

# **GREATER NOTTINGHAM ALIGNED CORE STRATEGY – ISSUES AND OPTIONS COMMENTS TRACKING MATRIX**

## **LOCALLY DISTINCT ISSUES WITHIN BROXTOWE BOROUGH**

Issue BBC1: Which ‘Sustainable Urban Extension’ sites are the most appropriate parts of the green belt to consider for development?

<b>Comments</b>	<b>How addressed in Option for Consultation</b>
There was a high level of support for site G3, ‘Toton Sidings’, and substantial support for site G2, ‘Between Stapleford and Toton’. There was a lower level of support for site H2, ‘North of Stapleford’, with few other sites being suggested.	All these sites are retained for consultation purposes as ‘Potential Sustainable Urban Extensions’ in the Option for Consultation.

Issue BBC2: Should any of the ‘Sustainable Urban Extension’ sites be subdivided?

<b>Comments</b>	<b>How addressed in Option for Consultation</b>
The largest number of respondents considered that site G3, ‘Toton Sidings’, should be subdivided, followed by sites H2, ‘North of Stapleford’ and G2, ‘Between Stapleford and Toton’. Of those who chose site H2, most respondents expressed a preference for part H2a, ‘Bilborough Road’, and part H2c, ‘Field Farm Stapleford/Trowell’.	Site H2, ‘North of Stapleford’, is divided into three for consultation purposes in the Option for Consultation.

Issue BBC3: Outside the ‘Principal Urban Area’, which settlements should have new development?

<b>Comments</b>	<b>How addressed in Option for Consultation</b>
There was most support for development at Kimberley and Eastwood, with modest and similar levels of support for development at almost all other settlements. There was very little support for development at Cossall.	Policy 2.e in the Option for Consultation proposes development at Awsworth, Brinsley, Eastwood, Kimberley and Watnall. (Policy 2.b also proposes development at one or more of the Potential Sustainable Urban Extensions.)

Issue BBC4: Is it better to take part of the green belt for a combination of housing and offices/industry/warehousing, rather than just for housing?

Comments	How addressed in Option for Consultation
A substantial majority of respondents considered that new allocations in the green belt should be for a single use rather than for a mixture of housing and offices/industry/warehousing.	Policies 2 and 4 in the Option for Consultation do not propose that the Potential Sustainable Urban Extensions in Broxtowe should be for mixed use.

Issue BBC5: How can more 'brownfield' (previously-developed) urban land be released for housing, in order to save the green belt?

Comments	How addressed in Option for Consultation
There was a high level of support for the options of designating underused office/industrial/warehousing sites for housing and of designating other large 'brownfield' urban areas, such as Chetwynd Barracks, for housing. There was lesser, but still substantial, support for identifying further small 'brownfield' sites for housing.	Policy 4.9 in the Option for Consultation proposes that poor quality, underused and poorly located employment sites should be released for other purposes.

Issue BBC6: How should new offices/industry/warehousing be distributed?

Comments	How addressed in Option for Consultation
Most respondents favoured concentrating new office/industrial/warehousing development in larger sites, or having a mixture of concentration and dispersal. There was lesser support for spreading new development around many smaller sites.	Policy 4.2 in the Option for Consultation proposes providing for office development in Beeston town centre whilst policy 4.5 proposes providing a range of suitable sites for new employment or relocating businesses. Policy 4.6 encourages economic development to diversify and support the rural economy.

Issue BBC7: Should the proposed tram route through Beeston and Chilwell to a park-and-ride terminus north of Toton influence the choice of sites for development?

Comments	How addressed in Option for Consultation
There was a high level of support for the idea that the proposed tram route	The Potential Sustainable Urban Extension 'Between Toton and Stapleford to include

<b>Comments</b>	<b>How addressed in Option for Consultation</b>
<p>should influence the choice of sites, although there was also a considerable level of opposition.</p> <p>A similar majority considered that, if the tram does not go ahead, a bus park-and-ride route should be proposed to take advantage of the A52 into Nottingham.</p>	<p>Toton Sidings', adjacent to the proposed tram terminus, is included in the Option for Consultation.</p>

Issue BBC8: The Toton Sidings area has been considered a potential site for a strategic road/rail freight depot for almost 30 years but has not been delivered due to access difficulties. Should we now abandon this proposed use and pursue other options, such as housing or offices/industry/warehousing?

<b>Comments</b>	<b>How addressed in Option for Consultation</b>
<p>The majority of respondents considered that the Sidings should not continue to be safeguarded for a depot and there was strong support for exploring other possible uses.</p>	<p>The possibility of using the Sidings as part of a Potential Sustainable Urban Extension is included in the Option for Consultation.</p>