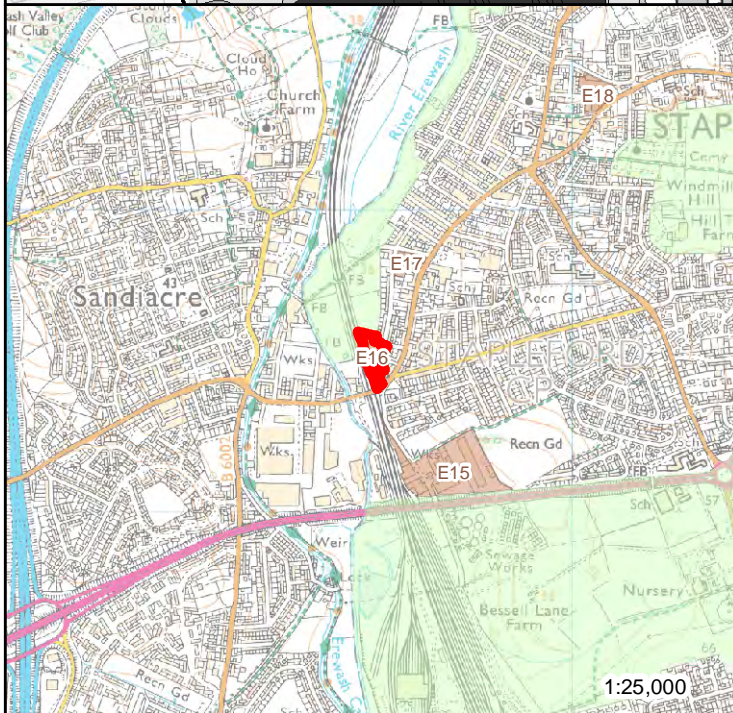
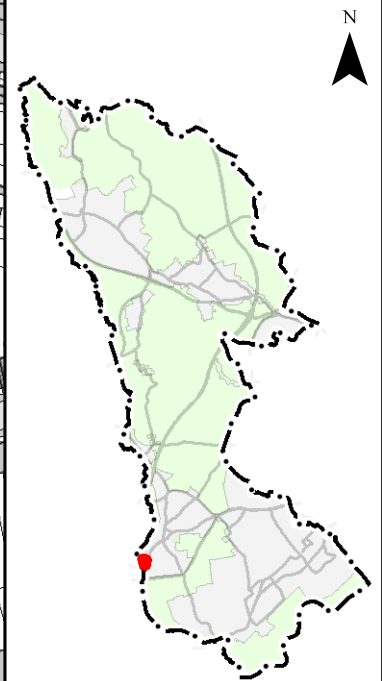
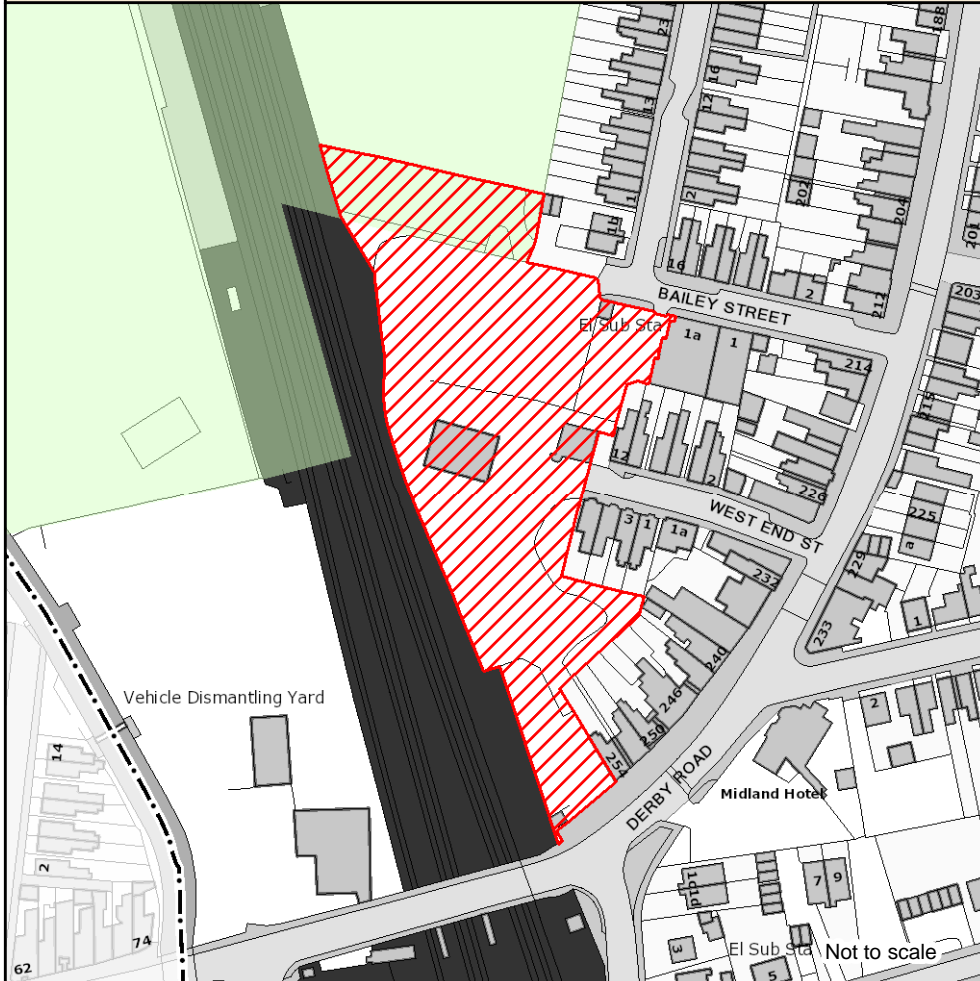
Wider Environmental Quality Poor

Access to Local Facilities for Workforce Poor

Access to Strategic Road Network Poor access down Bessell Lane which is too narrow for HGVs. Lots of on street parking makes navigating road difficult.

Public Transport Provision

Workforce Catchment Yes



Final Reasoned Judgement:

Part of the site is within a 200 metre buffer of the preferred route for a High Speed 2 Railway line. Noise and flood issues have resulted in the site owner not pursuing residential development and it expected that an application for new employment uses on the site will be forthcoming.

- ELAA Site
- Other ELAA sites
- Green Belt Extent
- Broxtowe Boundary

Site area (ha): **0.75**
(Approximate)

Site type: **Majority Urban**

Retain for Employment

ELAA Sites

Site Reference: 16

Former Dyeworks Site West End Street

Site Area 0.75

Allocated Site Yes

Existing B1 Use No

Existing B2 Use Yes

Existing B8 Use No

Vacant Yes

Vacant Comment

Topographical Constraints No topographical constraints - flat site

Trees/Landscaping None

Overhead powerlines/other constraints No

Age (Approx.) 30 +

Quality of Buildings Average

Unit Size Small

Noise No

Noise Comments Poor

State of External Areas Poor

Parking Good provision

Adjacent Uses Sports pitch, railway, residential

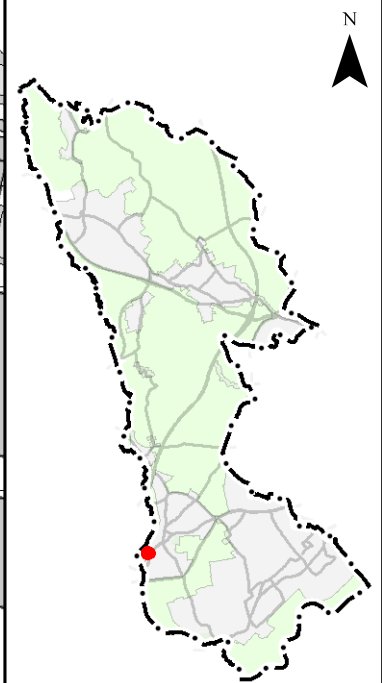
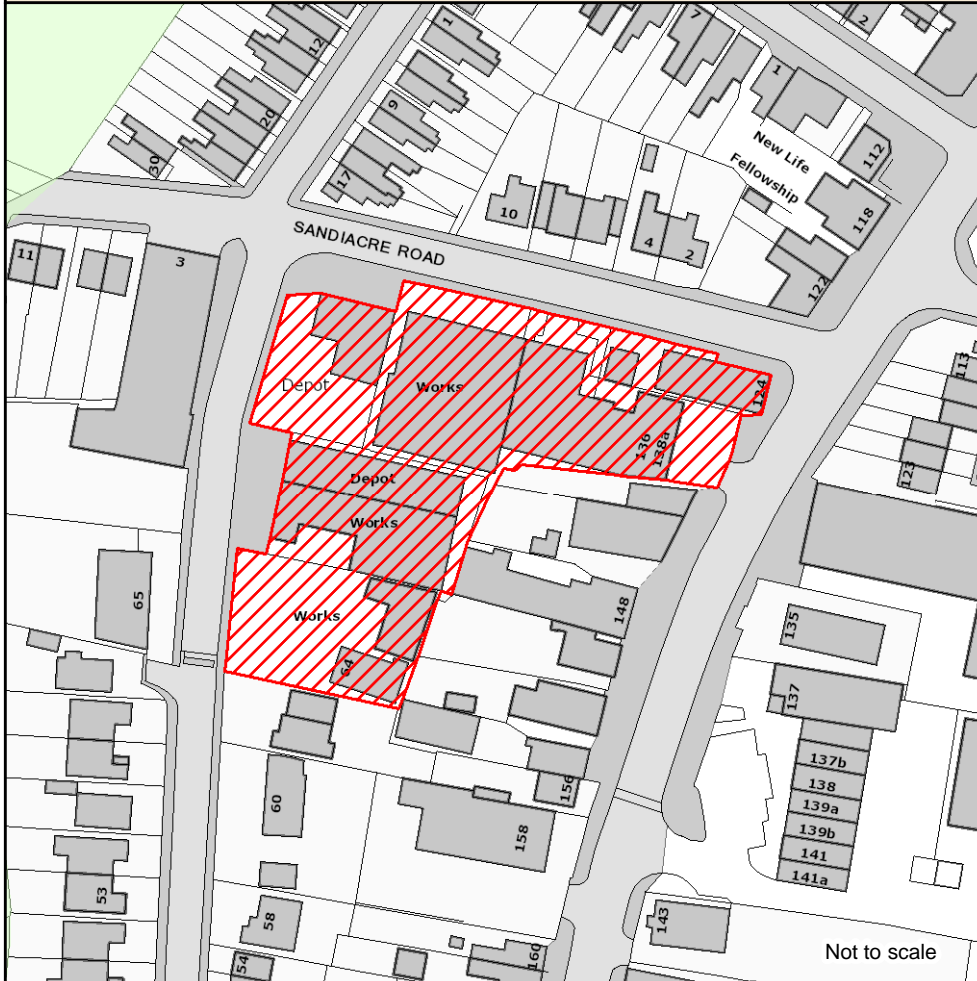
Wider Environmental Quality Good

Access to Local Facilities for Workforce Good

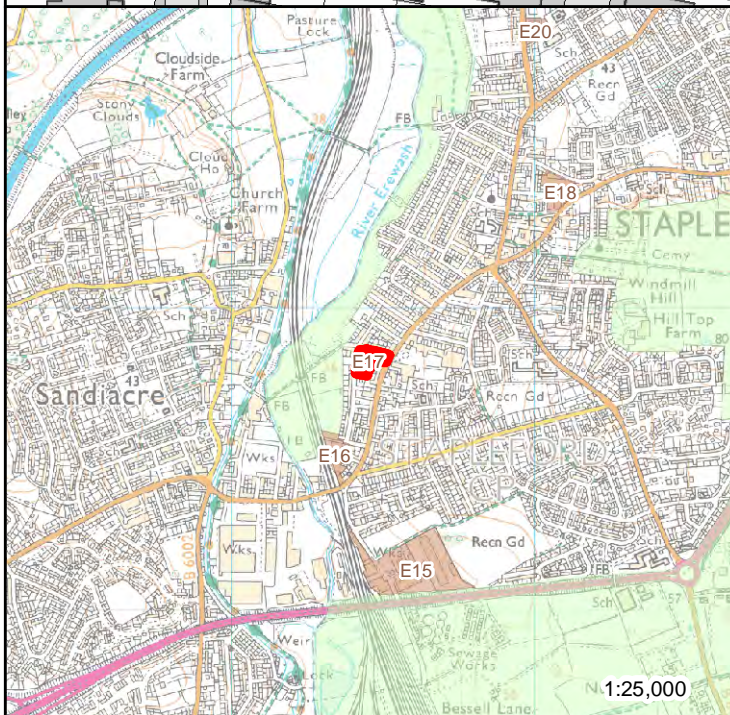
Access to Strategic Road Network Good access to A52

Public Transport Provision Good bus links

Workforce Catchment Yes



Not to scale



Final Reasoned Judgement:
 Well used employment site albeit in a predominantly residential area. The site is in a suitable location for residential development and is recommended for consideration for release in the Nottingham City Region Employment Land Study.

-  ELAA Site
-  Other ELAA sites
-  Green Belt Extent
-  Broxtowe Boundary

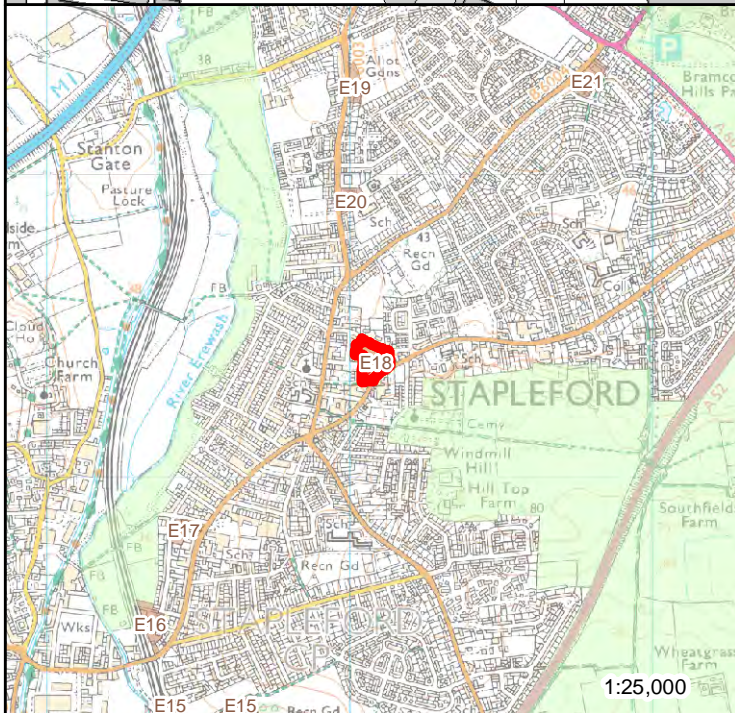
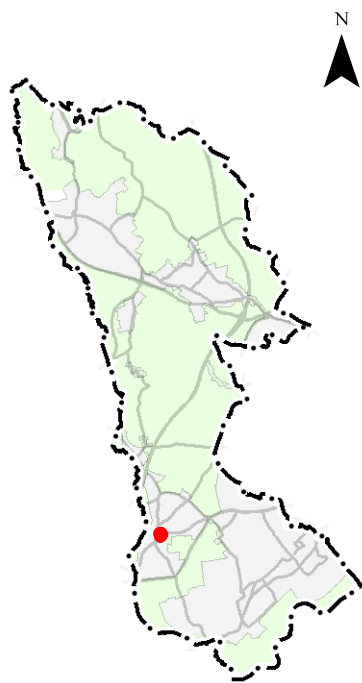
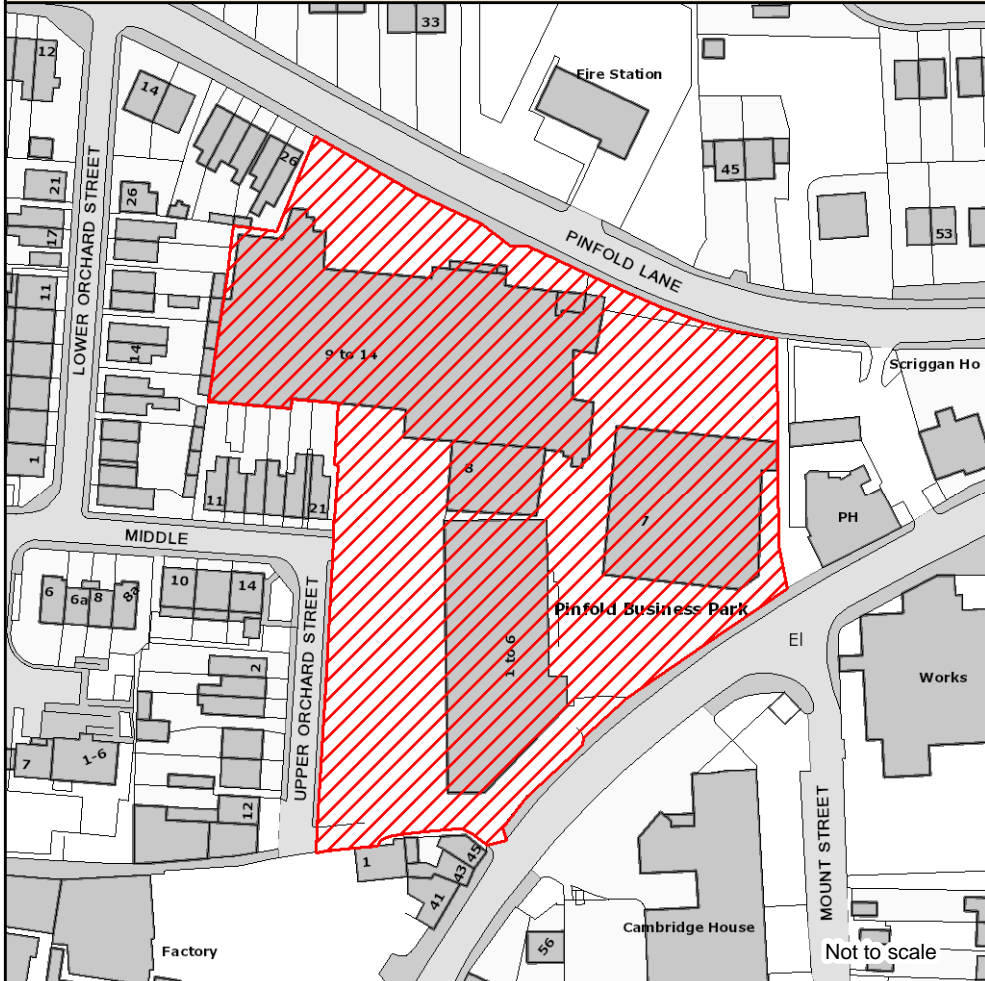
Site area (ha): **0.47**
 (Approximate)

Site type: **Urban**

Release in whole

ELAA Sites

Site Reference:	17	Sandiacre Road/Wellington Street Stapleford
Site Area	0.47	
Allocated Site		No
Existing B1 Use		No
Existing B2 Use		Yes
Existing B8 Use		No
Vacant		No
Vacant Comment		Mainly car reparis/MOT/garages and sales
Topographical Constraints		Minor topographical constraints - Slightly sloping
Trees/Landscaping		
Overhead powerlines/other constraints		
Age (Approx.)		70+ Site has been extended.
Quality of Buildings		Average/Poor
Unit Size		Small
Noise		Yes
Noise Comments		
State of External Areas		Average
Parking		Good
Adjacent Uses		
Wider Environmental Quality		
Access to Local Facilities for Workforce		Good
Access to Strategic Road Network		Average
Public Transport Provision		Good
Workforce Catchment		Yes



Final Reasoned Judgement:
 Part of the site has current extant planning permission for residential use and the applicant has been in discussion for re-development of the whole of the site for residential.

-  ELAA Site
-  Other ELAA sites
-  Green Belt Extent
-  Broxtowe Boundary

Site area (ha): **0.97**
 (Approximate)

Site type: **Urban**

Release in whole

ELAA Sites

Site Reference: 18

Pinfold Trading Estate Nottingham Road

Site Area 0.97

Allocated Site No

Existing B1 Use Yes

Existing B2 Use Yes

Existing B8 Use Yes

Vacant Yes

Vacant Comment

Topographical Constraints Severe topographical constraints - severe slopes

Trees/Landscaping None

Overhead powerlines/other constraints No

Age (Approx.) 1950s

Quality of Buildings Poor

Unit Size Medium

Noise Yes

Noise Comments

State of External Areas Poor

Parking Poor

Adjacent Uses Pub, fire station, residential

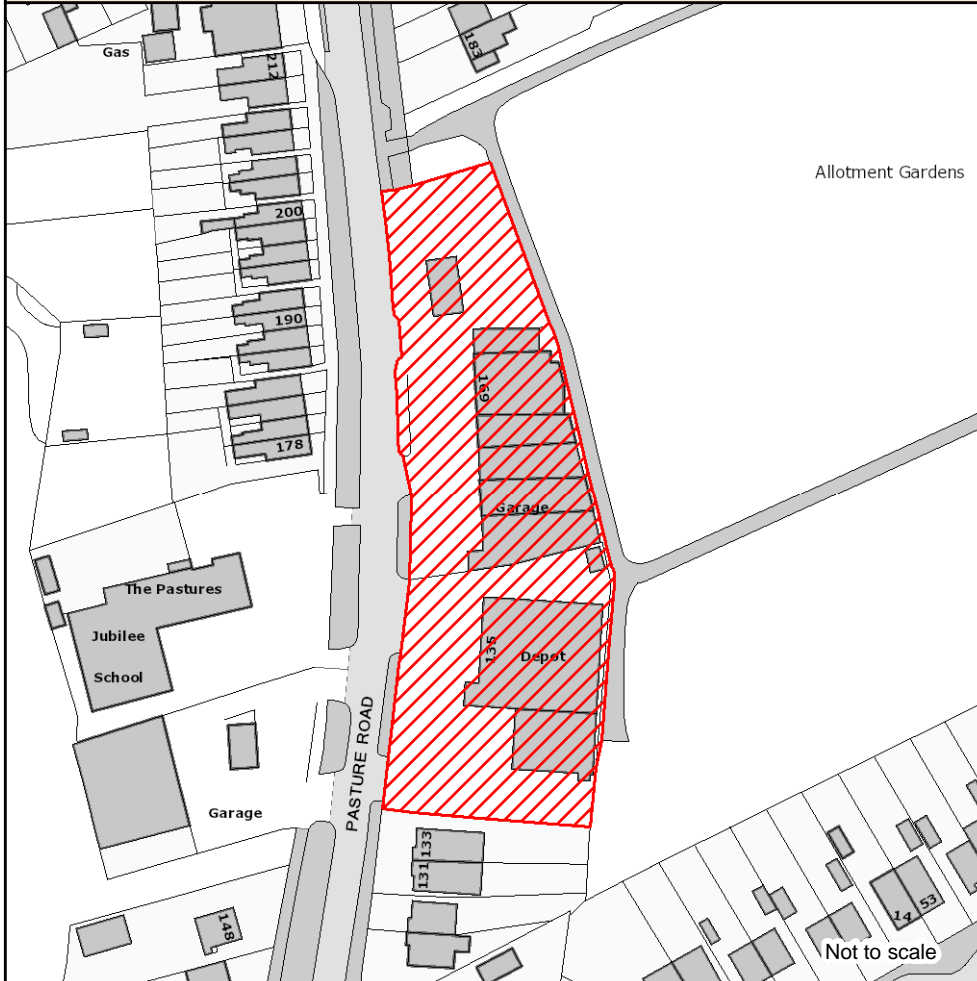
Wider Environmental Quality Average

Access to Local Facilities for Workforce Good

Access to Strategic Road Network Good

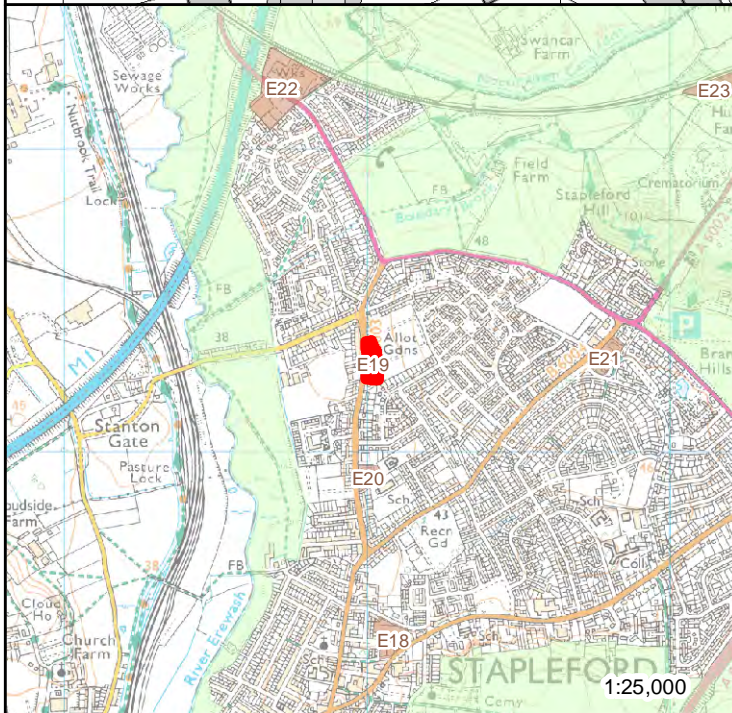
Public Transport Provision Good bus links

Workforce Catchment Yes





Allotment Gardens

Not to scale



Final Reasoned Judgement:
 Well used units of a variety of ages.
 Suitable to retain for employment use.

-  ELAA Site
-  Other ELAA sites
-  Green Belt Extent
-  Broxtowe Boundary

Site area (ha): **0.46**
 (Approximate)

Site type: **Urban**

Retain for Employment

ELAA Sites

Site Reference: 19

Pasture Road Stapleford

Site Area 0.46

Allocated Site No

Existing B1 Use Yes

Existing B2 Use No

Existing B8 Use No

Vacant No

Vacant Comment

Topographical Constraints Minor topographical constraints - Slightly sloping

Trees/Landscaping

Overhead powerlines/other constraints

Age (Approx.) 70s Site has been extended.

Quality of Buildings Average (modern building of good quality)

Unit Size Medium/Small/Mix

Noise Yes

Noise Comments

State of External Areas Average

Parking Not a demand for on-street parking however on site parking was limited (a few spaces per unit).

Adjacent Uses Church opposite, allotments to rear. Residential surroundings

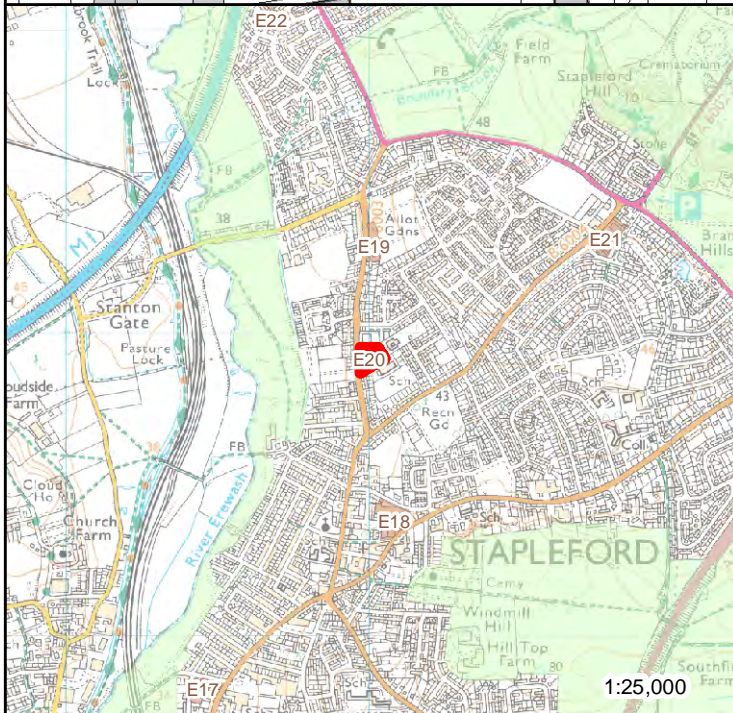
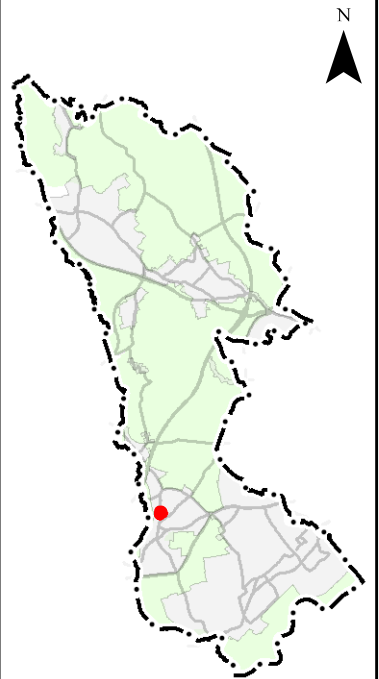
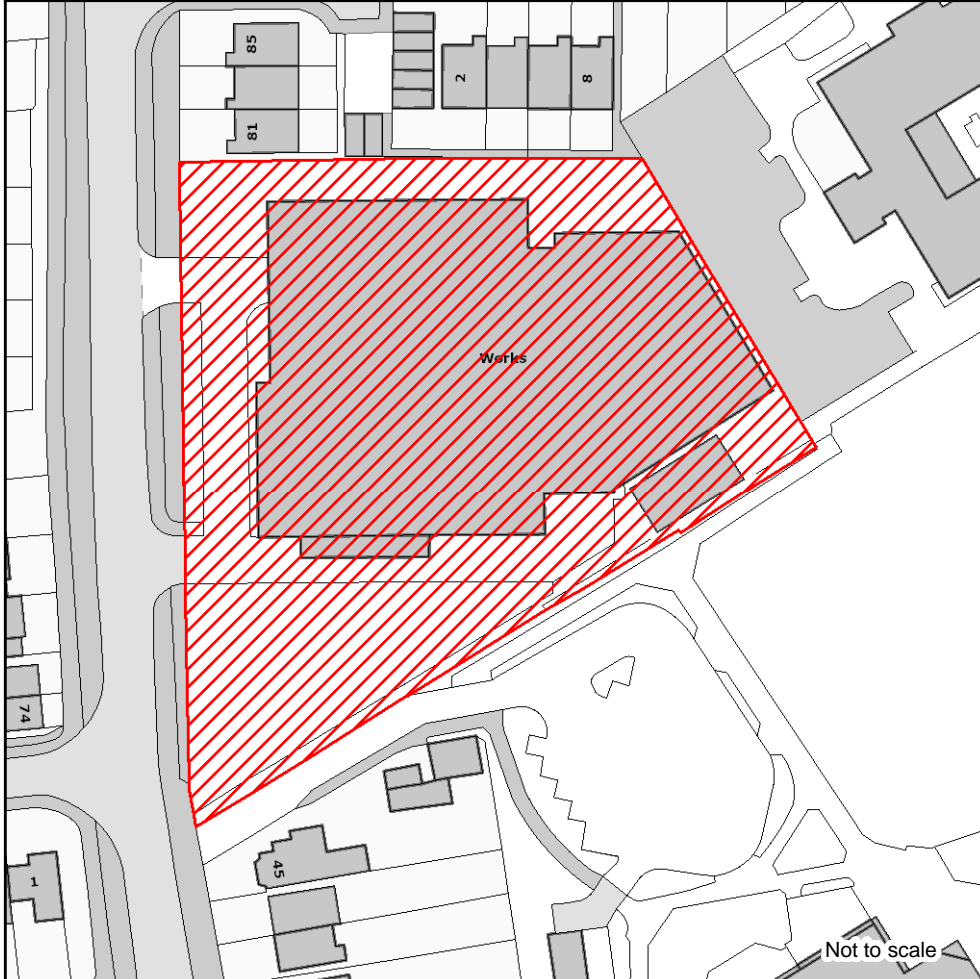
Wider Environmental Quality Good

Access to Local Facilities for Workforce Good

Access to Strategic Road Network Average

Public Transport Provision Good

Workforce Catchment Yes



Final Reasoned Judgement:
 Single large building appropriate to retain for employment use.

- ELAA Site
- Other ELAA sites
- Green Belt Extent
- Broxtowe Boundary

Site area (ha):
 (Approximate) **0.49**

Site type: **Urban**

Retain for Employment

ELAA Sites

Site Reference: 20 **Silicone Altimex Ltd Pasture Road Stapleford**

Site Area 0.49

Allocated Site No

Existing B1 Use No

Existing B2 Use Yes

Existing B8 Use No

Vacant No

Vacant Comment

Topographical Constraints No topographical constraints - flat site

Trees/Landscaping None

Overhead powerlines/other constraints

Age (Approx.) Inter war

Quality of Buildings Average

Unit Size Large

Noise No

Noise Comments

State of External Areas Good

Parking Good parking provision on site.

Adjacent Uses Residential

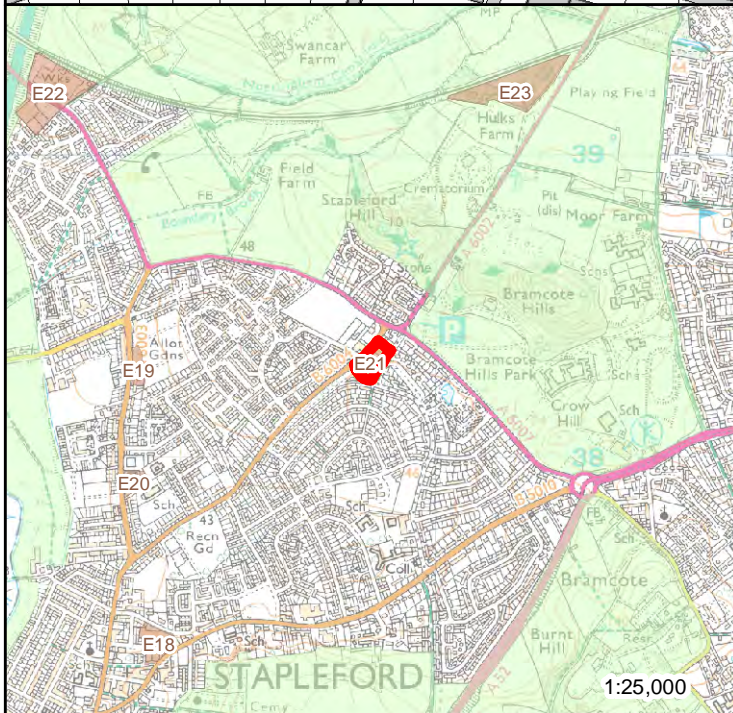
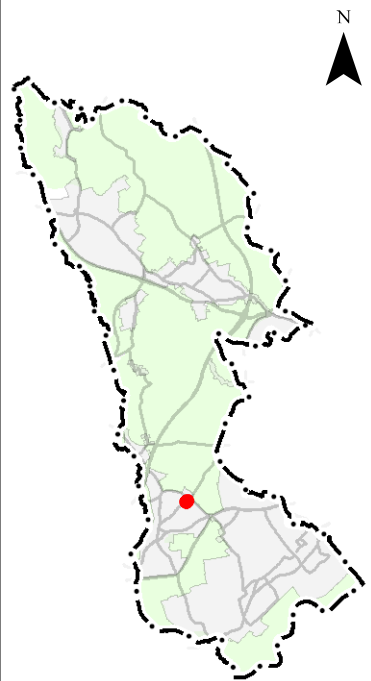
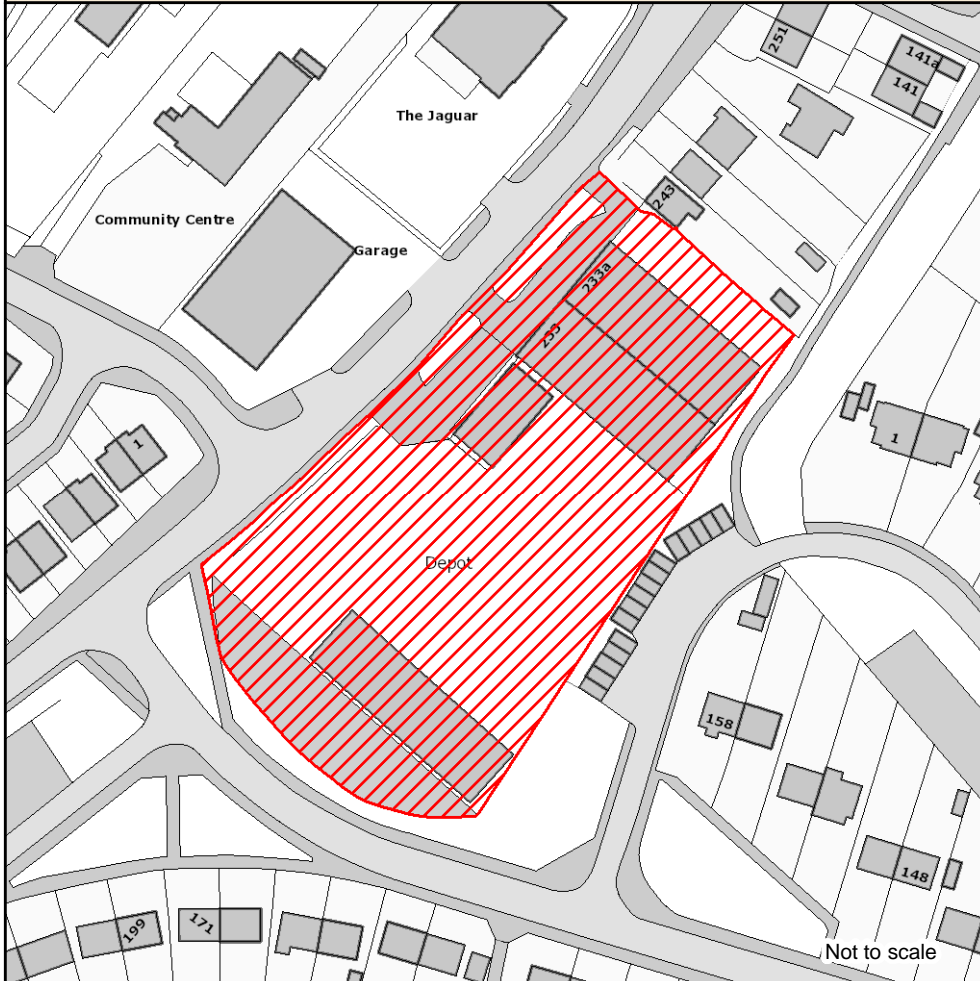
Wider Environmental Quality Good

Access to Local Facilities for Workforce Good


Access to Strategic Road Network

Public Transport Provision Good

Workforce Catchment Yes



Final Reasoned Judgement:
Well used employment site.

-  ELAA Site
-  Other ELAA sites
-  Green Belt Extent
-  Broxtowe Boundary

Site area (ha): **0.76**
(Approximate)

Site type: **Urban**

Retain for Employment

ELAA Sites

Site Reference: 21

Sinbad Plant Ltd Hickings Lane Stapleford

Site Area 0.76

Allocated Site No

Existing B1 Use No

Existing B2 Use No

Existing B8 Use Yes

Vacant No

Vacant Comment Tool Hire company - retail space and offices next to road frontage. Yard and vehicle/digger/JCB storage to side

Topographical Constraints No topographical constraints - flat site

Trees/Landscaping Limited at front - trees to side and rear. An area of land in Council Ownership.

Overhead powerlines/other constraints

Age (Approx.) 70s

Quality of Buildings Average

Unit Size Medium

Noise No

Noise Comments

State of External Areas Average

Parking Parking to front of buildings - no adverse effects on residential area.

Adjacent Uses Predominantly residential, pub and garage opposite.

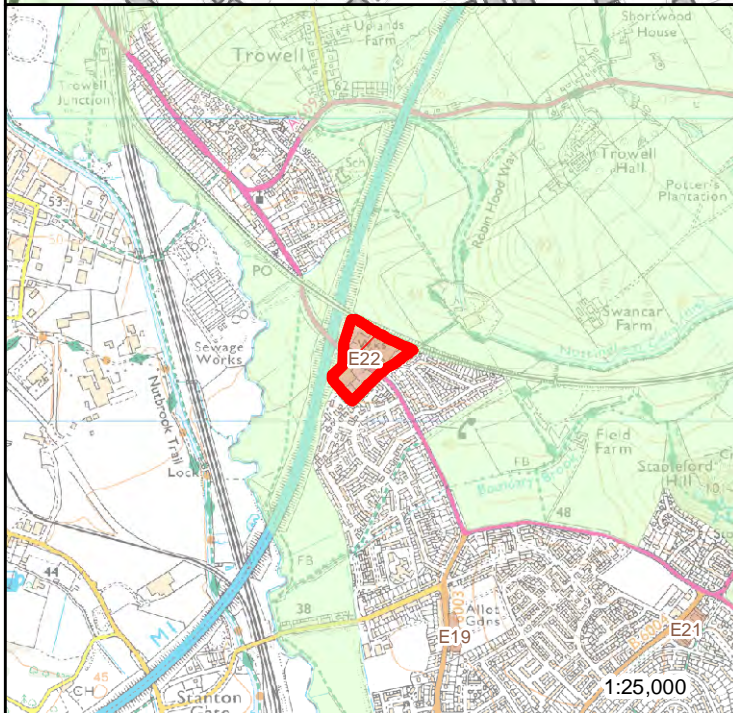
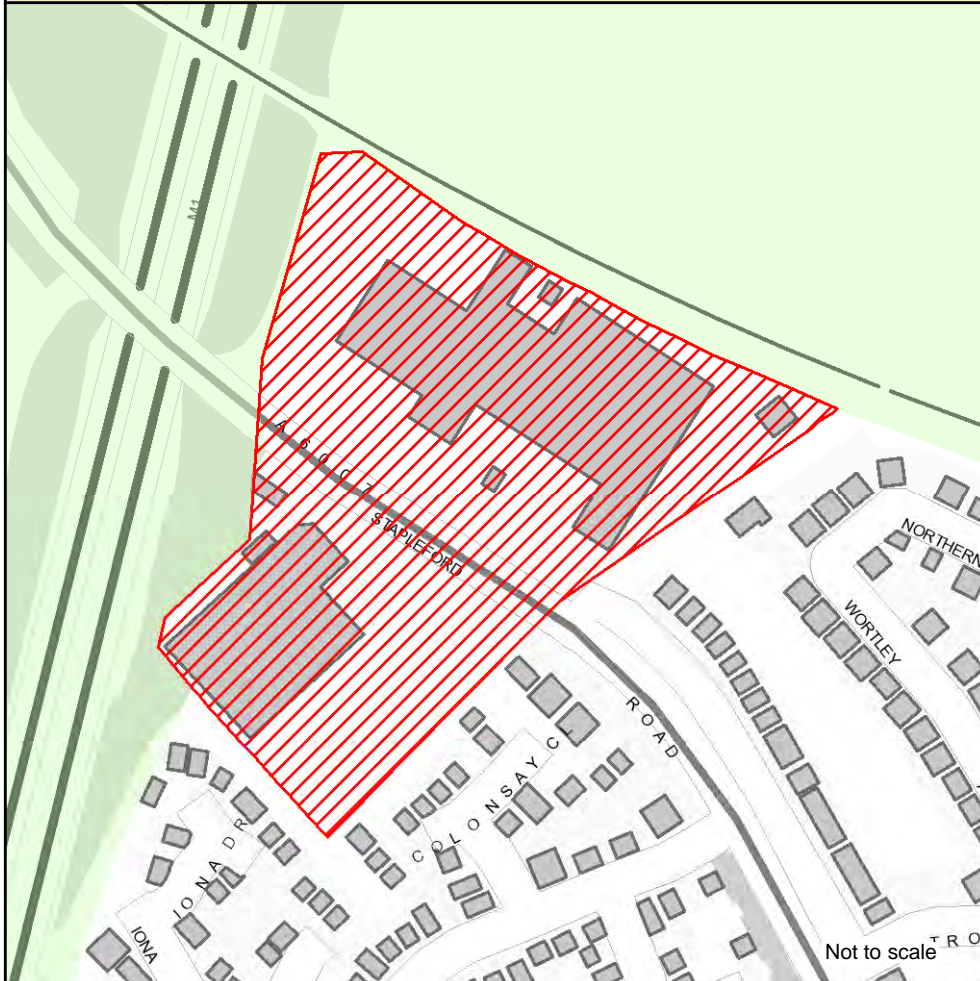
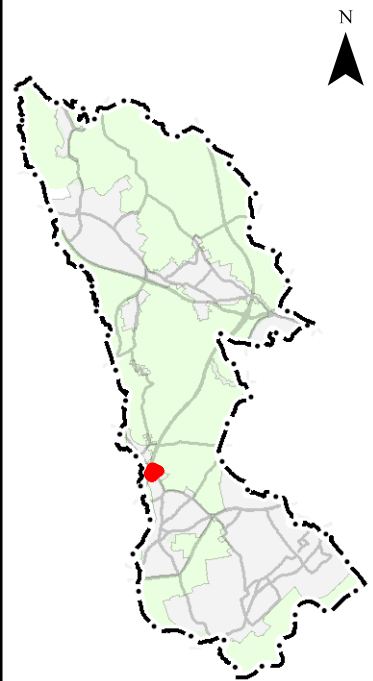
Wider Environmental Quality Average

Access to Local Facilities for Workforce Good

Access to Strategic Road Network Good links to the A52


Public Transport Provision Bus stop in close proximity

Workforce Catchment Yes



Final Reasoned Judgement:

Site in close proximity to existing housing with no easy access to the M1 motorway. Site may be more appropriate for alternative residential use providing issues such as noise and contamination can be addressed. Close to the proposed HS2 route.

-  ELAA Site
-  Other ELAA sites
-  Green Belt Extent
-  Broxtowe Boundary

Site area (ha): **3.39**
(Approximate)

Site type: *Majority Urban*

Release in whole

ELAA Sites

Site Reference: 22

Stapleford Road Trowell

Site Area 3.39

Allocated Site No

Existing B1 Use Yes

Existing B2 Use Yes

Existing B8 Use Yes

Vacant No

Vacant Comment

Topographical Constraints

Trees/Landscaping

Overhead powerlines/other constraints

Age (Approx.)

Quality of Buildings

Unit Size Medium

Noise No

Noise Comments

State of External Areas

Parking

Adjacent Uses Residential/ Motorway

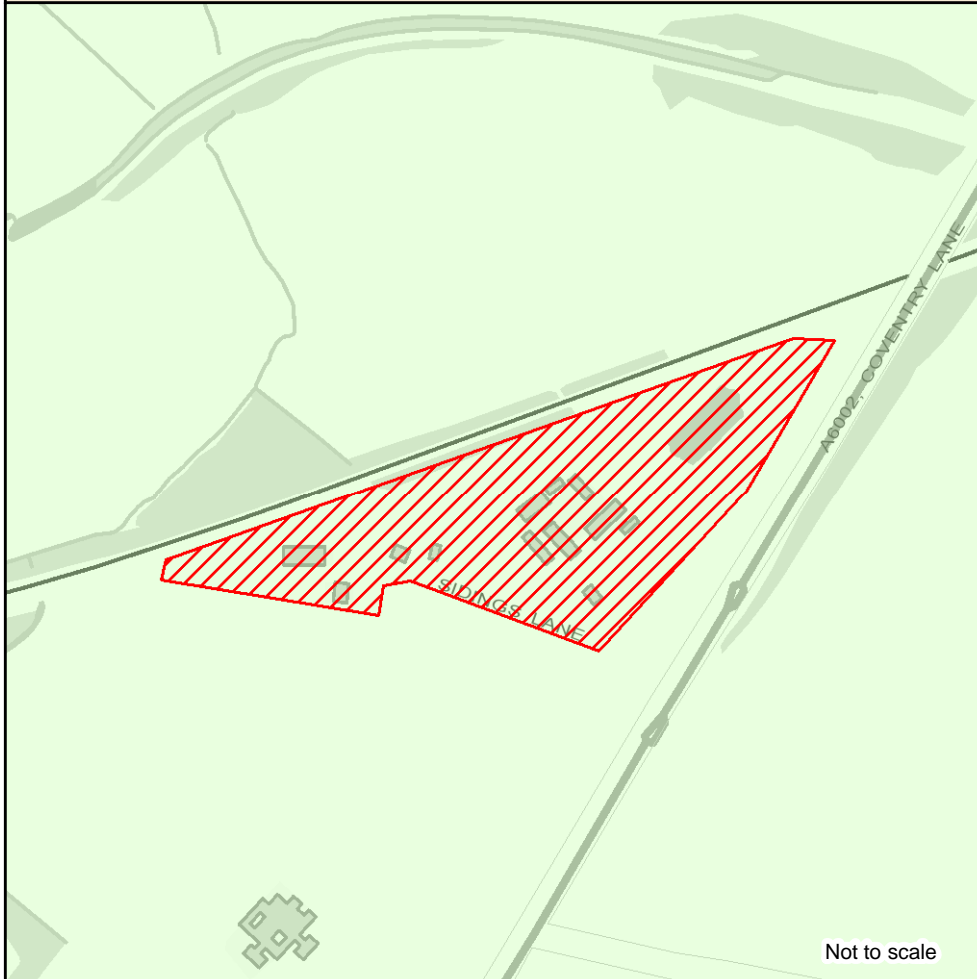
Wider Environmental Quality Average

Access to Local Facilities for Workforce Average

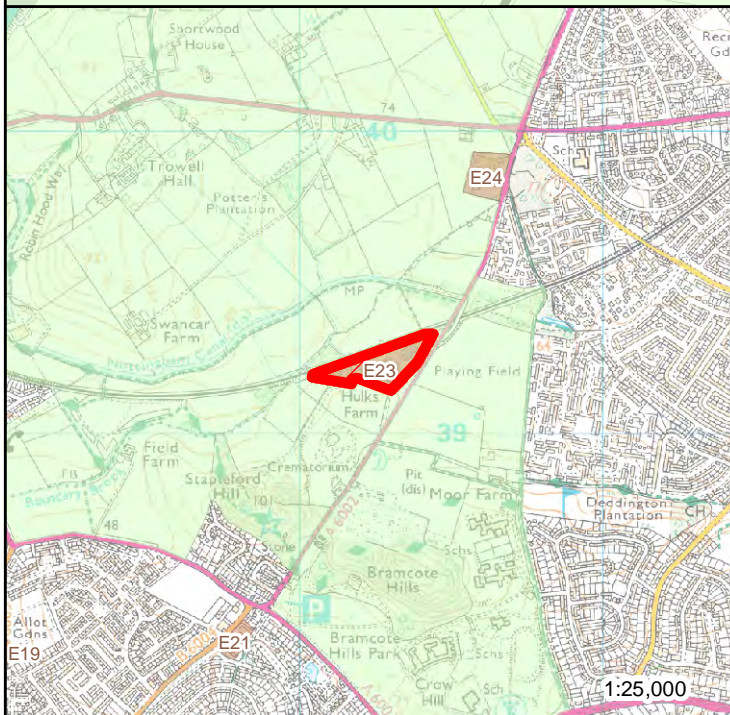
Access to Strategic Road Network Average

Public Transport Provision Reasonable

Workforce Catchment Yes



Not to scale



Final Reasoned Judgement:
 Part of a larger site currently being promoted for housing re-development (McCanns). If released from the Green Belt site may be more suitable for housing.

-  ELAA Site
-  Other ELAA sites
-  Green Belt Extent
-  Broxtowe Boundary

Site area (ha): **3.09**
 (Approximate)

Site type: **Green Belt**

Release in whole

ELAA Sites

Site Reference: 23

Custom Upholstery Sidings Lane Bramcote

Site Area 3.09

Allocated Site No

Existing B1 Use No

Existing B2 Use Yes

Existing B8 Use Yes

Vacant No

Vacant Comment

Topographical Constraints Minor topographical constraints - slightly sloping

Trees/Landscaping

Overhead powerlines/other constraints

Age (Approx.)

Quality of Buildings Average

Unit Size Medium

Noise No

Noise Comments

State of External Areas Good

Parking Both sites have adequate parking provision.

Adjacent Uses Railway line to the North, mainly open countryside.

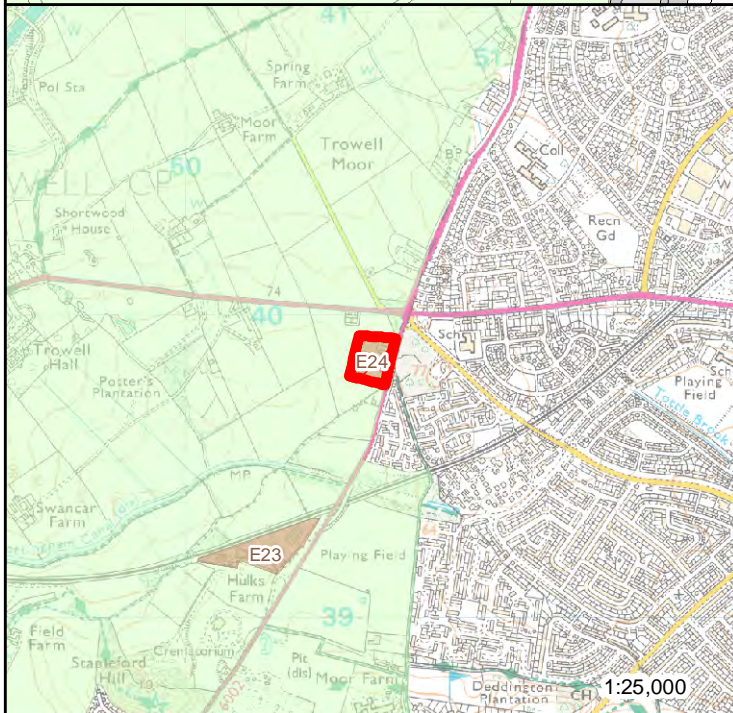
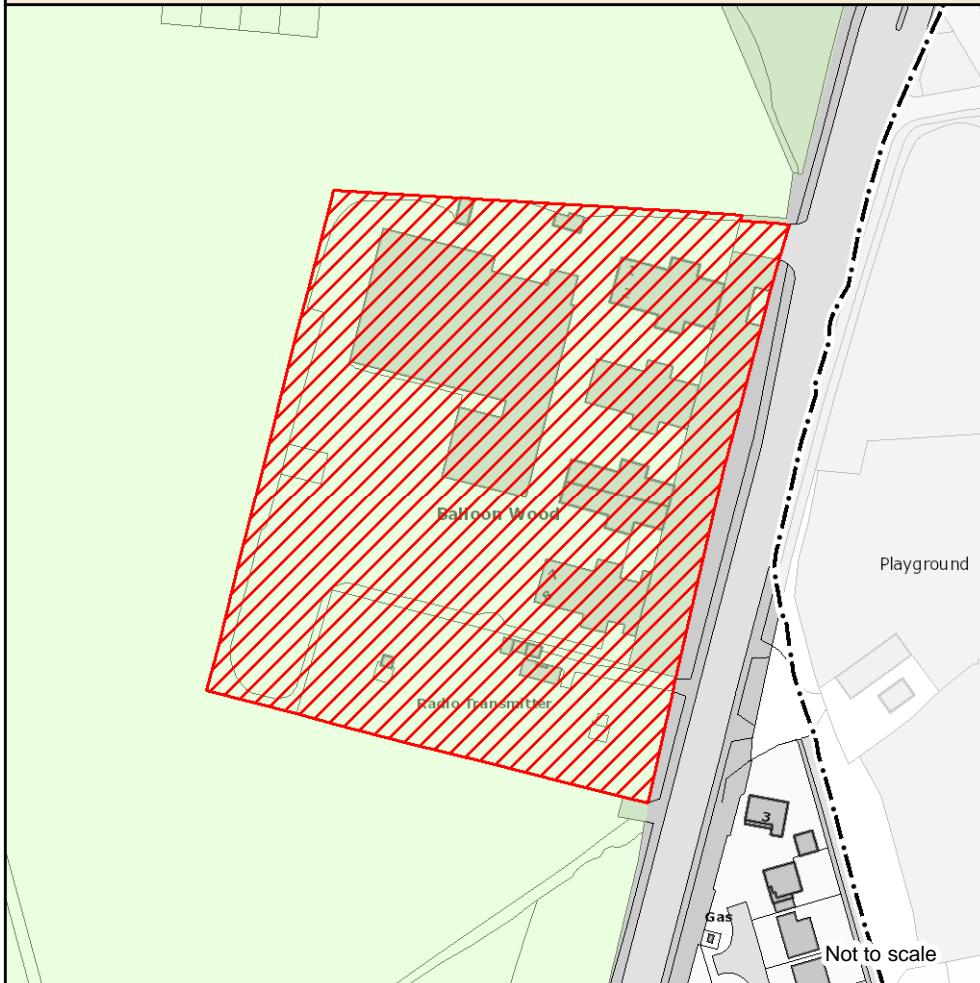
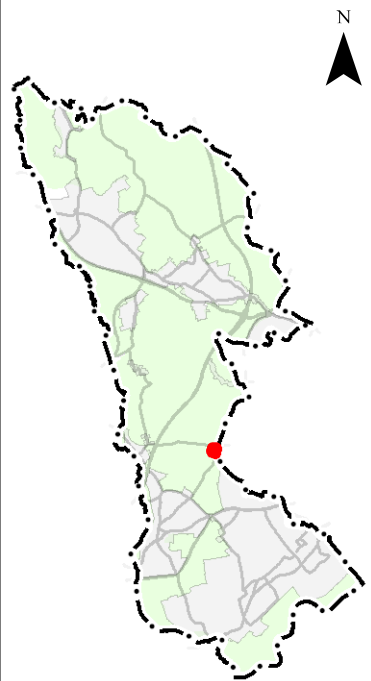
Wider Environmental Quality Good

Access to Local Facilities for Workforce Poor



Access to Strategic Road Network Good

Public Transport Provision

Workforce Catchment Yes



Final Reasoned Judgement:
 Existing long standing employment site B1,B2 and B8 uses.
 As a built (brownfield) site within green belt may be capable of other uses but no potential to extend beyond existing well established boundary.

-  ELAA Site
-  Other ELAA sites
-  Green Belt Extent
-  Broxtowe Boundary

Site area (ha): **3.09**
 (Approximate)

Site type: **Green Belt**

ELAA Sites

Site Reference: 24

Balloon Wood Industrial Estate Coventry Lane

Site Area 3.09

Allocated Site No

Existing B1 Use No

Existing B2 Use Yes

Existing B8 Use Yes

Vacant No

Vacant Comment

Topographical Constraints Minor topographical constraints - flat site

Trees/Landscaping

Overhead powerlines/other constraints

Age (Approx.) 1940s

Quality of Buildings Average/poor

Unit Size Medium

Noise No

Noise Comments

State of External Areas Average

Parking Plenty of parking off road

Adjacent Uses Some residential to the North. Mainly open fields.

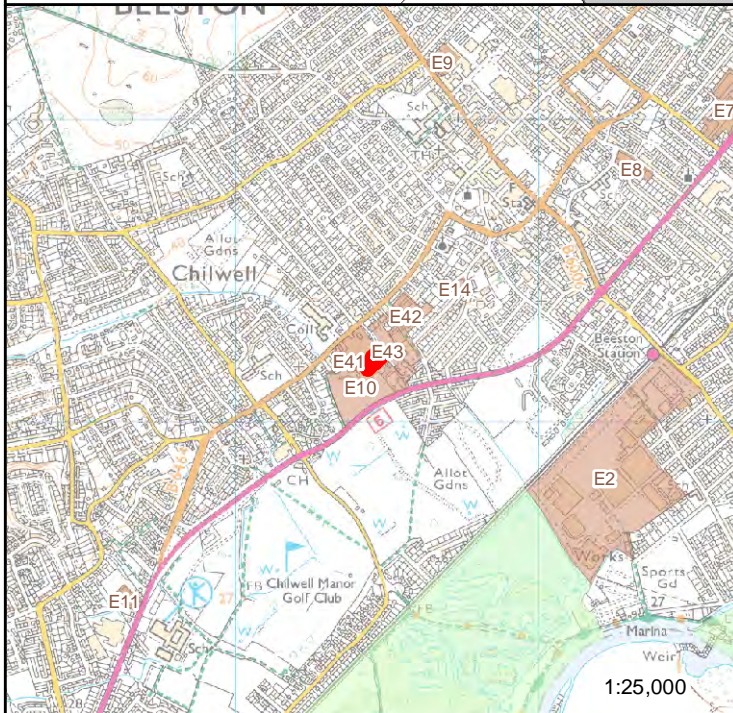
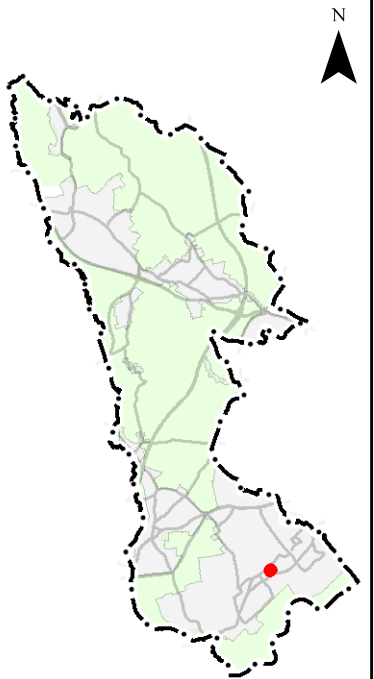
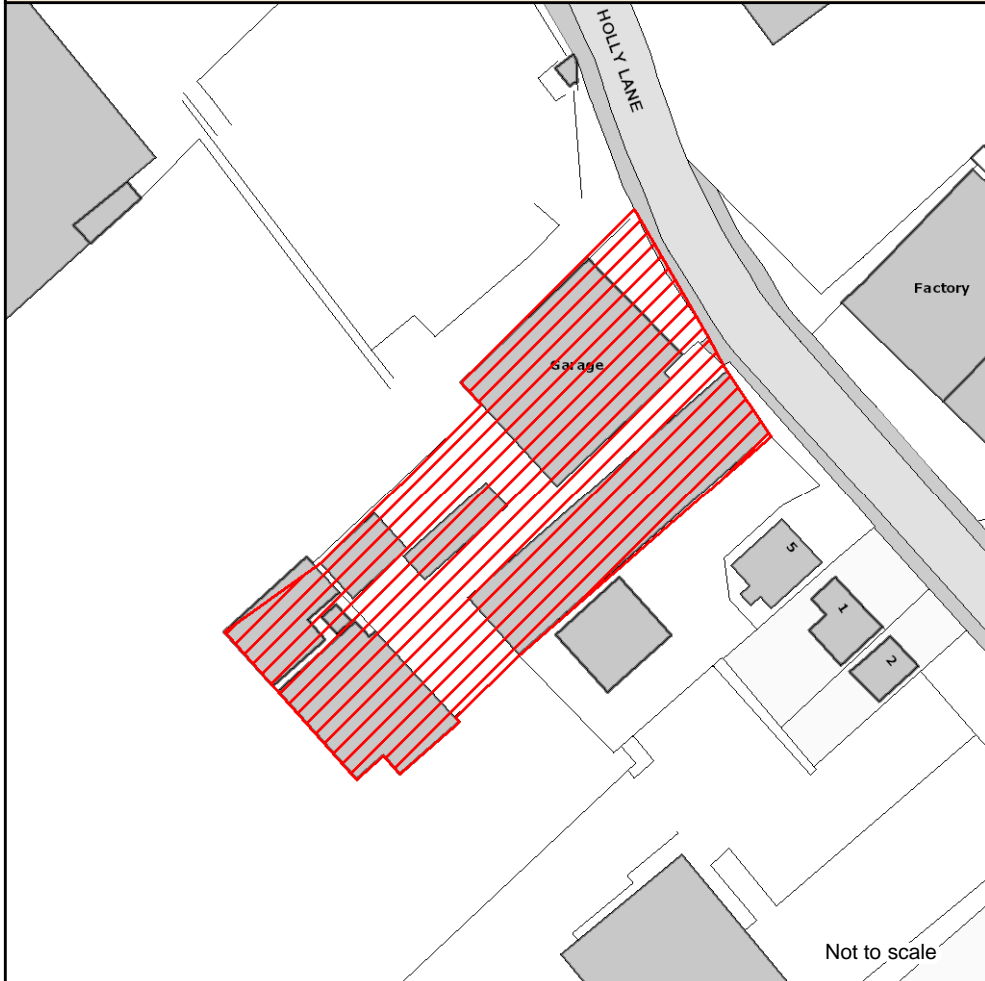
Wider Environmental Quality Good

Access to Local Facilities for Workforce Poor




Access to Strategic Road Network Access onto Coventry Lane

Public Transport Provision

Workforce Catchment Yes



Final Reasoned Judgement:
 Site is currently well used and in active employment use. It could be suitable for residential development if carried out in conjunction with adjacent sites.

-  ELAA Site
-  Other ELAA sites
-  Green Belt Extent
-  Broxtowe Boundary

Site area (ha): **0.22**
 (Approximate)

Site type: **Urban**

Release in whole

ELAA Sites

Site Reference: 41

Foundry Close Holly Lane Chilwell

Site Area 0.22

Allocated Site No

Existing B1 Use Yes

Existing B2 Use Yes

Existing B8 Use No

Vacant No

Vacant Comment

Topographical Constraints No topographical constraints

Trees/Landscaping 2 Trees on road frontage

Overhead powerlines/other constraints N/A

Age (Approx.) Varied - mainly pre-war

Quality of Buildings Building appear to be well maintained

Unit Size Small/Medium

Noise No

Noise Comments

State of External Areas Good

Parking Predominantly off-road however some on street parking

Adjacent Uses Industrial and car-parking

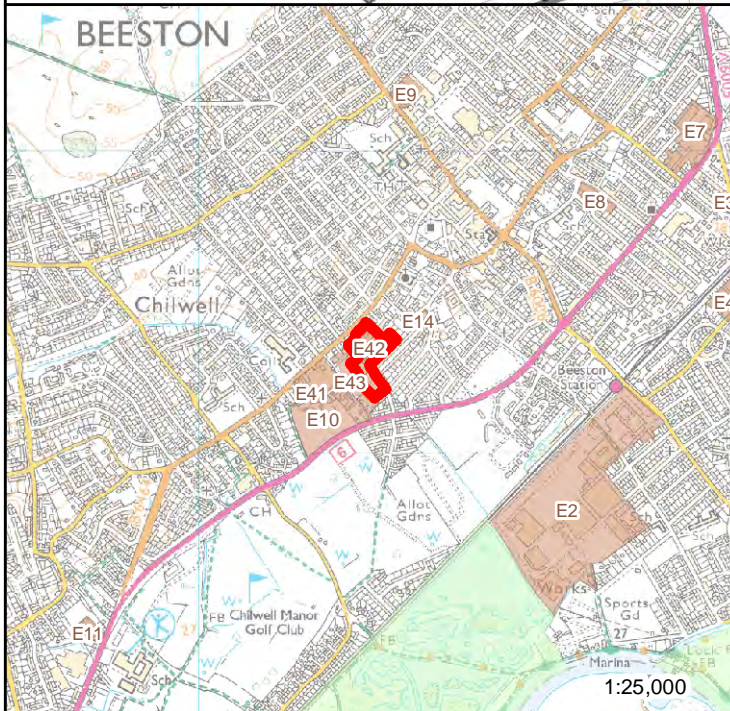
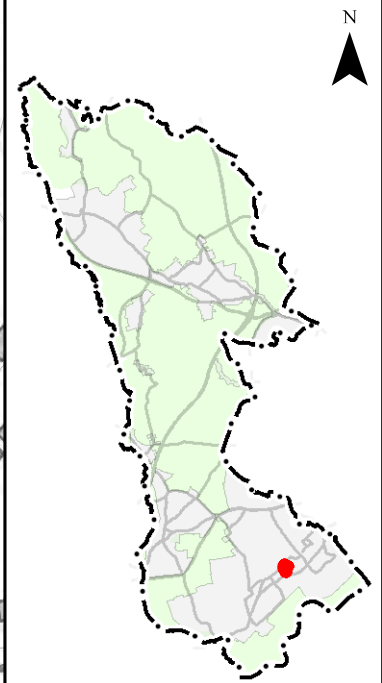
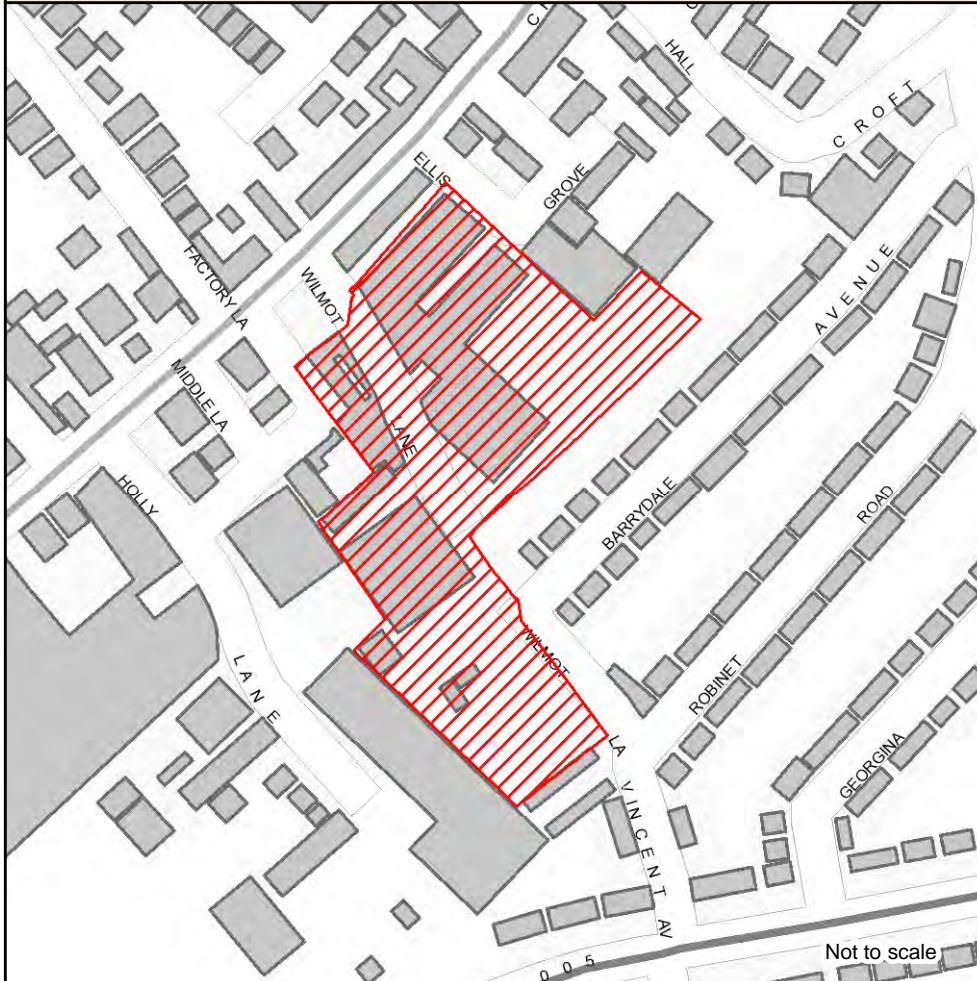
Wider Environmental Quality

Access to Local Facilities for Workforce Good

Access to Strategic Road Network Good

Public Transport Provision Good

Workforce Catchment Yes



Final Reasoned Judgement:
 Parts of the site are still in employment use however many of the units are vacant and appear old and unattractive to the market for employment use. An outline application (13/00003/OUT) for a mixed use development has been recommended for approval subject to a legal agreement and non 'call-in' by Natural England.

- ELAA Site
- Other ELAA sites
- Green Belt Extent
- Broxtowe Boundary

Site area (ha): **1.79**
 (Approximate)

Site type: *Urban*

Release in part

ELAA Sites

Site Reference: 42

Myford Machine Tools Wilmot Lane Beeston

Site Area 1.79

Allocated Site No

Existing B1 Use Yes

Existing B2 Use Yes

Existing B8 Use Yes

Vacant Yes

Vacant Comment Many buildings currently vacant, save for some units of the eastern side of Wilmot Lane.

Topographical Constraints No topographical constraints

Trees/Landscaping Large grassed areas within the site with row of mature trees and avenue of trees screening part of the site.

Overhead powerlines/other constraints N/A

Age (Approx.)

Quality of Buildings Average

Unit Size Medium/Large

Noise No

Noise Comments

State of External Areas Good

Parking Appears adequate parking for all

Adjacent Uses Industrial, Residential and College.

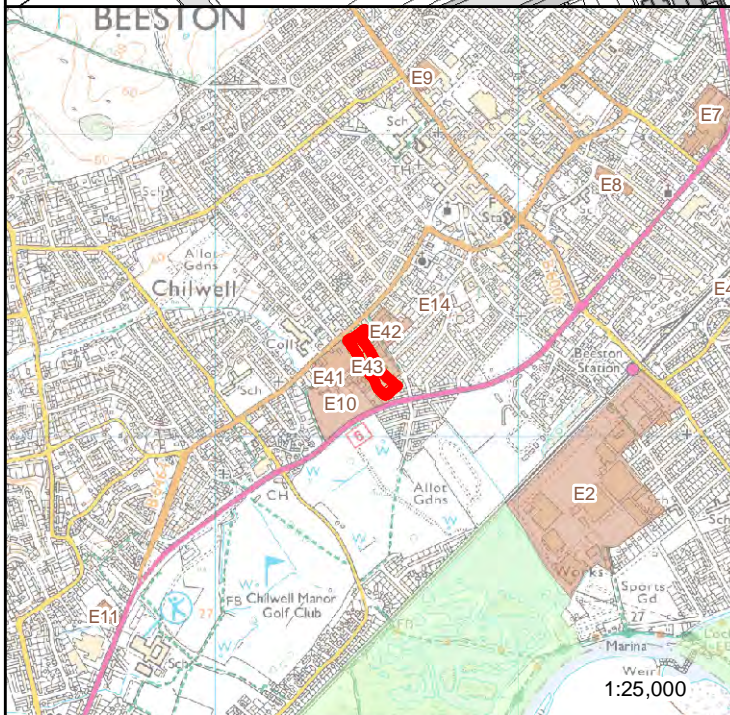
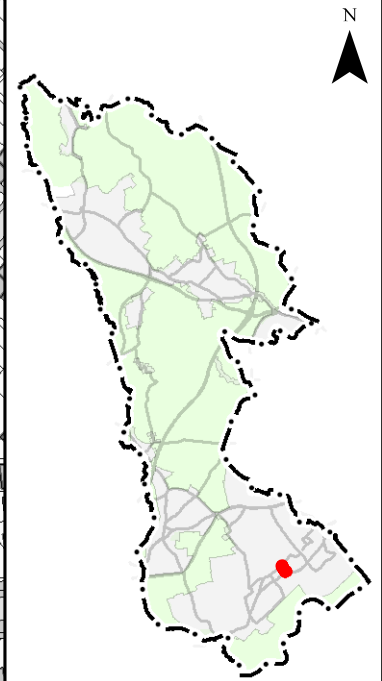
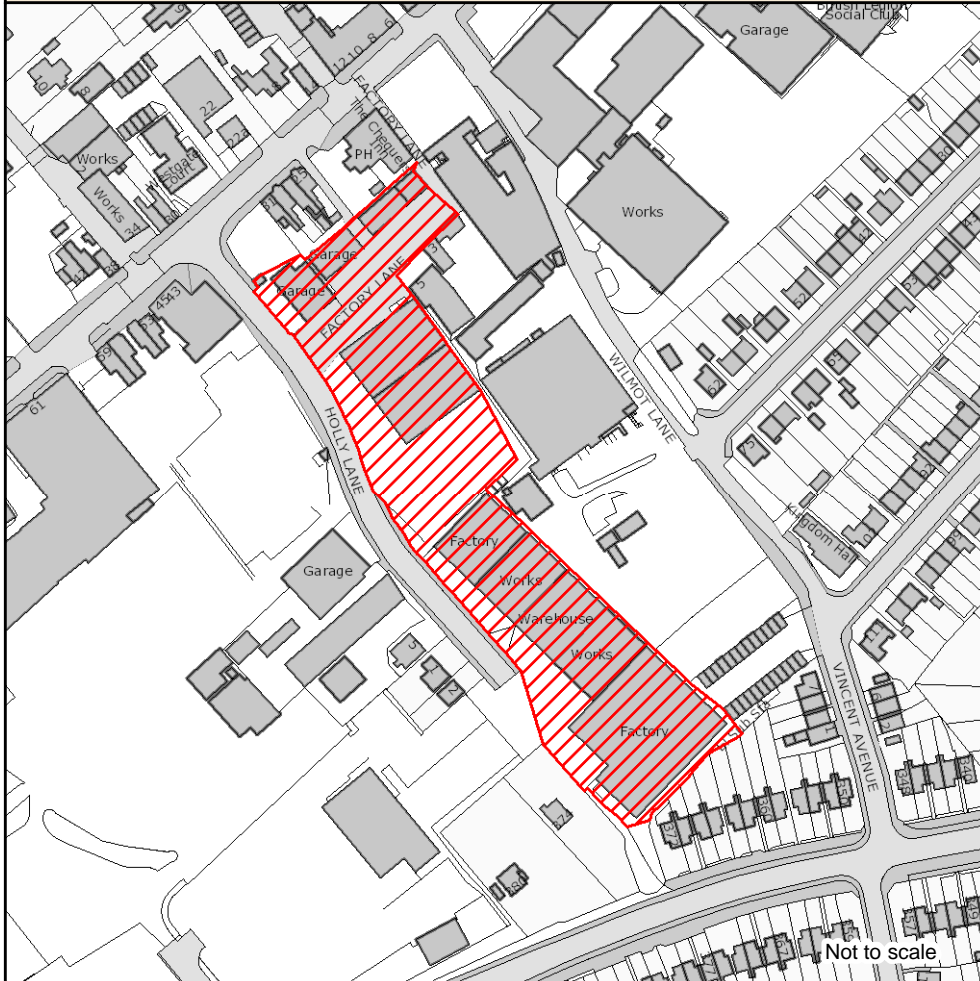
Wider Environmental Quality

Access to Local Facilities for Workforce Good


Access to Strategic Road Network Good

Public Transport Provision Good

Workforce Catchment Yes



Final Reasoned Judgement:
 Well used employment area consisting mainly of medium/large units for storage/general industry and car repair.

-  ELAA Site
-  Other ELAA sites
-  Green Belt Extent
-  Broxtowe Boundary

Site area (ha): **0.96**
 (Approximate)

Site type: **Urban**

Retain for Employment

ELAA Sites

Site Reference: 43

Factory Lane Chilwell

Site Area 0.96

Allocated Site No

Existing B1 Use Yes

Existing B2 Use Yes

Existing B8 Use Yes

Vacant No

Vacant Comment

Topographical Constraints No topographical constraints

Trees/Landscaping None

Overhead powerlines/other constraints N/A

Age (Approx.) Approximately 50+ Years

Quality of Buildings Adequate

Unit Size Medium/Large

Noise No

Noise Comments

State of External Areas Fairly well maintained.

Parking All have off-road parking provision

Adjacent Uses Industrial

Wider Environmental Quality

Access to Local Facilities for Workforce Good

Access to Strategic Road Network Good

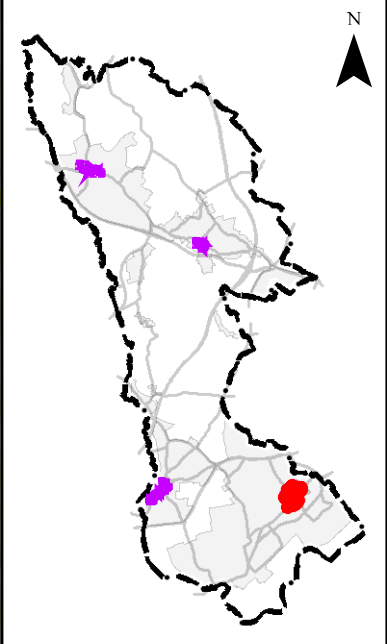
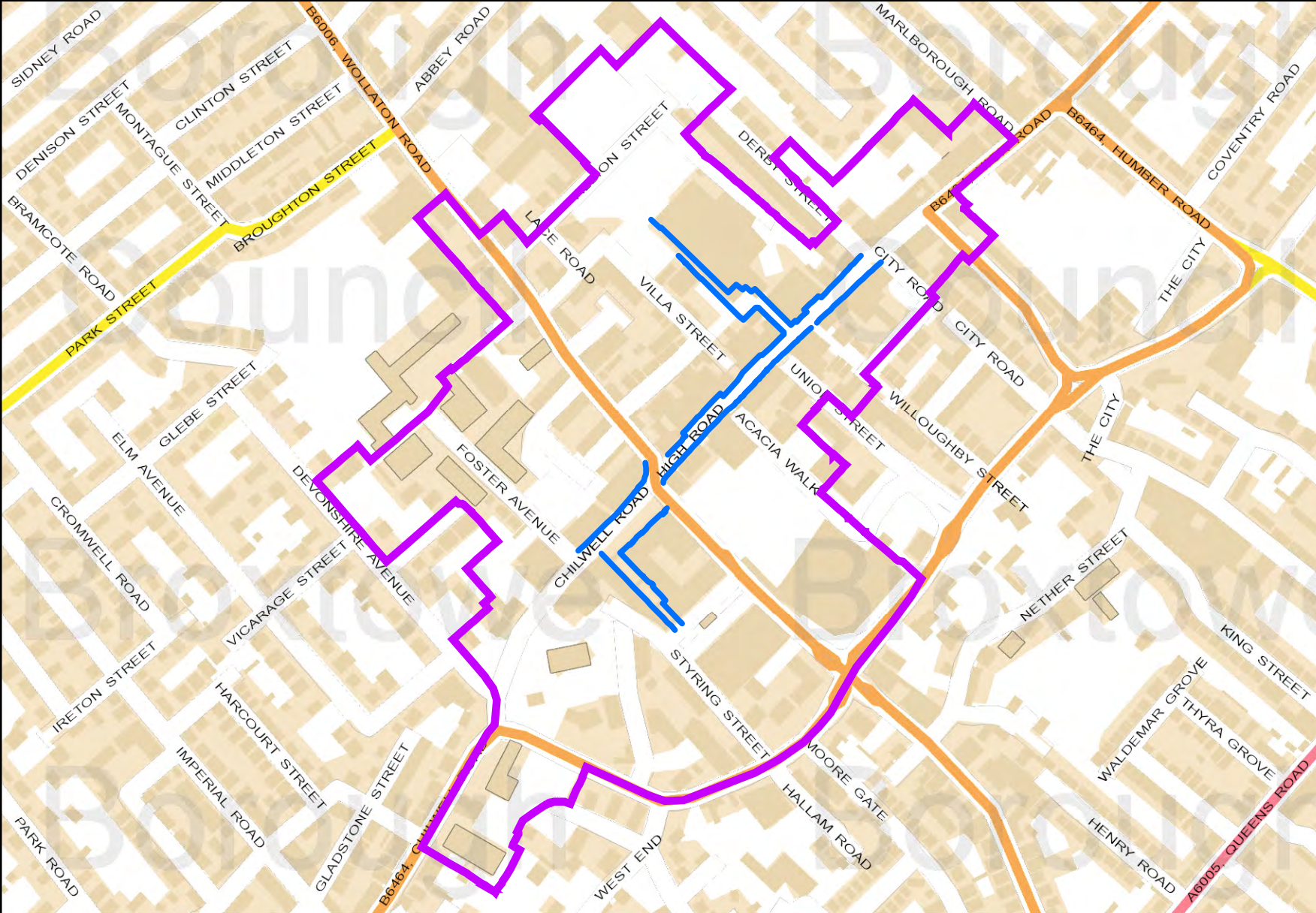
Public Transport Provision Good




Workforce Catchment Yes

Improving our Town Centres

M9.1.1 The following maps show the existing town centre boundaries in Beeston and Stapleford and the Prime shopping frontages. These boundaries were set in the 2004 Broxtowe Local Plan which was adopted eight years before the NPPF was published. We welcome your comments on whether you think these boundaries should be altered and if so where.





-  Borough Boundary
-  Prime Shopping Frontages
-  Town Centre Boundary

M9.2 Local Centre Assessment – Beeston (Primary and Secondary) 2011 Introduction

M9.2.1 The following Local Centre Assessments were undertaken to inform the Core Strategy. Although undertaken in 2011, the issues identified are considered to remain relevant now.

M9.2.2 Beeston is located west of Nottingham City Centre. The High Road runs through the centre with major retail establishments centred around the Square and the two major Supermarket chains (Tesco's to the SE and Sainsbury's to the North). The centre is in close proximity with the A52 allowing for convenient access to Derby City Centre, Nottingham City Centre and the M1. Broadgate Park is located just outside the secondary retail area and forms the Eastern Gateway of the town (from Nottingham City Centre). The landmark development of Anglo-Scotian Mills which has been converted in recent years into modern apartments defines the Northern Gateway (from the A52). The centre contains a mixture of employment, retail and entertainment opportunities including Broxtowe Borough Council's offices.

Table 5: Number Units in a specific Use (as defined by the revised Town and Country Planning (Use Classes) Order 1987) located within the Primary and Secondary areas of Beeston Town Centre

Type	Primary	Secondary
A1	95	45
A2	22	36
A3	7	6
A4	5	7
A5	0	2
B1	0	4
B8	0	1
C3	0	51
D1	1	16
D2	0	0
SG	2	4
Total	132	172

Chart 45: Proportion of Uses (as defined by the revised Town and Country Planning (Use Classes) Order 1987) located within the Primary and Secondary areas of Beeston Town Centre

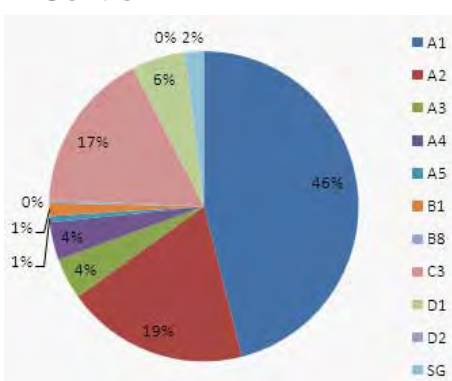
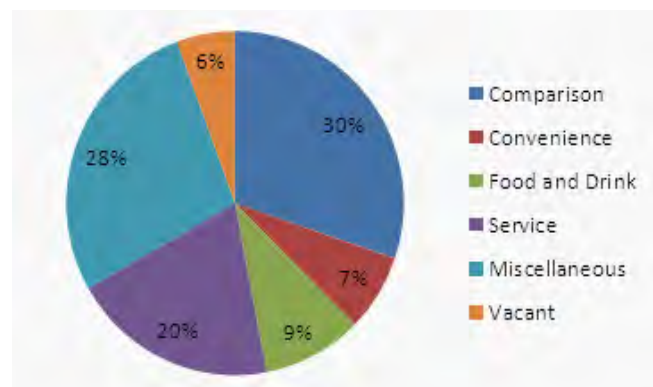


Table 6: Number of type of stores and services located within the Primary and Secondary areas of Beeston Town Centre

Type	Primary Area	Secondary Area
Comparison	64	28
Convenience	14	8
Food and Drink	12	17
Service	23	37
Miscellaneous	7	77
Vacant	12	5
Total	132	172

Chart 46: Proportion of type of stores and services located within the Primary and Secondary areas of Beeston Town Centre



M9.2.3 The Primary retail area extends for almost the entire stretch of High Road and encompasses the units around The Square and Stoney Street. This area is occupied by over two thirds retail in line with Local and National policy. The primary area is also represented by a high proportion of eating establishments and services.

M9.2.4 The secondary retail area covers a large area in which there is significantly more of a variety of commercial uses inter-dispersed with dwellings.

M9.2.5 Although the statistics show that convenience only forms a small part of the centre, these types of retail establishments include key draws to the centre with Sainsbury's and Tesco's covering a large proportion of the retail floor space in the centre. 2010 saw the arrival of Tesco's to the centre and although it is located in the secondary retail area this supermarket has had a considerable impact on the vitality of this area and the centre as a whole. Generally speaking the two major supermarkets act as key attractions to the centre with the shops and services in between benefitting from the extra visitors.

M9.2.6 Services include a number of banks and estate agents some of which are located within the primary centre but are generally in the less prominent positions in the secondary area and there are a number of properties used for office accommodation particularly surrounding the Council offices on Foster Avenue. The secondary area generally consists of lower density units mixed with dwellings however there is a secondary range of retail offer both along Wollaton Road and on the High Street past Broadgate Park which is generally specialist and independent shops.

M9.2.7 Beeston has a good range of restaurants, public houses, sandwich bars/cafes and takeaways mainly within the secondary area and particularly surrounding the Northern Gateway to the town, plus a number of smaller eating and drinking establishments are located along the High Road, Stoney Street and The Square which predominantly attract day time shoppers. The eating and drinking establishments consist of a healthy mix of independent and chain establishments.

M9.3 Retailer representation

M9.3.1 Beeston has a good mix of national chains and local independent stores. Key national chains which are major draws to the centre are Tesco, Sainsbury's, Argos, B&M bargains, WHSmiths, and Peacocks, as well as a large Weatherspoons. These major stores are generally located around the High street hub and are in easy walking distance from one another. Notably there is a high number of charity shops (both national chains and independent chains) within the primary shopping area. The centre also contains a typical range of high street banks and estate agents with most of the National chains being represented but there are also a number of independent professional and financial services particularly local estate agents.

M9.3.2 The independent shops and charity shops on the high street tend to occupy the smaller units and generally consist of specialist stores such as jewellers and food stores. It was observed that a large proportion of the vacant units in the area were formally occupied by independent retailers perhaps reflecting the market dominance of the larger chain stores leading to higher rents and affecting viability for smaller business. The statistics show a higher proportion of vacant units within the primary area than may be expected. As many of these are in the area surrounding the bus station and the shopping parade this is however undoubtedly attributable to the development of the tram as a large proportion of the units in this area will be demolished in the near future due to works associated with the construction of the tram which commenced in early 2012.

M9.4 Accessibility

M9.4.1 Station road runs through the centre of the primary area and this is well connected by a pedestrian crossing. There is also adequate facilities for cyclists with cycle paths entering the centre from all directions, which are well used in the centre, however there is a large number of cycle stands situated outside of Tesco's which appear underutilised.

M9.4.2 The centre has 6 public car parks in the secondary retail area however these do not appear to be used to their full capacity. This may be attributable to the introduction of car park charges in 2011 with drivers intending to stay more than one hour preferring to park on the side streets or utilising three hours of free parking associated with the large supermarkets.

M9.4.3 The bus station is in the secondary retail area and there is a number of bus stops also within the area allowing for good transport links into and out of Beeston and these services are generally well-used. The development of the tram which is expected to be completed in late 2014 will increase the use of public transport and hopefully decrease the use of the private car.

M9.5 Pedestrian Flows

M9.5.1 Footfall counts were taken on two separate days, on a busy market day and a less busy non-market day. Three separate footfall counts over ten minutes were taken between the hours of 10:00am – 11:00am, 11:00am and 12:00am and 12:00pm – 1:00pm then the average calculated.

	Beeston	East Midlands Small Towns
Busy	340	113
Quiet	260	75

M9.5.2 When compared to other East Midlands small towns (figures from AMT Town Benchmarking report) this pedestrian flow suggests that Beeston is performing extremely well in terms of footfall.

M9.6 Environment of the Centre

M9.6.1 The primary area is completely pedestrianised and the centre contains many benches particularly within in the square and along High Road which generally are well used by shoppers. Electronic information points were introduced in 2011 to improve the usability of the centre. Broadgate park, just outside the defined area provides recreational space within close proximity and does help to increase the footfall in this area ,define the Eastern Gateway and give a pleasant first impression to those arriving from this direction.

M9.6.2 A number of shops and cafes along the High Road have outdoor stalls and sitting areas which contributes to the vitality of the area. A large problem however is that The Square and the High Street have the feel of being dissected by Station Road, a major transport route which runs through the centre. The public realm in the area surrounding The Square, including the band stand and street trees, is a focal point for the centre with many events and street markets congregating here, however the shopping shelter which runs from the square to the bus station looks dated and is not generally an appealing initial perspective of Beeston for those arriving by bus. As this area is largely going to be demolished with the arrival of the tram into Beeston, this provides an opportunity to greatly improve the public realm in this area as well as having the potential to attract new business to the centre. The town may benefit from some level of consolidation associated with this redevelopment, to reduce the linear sprawl of the shopping facilities and provide a definite 'heart' to the centre. Investment in this area may potentially spread to the other areas of the centre and therefore improve the public realm for the overall centre and also contribute to creating a more holistic feel to the centre.

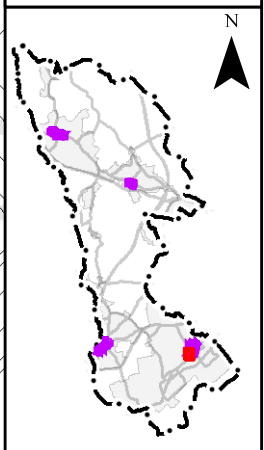
M9.6.3 Litter does not seem to be a significant problem in the centre therefore it is considered that the number of street bins is adequate and the street cleaning facilities are suitable.

M9.7 Conclusions

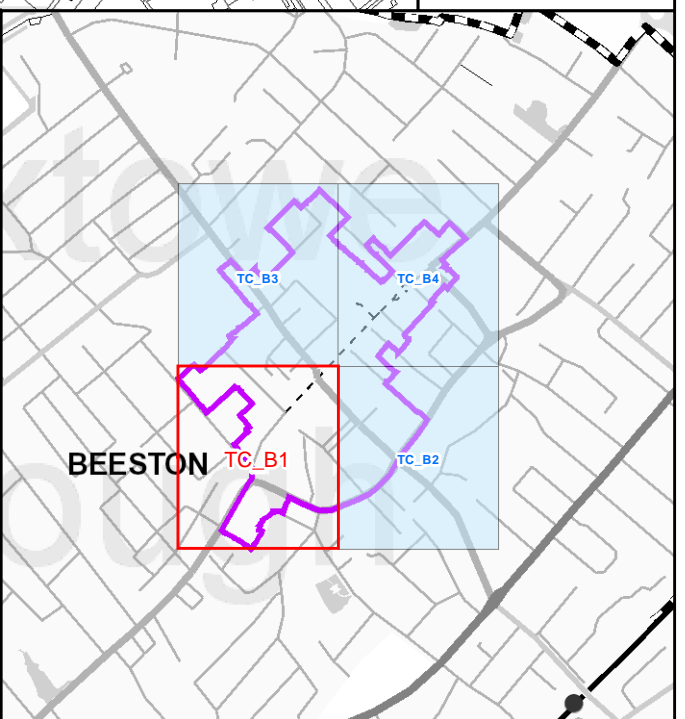
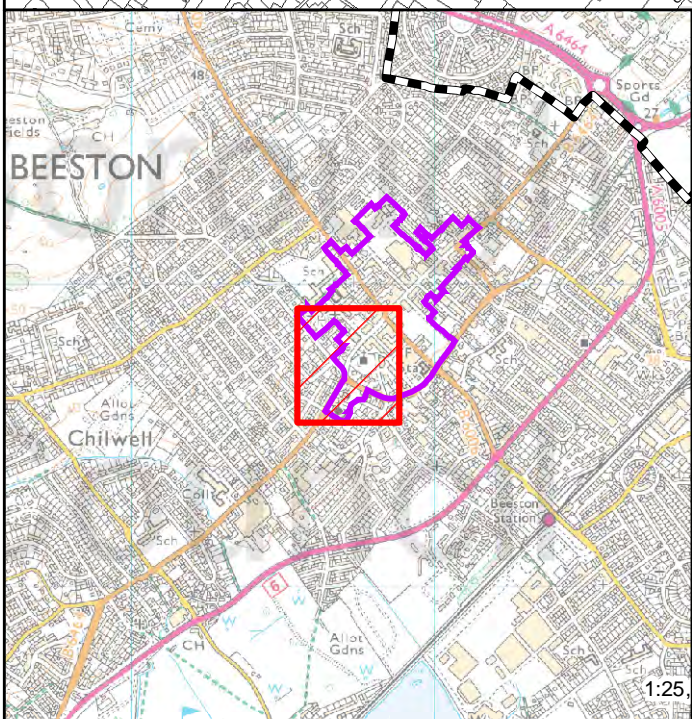
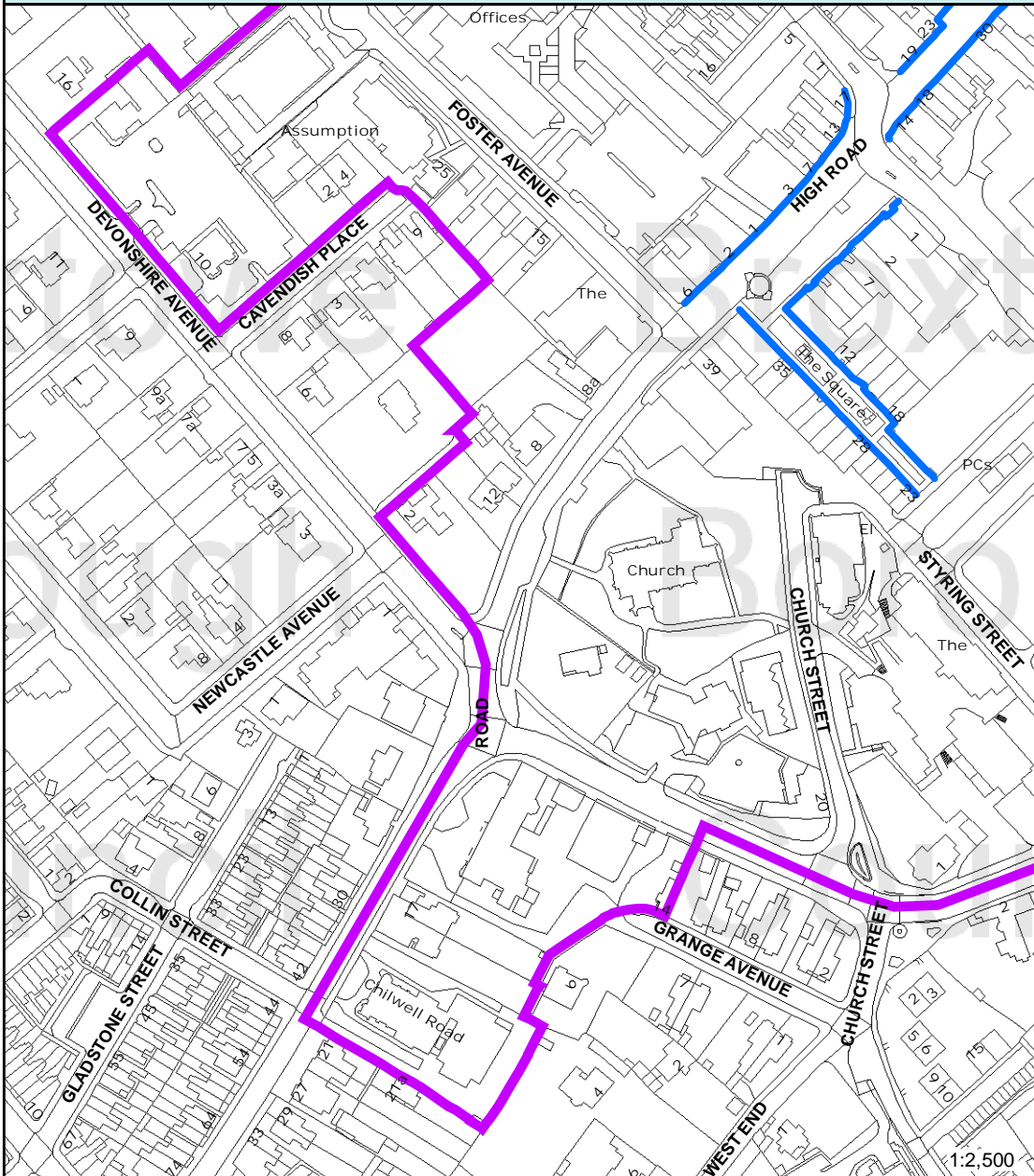
M9.7.1 Overall the centre performs relatively well with its positive attributes being the good retail representation and pedestrian friendly atmosphere with fairly low percentage of vacant units. There are fairly good transport links as existing which are set to improve with the introduction of the tram. On the negative side the public realm is poor in some places. The bus station and parade are outdated and there is a lack of greenspace. Also the dissection of the shopping areas due to Station Road is a problem and top end retailers are under represented.

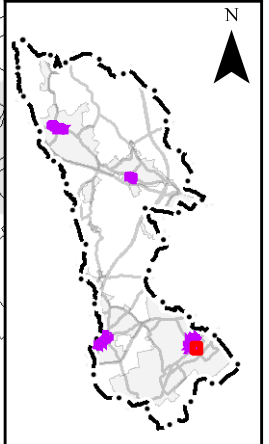
M9.7.2 There are however a number of opportunities associated with the redevelopment/revitalisation /reconfiguration of Beeston square following the tram development. The underuse of the car parks calls into question the need which could be better utilised for other uses and opens up the potential to attract larger businesses and the opportunity to create a more attractive public realm.

M9.7.3 The attraction for key draws to Nottingham City and the potential for shoppers to favour travelling into Nottingham benefiting from easy access once the tram is completed is a major threat for businesses. There is also the disruption for existing retailers and shoppers whilst the tram is being constructed which could force some retailers to relocate and shoppers to change their habits in the interim.

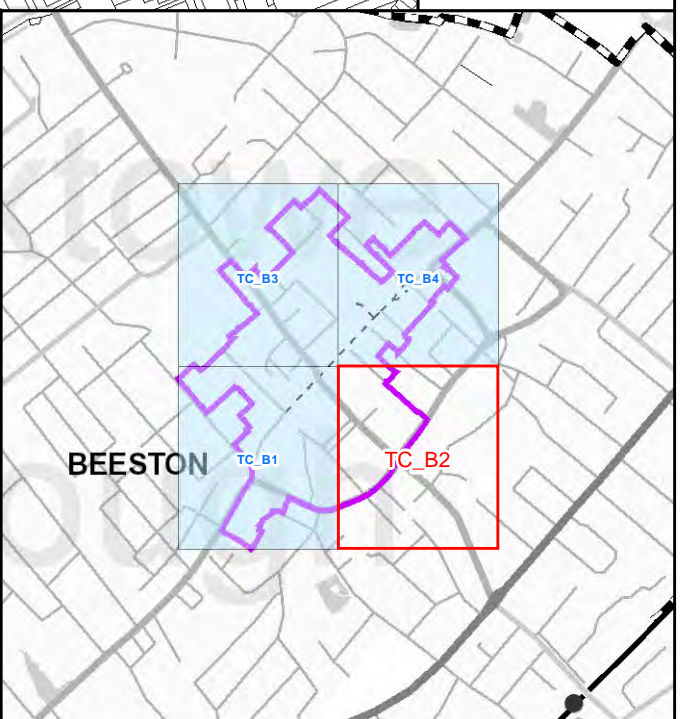
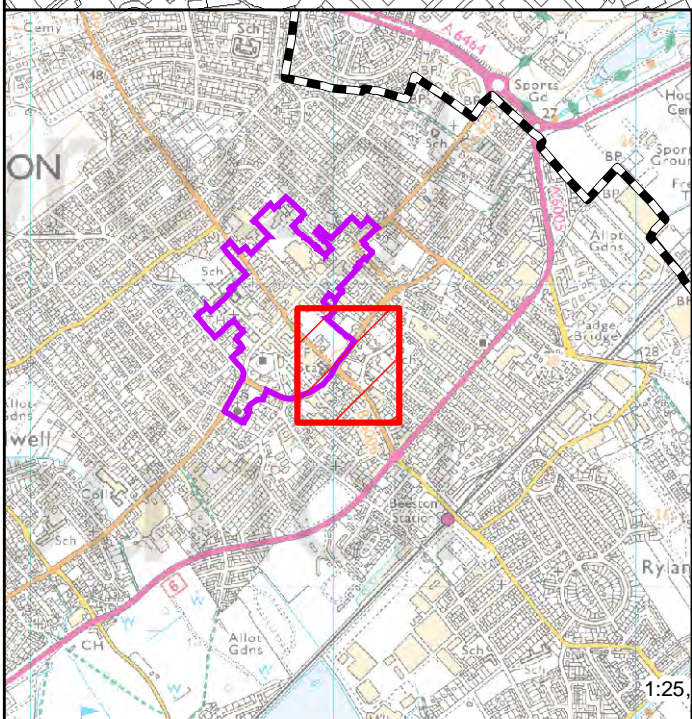
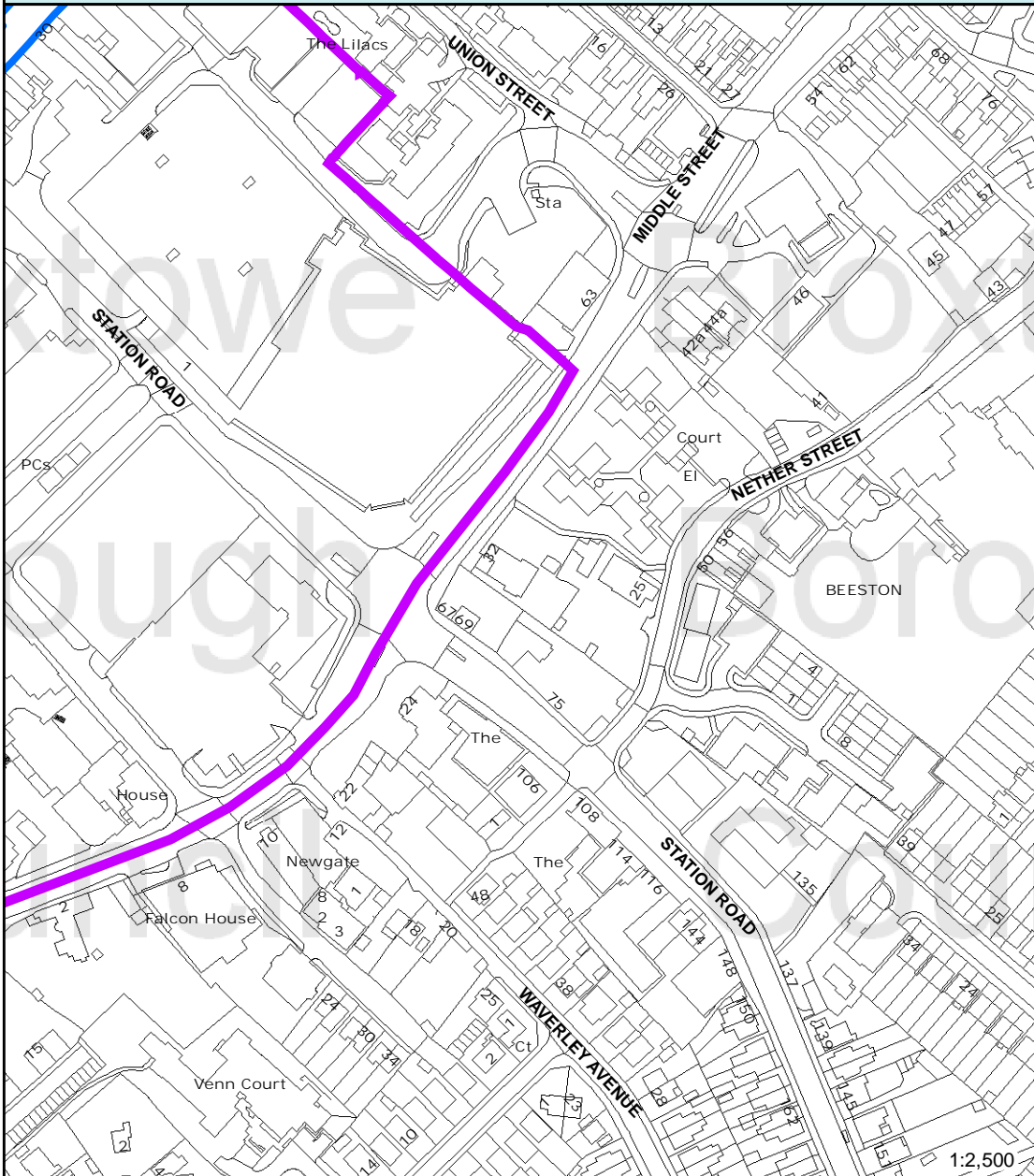


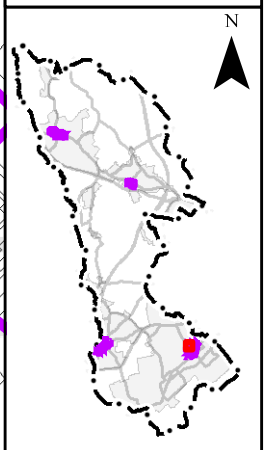
- Town Centre Boundary
- Broxtowe Boundary
- Prime Shopping Frontages



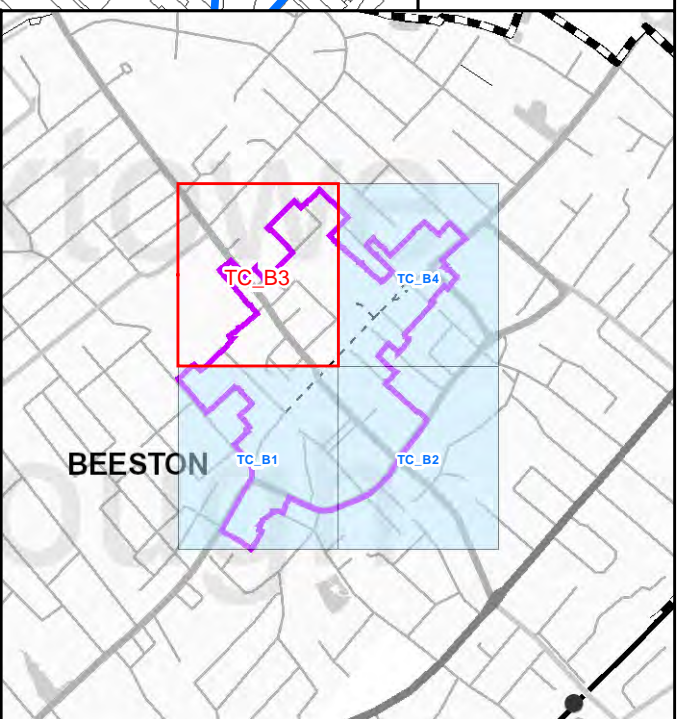
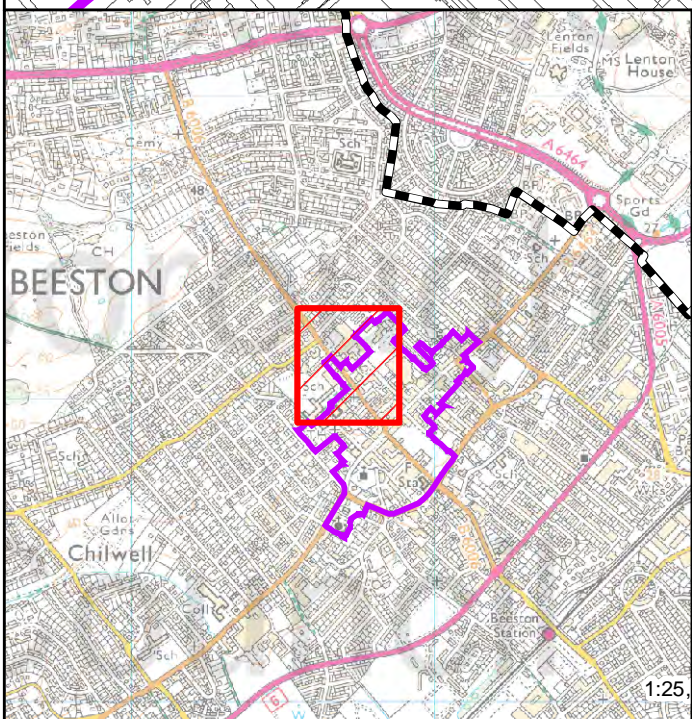
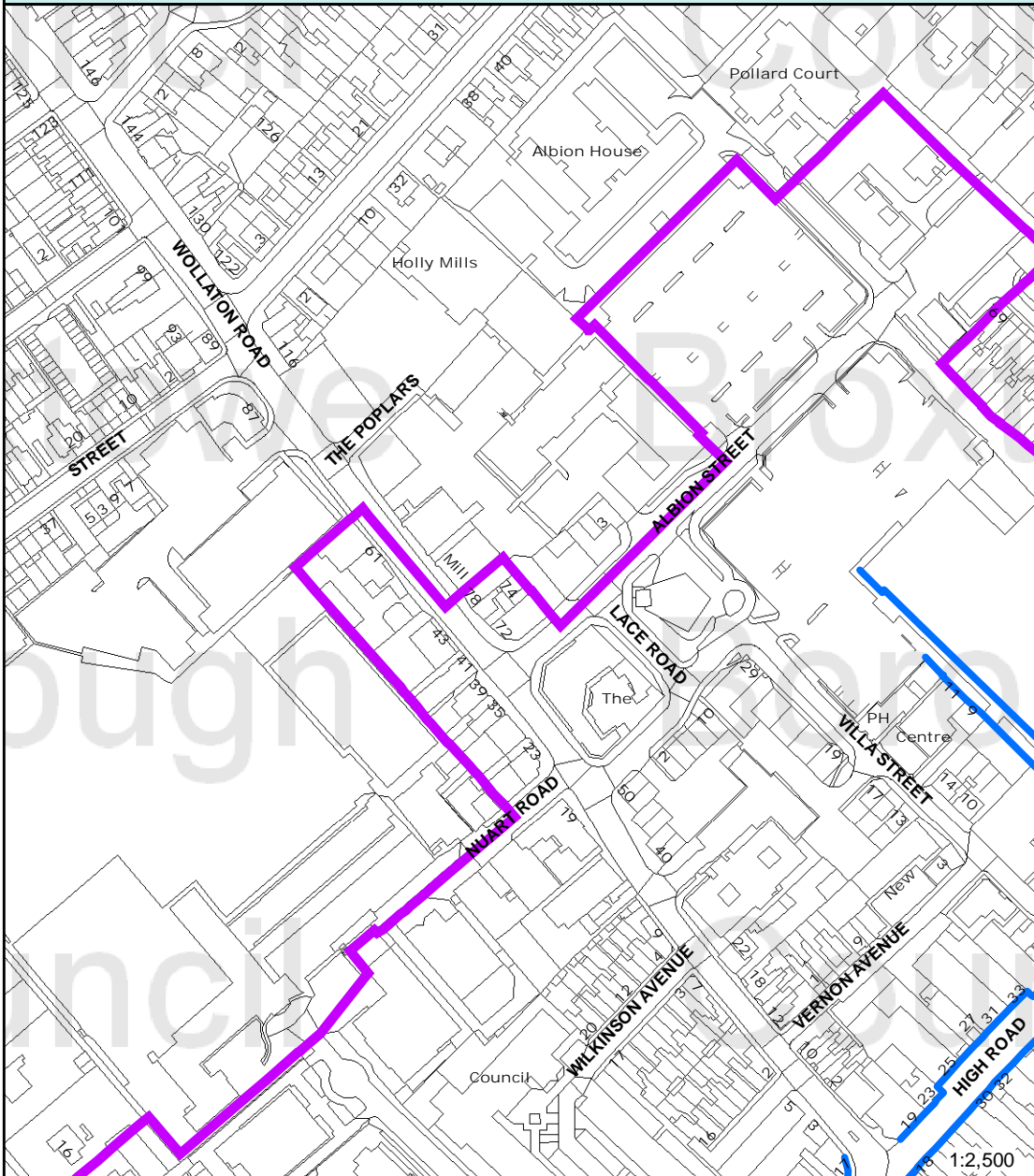


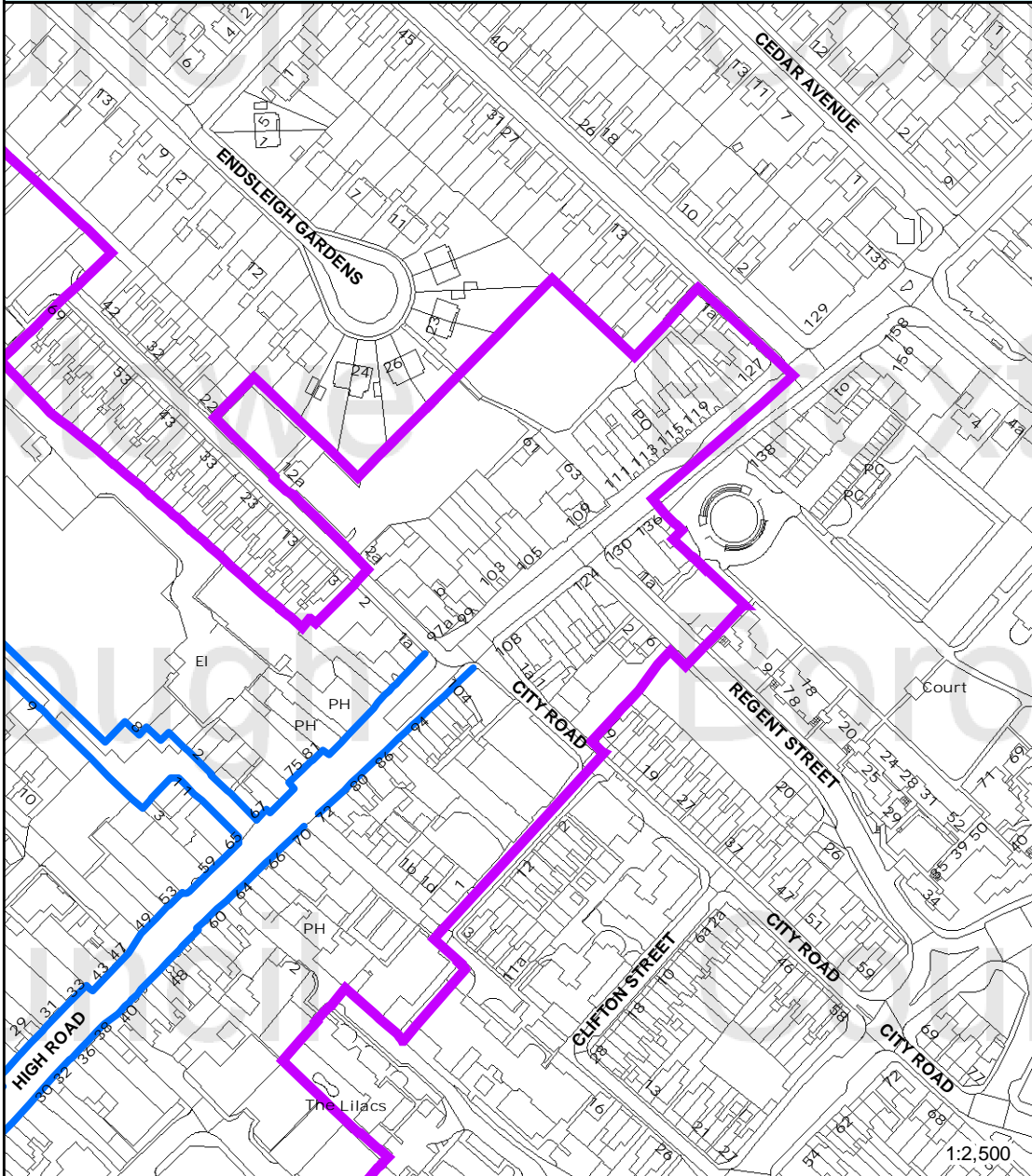
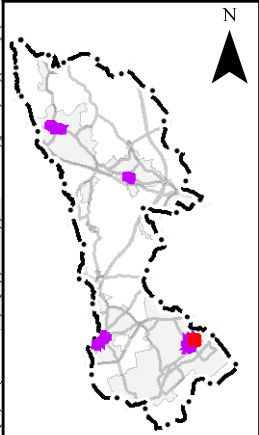
- Town Centre Boundary
- Broxtowe Boundary
- Prime Shopping Frontages








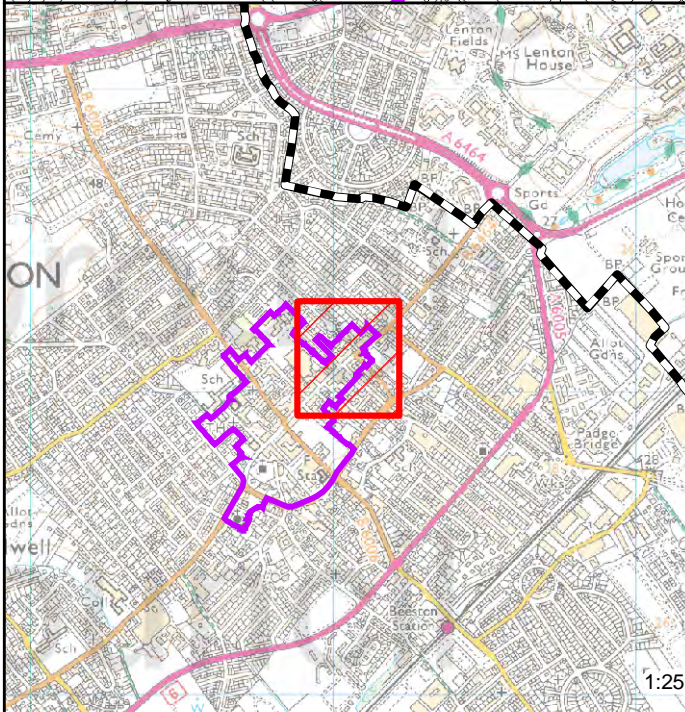
-  Town Centre Boundary
-  Broxtowe Boundary
-  Prime Shopping Frontages



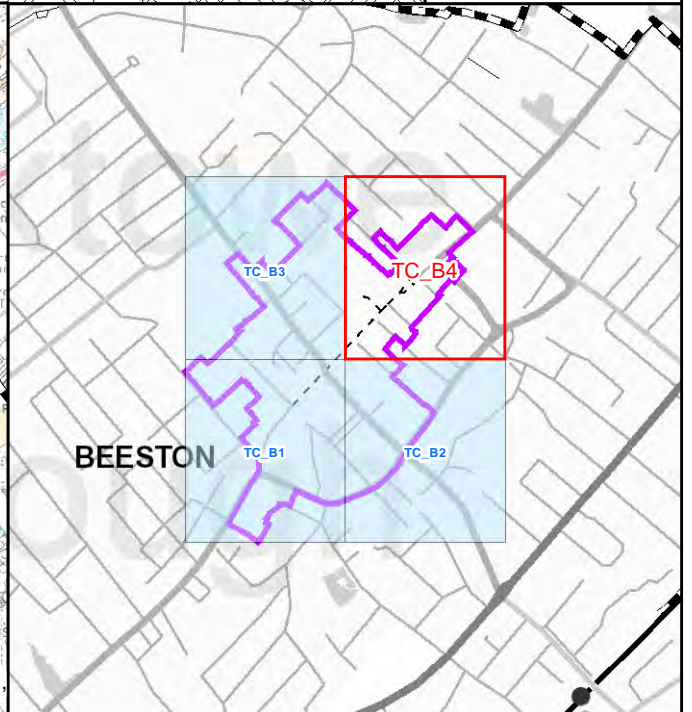


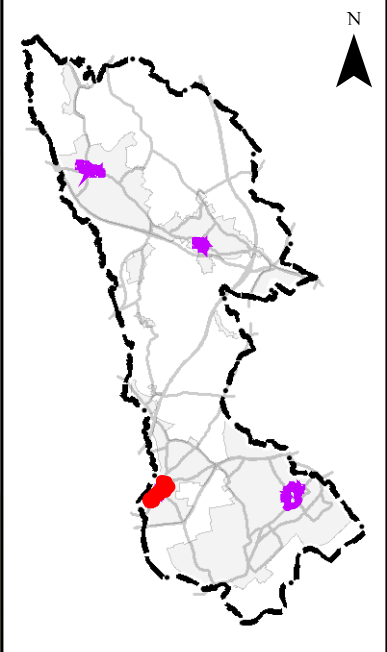
-  Town Centre Boundary
-  Broxtowe Boundary
-  Prime Shopping Frontages

1:2,500



1:25,000

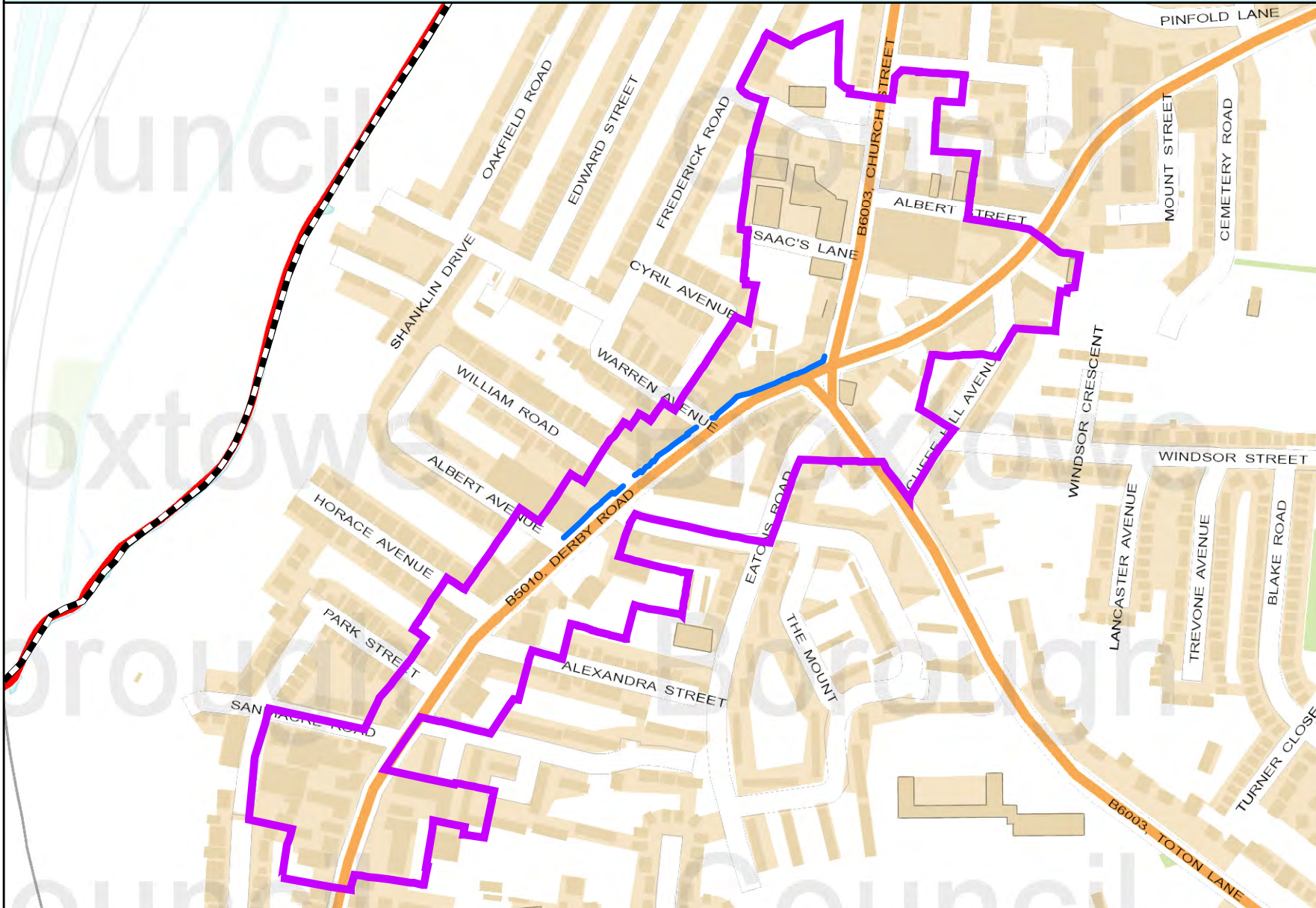




--- Borough Boundary

— Prime Shopping Frontages

□ Town Centre Boundary



M9.8 Local Centre Assessment – Stapleford (Primary and Secondary) 2011 Introduction

M9.8.1 Stapleford lies on the South Western border of Broxtowe borough close to the border with Erewash Borough. The centre is in close proximity with the A52 allowing for convenient access to Derby City Centre, Nottingham City Centre and the M1. Stapleford is comparatively smaller to Beeston which is within 4 miles to the East and consequently offers a less diverse range of uses. The Church Street Gateway to the North East is a designated conservation area which contains the listed St Helen’s Church and monuments. The area is also home to a branch of the South Nottinghamshire College. The town centre is primarily centred around one side of Derby Road mixed with residential properties on the other side.

Table 7: Number Units in a specific Use (as defined by the revised Town and Country Planning (Use Classes) Order 1987) located within the Primary and Secondary areas of Stapleford Town Centre

Type	Primary	Secondary
A1	20	29
A2	10	6
A3	1	6
A4	0	6
A5	1	6
B1	0	1
C3	0	35
D1	0	4
D2	0	69
SG	0	1
Total	32	100

Chart 47: Proportion of Uses (as defined by the revised Town and Country Planning (Use Classes) Order 1987) located within the Primary and Secondary areas of Stapleford Town Centre

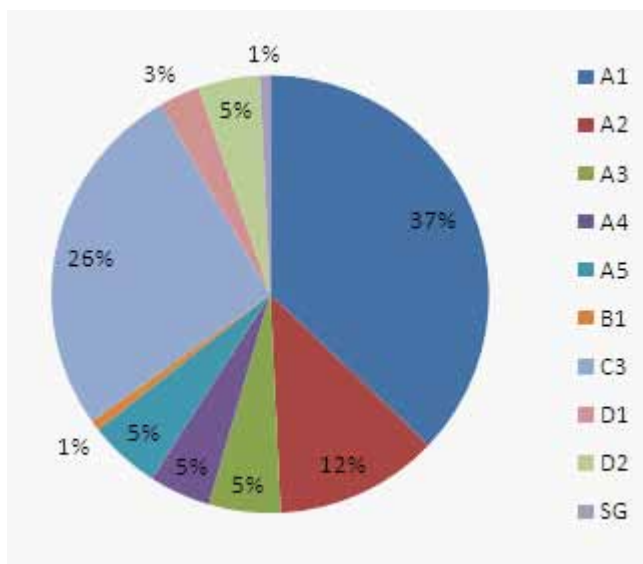
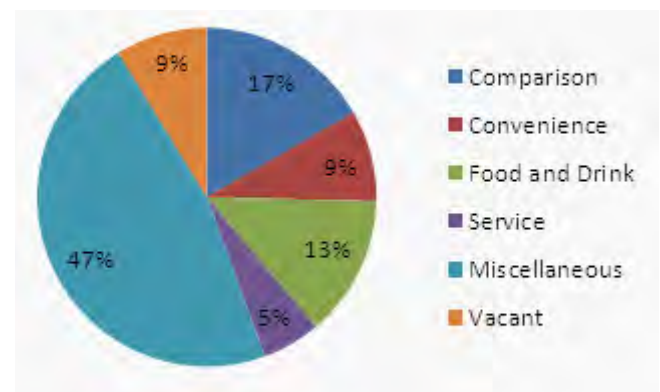


Table 8: Number of type of stores and services located within the Primary and Secondary areas of Stapleford Town Centre

Type	Primary Area	Secondary Area
Comparison	8	19
Convenience	8	3
Food and Drink	1	16
Service	2	5
Miscellaneous	9	50
Vacant	4	7
Total	32	100

Chart 48: Proportion of type of stores and services located within the Primary and Secondary areas of Stapleford Town Centre



M9.8.2 The primary retail area in Stapleford only covers a small area which encompasses the even numbers from 2 to 68 on Derby road. The opposite side of the street is occupied primarily by residential properties and forms part of the secondary area. The area is covered just less than two thirds by A1 uses which is slightly less than stipulated within Local policy which causes some concern. A2 uses represents approximately a third of this primary area suggesting that the area performs fairly well as a service centre. The secondary area in Stapleford covers a larger area and the type of uses are more spread out however A1 uses are still the most predominant. Despite the large amount of the shopping area devoted to residential, A1 uses still dominate the primary and secondary area as a whole.

M9.8.3 The primary area encompasses equal proportions of convenience and comparison goods strongly suggesting that the central area caters well for everyday shopping needs. This however may disguise the situation as the unit sizes for the primary shopping in Stapleford are relatively small therefore they predominantly contain specialist shops and services as opposed to multi-purpose convenience stores which generally offer a wider choice. There are two large national supermarket chains which have local stores in the secondary area which occupy relatively large units for the centre as a whole. These units are however relatively small compared to the large modern style supermarkets which dominate the market.

M9.8.4 Notably food and drink establishments represent a fairly significant proportion of the secondary retail offer. This is a mixture of food outlets, including takeaways, and public houses. Stapleford's night time economy is fairly lively for a centre of this size. The Weatherspoons which opened in February 2012, which replaces a former health centre occupying a prominent position on Derby Road is likely to boost the vitality of the town in day time and night time hours by bringing a vacant unit back into use and potentially improving investment in the area.

M9.8.5 Of some significance is the high representation of community facilities such as the new medical centre, the library and a number of religious institutions and social clubs which is likely to encourage residents into the centre and help build a strong sense of community.

M9.9 Retailer representation

M9.9.1 The representation from National chains in Stapleford is less than would be expected from a centre with this amount of overall units possibly because the size and location of the units is not generally attractive, with large firms tending to prefer to locate to other larger areas such as Beeston. The centre does have a fairly well stocked Co-operative store and a Sainsbury's local, however larger modern style supermarkets in Beeston and Toton act as a pull out of Stapleford centre.

M9.9.2 There is a fairly high proportion of smaller independent stores, some of which appear to be doing well and offer a relatively good range of services to people, however a worryingly high proportion of vacant units in the primary area with also pockets spread around the secondary area, particularly around the Church Lane area suggest that many of these independent firms are struggling in the current economic climate.

M9.10 Accessibility

M9.10.1 A relatively good bus service runs from Derby through Stapleford and onto Nottingham making Stapleford fairly accessible by public transport. The development of the tram with the park and ride site near to Bardills island will improve transport links to other centres in the borough, such as Beeston. The result may be that Stapleford could become isolated discouraging investment in both retail and housing and may find it difficult to compete.

M9.10.2 There are limited car parks in the area and these are generally underutilised. The car park at Derby Road and Victoria Rd does provide any opportunity for further retail development. Provision for cyclists is poor within the centre. Also there is a limited number

of crossings over Derby Road which is a fairly busy main road which makes it awkward for pedestrians. There are a few benches and trees scattered around the centre however the environment for pedestrians is fairly poor. Overall the disjointed linear nature of the centre results in a less attractive location for investment.

M9.11 Pedestrian Flows

M9.11.1 Footfall counts were taken on two separate days, on a busy market day and a less busy non-market day. Three separate footfall counts over ten minutes were taken between the hours of 10:00am – 11:00am, 11:00am and 12:00am and 12:00pm – 1:00pm then the average calculated.

	Stapleford	East Midlands Small Towns
Busy	88	113
Quiet	62	75

M9.11.2 When compared to other East Midlands small towns (figures from AMT Town Benchmarking report) this pedestrian flow this raises some concerns for the number of pedestrians to Stapleford.

M9.12 Environment of the Centre

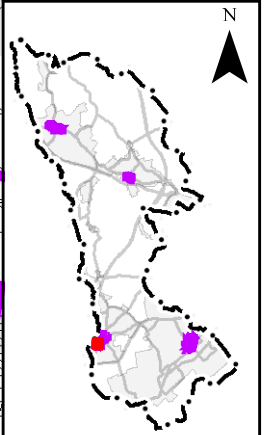
M9.12.1 The overall quality of the centre suffers as a result of its disjointed linear layout of the centre. The central shopping parade is broken up by residential properties and the quality of the public realm does not seem to be consistent throughout the primary and secondary shopping areas. A strong disadvantage is that Stapleford does not appear to have a definite 'heart' to its centre. The Walter Parker VC Memorial Square provides a small amount of greenspace and relaxation area for visitors incorporating benches and trees however, overall the level of greenspace and public realm quality is lacking. A high level of public amenity space is perhaps quite difficult to achieve when the centre has such a high proportion of residential properties and is divided by a busy road. Also the conflicting needs within the centre (for shoppers and residents) creates difficulty.




M9.12.2 There is a large vacant unit on the Nottingham road approach and which does not portray a positive initial reaction to the town for anyone entering from this direction. Despite the relatively newly provided medical centre in this area which is a well designed modern building and the South Nottinghamshire College bringing students to this area, the attractiveness of this area for businesses is limited due to its physical and perceived severance from the primary locations in the centre. Furthermore growth in this area is constrained by the designated conservation area. and the listed monuments associated with St Helen's Church.

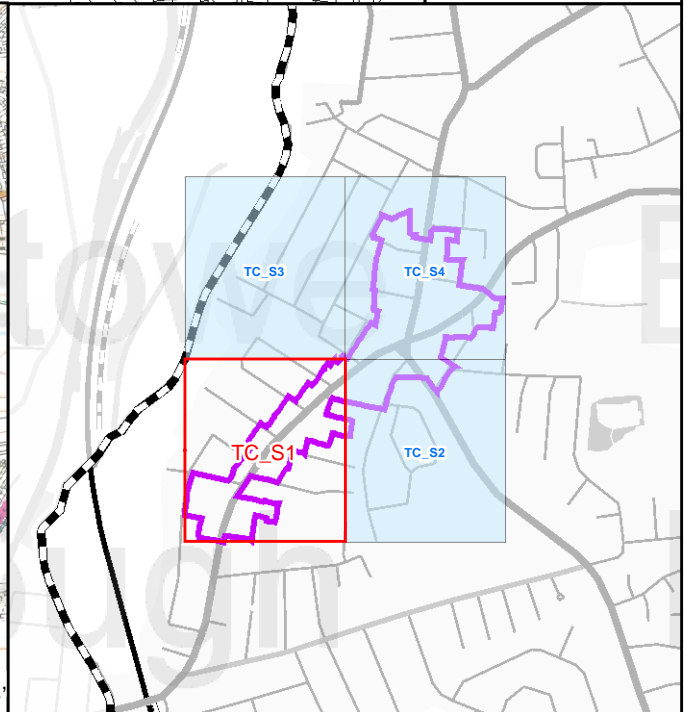
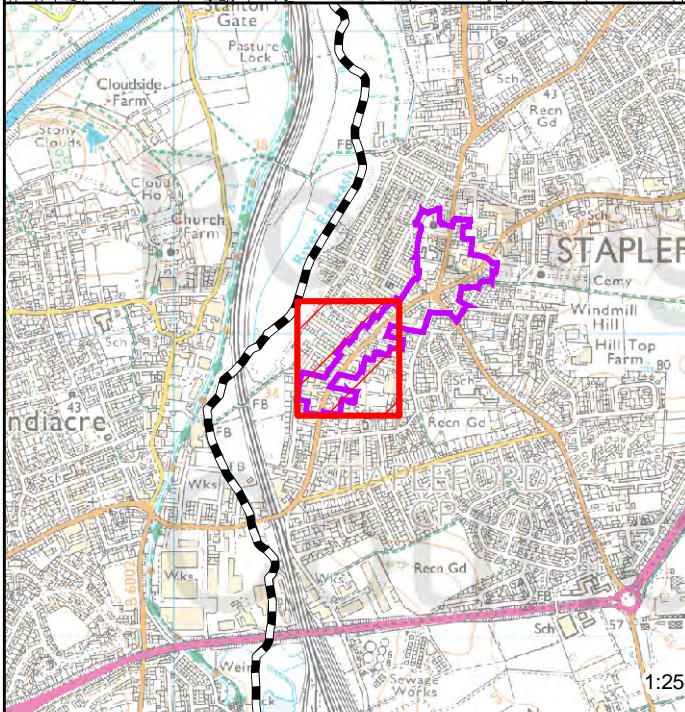
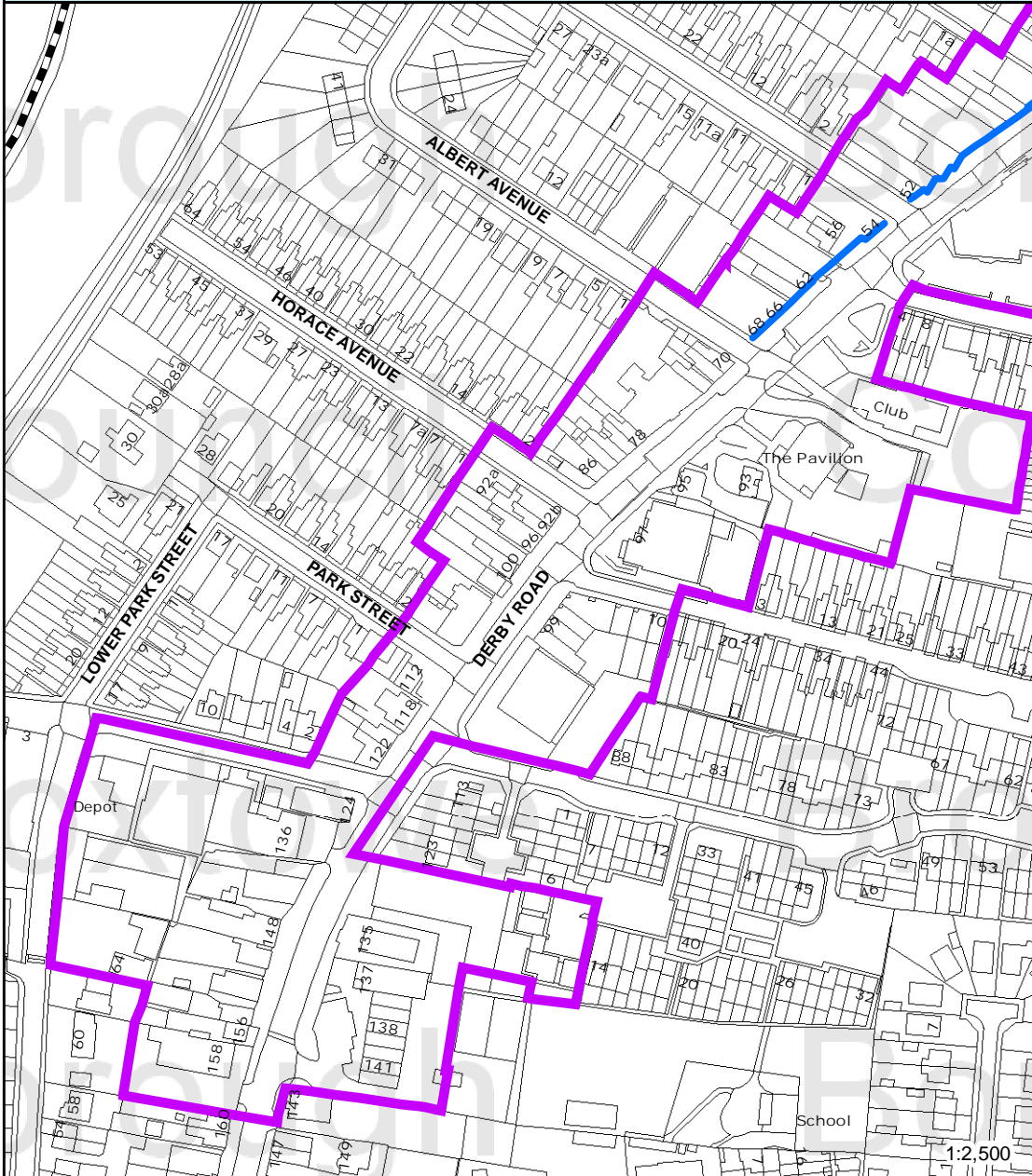
M9.13 Conclusion

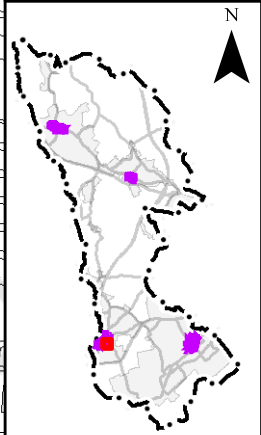
M9.13.1 Stapleford has some strengths as a centre with a good range of independent shops, a number of community facilities within the centre and a growing night time economy. The centre is however suffering due to the lack of larger units in the primary area which has caused a small representation of major retailers. The proportion of A1 units is slightly lower than would be and this possibly is reflected in the low number customer flows.




M9.13.2 Opportunities for the centre include the potential for commercial expansion on the empty public house sites and the Derby Rd car park. Also there is the potentiality of new housing developments within the area which could attract more investment to the centre. The major threats for Stapleford include the loss of customers and retailers to the larger centres which may be made more accessible due to the development of NET phase two.

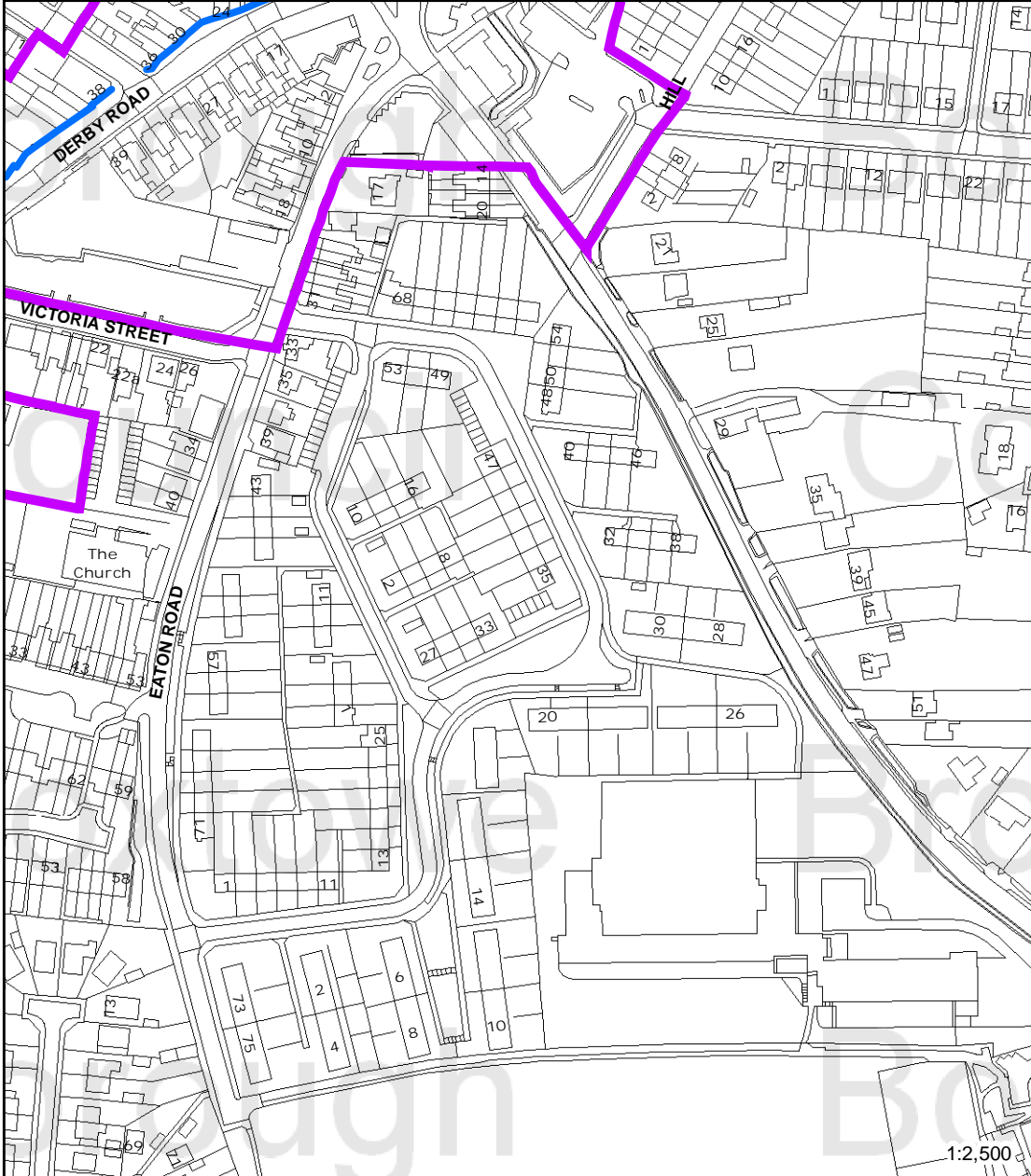


-  Town Centre Boundary
-  Broxtowe Boundary
-  Prime Shopping Frontages

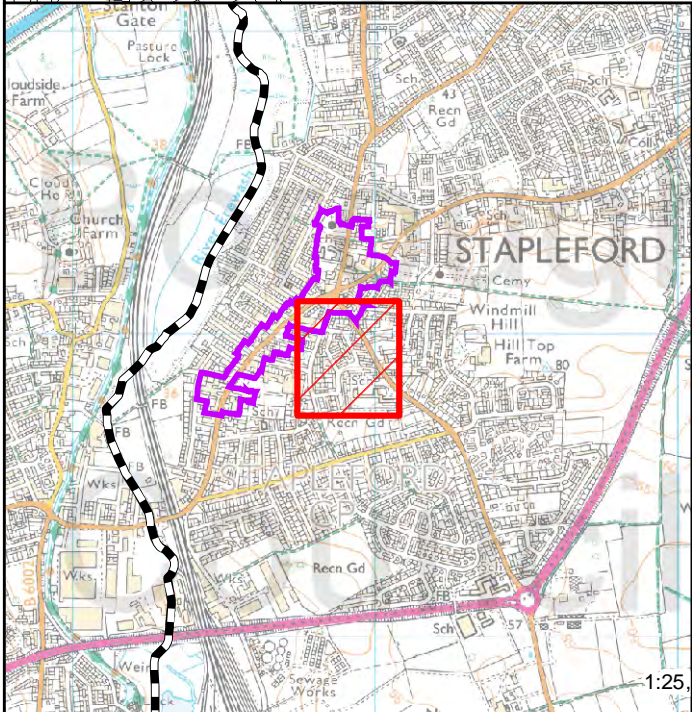




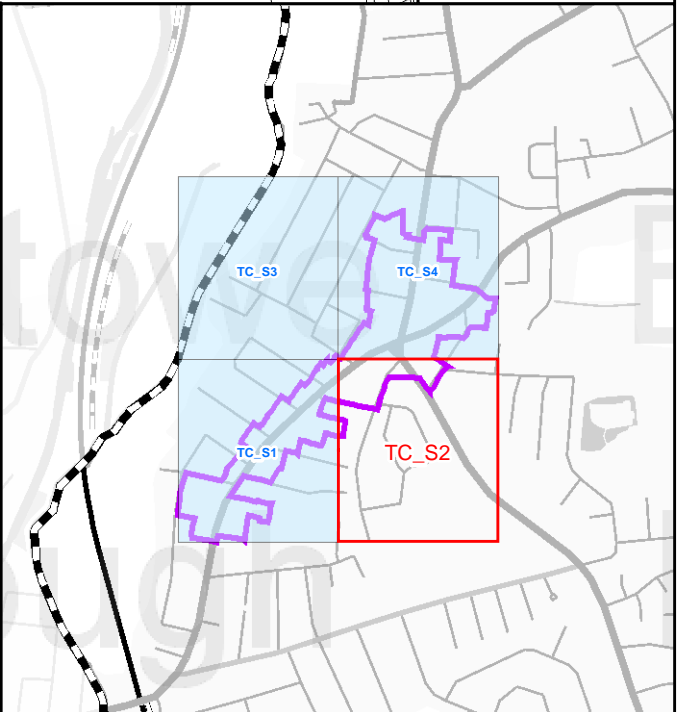
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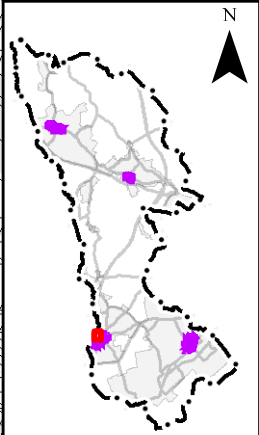





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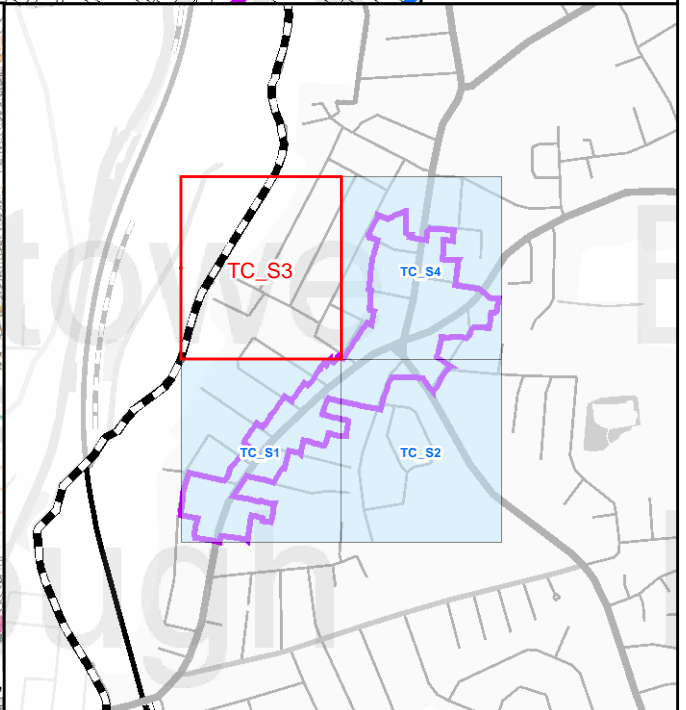
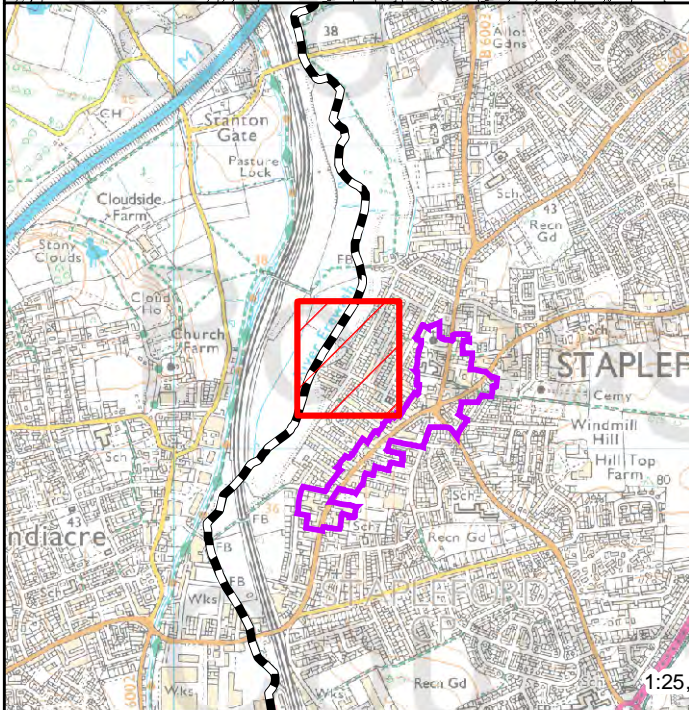
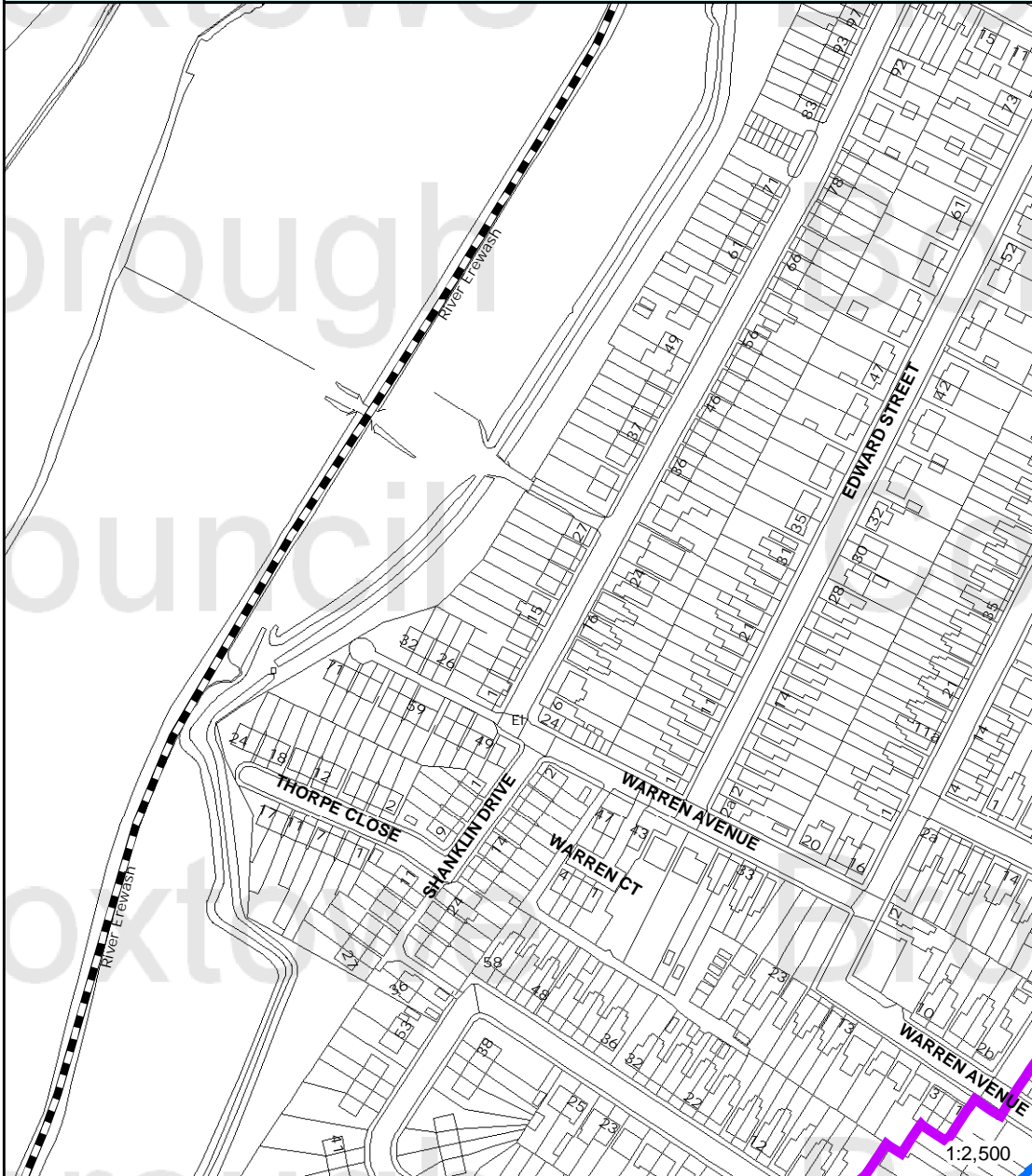


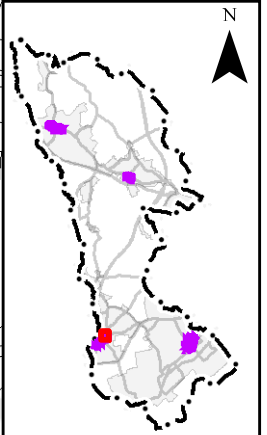
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



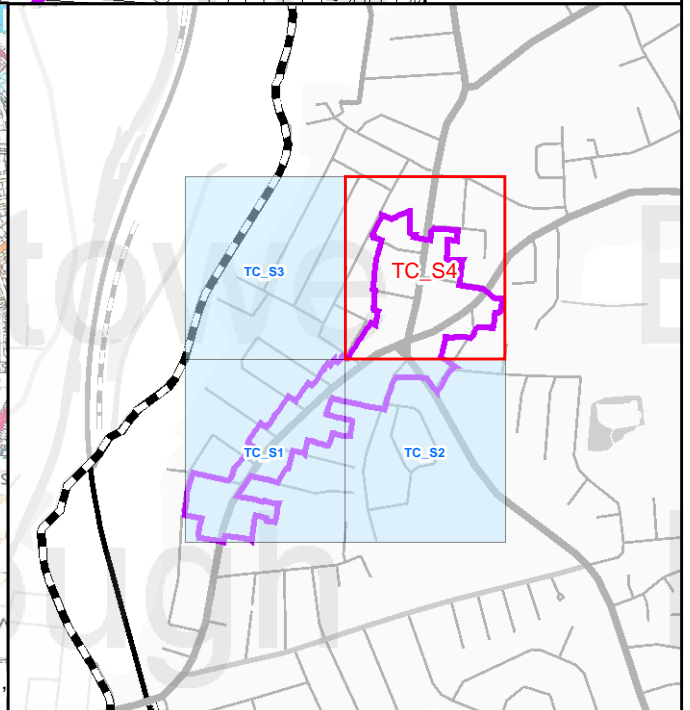
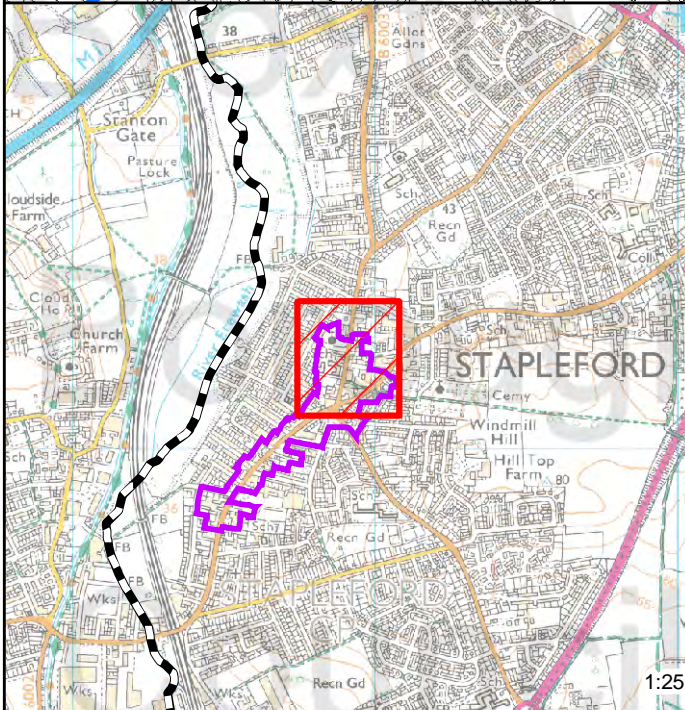
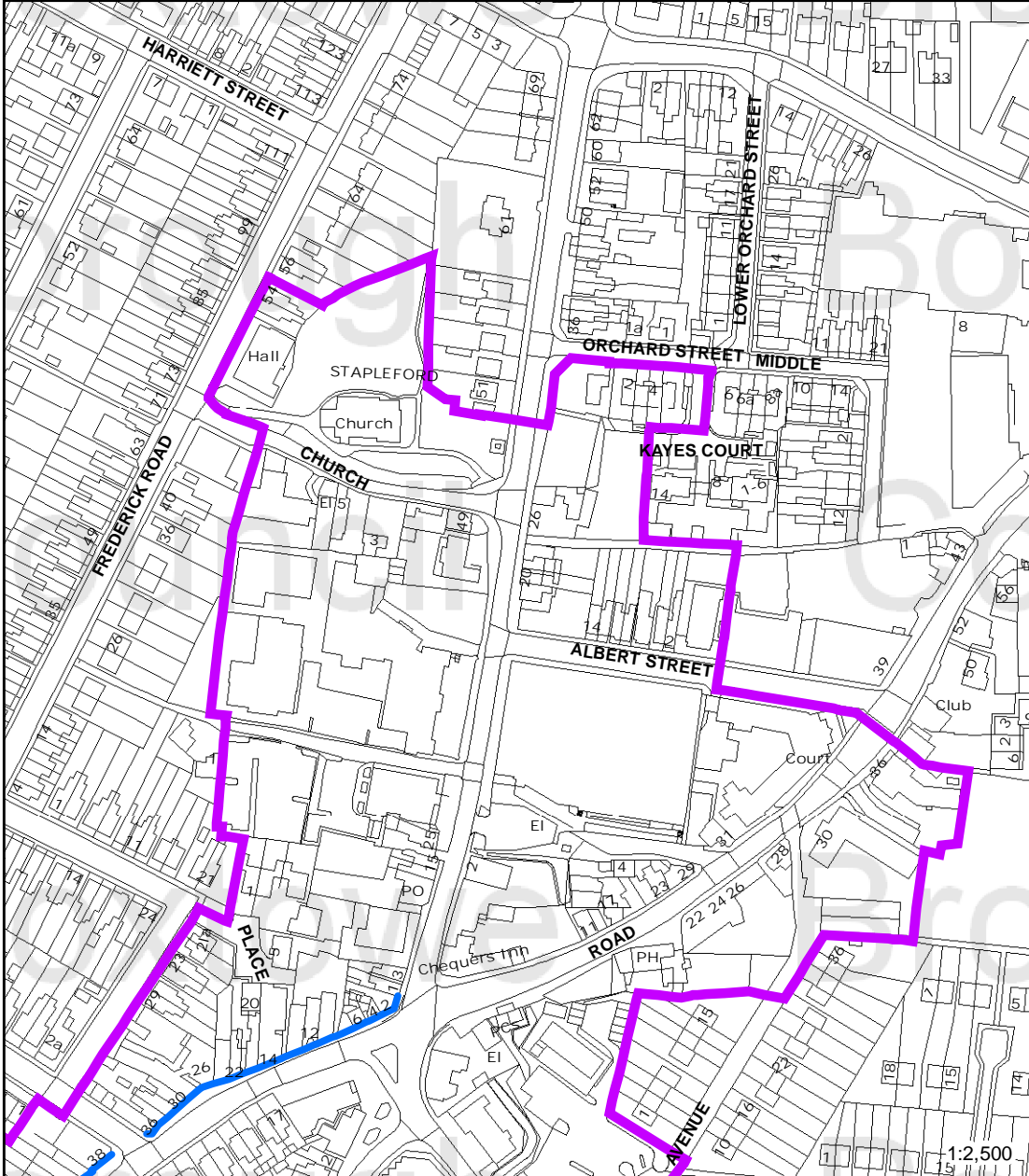


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